RESOLUTION OF THE COUNTY BOARD
WILL COUNTY, ILLINOIS

Resolution Adopting the Five-Year Transportation Improvement Program Known as the Will County Transportation Improvement Program FY 2015-2020

BE IT RESOLVED, the County of Will, acting by and through its County Board is proposing to adopt the County's long-range transportation plan known as the Will County Transportation Improvement Program FY 2015-2020.

BE IT FURTHER RESOLVED, that as required by the Illinois statutes as contained in the Illinois Compiled Statutes (ILCS) under Chapter 605, Act 5, Section 5-301, the County has developed a five-year transportation plan for Will County.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit two (2) certified copies of this resolution along with copies of the adopted Will County Transportation Improvement Program the office of the Director of Transportation/County Engineer.

Adopted by the Will County Board this 16th day of July, 2015.

AYES:	Howard, Ogalla, Singer, Moran, Rice, Harris, Traynere, Bennefield, Fritz, Freitag, Gould, Balich, Fricilone, Brooks Jr., Winfrey, Parker, Babich, Wilhelmi, Hart, Maher, Tuminello, Weigel, Collins, Ferry
ABSENT:	Moustis, Staley-Ferry

Result: Approved - [Unanimous]

Nancy Schultz Voots (SEAL)
Will County Clerk

Approved this 31st day of July, 2015.

Lawrence M. Walsh
Will County Executive

Will County Transportation Improvement Program FY 2015-2020

Attachment: Will County FY2015-2020 TIP (15-212 : Resolution Adopting 5 Year Transportation

Introduction

South and west of the City of Chicago, Will County covers 837 square miles and ranks as one of the fastest growing Counties in the United States. In order to move people and commerce within Will County and to destinations outside of Will County there is a system consisting of 55 County Highways. The Will County Division of Transportation (WCDOT) is responsible for the planning, design, construction, and maintenance of the County Highway system that includes over 255 roadway miles, 121 bridges, and 4 maintenance facilities.

The 2015 – 2020 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 and 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 1 Interchange, and
3. Rehabilitate or Replace 10 bridges.

Will County expects residential, commercial, and industrial growth to continue and the County Highway system will see increasing travel demands as a result of this growth. Planning for this growth is an ongoing process consisting of a continual evaluation by the WCDOT in conjunction with municipal coordination. 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.

The programming process is dynamic in nature and the 2015-2020 program contained within this document reflects the nature of the Plan at the time of the printing.

Plan Development

The Plan is formulated in conjunction with the established Build Will Program consisting of 60 projects in various phases of development and the approved Will County 2030 Transportation Plan. The Build Will Program was established and approved by the County Board on May 15, 2008 in order to provide a road map for utilizing the recently approved Regional Transit Authority Tax fund allotments. Subsequent to the adoption of the Build Will program, the County Board approved $100 million in bonds in order to implement these projects over a three year period ending with the 2012 fiscal year. With the bonds in place, the County expanded the Build Will program to include an additional 12 projects. The plan reflects the reduction of the RTA funds to retire those bonds.

The first step in the Plan development was the analysis of the existing projects in development as to their schedules and future funding requirements. Next, the Will County 2030 Transportation 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 (the basis for the Build Will Program) which is fiscally unrestrained. The Plan is the fiscally constrained program for the County's 2015-2020 Fiscal Years based on the extended program.

2014 Accomplishments

In 2014, the County completed construction on a variety of projects.

- A new connection of 95th Street between Plainfield-Naperville Road and Boughton Road, including a new 5 lane roadway and structure over the DuPage River, multi-use path installation, intersection improvements, and noise wall installation.
- Realigning of an existing switchback curve on Exchange Street between Crete Road and Cottage Grove Avenue.
- Reconstruction of McDonough Street between Houbolt Road and 129th Infantry Drive to a 3 lane cross section, with intersection improvements at Mission Blvd and Houbolt Road, and a multi-use path.
- The complete two-lane reconstruction of Deselm Road from east of its intersection with Old Chicago Road to the Kankakee County Line. This project included drainage improvements and was the final section to be finished for this highway corridor.
- Reconstruction of the Wilmington-Peotone Road structure over the South Branch of Forked Creek. This structure replacement was completed while keeping the road open to traffic.
- Reconstruction of the structure carrying Peotone-Beecher Road over Exline Slough.

Project Development Process

All projects contained within this Plan follow a similar path from inception to construction. Some projects require additional studies or must follow specific requirements due to the type of funding utilized to bring the project to completion. Will County highway standards follow the IDOT policy and standards set forth in the *Bureau of Local Roads and Street Manual.* In general, projects may follow 4 phases.

Phase 1 (Preliminary Engineering):

The first step for all projects financed with federal funds. This phase includes the completion of environmental studies, traffic studies, geometric 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.

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 require between 1 and 2 construction seasons depending on the complexity and the size.

Attachment: Will County FY2015-2020 TIP (15-212 : Resolution Adopting 5 Year Transportation

Challenges

As with any plan, there are challenges that must be overcome to complete the plan as developed. The County has the ability to overcome some of the challenges, but others may be outside the control of the County.

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

In addition, the cost of materials significantly impacts the County's purchasing power, meaning fewer projects constructed at higher costs, which in-turn creates a backlog of necessary road improvements. Although construction material costs receded temporarily in 2008 and 2009, the industry has seen unprecedented increases in material costs since 2003. In September 2007, the Office of the Inspector General found that construction and maintenance costs between 2003 and 2006 rose 3 times faster than any 3 year period from 1990 to 2003. Although more recent studies have not been completed, the County 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.

Payouts

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

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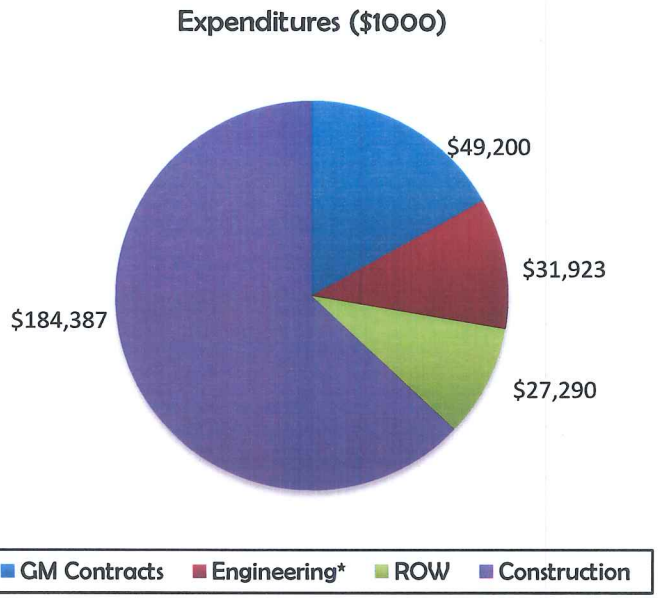
5- Year Funding Projections



Revenue & Expenditures

The WCDOT has four funding sources for highway projects. Federal funding is project specific in nature and encompasses multiple federal funding sources. Common federal funding sources include Highway Bridge Program (BRR) funds, Congestion Mitigation and Air Quality (CMAQ) funds, Surface Transportation Program (STP-L) Urban funds, Surface Transportation Program Rural (STP-C) funds, and High Priority (HPP) funds. In total Federal funding constitutes approximately 13 percent of the total revenue received by WCDOT. WCDOT funding comes from Motor Fuel Tax (MFT) and Regional Transit Authority (RTA) allotments. The additional funding for this program comes from project specific Local Agency Matching funds. For the 2015-2020 program years the County is projecting total revenue of $329,155,215 from these four funding sources. The County will continue to pursue additional Federal and Local Matching funds as warranted throughout the program period.

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No increase in MFT funding due to formula change or population increase have been included in the program, due to the 2010 Census and the Reauthorization of MAP-21.

The County plans on utilizing the previously discussed revenue over the next 5 years to fund 36 specific projects and 30 General Maintenance projects. A complete listing of the specific projects can be found in Exhibit A. A quantification of General Maintenance component of the Plan can be found in Exhibit B.

The Plan does not reflect any changes due to budgetary reallocations of funds by the County Board.

Major Project Highlights

Weber Road @ I-55: Reconstruction of the Interchange of Weber Road and I-55 includes widening and reconstruction of Weber Road between 135th Street and 119th Street to a 6 lane divided roadway, with intersection improvements along the corridor. **Status:** Phase 2 underway. **Funding:** RTA / State / STP-L

Weber Road: Reconstruction of 2 miles of roadway between Airport Road and 135th Street to a 6 lane divide roadway. This project fills the gap between the Interchange improvement to the north and the improvements between Renwick Road and Airport Road. **Status:** Project in Phase 1. **Funding:** MFT / processing for potential future federal funding

95th Street Extension: Intersection improvements at the Plainfield-Naperville Road include the installation of dual left turn lanes on 3 legs, exclusive right turn lanes on 2 legs, barrier medians, and signal modernization. **Status:** ROW acquisition ongoing. Upon completion projection can proceed to construction. **Funding:** HPP / STP / STP-C / RTA / City of Naperville / Village of Bolingbrook

135th Street: Reconstruction of 2.5 miles of roadway between IL Route 171 (Archer Ave) and New Avenue to a 5 lane cross section including a continuous median and curb and gutter. Project does not include the intersection of IL Route 171. The Intersection was completed in FY 2013. **Status:** ROW acquisition ongoing. Upon completion project can proceed to construction. **Funding:** RTA

Arsenal-Manhattan Road: Reconstruction of 2.5 miles of roadway between Baseline Road and Brandon Road to a 3 lane cross section, including intersection improvements to Brandon Road. **Status:** Project in Phase 2. **Funding:** HPP / RTA

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Bell Road At 143rd Street: Reconstruction of the intersection to include 3 lanes in each direction on Bell Road and 2 lanes in each direction on 143rd Street. Dual left turn lanes installed on all legs and exclusive right turn lanes on the North and East legs of the intersection. Barrier medians will be installed on all legs. **Status:** Design Engineering began in 2012. ROW acquisition to begin Summer 2015. **Funding:** CMAQ / RTA

Bell Road: Reconstruction of 3 miles of roadway between IL Route 7 (159th Street) and the County Line to a 5 lane cross section. This project does not include improvements at the intersections of 159th St, 151st St or 143rd St. These intersections were either recently upgraded or part of other projects. Barrier medians, Noise Walls, and curb and gutters are included as part of this improvement. **Status:** The segment between IL Route 7 (159th St) and 151st St currently in Phase 2. **Funding:** RTA / STP-L

Laraway Road: Reconstruction of 3 miles of roadway between US Route 52 and Cedar Road to a 4 lane divided roadway section, with intersection improvements along the corridor. **Status:** Project in Phase 1. **Funding:** Matching / processing for future potential federal funding

Laraway Road At Cedar Road: Reconstruction of the intersection to include 2 lanes in each direction, left and right turn lanes on Cedar Road. Laraway Road will have 2 lanes in each direction, dual left turn lanes, and exclusive right turn lanes. Permanent traffic signals, curb and gutters, and barrier medians along Laraway Road will be installed. **Status:** ROW acquisition is ongoing. Construction anticipated to being in 2016. **Funding:** CMAQ / STP-C / RTA

Attachment: Will County FY2015-2020 TIP (15-212 : Resolution Adopting 5 Year Transportation

FY 2015-2020 Program

CH	Section	Roadway	Location	Program						Funds
				Phase	FY	Federal $	Local Match	Developer	Total Cost	
4	01-00051-04-BR	Cedar Road	Over Spring Creek	ROW	2015	$32,000			$40,000	RTA
				Construction	2016	$1,840,000			$2,300,000	BRR/RTA
				Const Eng	2016	$184,000			$230,000	BRR/RTA
16	99-00147-07-FP	Bell Road	151st Street to 159th Street	ROW	2015				$600,000	RTA
				Construction	2016	$3,000,000			$7,500,000	STP-L/STP-C/RTA
				Const Eng	2016				$750,000	
16	TBD	Bell Road	143rd Street to 151st Street	Design Eng	2016				$700,000	RTA
				ROW	2016				$750,000	RTA
				Construction	2018				$7,500,000	RTA
				Const Eng	2018				$750,000	RTA
16	TBD	Bell Road	County Line to 143rd Street	Design Eng	2018				$500,000	RTA
				ROW	2018				$750,000	RTA
				Construction	2020				$5,000,000	RTA
				Const Eng	2020				$500,000	
17	00-00117-13-FP	Arsenal Road	Baseline Road to Brandon Road	Construction	2016	$3,200,000	$2,033,472		$10,181,000	HPP/EDP/RTA
				Const Eng	2016	$320,000			$1,018,100	
17	14-00117-36-BR	East Frontage Road	Over Grant Creek	Construction	2015				$950,000	MFT
				Const Eng	2015				$95,000	
23	01-00112-01-BR	Pauling Goodenow Road	Over Plum Creek	Construction	2016	$1,040,000			$1,300,000	BRR/RTA
				Const Eng	2016	$104,000			$130,000	
23	TBD	Pauling Goodenow Road	IL Route 50 to Kedize Ave	Design Eng	2018				$450,000	MFT
25	13-00116-11-BR	Wilmington-Peotone Road	Over West Branch Forked Creek	Construction	2016				$2,500,000	MFT
				Const Eng	2016				$250,000	
32	15-00119-13-BR	Channahon-Minooka Rd	Over the DuPage River	Construction	2015				$250,000	MFT
32	TBD	Channahon-Minooka Rd	Over the I&M Canal	Design Eng	2016				$200,000	MFT
				Construction	2017				$1,250,000	MFT
				Const Eng	2017				$125,000	
35	99-00068-06-FP	135th Street	IL Route 171 (Archer Avenue) to Smith Road	Construction	2017				$7,700,000	RTA
				Const Eng	2017				$770,000	
35	99-00068-06-FP	135th Street	Smith Road to New Road	Construction	2016				$7,500,000	MFT
				Const Eng	2016				$750,000	
37	08-00169-18-FP	143rd Street	Parker Road to Bell Road	Design Eng	2016	$250,000			$750,000	STP-C/RTA
				ROW	2016				$800,000	RTA
				Construction	2018	$1,500,000			$7,500,000	STP-C/RTA
				Const Eng	2018				$750,000	

CH	Section	Roadway	Location	Program						Funds
				Phase	FY	Federal $	Local Match	Developer	Total Cost	
37	TBD	143rd Street	Crème Road to Parker Road	Design Eng	2017	$250,000			$750,000	STP-C/RTA
				ROW	2017				$400,000	RTA
				Construction	2019				$7,500,000	MFT
				Const Eng	2019				$750,000	
37	TBD	143rd Street	State Street to Crème Road	Design Eng	2018	$250,000			$750,000	STP-C/RTA
				ROW	2018				$400,000	RTA
				Construction	2020				$7,500,000	MFT
				Const Eng	2020				$750,000	
49	13-00086-21-BR	Exchange Street	Over Deer Creek	Construction	2015				$1,000,000	MFT
				Const Eng	2015				$100,000	
52	TBD	Gougar Road	Laraway Rd to Haven Rd	Prelim Eng	2017				$1,500,000	MFT
54	14-00053-17-FP	Briggs Street	US Route 52 to Mills Road	Construction	2016				$4,000,000	MFT
				Const Eng	2016				$400,000	
54	15-00053-18-FP	Briggs Street	Mills Rd to New Lenox Rd	Design Eng	2015				$300,000	MFT
				ROW	2016				$200,000	MFT
				Construction	2017				$3,000,000	MFT
				Const Eng	2017				$300,000	MFT
54	TBD	Briggs Street	New Lenox Rd to Washington St	Design Eng	2017				$200,000	MFT
				Construction	2018				$2,000,000	MFT
				Const Eng	2018				$200,000	MFT
74	13-00138-37-PV	Laraway Road	Nelson Road to Cedar Road	Design Eng	2015	$250,000			$750,000	STP-C/MFT
				ROW	2016				$500,000	MFT
				Construction	2018	$1,000,000			$7,500,000	STP-C/MFT
				Const Eng	2018				$750,000	
74	TBD	Laraway Road	Gougar Rd to Nelson Rd	Design Eng	2017	$250,000			$750,000	STP-C/MFT
				ROW	2017				$250,000	MFT
				Construction	2019	$1,000,000			$7,500,000	STP-C/MFT
				Const Eng	2019				$750,000	
74	TBD	Laraway Road	US Route 52 to Gougar Rd	Design Eng	2019	$250,000			$750,000	STP-C/MFT
				ROW	2019				$100,000	MFT
74	TBD	Laraway Road	US Route 45 to Harlem Ave	Prelim Eng	2016				$2,000,000	MFT
74	15-00138-41-BR	Laraway Road	Over W. Fork East Hickory Creek	Construction	2016				$1,250,000	MFT
				Const Eng	2016				$125,000	
74	13-00138-39-TL	Laraway Road	At Spencer Road	Construction	2016		$950,000		$1,900,000	RTA/New Lenox Twp
				Const Eng	2016		$80,000		$190,000	
83	TBD	80th Avenue	Over I-80	Design Eng	2016				$1,000,000	RTA
				ROW	2016				$100,000	RTA/Tinley Park
				Construction	2018				$23,500,000	RTA/Tinley Park
				Const Eng	2018				$2,350,000	

CH	Section	Roadway	Location	Program						Funds
				Phase	FY	Federal $	Local Match	Developer	Total Cost	
83	06-00122-16-FP	80th Avenue	191st Street to 183rd Street	Design Eng	2016				$750,000	RTA
				ROW	2017				$250,000	RTA/Tinley Park
				Construction	2019				$10,000,000	RTA/Tinley Park
				Const Eng	2019				$1,000,000	
88	12-00170-41-FP	Weber Road	Airport Road to 135th Street	Design Eng	2017				$750,000	RTA
				ROW	2017				$1,500,000	RTA
				Construction	2019	$1,000,000			$10,000,000	STP-C/RTA
				Const Eng	2019	$800,000			$1,000,000	
88	14-00170-37-RP	Weber Road	I-55 to 119th Street	ROW	2015				$1,500,000	RTA
				Construction	2016		$180,000		$12,118,100	RTA
				Const Eng	2016				$1,825,000	
88	14-00170-42-RP	Weber Road	135th Street to I-55	ROW	2015				$1,500,000	RTA
				Construction	2016	$2,000,000	$2,500,000		$24,900,200	STP-L/RTA
				Const Eng	2016				$3,735,000	
89	12-00181-01-FP	95th Street Extension	At Plainfield-Naperville Road	Construction	2016	$3,754,000	$150,000		$6,388,136	RTA/STP-C/STP/ Naperville/Bolingbrook
				Const Eng	2016		$319,407		$640,000	
4/74	08-00138-28-TL	Cedar Road	At Laraway Road	ROW	2015				$650,000	RTA
				Construction	2016	$4,153,600			$9,400,000	CMAQ/STP-C/RTA
				Const Eng	2016				$940,000	
16/37	12-00147-11-CH	Bell Road	At 143rd Street	ROW	2015				$15,000,000	RTA
				Construction	2017	$9,840,000			$14,500,000	CMAQ/RTA
				Const Eng	2017	$984,000			$1,450,000	
	15-00151-02-BR	Will Road	Over the Kankakee River	Construction	2016		$275,000		$2,750,000	MFT/Grundy
				Const Eng	2016		$27,500		$275,000	

Multi-Year Program

CH	Section	Roadway	Location	Scope of Work	Estimate of Cost
6	TBD	Manhattan-Monee Road	I-57 to Center Road	Reconstruction	$14,000,000
10	TBD	Will-Center Road	County Line to Crete-Monee Road	2 Lane Rural Reconstruction	$26,000,000
19	TBD	Center Road	N. Peotone Road to Northern Limits	Reconstruction	$27,000,000
23	TBD	Pauling-Goodenow Road	IL Route 50 to Plum Creek	2 Lane Rural Reconstruction	$21,000,000
36	TBD	Renwick Road	US Route 30 to IL Route 53	Add Lanes, Reconstruction	$57,000,000
52	TBD	Gougar Road	US Route 30 to Haven Road	Preliminary Engineering	$3,000,000
52	TBD	Gougar Road	US Route 30 to Laraway Road	Add Lanes, Reconstruction	$25,500,000
58	TBD	County Line Road	Western Limits to IL Rte 1	2 Lane Rural Reconstruction	$19,500,000
62	TBD	Briggs Street	Maple to Division	3 Lane Reconstruction	$9,500,000
64	TBD	Francis Road	Gougar Road to Wolf Road	3 Lane Reconstruction	$20,000,000
74	TBD	Laraway Road	US Route 45 to Harlem Avenue	Design Engineering	$3,250,000
74	TBD	Laraway Road	US Route 52 to Harlem Ave	ROW & Construction of an Add Lanes & Reconstruction	$150,000,000
75	TBD	Division Street	Briggs Street to Cedar Road	3 Lane Reconstruction	$10,500,000
				Total	$386,250,000

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Exhibit B

Location	Work Type	FY	Cost
Various	Striping	2015	$500,000
		2016	$500,000
		2017	$500,000
		2018	$500,000
		2019	$500,000
		2020	$500,000
Various	Culvert	2015	$350,000
		2016	$350,000
		2017	$350,000
		2018	$350,000
		2019	$350,000
		2020	$350,000
Various	Guardrail	2015	$250,000
		2016	$250,000
		2017	$250,000
		2018	$250,000
		2019	$250,000
		2020	$250,000
Various	Patching	2015	$300,000
		2016	$300,000
		2017	$300,000
		2018	$300,000
		2019	$300,000
		2020	$300,000
Various	Overlays	2015	$3,600,000
		2016	$3,600,000
		2017	$3,600,000
		2018	$3,600,000
		2019	$3,600,000
		2020	$3,600,000
Various	Misc	2015	$3,200,000
		2016	$3,200,000
		2017	$3,200,000
		2018	$3,200,000
		2019	$3,200,000
		2020	$3,200,000

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