WILL COUNTY, ILLINOIS

JUNE **2022**

TRANSPORTATION IMPROVEMENT PROGRAM – FY 2023-2028

PREPARED BY THE
WILL COUNTY DIVISION OF TRANSPORTATION

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INTRODUCTION

South and west of the City of Chicago, Will County encompasses 837 square miles and ranks as one of the fastest growing Counties in the United States. Utilization of a system consisting of 58 County Highways, 4 Interstates, 16 U.S. or State numbered highways, and various other roadways making up our transportation network on a daily basis, to move people and commerce through, within, and to destinations outside of Will County. The Will County Division of Transportation (WCDOT) has the responsibility of the planning, design, construction, and maintenance of the County Highway system that includes 253 miles, 87 bridges, 4 maintenance facilities, and the DOT campus on Laraway Road.

The 2023 – 2028 Transportation Plan (The Plan) exists as a planning tool for Will County, Local Agencies, and the Illinois Department of Transportation (IDOT) to coordinate planning, design, and construction activities within Will County. The Plan endeavors to meet the needs of the motoring public, the demands of previous and future development, while providing acceptable transportation performance, and protecting environmental and natural resources.

The Plan will:

1. Provide over 20 (does not include overlays) miles of improved highways,
2. Reconstruct over 30 Intersections, and
3. Rehabilitate or Replace at least 10 structures.

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

WILL CONNECTS 2040

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

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

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

COUNTYWIDE BIKEWAY PLAN

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

Although this Plan contains no separate bicycle facilities, the WCDOT commits to including potential pedestrian and bicycle facilities in order to comply with the WCDOT's Complete Streets Policy. One way to accomplish this is earlier and more frequent coordination with the FPDWC and associated Local Agencies when in The Phase 1 Study process.

FREIGHT

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

General Mills, Georgia Pacific, FedEx, and UPS are just a few of the companies joining Amazon and Ikea as part of the myriad of companies locating warehousing or industrial spaces within our county. Romeoville and Bolingbrook have increased their warehousing and industrial space by over 80% since 2000. The CenterPoint Intermodals in Joliet and Elwood continue to attract new companies and construction moves ahead at the Ridgeport Intermodal. Additionally, talks progress about a potential fourth intermodal in the Crete area. These are just a few of the places that warehousing and 3 distribution centers keep on popping up across our county. Communities are deliberating on and adding warehousing and industrial space on a regular basis.

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

Our network consists of a multitude of at grade railroad crossings within the County. The increasing number and length of the freight trains utilizing these tracks can produce increased congestion. On any given day our residents may experience longer freight trains at these grade crossings, which in turn creates more congestion on our roadway network. To this end the Will County Board adopted the Will County Community Friendly Freight Plan in September 2017.

ACCOMPLISHMENTS

General *(Milestones meet after adoption of last Plan):*

- Reconstruction of 135th Street from New Avenue to Smith Road
- The Weber Road interchange construction substantially complete
- Briggs Street from Mills Road to Haven Avenue/New Lenox Road construction complete.
- Reconstruction of Briggs Street from the I-80 WB Ramps to Washington Street
- 80th Avenue from 191st Street to 183rd Street construction will begin upon completion of utility relocations.
- Laraway Road @ Cedar Road construction underway.

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

- Construction completed on 43 projects.
- 6 projects required splitting into a total of 16 construction projects.
    - 8 of these breakout projects have been constructed.
    - 4 more of the breakout projects are currently under construction.
    - The remainder are under design.
- 4 projects currently under construction.
- 6 completed preliminary engineering studies.
- 1 currently in preliminary engineering
- Completion of required value engineering studies for 2 projects.

WILL CONNECTS 2040 IMPLEMENTATION

- Laraway Road: Cedar Road at Laraway Road – Design Approval received, design engineering complete, ROW acquisition complete, Construction underway.
- Laraway Road: Cedar Road to US Route 45 (LaGrange Road) – Preliminary Engineering Study underway. Design Approval (DA) anticipated Summer 2022; VE Study completed
- Will County Community Friendly Freight Plan – Adopted
- Laraway Road: US Route 52 to Cedar Road – Design Approval received.
- Laraway Road: Nelson Road to Cedar Road – Design Engineering underway; ROW acquisition underway; target letting late 2022
- Laraway Road @ US Route 52 – Design Engineering underway
- Laraway Road; Cherry Hill Road to Nelson Road – Design Engineering underway.
- Laraway Road: Calistoga to Wolf Road – Design Engineering initiated
- Laraway Road @ US Route 45 (LaGrange Road) – Design Engineering initiated
- Countywide ITS Plan - Adopted
- Manhattan-Monee Road: Center Road to I-57 – Preliminary Engineering Studies underway.
- Gougar Road: Laraway Road to Haven Road – Preliminary Engineering Study underway.
- Gougar Road over the CN Railroad – Preliminary Engineering study to IDOT for Design Approval; Design Engineering initiated.

PLAN DEVELOPMENT

The Plan is a combination of “old” and “new”. The basis of this plan is the adopted 2040 Plan. The Plan does provide for the completion of the Build Will Program projects.

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

The Plan is the fiscally constrained program for the WCDOT’s 2023-2028 Fiscal Years. Items listed within the Plan include projects, which address preservation of the existing system, safety, expansion to accommodate current travel demands, and upgrades to the system for future growth and current safety standards, all based on the 2040 Plan’s assumptions and fiscally constrained lists.

The programming process is dynamic in nature and the 2023-2028 program contained within this document reflects the nature of the Plan at the time of printing. Some changes to the project phase timings have occurred to reflect current experiences as to the length of time required for each phase. Therefore, some phases that were included in the previous plan have been moved to later years in the plan, phases may have had to be split into multiple years or fallen out of the program all together. Not to worry, if things progress faster than expected or additional funding becomes available, phases will move up in the program, such is the nature of a dynamic plan.

PROJECT DEVELOPMENT PROCESS

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

PHASE 1 *(Preliminary Engineering):*

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

PHASE 2 *(Design Engineering):*

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

RIGHT OF WAY ACQUISITION:

Depending on the funding source for the project, right of way (ROW) acquisition includes appraisals and negotiations for any required land acquisition. The ROW Acquisition process begins in conjunction with the Design Engineering. All ROW must be purchased prior to construction. Any project utilizing federal dollars must have the ROW certified by IDOT prior to the project bid letting for construction. If a project's construction is contained within the existing ROW, this step may be skipped.

UTILITY RELOCATION

Through out the county utility companies build their networks within the right-of-way (ROW) of the roadway network. If a project includes expansion of the pavement or changes to the drainage system, utility facilities may be affected. Many of our projects require utilities to relocate all or part of their facilities within our ROW. These relocations need to be completed prior to the start of construction. This is considered by IDOT to be part of Construction.

CONSTRUCTION & CONSTRUCTION ENGINEERING *(Phase 3):*

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

CHALLENGES

As with any plan, there are challenges to overcome in order to complete the plan as developed. The WCDOT has the ability to overcome some of the challenges, but others may be outside the control of the WCDOT. Over the last year a number of changes, affecting and effecting the way we do business at the Will County Division of Transportation, have occurred.

PROJECT DEVELOPMENT:

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

MATERIALS:

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

COVID-19:

In March of 2020, the state of IL issued a stay-at-home order due to the Covid-19 Pandemic. Since then, we have been in varying degrees of close-down. At this time, we do not know the full effects of these close downs or when we will be back at pre-Covid levels of travel.

From the passage of Rebuild Illinois to the COVID-19 Pandemic, we may not know the true effects of either of these occurrences for months or even years from now. Initially we did see a falling-off of revenues as people obeyed the stay-at-home order, but over the last year we have seen a stabilization of the funding levels, for the most part back to pre-COVID levels. The plan shows year over year increases in both the State-Allocated and Local Option MFT Funds based on the funds' allocation history.

AVAILABLE FUNDING & PAYOUTS

AVAILABLE FUNDING

For many years the needs for maintaining our County Highway System have been higher than the available funding. With the Rebuild Illinois legislation passed in 2019 things are looking up on the funding side of things. With the passage of a new transportation bill, known as IIJA or BIL, to replace the existing FAST Act, even more funding could potentially be available for the County DOT to pursue.

PAYOUTS

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

REVENUE & EXPENDITURES

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

Federal funding is project specific in nature and encompasses multiple federal funding sources. Common federal funding sources include Highway Bridge Program (HBP) funds, Congestion Mitigation and Air Quality (CMAQ) funds, Surface Transportation Program (STP-L) Urban funds, Surface Transportation Program and Rural (STR) funds. In addition, a newly created Surface Transportation Program – Shared (STP-Shared) was established in the CMAP region in January of 2019. Additional Covid Relief funds (CRRSA) have been distributed for use in FY 2022. In total, Federal funding constitutes approximately 3 percent of the total revenue received by WCDOT in The Plan.

While MFT funding and the Will County portion of the RTA Tax allotments come to WCDOT specified for no particular project, MFT funds do have certain requirements for the types of projects on which communities can utilize the funds. The RTA Tax allotments constitute approximately 13 percent of the total revenue WCDOT receives. MFT Funds constitute approximately 74 percent of the total revenue received by WCDOT. Potential IDOT and local agency matching funds, at time of printing account for approximately 10 percent each of total revenue.

For the 2023-2028 program years the County is projecting a total revenue of $572,028,147 from these five funding sources. The County will continue to pursue additional Federal and Local Matching funds as warranted throughout the program period.

No increase in MFT funding due to formula change or population increase have been included in the program, due to the 2020 Census or the passage of the IIJA/BIL. Changes due to the Rebuild Illinois capital program passed in mid-2019 are included. If any additional changes in funds are required, they will be reflected in future TIPs.

REBUILD ILLINOIS

The passage of the first comprehensive transportation capital bill in a number of years at the state level increased the State collected Motor Fuel Tax from 19¢ to 38¢ per gallon. The bill also indexed the Motor Fuel Tax collected to inflation and provided the WCDOT with the possibility to create a Local Option Motor Fuel Tax up to 8c/gallon. The County Board passed and on February 1, 2020, the County began to collect a 4c/gallon Motor Fuel Tax.

5-YEAR EXPENDITURE PROJECTIONS

Figure 1: By Project Type

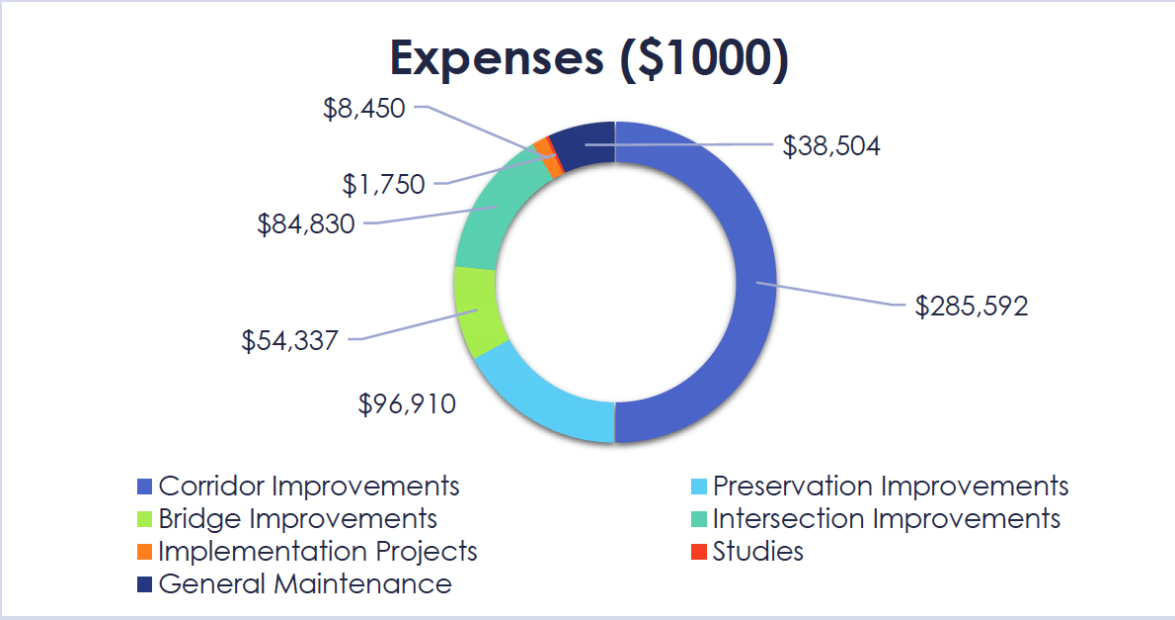
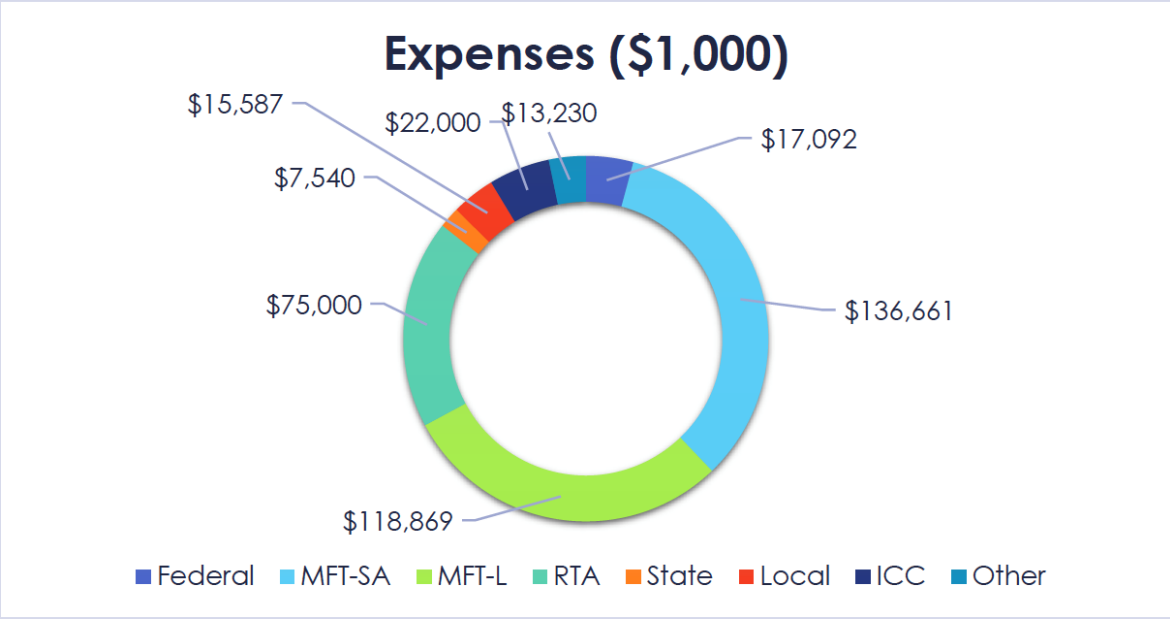


Figure 2: By Fund Type



TYPES OF IMPROVEMENTS

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

CORRIDOR IMPROVEMENTS

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

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

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

The improvements contained on this list typically require additional lanes and reconstruction. Additionally, many of them include drainage improvements, like changing from ditches to closed systems, barrier medians, and intersection improvements.

PRESERVATION IMPROVEMENTS

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

Periodically, preservation improvements require the addition of preliminary engineering and/or construction engineering. These additions arise due to potential federal funding or the increased complexity of the project due to the inclusion of other improvements, such as the addition of a median to accommodate turn lanes. Studied corridors for projects of this type are typically over 2 miles. Currently, WCDOT forces provide most of the construction engineering on these projects. The WCDOT believes this trend will continue in the future.

The improvements contained on this list typically consist of reconstruction in kind, meaning little to no change in the cross section. These improvements generally include drainage improvements, shoulder improvements, and channelization at intersections.

BRIDGE IMPROVEMENTS

Bridge Improvements can consist of Preliminary Engineering, Design Engineering, ROW acquisition, Construction, and Construction Engineering. Although many Corridor Improvements may include bridges, sometimes WCDOT has a bridge brought to our attention through our biannual inspections that requires attention. Exhibit D shows these bridges.

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

The improvements included on this list will either be rehabilitation or complete reconstruction. Bridge rehabilitation, by IDOT's definition, is when a portion of the bridge, typically the substructure remains in place and the rest of the bridge is improved. Bridge reconstruction consists of completely replacing the bridge in its entirety, this may include changes to the structure length or skew.

INTERSECTION IMPROVEMENTS

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

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

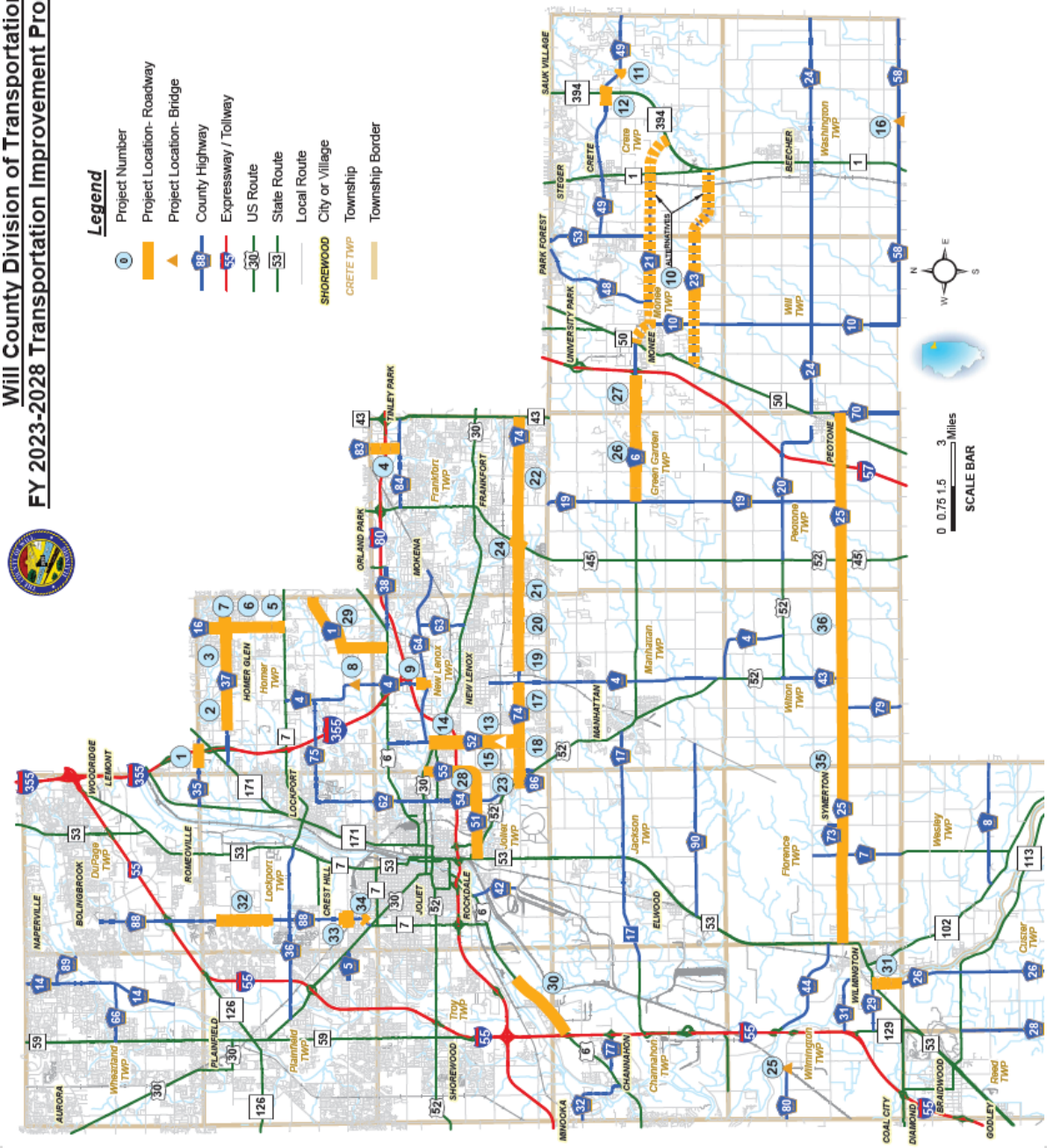
STUDIES

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

GENERAL MAINTENANCE

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

PROJECT LOCATION MAP



Project #	County Highway	Roadway	Limits / Location
1	35	135th Street	IL 171 (Archer Ave) to Smith Rd
2	37	143rd Street	Lemont Road/State Street to Crème Road
3	37	143rd Street	Crème Road to Bell Road
4	83	80th Avenue	191st Street to 183rd Street
5	16	Bell Road	159th Street to 151st Street
6	16	Bell Road	151st Street to 143rd Street
7	16/37	Bell Road	143rd Street
8	4	Cedar Road	Spring Creek
9	4/64	Cedar Road	Francis Road
10	21/23	Eastern Will Truck Route	IL 50 to IL 394/IL 1
11	49	Exchange Street	Burville Road
12	49	Exchange Street	IL Route 394
13	52	Gougar Road	Laraway Road to Haven Road
14	52	Gougar Road	Haven Road to Francis Road
15	52	Gougar Road	CN Railroad
16	58	Kankakee County Line Road	Pike Creek
17	74	Laraway Road	Nelson Road to Cedar Road
18	74	Laraway Road	Cherry Hill Road to Nelson Road
19	74	Laraway Road	Cattlestop to Spencer Road
20	74	Laraway Road	Spencer Road to Scheer Road
21	74	Laraway Road	Scheer Road to Wolf Road
22	74	Laraway Road	US 45 to Harlem Avenue
23	74	Laraway Road	US Route 52
24	74	Laraway Road	US Route 45 (LaGrange Road)
25	80	Lorenzo Road	BNSF Railroad
26	6	Manhattan-Monee Road	Center Road to Ridgeland Road
27	6	Manhattan-Monee Road	Ridgeland Avenue
28	51/55	Mills Road/Cherry Hill Road	IL 53 to US Route 30
29	1	Parker Road / Hadley Road	US Rt 6 to Cook County Line
30	N/A	US Route 6	I-55 to Houbolt Road
31	26	W. River Road	IL 53 to W. Coal City Road
32	88	Weber Road	Airport Road to 135th Street
33	88	Weber Road	Caton Farm Road
34	88	Weber Road	Knapp Road
35	25	Wilmington-Peotone Road	IL Route 53 to Wilton-Center Road
36	25	Wilmington-Peotone Road	Wilton-Center Road to Dresdner Road

Date:5/17/2022

2022-2027 TIP

EXHIBIT A: OVERVIEW OF TIP EXPENSES

TIP Total Expense

Category	5-Year Total
Corridor Improvements	$285,591,869
Preservation Improvements	$96,910,000
Bridge Improvements	$54,337,258
Intersection Improvements	$83,057,433
Implementation Projects	$8,450,000
Studies	$1,750,000
General Maintenance	$38,504,076
Total:	$568,600,636

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Amount	Total Cost
16	99-00147-07-FP	Bell Road	159th Street to 151st Street	7	Utility Relocation	2022	MFT-L	$890,000	$890,000
					Construction	2022	STP-L	$4,500,000	
					Construction	2022	STR	$1,000,000	
					Construction	2022	MFT-SA	$3,338,392	
					Construction	2022	Local	$161,608	$9,000,000
					Construction Engineering	2022	RTA	$1,571,815	$1,571,815
16	19-00147-14-FP	Bell Road	151st Street to 143rd Street	7	Construction	2023	RTA	$3,541,545	
					Construction	2023	MFT-L	$3,376,323	
					Construction	2023	Local	$182,132	$7,100,000
					Construction Engineering	2023	RTA	$710,000	$710,000
21/23	TBD	Eastern Will Truck Route	IL 50 to IL 394/IL 1	1	Preliminary Engineering	2022	RTA	$2,500,000	$2,500,000
					Design Engineering	2024	MFT-SA	$2,500,000	$2,500,000
					ROW	2025	MFT-L	$750,000	$750,000
					Construction	2028	MFT-SA	$17,670,000	
					Construction	2028	MFT-L	$7,330,000	$25,000,000
					Construction Engineering	2028	MFT-SA	$2,500,000	$2,500,000
35	16-00068-15-FP	135th Street	IL 171 (Archer Ave) to Smith Rd	7	Construction	2023	MFT-L	$8,800,000	$8,800,000
37	08-00169-18-FP	143rd Street	Lemont Road/State Street to Bell Road	7	ROW	2022	RTA	$1,000,000	
					ROW	2023	MFT-SA	$5,571,400	$6,571,400
					Utility Relocation	2022	RTA	$701,000	$701,000
37	08-00169-18-FP	143rd Street	Lemont Road/State Street to Crème Road	7	Construction	2024	MFT-L	$26,595,455	
					Construction	2024	Local	*$240,000*	$26,835,455
					Construction Engineering	2024	MFT-SA	$2,684,000	$2,684,000
37	TBD	143rd Street	Crème Road to Bell Road	7	Construction	2025	MFT-L	$13,893,804	
					Construction	2025	RTA	$10,410,000	
					Construction	2025	MFT-SA	$5,200,000	
					Construction	2025	Local	*$428,800*	$29,932,604
					Construction Engineering	2025	MFT-SA	$2,993,000	$2,993,000
52	19-00154-18-PV	Gougar Road	Laraway Road to Francis Road	9 & 12	Preliminary Engineering	2022	MFT-SA	$567,650	$567,650
52	TBD	Gougar Road	Laraway Road to Haven Road	12	Design Engineering	2023	MFT-L	$1,350,000	$1,350,000
					ROW	2024	MFT-SA	$900,000	$900,000
					Construction	2027	MFT-SA	$4,469,000	
					Construction	2027	RTA	$8,599,000	
					Construction	2027	Local	*$432,000*	$13,500,000
					Construction Engineering	2027	RTA	$1,350,000	$1,350,000
52	TBD	Gougar Road	Haven Road to Francis Road	9 & 12	Design Engineering	2024	MFT-L	$1,350,000	$1,350,000
					ROW	2025	MFT-L	$450,000	$450,000
					Construction	2028	MFT-SA	$7,068,000	
					Construction	2028	MFT-L	$6,000,000	
					Construction	2028	Local	*$432,000*	$13,500,000
					Construction Engineering	2028	MFT-L	$1,350,000	$1,350,000

Any Funds in italics are funds that we are pursuing and do not have final IGAs approved. If these funds fall through, the County would have to cover these costs.

**County Board Districts effective 2010*

EXHIBIT B: CORRIDOR IMPROVEMENTS

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Amount	Total Cost
74	13-00138-37-PV	Laraway Road	Nelson Road to Cedar Road	12	Construction	2023	STR	$2,000,000	
					Construction	2023	MFT-SA	$12,652,800	
					Construction	2023	Local	$347,200	$15,000,000
					Construction Engineering	2023	RTA	$1,446,000	$1,446,000
74	20-00138-44-FP	Laraway Road	Cherry Hill Road to Nelson Road	12	ROW	2023	MFT-SA	$1,092,400	$1,092,400
					Construction	2026	MFT-SA	$6,464,574	
					Construction	2027	MFT-L	$7,548,126	
					Construction	2026	Local	*$460,300*	$14,473,000
					Construction Engineering	2026	MFT-SA	$1,438,000	$1,438,000
74	14-00138-40-PV	Laraway Road	Cedar Road to Wolf Road	12	Design Engineering	2022	MFT-SA	$6,468,612	$6,468,612
					ROW	2023	RTA	$6,393,800	$6,393,800
74	TBD	Laraway Road	Cedar Road to Spencer Road	12	Construction	2024	MFT-SA	$10,985,900	
					Construction	2024	Local	*$363,200*	$11,349,100
					Construction Engineering	2024	MFT-L	$1,134,900	$1,134,900
74	TBD	Laraway Road	Spencer Road to Scheer Road	12	Construction	2026	RTA	$1,520,000	
					Construction	2027	MFT-SA	$11,366,433	
					Construction	2027	MFT-L	$12,122,477	
					Construction	2026	Local	*$843,100*	$25,852,010
					Construction Engineering	2026	MFT-L	$1,100,000	
					Construction Engineering	2027	MFT-SA	$1,234,800	$2,334,800
74	TBD	Laraway Road	Scheer Road to Wolf Road	12	Construction	2028	MFT-L	$19,852,100	
					Construction	2028	Local	*$656,300*	$20,508,400
					Construction Engineering	2028	MFT-L	$2,051,000	$2,051,000
74	TBD	Laraway Road	US 45 to Harlem Avenue	11 & 12	Preliminary Engineering	MYB		$1,830,000	$1,830,000
83	06-00122-16-FP	80th Avenue	191st Street to 183rd Street	2 & 12	Utility Relocation	2022	MFT-L	$466,000	$466,000
					Construction	2022	STR	$12,440,492	
					Construction	2022	MFT-SA	$8,000,000	
					Construction	2022	MFT-L	$8,288,508	
					Construction	2022	CRRSA-STP-L	$2,800,000	
					Construction	2022	CRRSA-STR	$1,600,000	
					Construction	2022	State	$3,532,000	
					Construction	2022	Local	$7,000,000	
					Construction	2022	Local	$1,526,000	$45,187,000
					Construction Engineering	2022	RTA	$4,005,172	
					Construction Engineering	2022	State	$459,160	
					Construction Engineering	2022	Local	$700,000	
					Construction Engineering	2022	Local	$168,000	$5,332,332
88	12-00170-41-FP	Weber Road	Airport Road to 135th Street	3 & 13	Design Engineering	2022	MFT-L	$4,186,171	$4,186,171
					ROW	2023	MFT-SA	$1,702,000	$1,702,000
					Construction	2024	RTA	$8,240,000	
					Construction	2025	MFT-SA	$16,831,200	
					Construction	2025	Local	*$828,800*	$25,900,000
					Construction Engineering	2024	RTA	$1,000,000	
					Construction Engineering	2025	RTA	$1,590,000	$2,590,000
N/A	TBD	US Route 6	I-55 to Houbolt Road	6	Preliminary Engineering	2023	State	$1,600,000	
					Preliminary Engineering	2023	RTA	$533,300	
					Preliminary Engineering	2023	Local	$1,066,700	$3,200,000
			Total					$365,292,449	
									$285,591,869

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**County Board Districts effective 2010*

EXHIBIT C: PRESERVATION IMPROVEMENTS

CH	Section	Roadway	Location	District	Phase	FY	Funding Type	Amount	Total Cost
4	01-00051-04-BR	Cedar Road	Spring Creek	7	Construction	2022	HBP	$1,651,100	
					Construction	2022	RTA	$412,800	$2,063,900
					Construction Engineering	2022	HBP	$277,517	
					Construction Engineering	2022	RTA	$80,000	$357,517
52	TBD	Gougar Road	CN Railroad	12	Design Engineering	2022	MFT-L	$490,690	
					Design Engineering	2022	ICC	$2,000,000	$2,490,690
					ROW	2023	MFT-SA	$1,547,900	
					ROW	2023	Local	*$245,000*	$1,792,900
					Utility Relocation	2025	MFT-SA	$9,430,000	$9,430,000
					Construction	2024	ICC	$10,000,000	
					Construction	2024	MFT-SA	$4,369,000	
					Construction	2024	Local	*$1,315,000*	
					Construction	2024	Other	$875,500	$16,559,500
					Construction Engineering	2024	MFT-SA	$1,760,000	
					Construction Engineering	2024	Local	*$440,000*	$2,200,000
58	20-00093-08-BR	Kankakee County Line Road	Pike Creek	1	Construction	2022	RTA	$1,560,000	$1,560,000
80	TBD	Lorenzo Road	BNSF	6	Construction	2023	ICC	$12,000,000	
					Construction	2023	Other	$10,924,848	$22,924,848
					Construction Engineering	2023	Other	$1,430,010	$1,430,010
								$60,809,365	

** County Board Districts effective 2010*

EXHIBIT D: BRIDGE IMPROVEMENTS

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Amount	Total Cost
1	TBD	Parker Road/Hadley Road	US Route 6 to Cook Co Line	7	Preliminary Engineering	2023	MFT-L	$2,020,000	$2,020,000
					Design Engineering	2025	MFT-SA	$2,020,000	$2,020,000
					ROW	2026	MFT-L	$1,500,000	$1,500,000
					Construction	2028	MFT-SA	$20,000,000	$20,000,000
					Construction Engineering	2028	MFT-L	$2,020,000	$2,020,000
6	19-00040-13-PV	Manhattan-Monee Road	Center Road to Ridgeland Road	11 & 13	Design Engineering	2023	MFT-L	$2,000,000	$2,000,000
					ROW	2024	MFT-SA	$500,000	$500,000
					Construction	2026	MFT-L	$9,000,000	
					Construction	2026	RTA	$9,000,000	
					Construction	2027	MFT-L	$2,000,000	$20,000,000
					Construction Engineering	2026	MFT-L	$1,800,000	
					Construction Engineering	2027	MFT-L	$200,000	$2,000,000
25	TBD	Wilmington-Peotone Road	Wilton-Center Road to Drecksler Road	1 & 6	Preliminary Engineering	2024	MFT-SA	$4,500,000	$4,500,000
					Design Engineering	2027	MFT-SA	$4,500,000	$4,500,000
					ROW	2028	MFT-L	$1,000,000	$1,000,000
25	TBD	Wilmington-Peotone Road	IL 53 to Wilton-Center Road	6	Preliminary Engineering	2028	MFT-L	$4,500,000	$4,500,000
					Design Engineering	MYB		$4,500,000	$4,500,000
26	20-00174-06-PV	W. River Road	IL 53 to W. Coal City Road	6	ROW	2022	MFT-L	$300,000	$300,000
					Construction	2023	MFT-SA	$2,500,000	$2,500,000
					Construction Engineering	2023	MFT-SA	$250,000	$250,000
51	TBD	Mills Road/ Cherry Hill Road	IL 53 to Cherry Hill Road Mills Road to US 30	8 & 12	Preliminary Engineering	2024	MFT-SA	$2,000,000	$2,000,000
					Design Engineering	2026	MFT-SA	$2,000,000	$2,000,000
					ROW	2027	MFT-L	$500,000	$500,000
					Construction	2028	RTA	$12,000,000	
					Construction	2028	MFT-SA	$9,000,000	$21,000,000
					Construction Engineering	2028	MFT-L	$2,100,000	$2,100,000
			Total					$101,710,000	

** County Board Districts effective 2010*

EXHIBIT E: INTERSECTION IMPROVEMENTS

CH	Section	Roadway	Location	District	Phase	FY	Funding Type	Amount	Total Cost
6	19-00040-12-CH	Manhattan-Monee Road	Ridgeland Avenue	1	Design Engineering	2023	RTA	$350,000	
					Design Engineering	2023	Local	$350,000	$700,000
					ROW	2024	MFT-L	$50,000	
					ROW	2024	Local	$50,000	$100,000
					Construction	2025	MFT-L	$3,500,000	
					Construction	2025	Local	$3,500,000	$7,000,000
					Construction Engineering	2025	MFT-L	$350,000	
					Construction Engineering	2025	Local	$350,000	$700,000
49	20-00086-26-RD	Exchange Street	Burville Road	1	Preliminary Engineering	2022	HSIP	$327,978	
					Preliminary Engineering	2022	MFT-L	$24,295	
					Preliminary Engineering	2022	Local	$12,147	$364,420
					Design Engineering	2023	HSIP	$342,300	
					Design Engineering	2023	RTA	$25,355	
					Design Engineering	2023	Local	$12,678	$380,333
					ROW	2024	HSIP	$600,000	
					ROW	2024	MFT-SA	$100,000	
					ROW	2024	Local	$50,000	$750,000
					Construction	2026	HSIP	$3,423,000	
					Construction	2026	MFT-L	$254,000	
					Construction	2026	Local	$127,000	$3,804,000
					Construction Engineering	2026	HSIP	$342,300	
					Construction Engineering	2026	MFT-L	$25,400	
					Construction Engineering	2026	Local	$12,700	$380,400
49	20-00086-25-CH	Exchange Street	IL Route 394	1	ROW	2022	MFT-L	$551,000	$551,000
					Construction	2024	RTA	$2,500,000	$2,500,000
					Construction Engineering	2024	RTA	$250,000	$250,000
74	20-00138-43-CH	Laraway Road	US Route 52	8	ROW	2022	MFT-L	$129,600	
					ROW	2023	MFT-L	$1,500,000	$1,629,600
					Construction	2024	MFT-SA	$10,100,000	
					Construction	2024	Local	*$1,500,000*	
					Construction	2024	State	*$2,700,000*	$14,300,000
					Construction Engineering	2024	RTA	$1,010,000	
					Construction Engineering	2024	Local	*$150,000*	
					Construction Engineering	2024	State	*$270,000*	$1,430,000

CH	Section	Roadway	Location	District	Phase	FY	Funding Type	Amount	Total Cost
74	21-00138-45-CH	Laraway Road	US Route 45 (LaGrange Road)	11	Design Engineering	2022	RTA	$1,098,169	$1,098,169
					ROW	2023	RTA	-	-
					Construction	2026	MFT-SA	$9,299,000	
					Construction	2026	MFT-L	$4,941,000	
					Construction	2026	State	*$2,700,000*	
					Construction	2026	Local	*$560,000*	$17,500,000
					Construction Engineering	2026	RTA	$1,480,000	
					Construction Engineering	2026	State	*$270,000*	$1,750,000
88	TBD	Weber Road	Caton Farm Road	9	Design Engineering	2028	MFT-SA	$940,000	$940,000
					ROW	MYB		$1,500,000	$1,500,000
					Construction	MYB		$11,422,400	
					Construction	MYB	Local	*$377,600*	$11,800,000
					Construction Engineering	MYB		$1,180,000	$1,180,000
88	21-00170-48-CH	Weber Road	Knapp Road	9	Design Engineering	2022	MFT-L	$260,870	
					Design Engineering	2022	Local	$86,957	$347,827
					ROW	2022	MFT-L	$50,000	$50,000
					Construction	2023	MFT-L	$1,125,000	
					Construction	2023	Local	$375,000	$1,500,000
					Construction Engineering	2023	MFT-L	$90,000	
					Construction Engineering	2023	Local	$30,000	$120,000
4/64	20-00051-09-CH	Cedar Road	Francis Road	12	ROW	2022	MFT-L	$200,000	$200,000
					Construction	2023	MFT-L	$5,928,000	$5,928,000
					Construction Engineering	2023	MFT-L	$592,800	$592,800
16/37	12-00147-11-CH	Bell Road	143rd Street	7	Construction	2023	CMAQ	$10,384,000	
					Construction	2023	MFT-SA	$8,405,500	
					Construction	2023	Local	$239,500	$19,029,000
					Construction Engineering	2023	MFT-L	$1,902,900	$1,902,900
			Total					$100,278,449	

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**County Board Districts effective 2010*

EXHIBIT F: IMPLEMENTATION

CH	Section	Roadway	Location	District	Phase	FY	Funding Type	Amount	Total Cost
	TBD	ITS Project	TBD		Implementation	2025	MFT-L	$1,500,000	$1,500,000
	TBD	ITS Project	TBD		Implementation	2026	MFT-L	$2,500,000	$2,500,000
	TBD	ITS Project	TBD		Implementation	2027	RTA	$2,000,000	$2,000,000
	TBD	ITS Project	TBD		Implementation	2028	MFT-L	$2,000,000	$2,000,000
	TBD	J.U.L.I.E.	Countywide		Implementation	2023	MFT-SA	$75,000	$75,000
	TBD	J.U.L.I.E.	Countywide		Implementation	2024	MFT-SA	$75,000	$75,000
	TBD	J.U.L.I.E.	Countywide		Implementation	2025	MFT-SA	$75,000	$75,000
	TBD	J.U.L.I.E.	Countywide		Implementation	2026	MFT-SA	$75,000	$75,000
	TBD	J.U.L.I.E.	Countywide		Implementation	2027	MFT-SA	$75,000	$75,000
	TBD	J.U.L.I.E.	Countywide		Implementation	2028	MFT-SA	$75,000	$75,000

EXHIBIT G: STUDIES

Section	Study	Coverage	Phase	FY	Funding Type	Amount	Total Cost
TBD	2050 Long Range Transporation Plan	Countywide	Planning Study	2026	MFT-SA	$1,750,000	$1,750,000

EXHIBIT H: GENERAL MAINTENANCE

General Maintenance

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

FY	Cost
2022	$1,100,000
2023	$1,100,000
2024	$1,100,000
2025	$1,100,000
2026	$1,100,000
2027	$1,100,000
2028	$1,100,000

Overlays

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

FY	Cost
2022	$2,500,000
2023	$2,500,000
2024	$2,500,000
2025	$2,500,000
2026	$2,500,000
2027	$2,500,000
2028	$2,500,000

Striping

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

FY	Cost
2022	$550,000
2023	$550,000
2024	$550,000
2025	$550,000
2026	$550,000
2027	$550,000
2028	$550,000

Traffic Signal Maintenance

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

FY	Cost
2022	$550,000
2023	$550,000
2024	$550,000
2025	$550,000
2026	$550,000
2027	$550,000
2028	$550,000

Other Maintenance Contracts

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

FY	Cost
2022	$550,000
2023	$550,000
2024	$550,000
2025	$550,000
2026	$550,000
2027	$550,000
2028	$550,000

Maintenance Staff Salaries

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

FY	Cost
2022	$550,000
2023	$550,000
2024	$550,000
2025	$550,000
2026	$550,000
2027	$550,000
2028	$550,000

Program Total	$38,504,076

PROJECT DESCRIPTIONS

CORRIDOR IMPROVEMENTS

Bell Road: 159th Street to 131st Street

Bell Road from 159th Street on the south to the northern terminus at the Will-Cook County line, this corridor stretches over 3 miles. The existing roadway consists of one through lane in each direction with sporadic turning lanes, mainly at signalized intersections. Overall, the corridor will be improved to two through lanes in each direction with a barrier median with an enclosed drainage system, following the County Freeway standards. All signalized intersections will be channelized to include at least one left turn lane and potentially a right turn lane on each leg. The corridor has been split into five separate design/construction projects.
Status: Design Approval received 04/2012.

- 159th Street to 151st Street
  The first project ties into the IDOT project on 159th Street, two lanes in each direction will be carrier through the new permanent signals to be installed at Meadow View Lane. Noise wall will be installed on the west side of the street from Meadow View Lane to Woodland Drive. The four-lane cross section with barrier median will be carried to tie into the existing cross section at 151st Street.
  Status: Currently in Phase 2. ROW acquisition ongoing. Construction anticipated to begin in late 2022.
  Funding: RTA / STP-L
- 151st Street to 143rd Street
  This improvement will carry the same four lane cross section through to where it ties into the 143rd Street intersection Improvement (See this project description in the Intersection Improvement section).
  Status: Currently in Phase 2. ROW acquisition ongoing. Construction anticipated to begin in 2023.
  Funding: MFT / RTA
- 143rd Street to Will County Line
  The final WCDOT project in this corridor starts at the northern terminus of the 143rd Street intersection improvement and carries the same cross section to the Will-Cook County line.
  Status: Future Project
- Will County Line to 131st Street
  This project is under the jurisdiction of CCDOTH and will continue the cross section to 131st Street.

143rd Street: State Street/Lemont Road to Bell Road

The County has been upgrading the 143rd Street corridor for years. This is the final portion of the overall corridor stretching from Archer Road (IL 171) on the west to Will-Cook Road on the east. This 3-mile corridor currently consists of a rural two-lane roadway through rolling terrain. This remaining portion of 143rd Street will be improved to two lanes in each direction with a mountable median and channelization at the intersections. Traffic signals will be upgraded at the existing signalized intersection and a new traffic signal will be installed at Crème Road. The western termini ties into the Village of Homer Glen's project at the intersection of Lemont Road/State Street. The eastern end the project ties into the Bell Road intersection project (see this project description in the Intersection Improvement section). The project is programmed to be constructed in two segments.

Status: Design Approval received 06/2019. Phase 2 and ROW acquisition are ongoing. Construction anticipated to begin in 2024.
Funding: MFT / RTA / applied for STP:L funds 03/2022

135th Street: Archer Avenue (IL 171) to Smith Road

This final segment of this corridor consists of a two-lane rural cross section. This project is the part of a larger corridor from Archer Avenue (IL 171) to New Road. The County has already realigned 135th Street at Archer Avenue (IL 171) and widened and reconstructed the segment between Smith Road and New Road.

Status: ROW acquisition ongoing. Construction anticipated to begin in 2023
Funding: MFT / RTA

Eastern Will County Freight Mobility Corridor

This corridor is currently under study to determine the best location and improvements required for an east-west Class II Truck Route in eastern Will County. Coming out of a grassroots effort by the eastern Will County communities to provide an appropriate facility for trucks in this area of the county, the current study limits are IL 50 on the west and IL 394/IL 1 on the east. There are two county highways, Crete-Monee Road and Pauling-Goodenow Road that are under review. Both consist of narrow two-lane roads through rolling terrain and narrow shoulders. Neither is currently conducive for truck traffic. As the Freight Mobility Corridor Study wraps up better information will be available for this corridor.

Status: Planning Environmental Linkages (PEL) study ongoing. Phase 1 anticipated to begin late Summer 2022.
Funding: MFT / RTA / Processing for potential future federal funding.

Gougar Road: Laraway to Francis Road

At just over 3.25 miles, Gougar Road from Laraway Road on the south to Francis Road on the north is the next project on the constrained list in Will Connects 2040 that WCDOT is pursuing. This segment of Gougar Road is currently a rural two-lane cross section with intermittent intersection channelization and a handful of signals. Gougar Road has a unique mix of land uses, residential at the north and south ends, there are also 2 high schools, a number of houses of worship, the Cherry Hill Business Park, in addition to the Joliet Park District and Forest Preserve District lands. There are also crossings of the CN Railroad on the south end and Metra's Rock Island District at US 30. Gougar Road, by resolution, is a County Freeway. That resolution establishes the future cross section as two lanes in each direction with a barrier median. A second resolution designates Gougar Road from Laraway Road to US 30 as a Class II Truck Route.

The current Phase 1, preliminary engineering, studies are looking at the appropriate cross section to accommodate future traffic demands. The southern terminus of the project connects into the northern terminus of the Laraway Road intersection improvement. Construction of this project will likely be in at least two separate projects.

Status: Phase 1 ongoing. Phase 2 anticipated to begin 2023.
Funding: MFT / RTA / processing for future potential federal funding

Laraway Road: US 52 to Harlem Avenue

Laraway Road is a major east-west connector within the County. Laraway Road, by Resolution, is a County Freeway. The improvement of this corridor has long been on the WCDOT radar. The County has split the corridor into many separate projects for study and ultimately construction. Below contains the descriptions of the different project corridors. The current typical section consists of a rural two-lane cross section with intermittent intersection improvements and signalized intersections. To the west Laraway Road is under the jurisdiction of the City of Joliet and is currently a two-lane cross section. East of Harlem Avenue, Laraway Road turns into Sauk Trail and becomes a CCDOTH roadway.

US 52 to Cedar Road

Laraway between US 52 on the west and Cedar Road on the east is the first of the corridor segments to be studied by the WCDOT. The eastern terminus ties into the Cedar Road Intersection Improvement, currently under construction. This segment includes 4 signalized intersections, a rural cross section, and in general the land use is farming and residential in nature with select areas that include some commercial and governmental uses. The proposed cross section includes two lanes in each direction with a barrier median, curb and gutter, the upgrading of existing signals and channelization at select intersections. By Resolution, the segment between US 52 and Gougar Road has been designated as a Class II Truck Route.
This corridor segment has been split into multiple projects for construction. The three projects being Nelson Road to Cedar Road, Cherry Hill Road to Nelson Road, and the US 52 intersection (See this project description in the Intersection Improvement section). **Status: Design Approval received 11/2017.**

- Nelson Road to Cedar Road
  This construction segment includes the Nelson Road intersection on the west and ties into the Cedar Road intersection improvements on the east. This area is currently the most developed of this portion of the Laraway Road Corridor. In additional to the overall corridor improvements already discussed above, noise walls will be included in this segment. The Nelson Road intersection will be improved with upgraded traffic signals.
  Status: Design Engineering underway with Construction anticipated to begin in 2023.
  Funding: MFT / RTA / STR
- Cherry Hill Road to Nelson Road
  This construction segment ties into the US 52 Intersection Improvement on the west (See this project description in the Intersection Improvement section) and ties into the Nelson Road to Cedar Road segment to the east. Similar to the Nelson Road to Cedar Road segment, all of the previously discussed improvements to the overall corridor will be installed in this segment, as well as multiple noise walls.
  Status: Design currently underway. Funding: MFT / RTA / STR/applied for STP-Shared funds for Gougar Road to Nelson Road 3/2019/applied for STP-L funds 3/2020/applied for STP-Shared 3/2021/applied for STP-L funds 03/2022.

Cedar Road to US 45

Laraway Road, from Cedar on the west to US 45 (See this project description in the Intersection Improvement section) on the east, is the second of three corridor improvements along Laraway Road. Similar to the section to the west from US 52 to Cedar Road, it is currently a rural cross section with periodic intersection improvements. The corridor consists of 6 signalized intersections at Spencer Road, Schoolhouse Road, Tower Lane, 116th Avenue/Owens Road, Wolf Road, and US Route 45 (LaGrange Road). For this segment in general, the land use is farming and residential in nature with select areas of commercial and governmental/school uses. The proposed cross section includes two lanes in each direction with a barrier median, curb and gutter, the upgrading of existing signals and channelization at select intersections, and noise walls in select locations. This corridor segment has been split into multiple projects for construction.
Status: Project in Phase 1. Design Approval (DA) expected in early Summer 2022. Phase 2 Consultants selected for design of all sections of this corridor. VE Study for this corridor complete. Funding: MFT / processing for future potential federal funding .

- Calistoga Drive to Spencer Road
  Laraway Road between Cedar Road and Calistoga Drive was improved to the ultimate cross section in a prior improvement by the developer. In addition, an interim safety improvement was completed recently at the intersection of Spencer Road. This 0.85-mile segment will tie into the improvement to the west, and we will install the ultimate cross section at the eastern terminus. The land use along this segment varies. At the west end it is mainly commercial with restaurants, a grocery store and a Metra Station. Moving east it is mainly residential subdivisions with a few individual houses intermixed. At Spencer Road, there is a commercial property on the southwest (SW) corner, with a mix of residential and commercial properties on the other three corners. The ultimate design of this segment includes a barrier median along Laraway Road. The design criteria for this project calls for full access median breaks at a minimum ¼ mile spacing. Along this segment there will be breaks at Whitehall Road, Rachel Road, and Spencer Road. Each of these intersections will be channelized to include left turn lanes on all legs of the intersections. Tudor Lane will be Right-in/Right-out controlled due to its proximity to the Spencer Road intersection.
  Status: Design Engineering underway with Construction anticipated to begin in 2023.
  Funding: MFT / RTA / STR
- Spencer Road to Scheer Road
  The longest of the segments, this project starts east of Spencer Road and includes the Scheer Road intersection. This 1.7-mile segment will tie into the project to the west, with the design criteria for this project calling for full access median breaks at a minimum ¼ mile spacing. The land use in this segment varies, with the majority of commercial development centered around the Schoolhouse Road intersection and rest being mainly residential subdivisions with individual houses dispersed along this part of the corridor. In this segment median breaks will be at Country Lane, Schoolhouse Road, Tower Lane, Heatherglen Drive, and Scheer Road. Traffic signals are only proposed at the existing locations, no additional traffic signals in this segment are proposed.
- **Scheer Road to Wolf Road**
  This project starts east of Scheer Road tying into the Spencer Road to Scheer Road project to the west and the US Route 45 (LaGrange Road) Intersection
  (See this project description in the Intersection Improvement section) to the east. The land use along this segment consists of mainly agricultural and residential uses, with spot retail development. Like the projects to the west and east, this project will consist of an improvement to 2 lanes in each direction with barrier median and an upgraded drainage system. Breaks in the barrier median will be at the standard ¼ mile spacing, in this segment full access points will be at Ledgestone Way, 116th Avenue/Owens Road, and Wolf Road. Traffic signals are only proposed at existing locations.

US 45 to Harlem Avenue

This will be the final study along the Laraway Road corridor. At this time the study is in the MYB for the WCDOT as we are pursuing the completion of the rest of the corridor west of this segment. This project will tie into the US 45 intersection improvement (See this project description in the Intersection Improvement section) to the west. On the east end of the project Laraway Road turns into Sauk Trail when it crosses Harlem Avenue into Cook County and will require coordination with CCDOTH. It is likely that this project will be split into multiple construction projects. **Status: Future project.**

80th Avenue: 191st Street to 183rd Street

As the only crossing of I-80 between US 45 (La Grange Road) and Harlem Avenue, 80th Avenue has seen a substantial increase in traffic as development south of I-80 has increased. This portion of 80th Avenue has a mixture of land uses; the north and south ends are where the main residential areas are located. Between 191st Street and 183rd Street, land use is a mixture of commercial, retail, and small manufacturing companies. North of 183rd Street on the east side of the street are a number of institutional uses: the Tinley Park Public Works and Police Station, the Tinley Park Library, and the Metra Station are all located on this parcel of land. CCDOTH has jurisdiction of 80th Avenue north of 183rd Street and Tinley Park has jurisdiction south of 191st Street.
The roadway is currently a two-lane rural cross section with intermediate turn lanes south of 183rd Street. As 80th Avenue transverses this corridor it crosses the Union Drainage Ditch (UDD) and I-80 on structures. The proposed cross section is a four-lane cross section with a barrier median to tie into the CCDOTH cross section north of 183rd Street. A multiuse path will be installed on the east side of the street extending north to the Tinley Park Library and Metra Station Complex.
Status: Design Approval received 11/2018. Phase 2 began Fall 2018. ROW acquisition complete. Utility relocations underway. Construction anticipated to begin as soon as the utilities are relocated. After construction is completed the jurisdiction of this roadway will be turned over to the Village of Tinley Park. Funding: RTA / STR / applied for STP-Regional funds 3/2019/ applied for STP-L funds 3/2020/ Received CRRSA funds from both STP-L & STR funding sources.

Weber Road: Airport Road to 135th Street

Currently this segment of Weber Road is a four-lane urban cross section with channelization mainly at signalized intersections. Recent improvements north of 135th Street and south of Airport Road to Renwick Road to a six-lane urban cross section with barrier medians leaves this segment as the only unimproved segment between Renwick Road and 119th Street. The proposed improvement in this portion of the corridor is to create a six-lane urban cross section with a barrier median. All signalized intersections will be upgraded and improved. Noise walls will be installed. Pedestrian and bicycle facilities will be included as part of this project at the request of the Village of Romeoville.
Status: Phase 1 nearing completion. DA expected in late mid-2022. Phase 2 initiated. Funding: MFT / RTA / processing for potential future federal funding

US Route 6: I-55 to Houbolt Road

This project was called out in the Will Connects 2040 plan as a priority project for the County on the IDOT roadway network. The current roadway consists of a two-lane rural cross section with 10-foot gravel shoulders and channelization only at the signalized intersections or access points for new developments. The proposed cross section will be determined by this study but will likely consist of two lanes in each direction with shoulders and a median to match the cross section to the west. The western terminus will tie into the recently completed improvement of the US 6 @ I-55 interchange. The eastern terminus will tie into the Houbolt Road projects associated with the new structure over the Des Plaines River and the upgraded interchange with I-80. The project will proceed only once an agreement with IDOT, the County, City of Joliet, and the Village of Channahon for the Phase I process studying the widening of US Route 6 is approved. IDOT may ultimately break this approximately 3.5-mile corridor into shorter construction projects for ease of funding.
Status: Phase 1 anticipated to begin in early 2023.

Parker Road/Chicago-Bloomington Trail/Hadley Road

Also known as CH 1, this corridor was built in 1981 with Pozzolomic material and is the last County Highway constructed with this poor material in the system. In addition, this corridor pavement is narrow and there are negligible shoulders along the route. Like Manhattan-Monee Road below, the roadway in this area is a rural two-lane cross section with intermittent turn lanes. The southern termini, US Route 6 and Parker Road was updated in the last 5 years by IDOT to a signalized intersection. The northern termini is the Cook County Line.
The project will go through the Phase 1 process to determine the appropriate treatment of the corridor to bring it up to current standards and for future traffic growth.
Status: Phase 1 Engineering to begin in FY 2023. Funding: MFT / processing for potential future federal funding.

Manhattan-Monee Road: Center Road to Ridgeland Road

The current Manhattan-Monee Road in this area is a rural two-lane cross section with intermittent turn lanes and narrow shoulders, if any. This project is currently in Phase 1 Engineering (Preliminary Engineering). At the western termini, Center Road, IDOT has jurisdiction of the west leg of the intersection and the County (WCDOT) has jurisdiction of the east leg. The intersections at Center Road and Harlem Avenue are currently STOP controlled on all legs with no channelization. The rest of the intersections are STOP controlled on the side street with no channelization, except for 88th Avenue. At 88th Avenue there are left turn lanes on Manhattan-Monee Road. The preliminary plan is to upgrade all the intersections to include turn lanes on all legs. In addition, improvements to the drainage system and the shoulders will be completed. From 88th Avenue east a flush painted median will be installed. New traffic signals are proposed at the Center Road intersection.
Status: Phase 1 ongoing. Funding: MFT / RTA / processing for future potential federal funding

Wilmington-Peotone Road

Wilmington-Peotone Road is called out in the Will Connects 2040 plan as a fiscally constrained project. This 18-mile corridor starts at IL 53 on the west end and Drecksler Road on the east end. This corridor has narrow pavement, narrow/ no shoulders, and limited channelization. The County has programmed the entire corridor in two Phase 1 studies. Both studies will determine the appropriate treatment to bring the corridor up to current standards, creating a safe roadway for future traffic growth. These studies may be split into smaller segments for study depending on funding availability.
Status: The corridor is currently shown as 2 separate Phase 1 studies, the first from Wilton-Center Road to Drecksler Road is programmed to begin in FY 2024. The second from IL 53 to Wilton-Center Road is programmed to begin in FY 2028. Funding: MFT

W. River Road: IL 53 to Coal City Road

W. River Road is currently a rural two-lane cross section just west of the Kankakee River. The proposed improvements will reconstruct W. River Road with a rural section from Coal City Road to Riverside Court. From Riverside Court to IL 53, W. River Road will be reconstructed with an urban section with an enclosed drainage system. The urban segment will include a bi-directional left turn lane and channelization at each intersection including at IL 53.
Status: Phase 2 and ROW acquisition are ongoing. Construction anticipated to begin in 2023. Funding: MFT

Mills Road/Cherry Hill Road

Mills Road from IL 53 to Cherry Hill Road and Cherry Hill Road from Mills Road to US 30 are programmed as a single project in this program. This roadway was originally built in 1952 and is at the end of its useful life. As with other rural roads in the County Highway System, these roads are narrow with minimal shoulders and essentially no channelization at intersections. With the growth in the area, these roadways no longer meet standards for the traffic volumes they carry. This Phase 1 study will determine the appropriate treatment of the corridor to update for safety and future traffic volumes.
Status: Phase 1 to begin in FY 2024. Funding: MFT / RTA / processing for potential future federal funding.

BRIDGE IMPROVEMENTS

Cedar Road over Spring Creek

The existing two-lane bridge over Spring Creek has outlived its service life and needs to be replaced. In anticipation of future traffic, the existing two-lane bridge will be replaced with a bridge capable of handling one lane in each direction plus a median. Cedar Road at this location will remain a two-lane rural section and the proposed bridge will be striped to match the adjacent roadway. This project has been let and should begin construction upon the completion of utility relocations.

Status: Phase 2 and ROW acquisition complete. Project let 03/2022. Construction anticipated to begin Summer 2022. Funding: HBP / RTA

Kankakee County Line Road over Pike Creek

Kankakee County Line Road carries two lanes of traffic over Pike Creek. The existing bridge will be replaced with a new two-lane bridge with wider shoulders to meet current design standards. The existing roadway configuration will be maintained since the adjacent land use is majority farmland.

Status: Phase 2 complete. Project let 05/2022. Construction anticipated Summer 2022. Funding: RTA

Gougar Road over the CN Railroad

Gougar Road over the CN Railroad is a proposed grade separation where Gougar Road will be built over the CN Railroad. Currently Gougar Road is a rural two-lane roadway crossing the CN Railroad at grade south of Lincoln Way West High School. The project proposes to create an urban cross section with two lanes in each direction, a median, and pedestrian facilities. The project has been designed to work with the Gougar Road Corridor project currently under study.

Status: Design Engineering (Phase 2) for this project is underway and the project report has been submitted to IDOT for Design Approval. Funding: MFT / Local / ICC / Other / processing for potential future federally funding.

Lorenzo Road over the BNSF

Lorenzo Road over the BNSF is a grade separation project to build Lorenzo Road over the BNSF. Currently Lorenzo Road consists of a rural two-lane cross section crossing the BNSF Railroad at grade approximately 1.3 miles west of the I-55 interchange. The proposed cross section will match the existing two-lane roadway configuration.

Status: BNSF is targeting construction in 2023. Funding: BNSF / ICC

INTERSECTION IMPROVEMENTS

Manhattan-Monee Road @ Ridgeland Avenue

In cooperation with the Village of Monee, this project looks at the improvements necessary from the Village of Monee Corporate Limits to I-57. Currently this segment is a two-lane rural cross section that widens out at the Ridgeland intersection to include left turn lanes and a median through the Amazon distribution center property. There is a Phase 1 study underway to determine the appropriate geometric treatment for this portion of Manhattan-Monee Road. Included in the study is the potential relocation of Sunset Drive to create an intersection with the southern Amazon Entrance on Ridgeland Avenue. At a minimum the existing Sunset Drive will be limited to Right-In-Right-Out Access as part of this project. Other items included in this project are modernization of existing traffic signals, upgrading drainage, and possibly improvements to the interchange with I-57 (depends on ongoing coordination with IDOT).

Status: Phase 1 ongoing. Funding: MFT / RTA / Local / processing for future potential federal funding

BRIDGE IMPROVEMENTS

Exchange Street @ Burville Road

Burville Road currently intersects Exchange Street on a curve in Exchange Street's alignment, just over 0.8 miles east of IL Route 394. Stoney Island Avenue intersects with Burville Road less than a ¼ mile south of Exchange Street. The current configuration creates sight distance issues as the westbound traffic can see the northbound traffic on Burville Road/Stoney Island Avenue. This project has received HSIP funds for the study and construction of a new intersection. With approval of the Agreements by IDOT, the Phase 1 study has started to determine the ultimate design of this intersection. Two alternative intersection types will be evaluated, a traditional signalized intersection and a roundabout, to determine the best way to address safety concerns at this location.
Status: Phase 1 underway. Funding: HSIP / MFT / Local

Exchange Street @ IL Route 394

The existing intersection is a partially improved signalized intersection. The IL 394 legs include a designed NB left turn lane and a designed SB left and right turn lane. Westbound Exchange Street includes a right turn bypass lane onto IL 394 with no other auxiliary lanes. Exchange Street within the project area is a rural section. The Illinois DOT (IDOT) currently has plans to improve portions of IL 394 but improvements at this intersection are very minimal. The Will County improvements will consist of channelizing both legs of Exchange Street and reconstructing the road from South Country Lane to Michaels Street. Exchange Street will remain a rural section with open ditch drainage. The IDOT project and Will County project will not interfere with each other.
Status: Phase 2 completed. ROW acquisition ongoing. Construction anticipated to begin in 2024. Funding: MFT / RTA

Laraway Road @ US Route 52

This intersection is the western most project developed as part of the US Route 52 to Cedar Road Preliminary Engineering. Due to the proximity of the Cherry Hill Road intersection, it is being included as part of this project. Currently, this segment of Laraway Road, east of US Route 52 and west of Cherry Hill Road is a rural cross section with one lane in each direction and a TWLTL west of the Sheriff's Department's main entrance. This segment also has dedicated right and left turn lanes into the Sheriff's Department. The existing signalized US Route 52 intersection has left turn lanes on all legs and right turn islands on the northwest and southeast corners. The existing signalized intersection at Cherry Hill Road has left and right turn lanes on all legs. Land use in this area is a mixture of residential, commercial, logistics and governmental institutions.
The proposed design for this segment of roadway includes two lanes in each direction with a painted median. The intersection of US Route 52 will include a single left and right turn lane on all legs but the south leg of the intersection. This leg will only have a left turn lane. The existing traffic signals will be modernized. The intersection of Cherry Hill Road will have left and right turn lanes on all legs. Laraway Road will have two lanes in each direction, whereas Cherry Hill Road will have a single through lane in each direction. The accommodations for the Sheriff's Department will stay the same as existing.
Status: Phase 2 currently underway. Funding: MFT / RTA / STR/applied for STP-L funds 3/2020/applied for STP-Shared 3/2021/applied for STP-L funds 3/2022

Weber Road @ Caton Farm Road

This intersection is part of the Caton Farm – Bruce Road (CFB) Corridor Study. The current cross section at this location consists of 2 lanes in each direction and left turn lanes on three of the legs. The east leg consists of 2 lanes in each direction with left and right turn lanes. The proposed cross section at this intersection includes 2 lanes in each direction, dual left turn lanes and right turn lanes on all legs.
Status: Future Project.

Weber Road @ Knapp Road

This intersection was brought to the County's attention by the City of Crest Hill. The layout consists of an unchannelized T-intersection on a curve of Weber Road. Weber Road is currently a four-lane urban cross section. Knapp Road has one lane in each direction at the intersection and is STOP controlled. The current configuration has sight distance issues for the traffic on Knapp Road. This Design Engineering (Phase 2) study will determine the best treatment for the intersection.
Status: Phase 2 Consultants selected. Funding: MFT / Local

Cedar Road @ Francis Road

Cedar Road at Francis Road is located in a residential section of the Village of New Lenox. The intersection consists of one lane in each direction with channelization and a temporary traffic signal. The north leg of Cedar Road from Francis Road to Lenox Street will be widened from a two-lane section to a two-lane section with a bi-directional turn lane. Additionally, the existing box culvert just south of Lenox Street will be replaced with a new culvert that is hydraulically adequate.

Status: Phase 2 and ROW acquisition ongoing. Construction anticipated to begin in 2023. Funding: MFT

Bell Road @ 143rd Street

This intersection project involves 4 existing signalized intersections. The land use in this area is mainly commercial with some institutional uses west on 143rd Street and some residential east on 143rd Street. The current cross section in the area is 2 lanes in each direction with left turn lanes on all legs of the 143rd Street intersection. At the Greystone Drive intersection, Greystone Drive includes one lane in each direction and left turn channelization on the cross street with 2 lanes in each direction with left turn channelization on Bell Road. The Glengary Road intersection includes one lane in each direction with left and right turn lanes on Glengary Road and 2 lanes in each direction with left turn channelization on Bell Road. The fourth intersection is the strip mall access just west of Bell Road on 143rd Street.

In the proposed design, Bell Road will have 3 lanes in each direction with channelization depending on the intersection. At 143rd Street, Bell Road will have dual left turn lanes on all legs, but right turn lanes are only on the north and east legs. The Greystone Drive intersection will have left and right turn lanes on Bell Road and Greystone Drive will have dual left turn lanes on both legs and a right turn lane on the west leg. At Glengary Road, Bell Road will have left turn lanes on both legs while the cross section on Glengary will not change. The 143rd Street/Strip Mall Access intersection will be eliminated as part of this project.

Status: Design Engineering began in 2012. ROW acquisition is ongoing. Construction anticipated to begin in 2023. Funding: CMAQ / MFT

GLOSSARY OF TERMS

4-legged Intersection - Considered to be the “typical” intersection. Consists of two roadways each having two legs intersecting one another. The simplest of this type of intersection is formed when two roadways cross at a 90-degree angle, but one or both roadways may be skewed, these create more complex intersections.

6-legged Intersection – Depending on the location can have as many as 6 streets forming this type of intersection. Most of the time it is 3 or 4 streets coming together in a single location. There are a number of these types of intersections along US 30 in Joliet.
Approach – One leg of an intersection

Auxiliary Lane – Another term for left and right turn lanes or lanes used to help traffic modulate speed either to enter or leave the roadway (these are typically seen along the interstate at interchanges).

Barrier Median – Raised island providing separation between lanes of traffic. Curb and gutter with a minimum of 6-inch curb height, median widths vary typically between 6 & 30 feet. These medians can be landscaped.

CCDOTH – Cook County Department of Transportation and Highways

Channelization – The addition of left and/or right turn lanes to an intersection.

Corridor – A length of roadway, typically made up of multiple segments and intersections.

Closed Drainage System – The utilization of curb and gutters along with storm sewers to drain the water off the surface of the roadway.

County Freeway – A County Highway designated by Resolution. These County Highways are then designed to a higher standard, SRA design standards developed by IDOT for the Strategic Regional Arterials (SRA) Routes. These roadways are typically higher volume regional roadways.

Cross Section – The geometry of the corridor, includes the lane widths, type of curb and gutter, and any other items included within the proposed right-of-way (ROW). Typically shown at 50 or 100-foot intervals for the project.

Fiscal Year – Denotes a period of one year for funding purposes. Federal fiscal year: October 1 – September 30, State fiscal year: July 1- June 30, County fiscal year: December 1- November 30.

Flush Median – Painted islands of various widths separating lanes of traffic.

Geometry – The design of the roadway segment including number and widths of through lanes; number, lengths, and widths of turn lanes; median type and width including curb and gutter type.

Intersection – Location where multiple roadways cross. Can be controlled in multiple ways: traffic signals, 4-way stop controlled, 2-way stop-controlled, yield control (typically utilized in roundabout designs). At a minimum 2 streets are intersecting, but there can be any number of intersecting streets at a single intersection. The higher the number of cross streets the more complicated the intersection.

Island – Typically a raise area to denote the split of two directions of traffic, i.e. right turning traffic from through traffic. Another term for median.

Leg – Each roadway coming into the intersection will have one leg or two.

Median – Division between the directions of traffic, multiple types Mountable Median – raised island easily traversable by a vehicle providing separation between lanes of traffic.

MYB – Project or phases in fiscal years outside the adopted TIP

Open Drainage System – The utilization of drainage ditches to drain water off of the surface of the roadway.

Roundabout – A subset of intersection improvements that creates a yield controlled intersection circling a center island. Design will include splinter islands on each approach.

Rural Cross Section – Typically used in rural areas features include one lane in each direction, high posted speed limits, shoulders, and drainage ditches.

Segment – A smaller portion of a larger corridor study. Also the roadway between two intersections.

Signalization – The installation of traffic signals at an intersection.

Termini – The end points of the project.

Terminus – A single end point of a project.

T-Intersection – An intersection with 3 legs. The intersecting roadways form an intersection that looks like a T.

Two-Way Left Turn Lane (TWLTL) – A flush, typically 14 foot wide, median striped to allow a continuous area for left turns. Utilized in areas that have high numbers of access points in a short segment of road.

Typical Section – The existing and proposed geometry of the roadway presented in a general fashion for the entire project.

Urban Cross Section – Utilized in areas with higher traffic volumes, typically more developed, cross section can be multiple lanes including turn lanes at intersections, introduction of a closed drainage system, including curb and gutter, and various types of medians may be utilized. Maximum speed limit is 45 mph.

Y-Intersection – An intersection with 3 legs that form the shape of a Y. These types of intersections typically are located where the cross street intersects a curve in the main road.