



**RESOLUTION OF THE COUNTY BOARD
WILL COUNTY, ILLINOIS**

Adopting the Five-Year Transportation Improvement Program Known as the Will County Transportation Improvement Program FY 2016-2021

WHEREAS, 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 2016-2021.

WHEREAS, 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.

NOW, THEREFORE, BE IT RESOLVED, that the Will County Board hereby adopts the 5-year transportation improvement program known as the Will County Transportation Improvement Program FY2016-2021.

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

Adopted by the Will County Board this 18th day of August, 2016.

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

Result: Approved - [Unanimous]

Approved this 29th day of August, 2016.

Nancy Schultz Voots (SEAL)
Will County Clerk

Lawrence M. Walsh
Will County Executive

Will County Transportation Improvement Program FY 2016-2021



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 58 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 2016 – 2021 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.

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 we now have trucks on our roadway network hauling any number of goods that could have been shipped from anywhere around the globe. Will County is a prime location with our access to railroads and the interstate system for companies to locate their warehouses. Amazon and Ikea are just the most recent additions to the array of companies that are locating warehousing or industrial spaces within our county. Romeoville and Bolingbrook have increased their warehousing and industrial space by 80% since 2000. The CenterPoint Intermodals in Joliet and Elwood have come online and Ridgeport Intermodal has begun construction. These are just a few of the places that warehousing is popping up across our county and communities across the county are adding warehousing and industrial space every day. In addition to the warehousing and industrial increases there has been an increase in trucking outfits to service these companies. All this means more trucks on our County Highways causing our system to require maintenance more frequently.

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 2016-2021 Fiscal Years based on the extended program.

The programming process is dynamic in nature and the 2016-2021 program contained within this document reflects the nature of the Plan at the time of the printing.

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.

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.

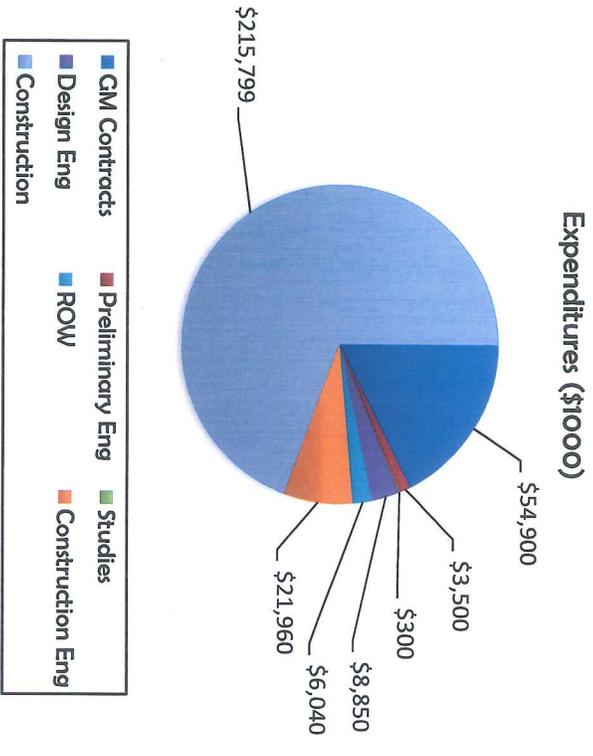
In addition, the cost of materials significantly impacts the County's purchasing power, meaning fewer projects constructed at higher costs, which in-turn creates a backlog of necessary road improvements. The County has experienced increased construction and maintenance costs since 2010, reducing our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

The County Board decision to utilize some of the local portion of the RTA tax revenues that are received by the County for non-transportation purposes will also delay the construction of infrastructure improvements.

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.

5- Year Expenditure 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-1) Urban funds, Surface Transportation Program Rural (STP-C) funds, and High Priority (HPP) funds. In total Federal funding constitutes approximately 11 percent of the total revenue received by WCDOT. WCDOT funding comes from Motor Fuel Tax (MFT) and Regional Transit Authority (RTA) Tax allotments. The additional funding for this program comes from project specific Local Agency Matching funds. For the 2016-2021 program years the County is projecting total revenue of \$313,096,759 from these four 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 2010 Census and the Reauthorization of MAP-21.

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

Types of Improvements

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

Corridor Improvements

Corridor Improvements can consist of Preliminary Engineering, Design Engineering, ROW acquisition, Construction, and Construction Engineering. Typically, corridors will be studied in longer segments, 3 miles or more, during the Preliminary Engineering phase if the WCDOT believes there is potential for federal funding future phases of the improvement. In Exhibit A, the WCDOT shows two examples; Gougar Road from Laraway Road to Haven Road and Laraway Road from US Route 45 [LaGrange Road] to Harlem Avenue.

During the Design Engineering phase, corridors are typically broken into smaller segments for design. During the design phase, the WCDOT also introduces improvements along corridors that will be fund completely with WCDOT funds. All improvements no matter the funding have the potential to require ROW acquisition, the number of parcels involved tends to impact when the improvement can be let for construction. Each of these corridor projects will eventually be constructed. In Exhibit A, some improvements show a cost for Construction Engineering. WCDOT currently believes that we will be hiring consultants to perform Construction Engineering services for these improvements, all others will be done with WCDOT forces.

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 B shows these bridges. WCDOT currently has 2 bridges with federal funding; both have already gone through Preliminary Engineering and are currently going in Design Engineering.

In addition, WCDOT has fast-tracked some bridge improvements due to needs. Therefore, these improvements started with Design Engineering and many will move on to Construction during the years of this TIP. Some of the Bridge improvements will have Construction Engineering services while others will be completed by WCDOT forces.

Intersection Improvements

Intersection Improvements can end up in the TIP in a number of ways. First, the intersection could be a break out project from a larger corridor improvement Preliminary Engineering phase. These intersections potentially will 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 C.

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. One such example of a study is the WCDOT's current long range transportation planning effort, Will Connects 2040. These studies are found in Exhibit D.

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. Average general expenditures for these types of improvements are provided in Exhibit E.

Multi-Year Program

The last type of project can be found in Exhibit F. This is the WCDOT's Multi-Year Program. It contains a list of improvements the WCDOT knows needs to be accomplished, but there currently is not enough funding to include these improvements in the TIP. As funding becomes available, segments of longer corridors and phases of improvements will be moved into the TIP.

Major Improvement 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 is ongoing for both projects. ROW acquisition for both projects has begun. Projects targeting Summer 2017 letting. **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 @ Plainfield-Naperville Road: Intersection improvements 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 project can proceed to construction. **Funding:** STP-L / STP-C / RTA / City of Naperville

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. **Funding:** RTA

Arsenal-Manhattan Road: Reconstruction of 2.5 miles of roadway between Baseline Road and Brandon Road. **Status:** Project in Phase 2. **Funding:** HPP / RTA

Bell Road @ 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 is ongoing. **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: Reconstruction of over 4 miles of roadway between Cedar Road intersection improvement and US Route 45 (LaGrange Road) to a 4 lane divided roadway section with intersection improvements along the corridor.

Status: Project in Phase 1. **Funding:** MFT / processing for future federal funding

Laraway Road @ 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 gutter, and barrier medians along Laraway Road will be installed. **Status:** ROW acquisition is ongoing. Construction anticipated to being in 2017. **Funding:** CMAQ / STP-C / RTA

FY 2016-2021 Program

Exhibit A: Corridor Improvements

CH	Section	Roadway	Location	Program				Total Cost	Funds	
				Phase	FY	Federal \$	Local Match			Developer
14	TBD	Plainfield-Naperville Road	119th St to 111th St	Design Eng	2020				\$700,000	MFT
16	99-00147-07-FP	Bell Road	159th St to 151st St	Construction	2017	\$5,500,000			\$8,659,000	STP-L/STP-C/RTA
				Const Eng	2017				\$865,000	
16	TBD	Bell Road	151st St to 143rd St	Design Eng	2017				\$700,000	RTA
				ROW	2018				\$750,000	RTA
				Construction	2019				\$7,500,000	RTA
				Const Eng	2019				\$750,000	RTA
16	TBD	Bell Road	143rd St to County Line	Design Eng	2019				\$500,000	RTA
				ROW	2020				\$750,000	RTA
				Construction	2021				\$5,000,000	RTA
17	00-00117-13-FP	Arsenal Road	Baseline Rd to Brandon Rd	Construction	2017	\$3,200,000	\$2,102,000		\$10,181,000	HPP/EDP/RTA
				Const Eng	2017	\$320,000			\$1,018,100	
23	TBD	Pauling Goodenow Road	IL Route 50 to Kedize Ave	Design Eng	2018				\$450,000	MFT
35	16-00068-15-FP	135th Street	IL Route 171 (Archer Ave) to Smith Rd	Construction	2017				\$7,700,000	RTA
				Const Eng	2017				\$770,000	
37	08-00169-18-FP	143rd Street	Parker Rd to Bell Rd	Design Eng	2017	\$250,000			\$750,000	STP-C/RTA
				ROW	2018				\$800,000	RTA
				Construction	2019	\$1,500,000			\$7,500,000	STP-C/RTA
				Const Eng	2019				\$750,000	STP-C/RTA
37	TBD	143rd Street	Crème Rd to Parker Rd	Design Eng	2018	\$250,000			\$750,000	STP-C/RTA
				ROW	2019				\$400,000	RTA
				Construction	2020				\$7,500,000	MFT
37	TBD	143rd Street	State St to Crème Rd	Const Eng	2020				\$750,000	MFT
				Design Eng	2019	\$250,000			\$750,000	STP-C/RTA
52	TBD	Gougar Road	Laraway Rd to Haven Rd	ROW	2020				\$400,000	RTA
				Const Eng	2021				\$7,500,000	MFT
54	14-00053-17-FP	Briggs Street	US Route 52 to Mills Rd	Prelim Eng	2017				\$1,500,000	MFT
				Construction	2016				\$3,500,000	MFT
54	15-00053-18-FP	Briggs Street	Mills Rd to New Lenox Rd	ROW	2016				\$200,000	MFT
				Construction	2017				\$3,000,000	MFT
				Const Eng	2017				\$800,000	MFT

Exhibit A: Corridor Improvements

CH	Section	Roadway	Location	Program						Funds	
				Phase	FY	Federal \$	Local Match	Developer	Total Cost		
54	TBD	Briggs Street	I-80 WB Ramp 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 Rd to Cedar Rd	Design Eng	2016	\$250,000				\$750,000	SFP-C/MFT
				ROW	2017					\$500,000	MFT
				Construction	2018	\$1,000,000				\$7,500,000	SFP-C/MFT
74	TBD	Laraway Road	Gougar Rd to Nelson Rd	Const Eng	2018					\$750,000	SFP-C/MFT
				Design Eng	2017	\$250,000				\$750,000	SFP-C/MFT
				ROW	2018					\$250,000	MFT
74	TBD	Laraway Road	US Route 52 to Gougar Rd	Design Eng	2019	\$250,000				\$750,000	SFP-C/MFT
				ROW	2020					\$100,000	MFT
				Design Eng	2016					\$2,000,000	MFT
74	TBD	Laraway Road	US Route 45 to Harlem Ave	Design Eng	2017					\$1,000,000	RTA
				ROW	2018					\$100,000	RTA/Tinley Park
				Construction	2019					\$23,500,000	RTA/Tinley Park
83	TBD	80th Avenue	Over I-80	Const Eng	2019					\$2,350,000	RTA
				Design Eng	2017					\$750,000	RTA
				ROW	2019					\$250,000	RTA/Tinley Park
83	06-00122-16-FP	80th Avenue	191st St to 183rd St	Construction	2020					\$10,000,000	RTA/Tinley Park
				Const Eng	2020					\$1,000,000	RTA
				Design Eng	2017					\$750,000	RTA
88	12-00170-41-FP	Weber Road	Airport Road to 135th Street	ROW	2018	\$1,000,000				\$1,500,000	RTA
				Construction	2019	\$1,000,000				\$10,000,000	SFP-C/RTA
				Const Eng	2019	\$800,000				\$1,000,000	SFP-C/RTA
88	14-00170-37-RP	Weber Road	Normantown Rd to 119th St	Construction	2017					\$14,200,000	RTA
				Const Eng	2017					\$1,381,967	RTA
				Construction	2017	\$4,500,000	\$1,058,492			\$23,474,000	SFP-L/RTA
88	14-00170-42-RP	Weber Road	135th St to Normantown Rd	Const Eng	2017					\$3,735,000	SFP-L/RTA
				Construction	2017	\$4,500,000	\$1,058,492			\$23,474,000	SFP-L/RTA
				Const Eng	2017					\$3,735,000	SFP-L/RTA

Exhibit B: Bridge Improvements

CH	Section	Roadway	Location	Program					Funds	
				Phase	FY	Federal \$	Local Match	Developer		Total Cost
4	01-00051-04-BR	Cedar Road	Over Spring Creek	Construction	2017	\$2,100,000			\$2,625,000	BRR/RTA
				Const Eng	2017	\$201,600			\$252,000	BRR/RTA
23	01-00112-01-BR	Pauling Goodenow Road	Over Plum Creek	Construction	2017	\$1,120,000			\$1,400,000	BRR/RTA
				Const Eng	2017	\$112,000			\$140,000	
25	13-00116-11-BR	Wilmington-Peotone Road	Over West Branch Forked Creek	Construction	2016				\$2,600,000	MFT
32	16-00119-14-BR	Channahon-Minooka Rd	Over the I&M Canal	ROW	2016				\$40,000	MFT
				Construction	2017				\$1,250,000	MFT
				Const Eng	2017				\$125,000	
62	15-00150-17-DR	Briggs Street	Unnamed Ditch	Construction	2017				\$150,000	MFT
74	15-00138-41-BR	Laraway Road	Over W. Fork East Hickory Creek	Construction	2016				\$1,300,000	MFT
	15-00151-02-BR	Will Road	Over the Kankakee River	Construction	2016		\$466,000		\$4,660,000	MFT/Grundy
				Const Eng	2016		\$46,600			

Exhibit C: Intersection Improvements

CH	Section	Roadway	Location	Program						Funds	
				Phase	FY	Federal \$	Local Match	Developer	Total Cost		
64	TBD	Francis Road	At Parker Road	Design Eng	2017					\$130,000	MFT
				ROW	2018					\$80,000	MFT
				Construction	2019					\$1,300,000	MFT
				Const Eng	2019					\$130,000	
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	
89	12-00181-01-FP	95th Street	At Plainfield-Naperville Road	Construction	2016	\$3,754,000	\$2,400,000			\$8,500,000	RTA/STP-C/ STP-1/Naperville
				Const Eng	2016		\$334,000			\$670,000	
4/74	08-00138-28-TL	Cedar Road	At Laraway Road	Construction	2017	\$4,153,600				\$9,400,000	CMAQ/STP-C/RTA
				Const Eng	2017					\$940,000	
16/37	12-00147-11-CH	Bell Road	At 143rd Street	Construction	2017	\$9,840,000				\$14,500,000	CMAQ/RTA
				Const Eng	2017	\$544,000				\$1,450,000	

Exhibit E: General Maintenance (MFT) Program

Location	Work Type	FY	Cost
Various	Striping/Reflectors	2016	\$800,000
		2017	\$800,000
		2018	\$800,000
		2019	\$800,000
		2020	\$800,000
		2021	\$800,000
Various	Culvert	2016	\$150,000
		2017	\$150,000
		2018	\$150,000
		2019	\$150,000
		2020	\$150,000
		2021	\$150,000
Various	Guardrail	2016	\$150,000
		2017	\$150,000
		2018	\$150,000
		2019	\$150,000
		2020	\$150,000
		2021	\$150,000
Various	Patching/Cracksealing	2016	\$900,000
		2017	\$900,000
		2018	\$900,000
		2019	\$900,000
		2020	\$900,000
		2021	\$900,000
Various	Traffic Signals	2016	\$150,000
		2017	\$150,000
		2018	\$150,000
		2019	\$150,000
		2020	\$150,000
		2021	\$150,000
Various	Overlays	2016	\$3,900,000
		2017	\$3,900,000
		2018	\$3,900,000
		2019	\$3,900,000
		2020	\$3,900,000
		2021	\$3,900,000
Various	Misc	2016	\$3,100,000
		2017	\$3,100,000
		2018	\$3,100,000
		2019	\$3,100,000
		2020	\$3,100,000
		2021	\$3,100,000

Exhibit F: Multi-Year Program

CH	Roadway	Location	Scope of Work	Estimate of Cost	Cost Estimate by End of Program*
6	Manhattan-Monee Road	1-57 to Center Road	Reconstruction	\$14,000,000	\$15,500,000
10	Will-Center Road	County Line to Crete-Monee Road	2 Lane Rural Reconstruction	\$26,000,000	\$30,900,000
14	Plainfield-Naperville Road	119th Street to 111th Street	ROW & Construction of an Add Lanes & Reconstruction	\$10,000,000	\$10,000,000
19	Center Road	N. Peotone Road to Northern Limits	Reconstruction	\$27,000,000	\$32,200,000
23	Pauling-Goodenow Road	IL Route 50 to Plum Creek	2 Lane Rural Reconstruction	\$21,000,000	\$23,200,000
36	Renwick Road	US Route 30 to IL Route 53	Add Lanes, Reconstruction	\$57,000,000	\$62,900,000
52	Gougar Road	US Route 30 to Haven Road	Preliminary Engineering	\$3,000,000	\$3,000,000
52	Gougar Road	US Route 30 to Laraway Road	Add Lanes, Reconstruction	\$25,500,000	\$28,200,000
58	County Line Road	Western Limits to IL Rte 1	2 Lane Rural Reconstruction	\$19,500,000	\$21,600,000
62	Briggs Street	Maple to Division	3 Lane Reconstruction	\$9,500,000	\$10,500,000
64	Francis Road	Gougar Road to Wolf Road	3 Lane Reconstruction	\$20,000,000	\$22,100,000
74	Laraway Road	US Route 45 to Harlem Avenue	Design Engineering	\$3,250,000	\$3,250,000
74	Laraway Road	US Route 52 to Harlem Ave	ROW & Construction of an Add Lanes & Reconstruction	\$150,000,000	\$165,600,000
75	Division Street	Briggs Street to Cedar Road	3 Lane Reconstruction	\$10,500,000	\$11,600,000
			Total	\$396,250,000	\$440,550,000

*Per 2040 Long Range Transportation Plan Financial Projections for Construction Costs