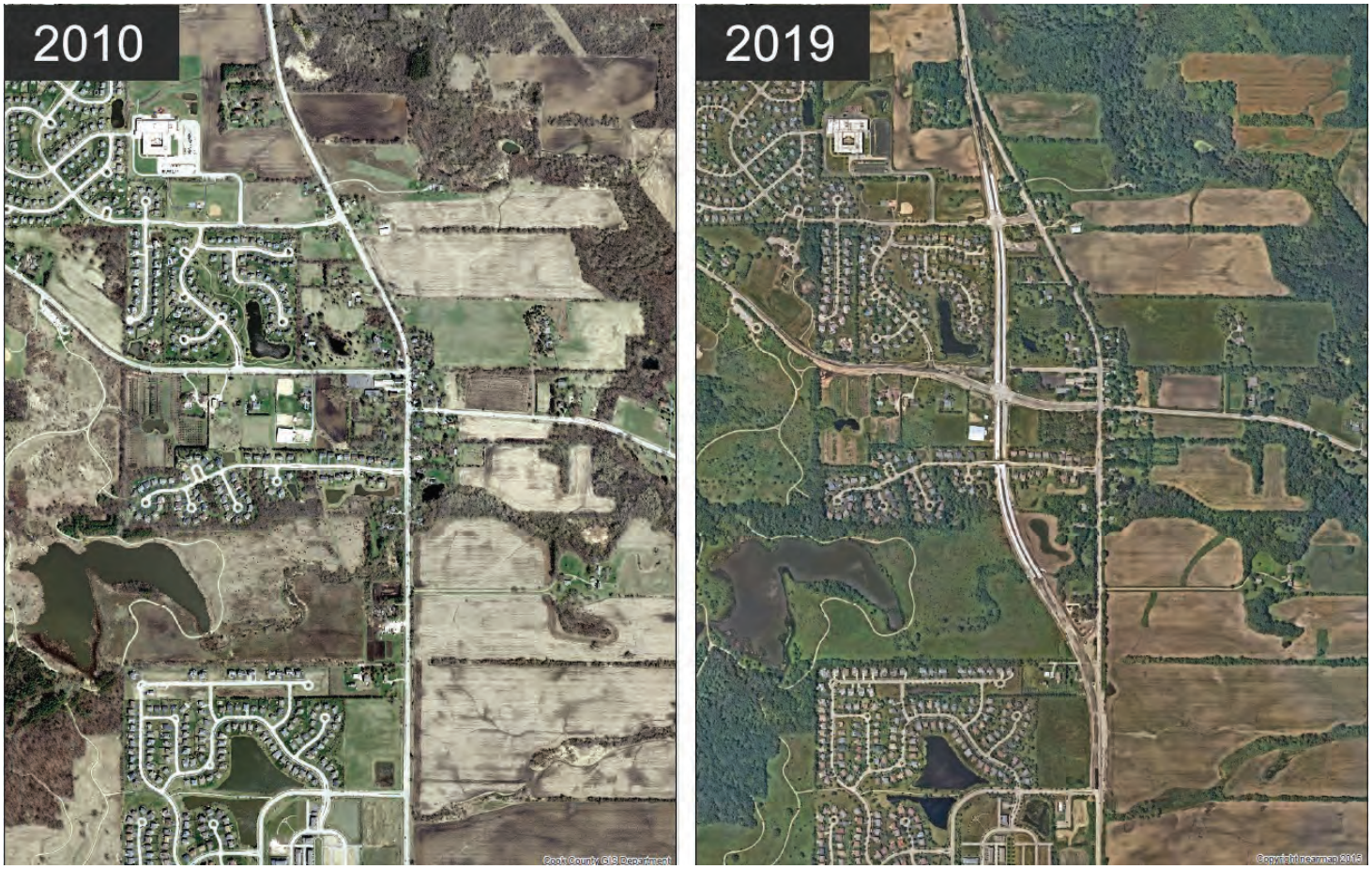
Lake County, Illinois

2020 - 2025 Proposed Transportation Improvement Program

LakeCounty
Division of Transportation



On the covers: The US Route 45 Millburn Bypass is Complete!

After more than 25 years of discussion, planning, and finally, construction, the US Route 45 Millburn Bypass in north-central Lake County is complete. This $31 million project improves US Route 45 from IL 132 to IL 173 and creates a bypass of the Millburn Historic District. This particular bottleneck was formerly one of the most congested traffic spots in Lake County, earning it the nickname "the Millburn Strangler." The before and after views in these photos highlight the project's extensive scope.

Projects of this scale can take several years to complete, as funding must be secured, numerous stakeholders are involved, and a plan of the work to be done needs to be decided on. Eighteen different plan options were considered for this project. The chosen finalist realigned approximately 1.4 miles of US Route 45 and 4,000 feet of Grass Lake Road, and added continuous bike path and sidewalk. The bypass creates Main Street in historic downtown Millburn, and the Old Town Court cul-de-sac where Grass Lake Road previously met US Route 45 on the east.

prepared by
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Our Mission

Our mission is to provide a safe, efficient and innovative transportation system to enhance mobility, economic development and quality of life in Lake County.

Lake County's Proposed Transportation Improvement Program

2020 - 2025

endorsed by the
Public Works, Planning and Transportation Committee of the Lake County Board

Bill Durkin, Chair
Linda Pedersen, Vice-Chair
Jennifer Clark
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Craig Taylor
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John Wasik
Terry Wilke

June 3, 2020

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COVID-19 and DOT operations

Transportation and construction work has been identified as an essential service during the ongoing health crisis. Our daily work helps keep the transportation system safe and operational for first responders, businesses, and the general public. New construction projects provide job opportunities and help stimulate the economy. At LCDOT, our work has never been more important and our operations are continuing uninterrupted. Lower traffic volumes this spring allowed crews to extend work zones and increase project progress. Our management team worked to quickly implement work plans that minimize worker contact, comply with social distancing guidelines, and still get the job done. LCDOT workers are traveling in separate vehicles to job sites and are wearing personal protective equipment. We are also maximizing our virtual work environment for many office personnel, including working remote when possible. Office spaces are thoroughly cleaned and sanitized after use and team members entering the building are reviewing health screening questions and taking their temperatures. All LCDOT services are continuing with use of drop boxes, e-services and limited in-person small-group meetings. Our office is open to visitors by appointment only. Road projects that are currently underway are expected to progress as planned, but COVID-19 may have an impact on future projects. Refer to the Funding and Revenue section of this document for more information about funding assumptions and expectations.

What's New at the DOT?

Bike Path Wayfinding Study

The countywide Bike Path Wayfinding and Signage study is almost complete. Considering feedback from hundreds of participants at a public meeting held in 2019 and an interactive survey, LCDOT debuted new 'Explore Lake County' signs at its Bike Path Wayfinding and Signage Study public meeting in May. The signs, which were installed on a test section along the North Shore Bike Path, aim to give bike path users a better understanding of where they are on the trails and to make it easier to find connecting destinations. Along the test section are signs with instructions on how the public can provide input through an interactive survey. The public is encouraged to take the survey after exploring the test section. This feedback will help LCDOT complete the study and will be considered when LCDOT starts installing these signs throughout the bike path system.

MY Commute Lake County

With a growing population, the county has experienced increased congestion which impacts the overall quality of life and economic growth. In response, Lake County has initiated the MY Commute Lake County Study, which will investigate ways to reduce the use of single occupancy vehicles (SOVs), which is a top strategic priority in the Lake County Strategic Plan and the Lake County 2040

Transportation Plan. The goal of the study is to identify strategies that can shift individuals from driving alone in a car to another mode, making the entire transportation system more efficient for everyone and minimizing environmental impacts from vehicle emissions. More than 80 percent of commuting trips in Lake County are taken in SOVs. The study process is anticipated to extend for approximately 18 months, from spring 2020 through summer 2021.

LCDOT Snow Plow Tracker

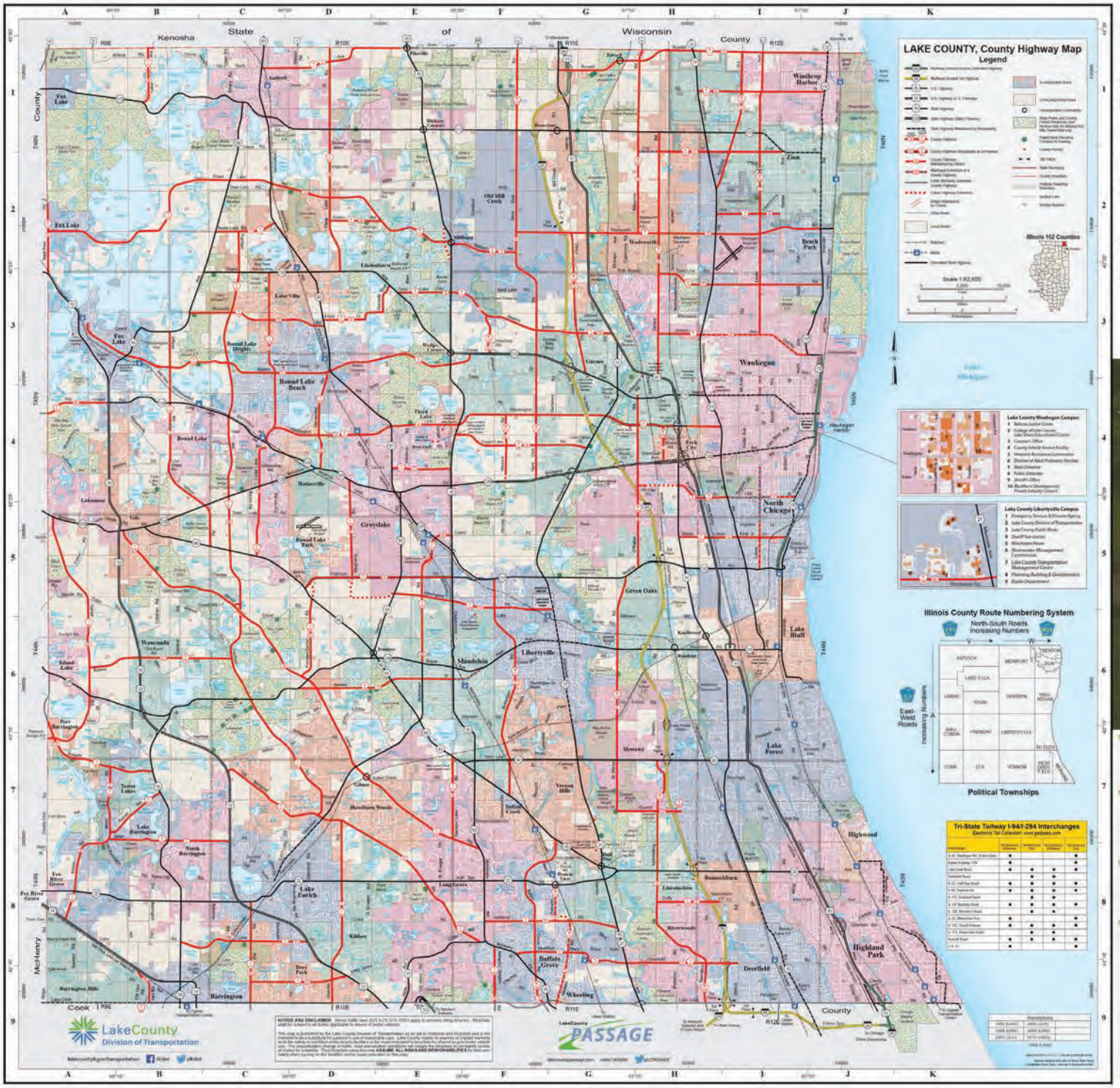
This past winter, users of the PASSAGE website and mobile applications were able to view winter road conditions as seen through the windshield of a county snowplow for the first time. LCDOT equipped all its snowplows with dashboard cameras that display real-time road conditions as our snowplow crews drive their routes. These cameras also assist crew leaders with information they need to respond to field conditions. Integrated Automatic Vehicle Location (AVL) technology provides web and mobile PASSAGE users with plow locations and other information about the equipment and the route.

Lake County Fleet Recognized

Lake County was recognized as having one of the 2020 Top 100 Best Fleets in the Americas by National Association of Fleet Administrators, Inc, Fleet Management Associations. Lake County's fleet consists of vehicles that include Sheriff's Office squad cars, Health Department vehicles to transport patients, cars to drive to health and building inspections, and snow plows. LCDOT's innovative team works every day on Lake County's fleet by providing maintenance, identifying safety opportunities, and implementing solutions to reduce the County's carbon emissions.

REBUILD Illinois Provides Increased Funding

The REBUILD Illinois Capital Bill, passed by the Illinois General Assembly on June 1 and signed into law by the Governor on June 28, 2019, provided the first increase to the state-shared motor fuel tax revenue in almost 30 years. As a result, Lake County's local annual share of MFT is projected to increase by 68%. In addition, the capital bill authorized the Illinois Department of Transportation to implement a $1.5 billion grant program using proceeds from general obligation Transportation Series A bonds to provide additional transportation funding to local agencies. IDOT estimates Lake County will receive about $23.8 million in grant proceeds spread over six allotments in the years 2020-2022. This 2020-2025 program incorporates the new funding revenue from REBUILD Illinois for the first time.



Lake County at a Glance An act of State Legislature created Lake County in March, 1839. Lake County's 479 square miles are divided into 18 political townships, 21 county board districts and 52 municipalities. In 2013, the U.S. Census Bureau estimated Lake County's population at 703,019.

Know before you go! For current construction and traffic information on Lake County highways, visit **lakecountypassage.com** or tune to highway advisory radio AM1620. Lake County's PASSAGE Intelligent Transportation System utilizes advanced technology to coordinate signals, monitor and manage traffic, and provide real-time traffic information to motorists.

Explore Lake County's bikeway and trail network and get our new Bike Trail Explorer mobile application on the Bikeways and Trails pages on our website!

For information about Lake County's Adopt a Highway program, contact the Lake County Division of Transportation by phone at 847.377.7400, or email the program coordinator at **adoptahwy@lakecountyil.gov**.

General Contacts, Transportation Agencies

Level type:	website:	
Interstate:	www.dot.gov	630.241.6800
State and US:	www.dot.il.gov	847.705.4401
County:	www.lakecountyil.gov/Transportation	847.377.7400
Other: (municipal/environmental Lake County)		

Contact the municipality or township

Transit agencies serving Lake County

Metra	www.metrarail.com	312.322.6777
Pace	www.pacebus.com	847.364.7223
RTA	www.rtachicago.com	312.913.3110

This map is available in folded and flat formats. An electronic version is available in pdf format on our website.

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lakecountyil.gov/transportation
twitter.com/dotlake | facebook.com/dotlake

Department of Geography, Cartography Laboratory
Northern Illinois University, DeKalb, Illinois 60115-2854

What is a County Highway?

The Lake County Bicentennial, 100-approved county highway system is more than 500 centerline miles of major collector arterial highway and more than 55 miles of bike path through the county's 52 municipalities, operated by the Lake County Division of Transportation. These roads are marked by pentagonal blue and gold Lake County route markers. Bike paths are marked with a route identification sign which includes the Lake County logo.

Land Survey System

Land surveys in Lake County are referenced to the rectangular survey system authorized by an act of Congress in 1785. The survey system established survey townships about approximately 6 miles per side. Each township is assigned a township and range number to reference its location relative to a principal meridian and base line. Each survey township is further divided into 36 sections, squares approximately one mile per side. Sections are numbered consecutively from 1 to 36, with section 1 located in the northeast corner, and section 36 located in the southeast corner of each township. Survey townships provide the geographical basis for political townships. Both survey and political townships are shown on the county highway map.

Access Permits, Plat Approval, and Road Closures

A permit and/or approval from the County Engineer is required for the following driveway and road access to county highways: any subdivision of land contiguous to a county highway; any construction work proposed within county highway right-of-way; the location of earthen berms and/or detention facilities adjacent to county highway right-of-way; and temporary closures of county highways (e.g. parades). Contact the permit office at the Lake County Division of Transportation, 600 W Winchester Rd, Libertyville, Illinois 60048 for information.

Lake County Division of Transportation

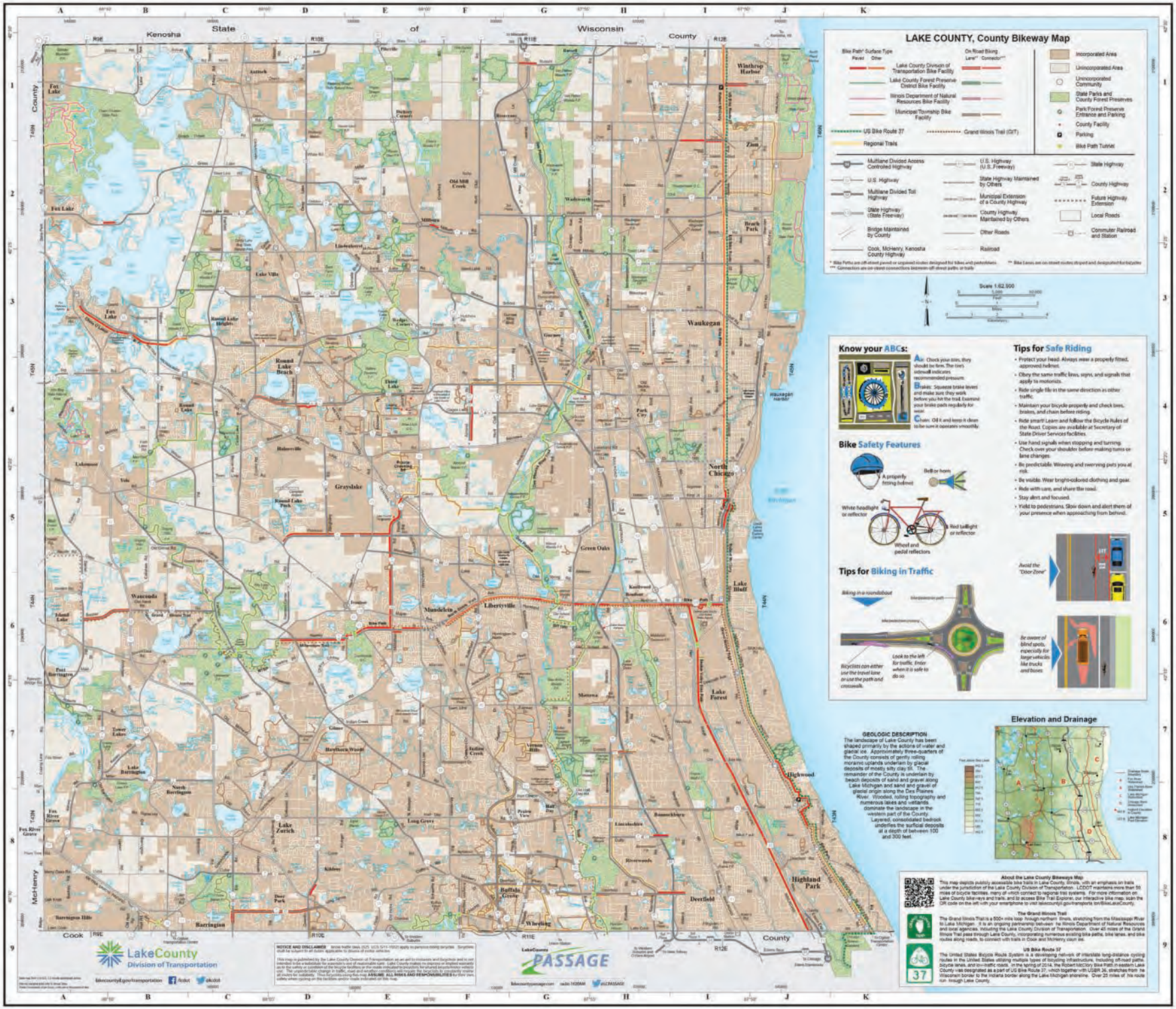
Lake County businesses and residents rely on a transportation system that incorporates 48 miles owned by the state, the county, 52 municipalities, 18 townships, the Illinois Tollway. Metra and Pace. Improving and maintaining the county highway system is essential for a robust local economy, a healthy environment, and efficient movement of goods and people.

Our Mission

The Lake County Division of Transportation is committed to providing safe, efficient, and well-maintained county highways and bikeways to improve the general welfare of travelers in our communities and foster the orderly economic development of the county.

Our Responsibilities

- The construction, engineering, planning, operation and maintenance of county highways in accordance with the Illinois Highway Code for the use of the traveling public
- The coordination of township road districts by the office of the County Engineer for the townships highway commissioners
- The coordination of local intergovernmental and and review of public transportation in Lake County for agencies and the traveling public
- The review of proposed roads as part of the County Subdivision Ordinance for the township highway commissioners and new members
- The implementation of other functions as directed by state statute and the county board for the residents of Lake County
- The maintenance of the county roads for the use of fire departments
- Permit approval for overweight trucks, utility placement, and development access for county highway users


LAKE COUNTY, County Bikeway Map
Bike Path* Surface Type
Paved
Other
On Road Biking
Lane**
Connector***
Lake County Division of Transportation Bike Facility
Lake County Forest Preserve District Bike Facility
Illinois Department of Natural Resources Bike Facility
Municipal/Township Bike Facility
US Bike Route 37
Grand Illinois Trail (GIT)
Regional Trails
Incorporated Area
Unincorporated Area
Unincorporated Community
State Parks and County Forest Preserves
Park/Forest Preserve Entrance and Parking
County Facility
Parking
Bike Path Tunnel
Multilane Divided Access Controlled Highway
U.S. Highway
Multilane Divided Toll Highway
State Highway (State Freeway)
Bridge Maintained by County
Cook, McHenry, Kenosha County Highway
U.S. Highway (U.S. Freeway)
State Highway Maintained by Others
Municipal Extension of a County Highway
County Highway Maintained by Others
Other Roads
Railroad
State Highway
County Highway
Future Highway Extension
Local Roads
Commuter Railroad and Station
* Bike Paths are off-street paved or unpaved routes designed for bikes and pedestrians
** Bike Lanes are on-street routes striped and designated for bicycles
*** Connectors are on-road connections between off-street paths or trails
Scale 1:62,500
Know your ABCs:
Air: Check your tires, they should be firm. The tire's sidewall indicates recommended pressure.
Brakes: Squeeze brake levers and make sure they work before you hit the trail. Examine your brake pads regularly for wear.
Chain: Oil it and keep it clean to be sure it operates smoothly.
Bike Safety Features
A properly fitting helmet
Bell or horn
White headlight or reflector
Red taillight or reflector
Wheel and pedal reflectors
Tips for Biking in Traffic
Biking in a roundabout
Bicyclists can either use the travel lane or use the path and crosswalk.
Look to the left for traffic. Enter when it is safe to do so.
Avoid the "Door Zone"
Be aware of blind spots, especially for large vehicles like trucks and buses.
Tips for Safe Riding
Protect your head. Always wear a properly fitted, approved helmet.
Obey the same traffic laws, signs, and signals that apply to motorists.
Ride single file in the same direction as other traffic.
Maintain your bicycle properly and check tires, brakes, and chain before riding.
Ride smart! Learn and follow the Bicycle Rules of the Road. Copies are available at Secretary of State Driver Services facilities.
Use hand signals when stopping and turning. Check over your shoulder before making turns or lane changes.
Be predictable. Weaving and swerving puts you at risk.
Be visible. Wear bright-colored clothing and gear.
Ride with care, and share the road.
Stay alert and focused.
Yield to pedestrians. Slow down and alert them of your presence when approaching from behind.
GEOLOGIC DESCRIPTION
The landscape of Lake County has been shaped primarily by the actions of water and glacial ice. Approximately three-quarters of the County consists of gently rolling moraine uplands underlain by glacial deposits of mostly silty clay till. The remainder of the County is underlain by beach deposits of sand and gravel along Lake Michigan and sand and gravel of glacial origin along the Des Plaines River. Wooded, rolling topography and numerous lakes and wetlands dominate the landscape in the western part of the County. Layered, consolidated bedrock underlies the surficial deposits at a depth of between 100 and 300 feet.
Elevation and Drainage
About the Lake County Bikeways Map
This map depicts publicly accessible bike trails in Lake County, Illinois, with an emphasis on trails under the jurisdiction of the Lake County Division of Transportation. LCDOT maintains more than 55 miles of bicycle facilities, many of which connect to regional trail systems. For more information on Lake County bike-ways and trails, and to access Bike Trail Explorer, our interactive bike map, scan the QR code on the left with your smartphone to visit lakecountyil.gov/transporta tion/BikeLakeCounty.
The Grand Illinois Trail
The Grand Illinois Trail is a 500+ mile loop through northern Illinois, stretching from the Mississippi River to Lake Michigan. It is an ongoing partnership between the Illinois Department of Natural Resources and local agencies, including the Lake County Division of Transportation. Over 40 miles of the Grand Illinois Trail pass through Lake County, incorporating numerous existing bike paths, bike lanes, and bike routes along roads, to connect with trails in Cook and McHenry county lies.
US Bike Route 37
The United States Bicycle Route System is a developing network of interstate long-distance cycling routes in the United States utilizing multiple types of bicycling infrastructure, including off-road paths, bicycle lanes, and low-traffic roads. In the spring of 2014, the Robert McClory Bike Path in eastern Lake County was designated as a part of US Bike Route 37, which together with USBR 36, stretches from the Wisconsin border to the Indiana border along the Lake Michigan shoreline. Over 25 miles of this route run through Lake County.
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State
of
Wisconsin
County
Cook
County
McHenry
County
Waukegan
North Chicago
Zion
Winthrop Harbor
Beach Park
Highland Park
Highwood
Lake Bluff
Lake Forest
Mundelein
Libertyville
Grayslake
Round Lake Beach
Round Lake Park
Round Lake Heights
Lake Villa
Lindenhurst
Gurnee
Wadsworth
Green Oaks
Knollwood
Mettawa
Vernon Hills
Buffalo Grove
Wheeling
Deerfield
Riverwoods
Bannockburn
Long Grove
Lake Zurich
Kildeer
Deer Park
Barrington
Barrington Hills
Tower Lakes
Lake Barrington
North Barrington
Fox River Grove
Island Lake
Wauconda
Lakemoor
Volo
Fox Lake
Antioch
Hainesville
Gages Lake
Wildwood
Old Mill Creek
Third Lake
Park City
Beach Park
Zion
Waukegan Harbor
Highland Park
Highwood
Lake Bluff
Lake Forest
Mettawa
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Gages Lake
Wildwood
Old Mill Creek
Third Lake
Park City
Beach Park
Zion
Waukegan Harbor
Highland Park
Highwood
Lake Bluff
Lake Forest
Mundelein
Libertyville
Grayslake
Round Lake Beach

Overview

A safe and efficient transportation system contributes to quality of life for the residents of Lake County. Lake County businesses also rely on this network to move goods and services through the county and to help people get to their jobs. Our transportation system is one of the most visible and fundamental assets of the county. Maintaining and improving the county's highway system is essential for a strong local economy, a healthy environment, and for the efficient movement of goods and people.

Plan Requirements

The 5 Year Program is the scheduling component of the county's Long Range Transportation Plan. The current Long Range Plan is the Year 2040 Lake County Transportation Priority Plan, endorsed in June 2014. A highway project, particularly an add-lanes project, takes several years of study and engineering to properly address roadway design, drainage, environmental, municipal and public coordination issues. The implementation of the 5-Year Program is a continual process, like an assembly line. Many of the projects in this program are in varying stages of readiness carried over from previous programs. New projects need to "get on the assembly line".

This plan fulfills a portion of Section 5-301, "County Long Range Plan," of the Illinois Road and Bridge Laws, which requires the County Engineer to annually update a 20-year Long Range Highway Transporta-

tion Plan and a 5-year County Transportation Improvement Program. The 5 year program covers the time period from December 1, 2020 to November 30, 2025, and is prepared 6 months in advance of the start of the county's next fiscal year. Therefore, this program document also includes the approved budget for the current fiscal year of the county, fiscal year 2020 (12/1/2019 to 11/30/2020) as a sixth year (i.e. the annual program).

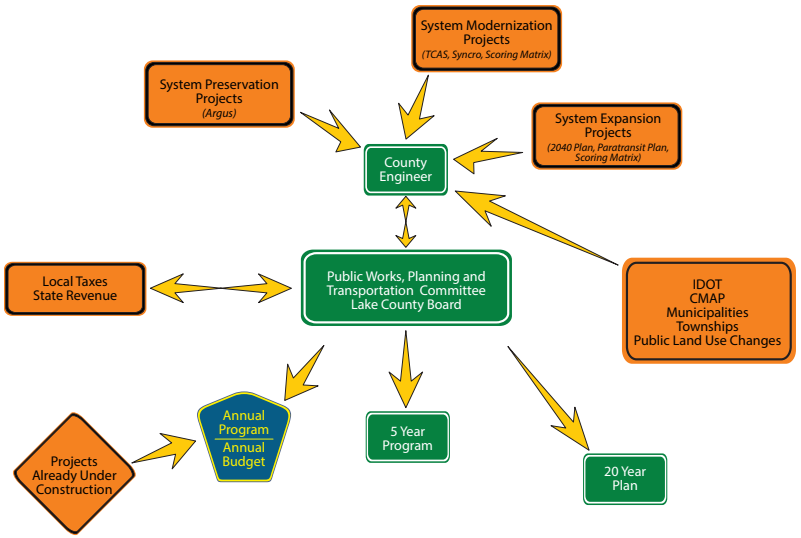
Program Development

The county highway system is a more than 300-mile network of major collector arterial highways and 62+ miles of bike facilities in Lake County, operated by the Lake County Division of Transportation. These highways are marked by pentagonal blue and gold Lake County route markers and the bike paths by the route identification sign incorporating the Lake County logo. The front of this section includes maps of the county highway system and bike facilities. Daily travel on the system exceeds 3.5 million vehicle miles on 903 lane miles. This document also provides background on how projects are included in the highway improvement program.

Interrelation with Budget Development

By law, prior to July 1 of each year the 5-Year Transportation Improvement Program is prepared by the County Engineer. The annual program for the subsequent fiscal year of the county (e.g. starting 12/1/2020) is developed based upon an estimate from the county administrator's office of the tax revenues to be allocated by the county board in the

Lake County Division of Transportation Capital Programming



Many of the larger projects incorporate an extensive public involvement process

upcoming budgets. The program therefore serves as a document for the submission of the requested budgets, for the next fiscal year, in the four highway capital funds supporting highway improvements: the County Bridge Tax fund, the Matching Tax fund, the Motor Fuel Tax fund and the Transportation Sales Tax fund.

Guidance for the 5-Year Program

The Lake County Division of Transportation is guided by the goals and strategies outlined in the Lake County Strategic Plan. As stated in the plan, Lake County government is committed to deliver exceptional, financially and environmentally responsive/responsible services that promote a safe, affordable, healthy, and resilient community. We envision Lake County as a place where all people, families, and businesses have the opportunity to thrive, and its government is an innovative leader and model of excellence.

GOAL 1: PROVIDE PUBLIC SAFETY AND ADVANCE AN INTEGRATED, DATA- DRIVEN JUSTICE SYSTEM

STRATEGIC STATEMENT: Create safe communities through an integrated, humane, data-driven justice system, including stakeholders and law enforcement personnel who embrace community policing to build public trust, and other innovative programs aimed at reducing crime, recidivism, family violence, and substance abuse.

GOAL 2: ENHANCE ECONOMIC OPPORTUNITIES

STRATEGIC STATEMENT: Leverage the assets of the County – the Lake County Workforce Ecosystem, skilled talent, diverse communities, and effective infrastructure – to drive balanced growth, revitalization, economic opportunities, and jobs throughout Lake County.

GOAL 3: IMPROVE INFRASTRUCTURE

STRATEGIC STATEMENT: Develop and implement solutions that support modern, equitable, comprehensive, safe, and sustainable transportation, water, wastewater, and stormwater infrastructure systems.

GOAL 4: PROMOTE A SUSTAINABLE ENVIRONMENT

STRATEGIC STATEMENT: Preserve the health of our natural resources, air, and drinking water through the widespread use of environmentally sustainable management practices, effective stormwater management, carbon footprint reduction, and the enhancement and rehabilitation of lakes and other ecological systems.

GOAL 5: BUILD HEALTHY, INCLUSIVE, AND RESILIENT COMMUNITIES

STRATEGIC STATEMENT: Improve quality of life for all Lake County residents by assuring the places where they live, work and play have the critical elements required to make communities safe, healthy, inclusive, and vibrant.

The Strategic Plan and progress updates can be found on Lake County's website at **lakecountyil.gov/StrategicPlan.**

Transportation and Communication

Communicating with Lake County residents about the various programs, services and projects that LCDOT is working on is a top priority. We believe that the public should have access to this information, as it may impact their daily lives from construction along their commute to work, or safe road conditions during inclement winter weather. The public takes a much more active role in seeking out information about road construction, project meetings and other county services by checking Lake County *PASSAGE* from their mobile devices, sending email, interacting with us on Facebook, and even tweeting in requests for service.

Lake County is committed to transparency and participating in this conversation, no matter where it takes place. We utilize many of the communication channels available to us to connect motorists with the information they need to navigate Lake County's highway system all year long. Our website, lakecountyil.gov/transportation, is designed with the user in mind, streamlining information so residents can find what they need easily, and mobile-friendly for accessing the information from any device. We also produce email newsletters, generate informational videos, take people behind the scenes, share road closures and provide safety information using YouTube, Twitter, Facebook and Instagram.

Long Range Planning: Lake County's 2040 Transportation Plan

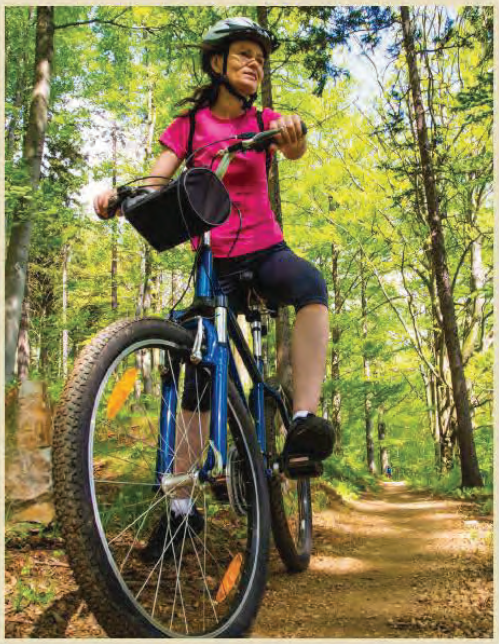
The Planning Process

The 2040 Transportation Plan followed a consensus-based approach including stakeholder and multi-agency involvement, and working with local partners to identify regional priorities. Roadway network modeling was built off of CMAP's regional transportation model with adjustments to local characteristics. Once the county model was calibrated with existing known traffic conditions, baseline improvements were added to the network. The model included population and employment projections to the year 2040 and the corresponding traffic impacts to the roadway system. Deficiency Analysis was based on three measures of performance and the results were combined into a Deficiency Index identifing roadways to be considered for improvement. Improvements were then prioritized based on the Deficiency Index, previous studies, cost, and potential to link people to jobs.

Transit and non-motorized recommendations were based on the assessed needs of users throughout the County. Previous plans such as the County's 2020 Transportation Plan and CMAP's GO TO 2040 were evaluated as well. Planned transit and non-motorized projects considered connectivity, existing facilities and services, and jurisdictional issues.

LAKE COUNTY
2040 TRANSPORTATION PLAN

The Lake County 2040 Transportation Plan is a long range plan that identifies deficiencies and recommends improvements necessary to address the future transportation needs of Lake County addressing roadway, transit, and non-motorized modes of travel.



Lake County's 2040 Transportation Plan

(The following text and maps are as published in Lake County's 2040 Plan, June 2014)

The Roadway Network Explained

Between 2010 and 2040, the estimated number of peak period trips generated in Lake County is expected to increase by 36%. In order to address the deficiencies in the roadway network and meet the increased capacity demand, a number of baseline improvements were previously planned and are set for construction in the near-term. In addition to these improvements, the 2040 Plan recommends a variety of roadway improvements including roadway widening, route extensions, and intersection/interchange projects. The majority of projects add additional capacity to existing roads. With baseline projects included, there are approximately 210 miles of roadway improvements included in the 2040 Plan.

The Lake County roadway network ranges between local roads, township roads, county highways, state highways, federal highways, and interstates. Several government agencies construct, maintain, and operate roads in Lake County. By Illinois state law, these routes are the responsibility of one of five entities: the State of Illinois, the Illinois Tollway, Lake County, a township, or a municipality. Each of these entities generally has responsibility for a particular functional class of road. For example, highways that primarily carry interstate traffic are operated by state levels of government -the Illinois State Toll Highway Authority (ISTHA) or the Illinois Department of Transportation (IDOT) - and extend entirely through the county (for example, I-94). Primary arterial highways, which carry regional traffic, crisscross the county and generally extend beyond county borders. These highways are under the jurisdiction of IDOT (examples are US Route 45, IL Route 22). County highways, which are the responsibility of Lake County, go through municipalities and function as a secondary arterial highway system - collecting traffic and distributing it to the primary arterial highway system, i.e. state roads. Township routes are local roads in unincorporated areas providing direct access to individual properties; they are usually short in length. Streets on the municipal system are the local streets within municipal boundaries; however, in some parts of the county, municipalities do have jurisdiction of some secondary arterial highways. Municipal routes do not extend beyond the limits of the municipality; they also tend to be short in length.

Access Permits & Plat Approval – Driveway and public road access onto county highways requires an access permit issued by the County Engineer. Subdivision plat approval regarding roadway access is also required. The location of earthern berms and/or detention facilities adjacent to county highway rights-of-way may also require a permit. Contact the permit office at: Lake County Division of Transportation, 600 West Winchester Road, Libertyville, Illinois 60048, phone (847) 377-7400.

The Non-Motorized Network Explained

Approximately 300 miles of additional non-motorized facilities are recommended as part of the Lake County 2040 Transportation Plan. These are planned to primarily be off-street multi-use paths for use by cyclists, pedestrians, and other non-motorized users. Many projects connect to Metra stations and bus routes in order to improve the viability of travel without the need for an automobile. These recommendations also provide essential non-motorized connections to communities, jobs, parks, schools, forest preserves, and other destinations throughout Lake County.There are currently over 500 miles of public bicycle facilities throughout the County. These include off-street paths and on-street lanes. Off-street bike paths include paved asphalt and unpaved, crushed gravel surfaces.

Non-Motorized Facilities Jurisdiction —Lake County Division of Transportation (LCDOT) has jurisdiction over approximately 48 miles of bicycle facilities. Lake County Forest Preserve District (LCFPD) has jurisdiction over approximately 140 miles of multiuse trails that can be used by cyclists. Other non-motorized facilities throughout the County are under a variety of jurisdictions including municipalities, townships, and institutions.

The Transit Network Explained

Due to the diversity of land uses, population and employment densities throughout Lake County, there is no single transit solution. A palette of transit services, ranging from demand response to fixed route bus to commuter rail can best address the different characteristics of the County. Improved transit in the County would provide important alternative transportation that improves the quality of life and the economic potential for Lake County residents. Lake County is currently served by four Metra rail lines and thirty two Pace bus routes. Enhancements to existing services are recommended in the 2040 Transportation Plan. Some projects, such as a new demand response service can be implemented in a shorter time frame, while other projects, such as a Metra commuter rail extension to Wadsworth, require significant capital investment.

Metra Commuter Rail Ridership —Approximately 13,500 people ride Metra in Lake County on an average weekday – an annual weekday Metra ridership of approximately 3.4 million.

Pace Suburban Bus Ridership —Approximately 12,500 trips are taken on Lake County bus routes on an average weekday, which is equal to annual weekday bus ridership of over 3 million.

2040 NON-MOTORIZED PLAN
LEGEND
PLANNED BIKEWAYS
Lake County Division of Transportation
Lake County Forest Preserve
Other Jurisdiction
EXISTING BIKEWAYS
Lake County Division of Transportation
Lake County Forest Preserve
Other Jurisdiction
EXISTING ATTRACTIONS
Metra Stations
State Park
Lake County Forest Preserve
Other Parks
0 1 2 3
SCALE IN MILES
N

2040 TRANSIT PLAN

LEGEND

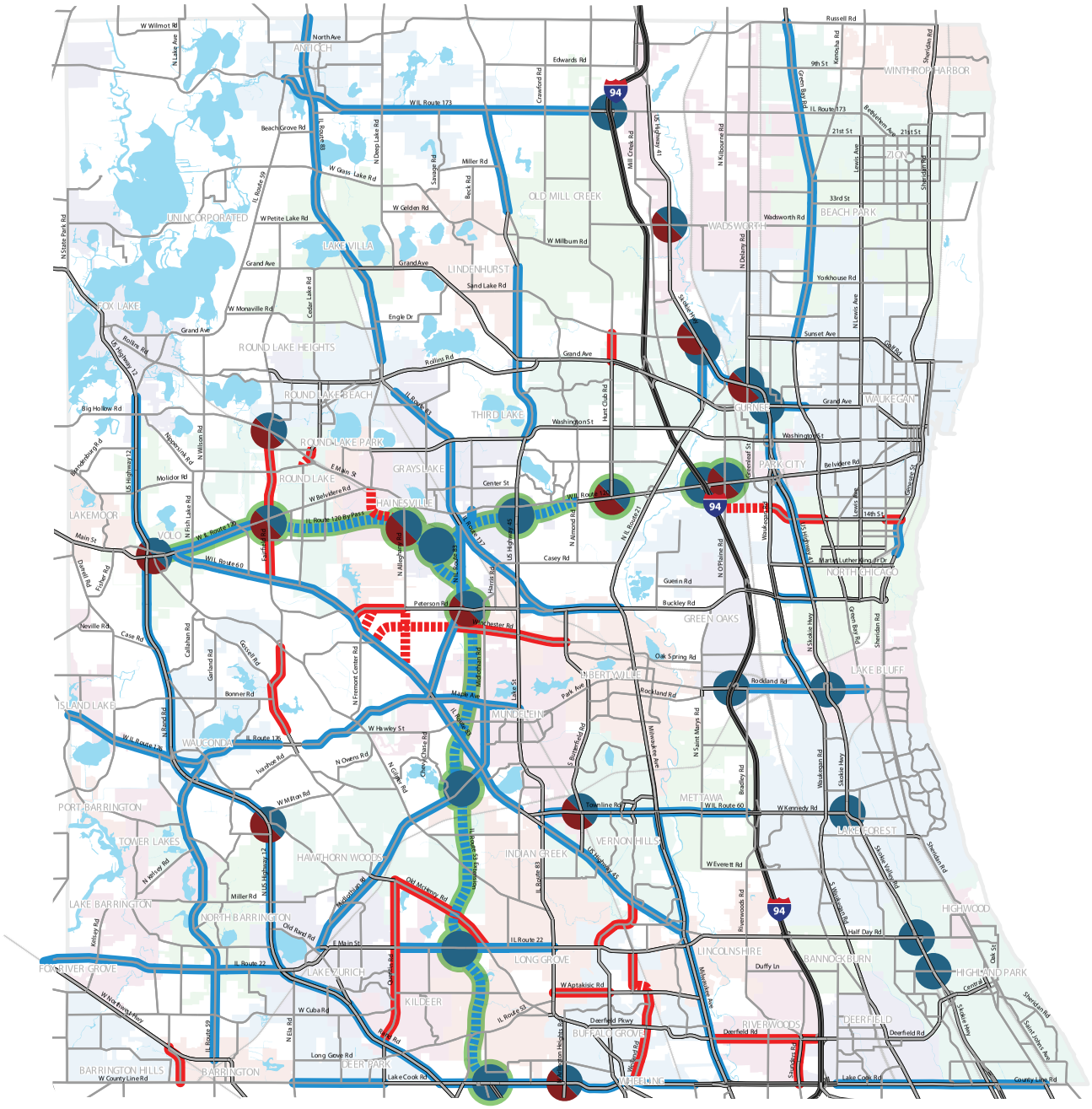
PROPOSED TRANSIT IMPROVEMENTS

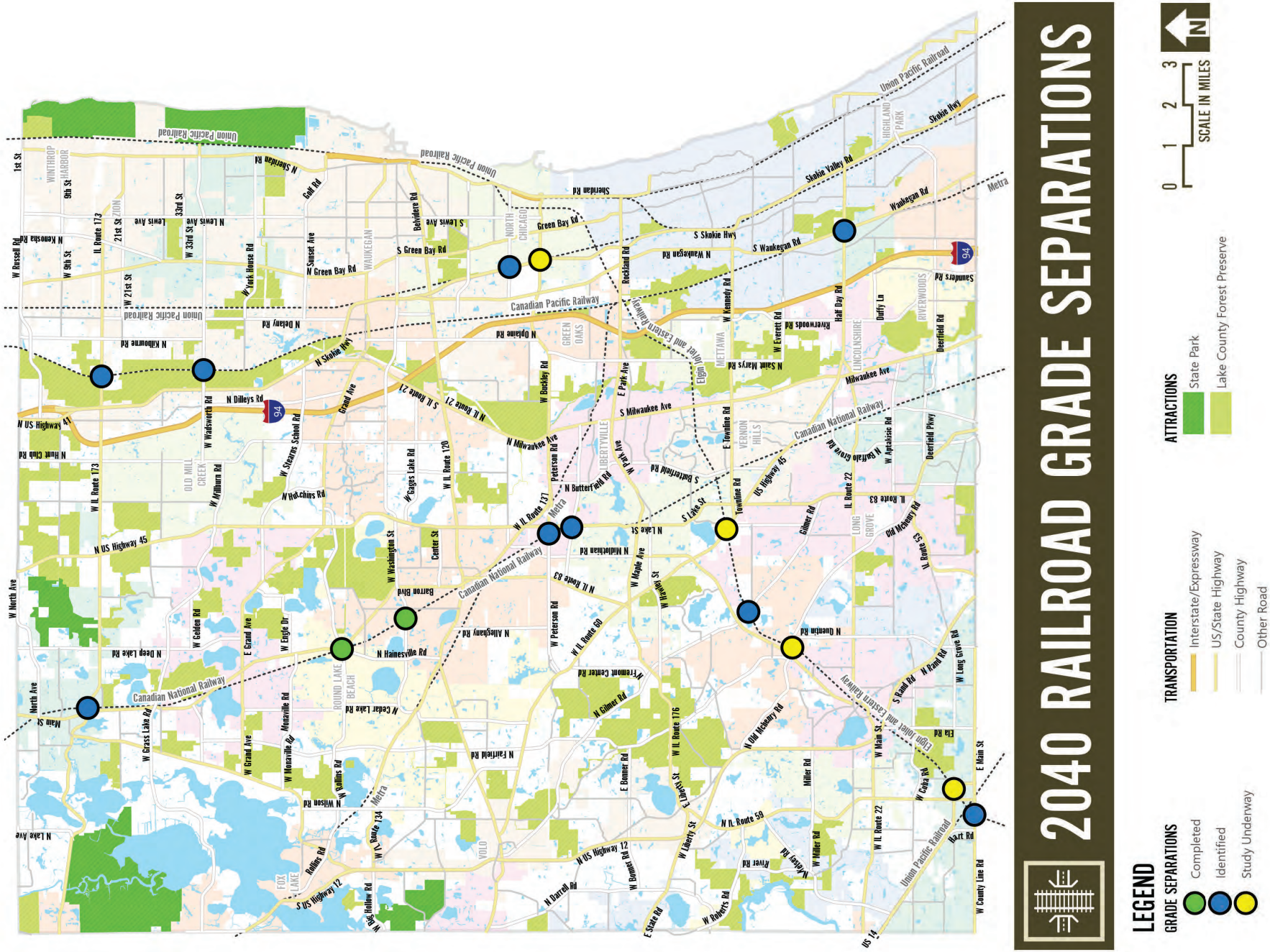
- Rail Projects
- Bus Projects
- Transit Hubs

EXISTING TRANSIT FEATURES

- Metra Stations
- Metra Lines
- Pace Fixed Routes
- Pace Shuttle Bug Routes

0 1 2 3
SCALE IN MILES
N


ANTIOCH
UNINCORPORATED
LAKE VILLA
FOX LAKE
ROUND LAKE HEIGHTS
ROUND LAKE BEACH
ROUND LAKE PARK
ROUND LAKE
GRAYSLAKE
HAINESVILLE
LAKEMOOR
VOLO
ISLAND LAKE
WAUCONDA
PORT BARRINGTON
TOWER LAKES
LAKE BARRINGTON
NORTH BARRINGTON
FOX RIVER GROVE
BARRINGTON HILLS
BARRINGTON
HAWTHORN WOODS
LAKE ZURICH
KILDEER
DEER PARK
LONG GROVE
BUFFALO GROVE
WHEELING
INDIAN CREEK
VERNON HILLS
MUNDELEIN
LINDENHURST
OLD MILL CREEK
THIRD LAKE
GREEN OAKS
LINCOLNSHIRE
RIVERWOODS
METTAWA
WADSWORTH
GURNEE
PARK CITY
WAUKEGAN
NORTH CHICAGO
LAKE BLUFF
LAKE FOREST
BANNOCKBURN
DEERFIELD
HIGHWOOD
HIGHLAND PARK
ZION
BEACH PARK
WINTHROP HARBOR
94
I-94
US Highway 12
US Highway 45
US Highway 41
US Highway 14
US Highway 21
US Highway 41
IL Route 59
IL Route 120
IL Route 120 By-Pass
IL Route 137
IL Route 176
IL Route 83
IL Route 22
IL Route 53
IL Route 60
IL Route 173
IL Route 132
IL Route 176
IL Route 83 Extension
Wil Route 173
Wil Route 60
Wil Route 176
Wil Route 120
Wil Route 132
Wil Route 137
Wil Route 83
Wil Route 22
Wil Route 53
Wil Route 59
Wil Route 45
Wil Route 176


2040 RAILROAD GRADE SEPARATIONS
LEGEND
GRADE SEPARATIONS
Completed
Identified
Study Underway
TRANSPORTATION
Interstate/Expressway
US/State Highway
County Highway
Other Road
ATTRACTIONS
State Park
Lake County Forest Preserve
0 1 2 3
SCALE IN MILES
N
Canadian Pacific Railway
Canadian National Railway
Union Pacific Railroad
Elgin Joliet and Eastern Railway
Metra
WINTHROP HARBOR
ZION
WAUKEGAN
NORTH CHICAGO
GREEN OAKS
LIBERTYVILLE
VERNON HILLS
METTAWA
LINCOLNSHIRE
RIVERWOODS
HIGHLAND PARK
OLD MILL CREEK
ROUND LAKE BEACH
FOX LAKE
VOLO
LONG GROVE
Elgin
W North Ave
N Lake Ave
Main St
W Russell Rd
N Kenosha Rd
W 9th St
9th St
1st St
IL Route 173
21st St
W 21st St
W 33rd St
33rd St
N Lewis Ave
Lewis Ave
N Sheridan Rd
Gulf Rd
N Sunset Ave
W York House Rd
N Green Bay Rd
S Green Bay Rd
Belvidere Rd
S Lewis Ave
Green Bay Rd
Sheridan Rd
Rockland Rd
S Skokie Hwy
N Skokie Hwy
N Waukegan Rd
S Waukegan Rd
Skokie Valley Rd
Waukegan Rd
Skokie Hwy
Saunders Rd
W Kennedy Rd
W Everett Rd
Riverwoods Rd
Half Day Rd
Duffy Ln
Deerfield Rd
N Saint Marys Rd
Milwaukee Ave
N Kilbourne Rd
N Delany Rd
N Oplaine Rd
N Dilleys Rd
N US Highway 41
N Hunt Club Rd
W IL Route 173
W Wadsworth Rd
W Milburn Rd
W Stearns School Rd
N Hotchins Rd
Grand Ave
S IL Route 21
N IL Route 21
W Buckley Rd
E Park Ave
S Milwaukee Ave
N Milwaukee Ave
Petersen Rd
N Butterfield Rd
W Park Ave
S Butterfield Rd
E Townline Rd
Townline Rd
US Highway 45
N Aptakisic Rd
W Aptakisic Rd
N Buffalo Grove Rd
Deerfield Pkwy
N US Highway 45
W Sages Lake Rd
W IL Route 120
Center St
W Washington St
W IL Route 137
Metra
N Lake St
S Lake St
N Milton Rd
N IL Route 83
W Maple Ave
W Hawley St
Gilmer Rd
IL Route 22
IL Route 83
Old McHenry Rd
IL Route 53
Barron Blvd
N Hainesville Rd
N Allegheny Rd
W Peterson Rd
W IL Route 60
W Fremont Center Rd
N Gilmer Rd
N Quentin Rd
N Rand Rd
S Rand Rd
W Long Grove Rd
N Deep Lake Rd
W Gelden Rd
E Grand Ave
W Eagle Dr
W Grass Lake Rd
W Grand Ave
W Monaville Rd
Monaville Rd
W Rollins Rd
N Cedar Lake Rd
N Fairfield Rd
E Bonner Rd
W IL Route 176
N Old McHenry Rd
W Main St
Ela Rd
W Cuba Rd
E Main St
N Wilson Rd
W IL Route 134
Rollins Rd
N IL Route 59
E Liberty St
W Liberty St
Miller Rd
W Miller Rd
W IL Route 22
Hart Rd
W County Line Rd
N US Highway 12
W Bonner Rd
N Darrell Rd
River Rd
N Valley Rd
E State Rd
W Roberts Rd
S US Highway 12
W Big Hollow Rd
US 14

The following is adapted/excerpted from CMAP's ON TO 2050 Comprehensive Plan. The full document can be viewed at cmap.illinois.gov/2050.

CMAP's **ON TO 2050**

The Chicago Metropolitan Agency for Planning (CMAP) developed the region's next comprehensive plan, ON TO 2050, adopted in October 2018. This plan affirms and builds on the recommendations of its predecessor, GO TO 2040, to offer specific direction where needed and identify additional priorities. The plan process identified three overarching principles:

Inclusive Growth: Growing our economy through opportunity for all. Long-term regional prosperity requires economic opportunity for all residents and communities.

Resilience: Preparing for rapid changes, both known and unknown. Our region and its communities must anticipate and adapt to future challenges — both known and unknown — driven by climate, commerce, technology, and other factors.

Prioritized Investment: Carefully target resources to maximize benefit. We must carefully target public resources to maximize regional benefits for mobility, the economy, and quality of life for all residents.

These principles inform every ON TO 2050 recommendation in support of goals for Community, Prosperity, Environment, Governance, and Mobility.

Goal: **Community**

Strategic and sustainable development, reinvestment for vibrant communities, and development that supports local and regional economic strength are the Community goals of ON TO 2050. Creating and sustaining vibrant communities can help the region compete and thrive, offering residents and businesses many choices for where to live and work. Meeting increased demand for diverse, walkable, and accessible communities with amenities will also support transit and ease commutes. Changing plans and modernizing revenue policies to adapt to the development and mobility impacts of e-commerce can sustain existing and growing communities.

ON TO 2050 also emphasizes preserving land used for agriculture and open space and implementing sustainable development patterns through fiscally responsible expansion.

Most important, the region cannot succeed without concerted investment to rebuild jobs, amenities, and resources in communities that have been left behind. Investment for continued economic growth and success for the entire region should include investments in communities with limited resources for rebuilding infrastructure and amenities needed for jobs, housing choices, and healthy living.

Goal: Prosperity Robust economic growth that reduces inequality and responsive, strategic workforce and economic development are the Prosperity goals of ON TO 2050. Developed and emerging economies around the world have been transformed in recent years by new technologies, advances in freight and logistics, and evolving consumer demand. These trends — together with climate change — will increasingly shape global commerce.

Goal: Environment A region better prepared for climate change, an integrated approach to water resources, and development practices that protect natural resources are the Environment goals of ON TO 2050. Our rare and diverse natural areas and ecosystems are some of the most valuable and irreplaceable assets in metropolitan Chicago. ON TO 2050 strongly affirms that these natural resources are critical for protecting the quality of our air, land, and water, providing ecosystem services, wildlife habitats, and recreational spaces, contributing to a high quality of life, and supporting a vibrant regional economy.

Goal: Governance Collaboration at all levels of government, capacity of governments to provide a strong quality of life, and data-driven and transparent investment decisions are the Governance goals of ON TO 2050. The ON TO 2050 vision of a prosperous, inclusive region will require renewed collaboration and focused investment for addressing today's challenges and adapting to tomorrow's. Each level of government — from the State of Illinois to municipalities — has a role to play. For our region to thrive, current efforts to share or consolidate services and increase efficiency should expand to include more issues and jurisdictions. Implementing ON TO 2050 will depend on collaboration across jurisdictional lines, highly efficient investment based on measurable outcomes, and a focus on helping all units of local government build the capacity necessary to provide basic services and implement their plans.

Goal: Mobility A modern, multimodal system that adapts to changing travel demand, a system that works better for everyone, and making transformative investments are the Mobility goals of ON TO 2050. Transportation agencies, counties, and municipalities will need to magnify coordination efforts and take swift action to adopt and regulate new technologies, make the transit system more competitive, end fatal crashes, and advance inclusive economic growth. Crucially, they will need to create new revenue streams to improve conditions of the existing transportation system as well as to make limited and highly targeted expansions.

Program Priorities

Lake County's transportation program is a balance of Preservation, Modernization and Expansion.

Some projects are designed to address traffic flow problems associated with peak travel times (about 20% of the daily traffic), while others provide benefits to all daily highway users. Maps of proposed future highway projects, including those projects which are already under construction and for which funds will be paid out during the current fiscal year are provided in this document, as well as a summary listing of all projects.

This 5 Year Program does not indicate the priority of any individual project; priorities are developed during the yearly county budget cycle and design process. Under the Illinois Highway Code, the county board must individually appropriate monies for each phase of a project from the three traditional highway capital funds. LCDOT follows this same process for the Transportation Sales Tax fund. Monies earmarked as post-2025 are not part of the 5-year portion of the program, but are a part of the 20-year program. They are meant to give an early indication of some future project priorities and costs. The program is fiscally constrained by the revenue expected to be available and thus sets out a proposed spending plan for the next five years. Implementation of the recommended spending plan is the prerogative of the county board as it sets yearly tax levies, budgets and individually appropriates monies toward phases of projects.

Priorities for Funding Consideration

1 **System Preservation Projects** — Keep county highway pavements, bridges, bikeways and signals and related items in good condition.

2 **System Modernization Projects** — Reduce delays and increase safety by accommodating short-term traffic growth and the needs of non-motorists.

3 **System Expansion Projects** — Provide highway capacity to meet long-term traffic growth needs and provide for economic development.

Project Types

A variety of project types are proposed to meet the priorities listed in the program:

Number of Projects by Category

2020 - 2025 Transportation Improvement Program

Worktype	Category		
	P	M	E
3R	3		
Bikepath		12	
Bridge	2		
Culvert	13		
Drainage	6		
Engineering Support	7	7	
Enhancement		13	
Guardrail	6		
Intersection		20	3
Maintenance	32	1	
Other			
Paratransit			5
Patch	6		
Patrol1	28		
Plan		6	
Railroad			
Reconstruct	3	3	2
Resurface	46		
Road District	6		
Roadway	7	1	28
Signal		23	
Total	165	86	38

category key

P = Preservation

M = Modernization

E = Expansion

Our pavement management program helps us evaluate when and where repairs are needed, and what level of repair is most appropriate. The various techniques we employ to maintain and preserve pavements are:

- Pothole filling & other reactive responses
- Crack sealing
- Full depth patch
- Pavement Rejuvenator
- Microsurfacing
- Resurfacing

applying pavement rejuvenator

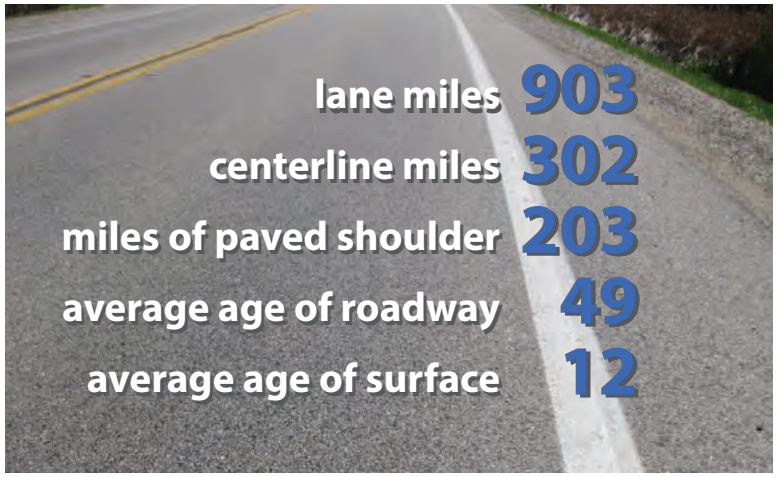
Pavement rejuvenator is the newest strategy we are using to preserve pavements. This technique applies a maltene-based glue to the surface of newer (1-2 year old) pavement. Pavement rejuvenation has been shown to extend pavement life by slowing oxidation and preventing chipping. In addition, the process fills minor cracks, reducing damage during freeze/thaw cycles. Choosing the appropriate pavement preservation strategy and applying it at the right time spends tax dollars responsibly.

Preserving the System

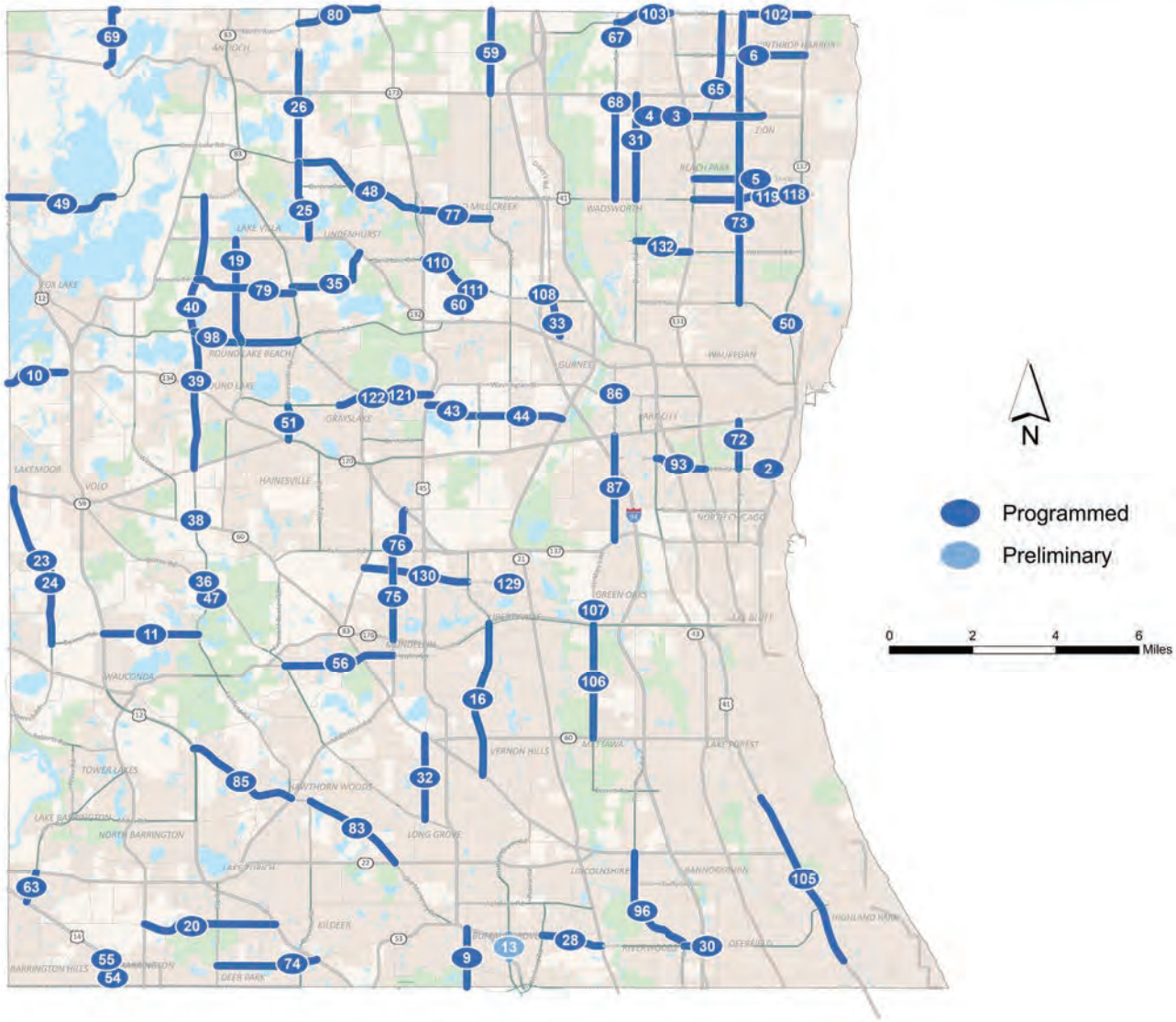
These projects keep highway pavements, bridges, bike paths and other assets in a good condition. Preservation projects are normally given **first priority.** Many of these projects are developed from road inventories and inspections. Others are derived using Argus, a computer-based pavement management program which analyzes pavement testing results and generates a set of recommended projects for the next five years, given budget availability.

Lake County has made a significant investment in its pavements. The estimated cost to build the existing county roadway network today exceeds $2.1 billion. Preservation projects help to protect this investment, and provide smooth pavements and bridges to highway users.

Keeping Track: Pavement Facts



Preservation Projects: 2020 - 2025



Preservation Projects				
Map ID	Route	Work Type	Program Year	CPMS PIN
2	14th St.	Resurfacing	2020	B-01002b
3	21st St.	Resurfacing	2021	B-01548a
4	21st St.	Culvert Rehabilitation	2021	B-01548b
5	33rd St.	Resurfacing	2021	B-01489
6	9th St.	Microsurfacing	2022	B-01536
9	Arlington Heights Rd.	Reconstruction	2024	B-01182
10	Big Hollow Rd.	Resurfacing	2022	B-01492
11	Bonner Rd.	Resurfacing	2023	B-01382
13	Buffalo Grove Rd.	Reconstruction	Post-2025	B-01359
16	Butterfield Rd.	Resurfacing	2020	B-01393
19	Cedar Lake Rd.	Resurfacing/Microresurfacing	2020	B-01395
20	Cuba Rd.*	Microsurfacing	2024	B-01579
23	Darrell Rd.	Culvert Replacement	2022	B-00141c
24	Darrell Rd.*	Microsurfacing	2022	B-01575
25	Deep Lake Rd	3R Resurfacing	2021	B-00913a
26	Deep Lake Rd	Resurfacing	2021	B-00913b
28	Deerfield Pkwy.	Full Depth Patching	2021	B-01549
30	Deerfield Rd.	Resurfacing	2020	B-01397
31	Delany Rd.*	Microsurfacing	2025	B-01584
32	Diamond Lake Rd.*	Resurfacing	2025	B-01585
33	Dilley's Rd.	Resurfacing	2024	B-01485
35	Engle Dr.	Resurfacing	2021	B-01354
36	Fairfield & Gilmer Connector Ramp*	Resurfacing	2022	B-01574
38	Fairfield Rd.	Retaining Wall Maintenance	2021	B-01425
39	Fairfield Rd.	Culvert Replacement	2022	B-01434
40	Fairfield Rd.*	Resurfacing	2025	B-01586
43	Gages Lake Rd.	Resurfacing/Microsurfacing	2022	B-01537
44	Gages Lake Rd.*	Culvert Replacements	2020	B-01619
47	Gilmer Rd.*	Bridge Rehabilitation	2020	B-01612
48	Grass Lake Rc.	Culvert Repairs and Resurfacing	2019	B-01399a
49	Grass Lake Rc.*	Resurfacing	2025	B-01587
50	Greenwood Ave.	Microsurfacing	2023	B-01541
51	Hainesville Rd	Resurfacing	2019	B-01480a
54	Hart Rd.	Culvert Replacement	2023	B-01372b
55	Hart Rd.*	Resurfacing	2025	B-01588
56	Hawley St.	Resurfacing	2022	B-01490
59	Hunt Club Rd.	Resurfacing	2023	B-01539
60	Hutchins Rd.	Culvert Replacement	2019	B-01372a
63	Kelsey Rd.*	Resurfacing	2025	B-01589
65	Keriosha Rd.	Resurfacing/Microsurfacing	2021	B-01542
67	Kilbourne Rd.	Bridge Repairs	2019	B-01476
68	Kilbourne Rd.*	Resurfacing	2022	B-01576
69	Lake Ave.*	Resurfacing	2024	B-01580
72	Lewis Ave.	Reconstruction	2024	B-01452b
73	Lewis Ave.	Microsurfacing	2023	B-01493
74	Long Grove Rd.	Resurfacing/Microsurfacing	2022	B-01483
75	Midlothian Rd.	Culvert Replacements	2020	B-01371b
76	Midlothian Rd.	Resurfacing/Microsurfacing	2024	B-01581
77	Milburn Rd.	Culvert Repairs and Resurfacing	2020	B-01399b
79	Monaville Rd.	Resurfacing	2025	B-01538
80	North Ave.*	Resurfacing	2024	B-01582
83	Old McHenry Rd.	Microsurfacing	2023	B-01484
85	Old McHenry Rd.*	Microsurfacing	2025	B-01590
86	O'Plaine Rd.	Drainage Improvements	2020	B-01453
87	O'Plaine Rd.*	Microsurfacing	2024	B-01583
93	Pulaski Dr.*	Microsurfacing	2023	B-01577
96	Riverwoods Rd.	Resurfacing	2024	B-01494
98	Rollins Rd.	Resurfacing	2025	B-01495
102	Russell Rd.	Resurfacing	2021	B-01535
103	Russell Rd.*	Resurfacing	2023	B-01578
105	Skokie Valley Bike Path*	Culvert Repairs	2020	B-01618
106	St. Mary's Rd.	3R Resurfacing	2020	B-01381
107	St. Mary's Rd.	Culvert Replacement	2019	B-01511
108	Stearns School Rd.	Bridge Replacement	2020	B-01102
110	Stearns School Rd.	Resurfacing	2023	B-01496
111	Stearns School Rd.	Culvert Replacement	2023	B-01499
118	Wadsworth Rd.	3R Resurfacing	2023	B-01402a
119	Wadsworth Rd.	Drainage Improvements	2020	B-01402b
121	Washington St	Culvert Replacement	2019	B-01370
122	Washington St	Resurfacing	2021	B-01479
129	Winchester Rd.	Culvert Replacement	2023	B-01501
130	Winchester Rd.*	Resurfacing	2022	B-01573
132	York House Rc.	Resurfacing	2022	B-01534

*New to this year's Five Year Program

Pavement: Our Most Obvious Asset

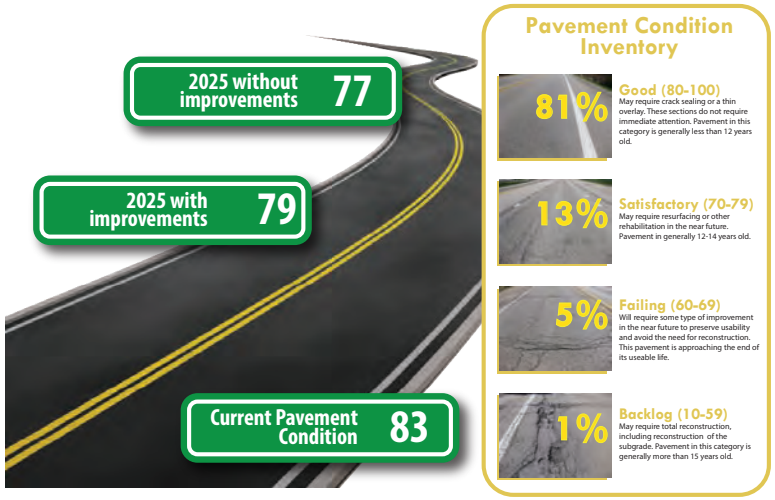
The Lake County Division of Transportation uses ARGUS, a computer-based pavement management system in order to:

- Assess the current condition of the system
- Estimate future road conditions
- Identify and rank road projects
- Maximize the condition of the system within a given budget
- Ensure consistent design decisions

Frequently-Asked Questions about Pavement Preservation

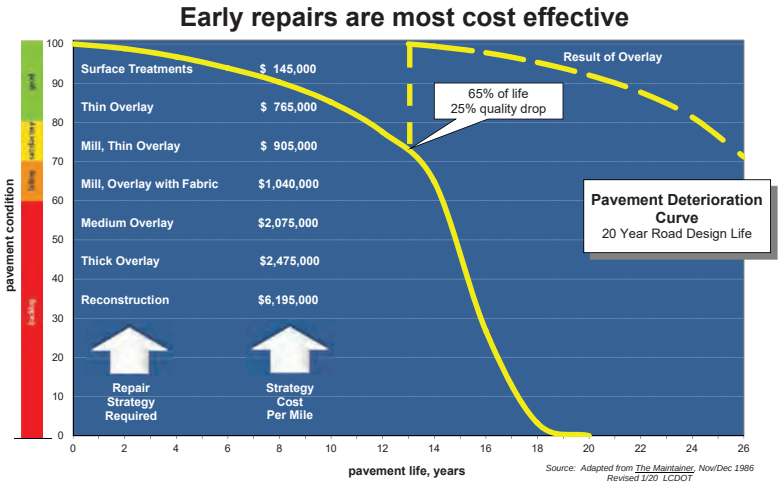
How do you choose which roads to repair?

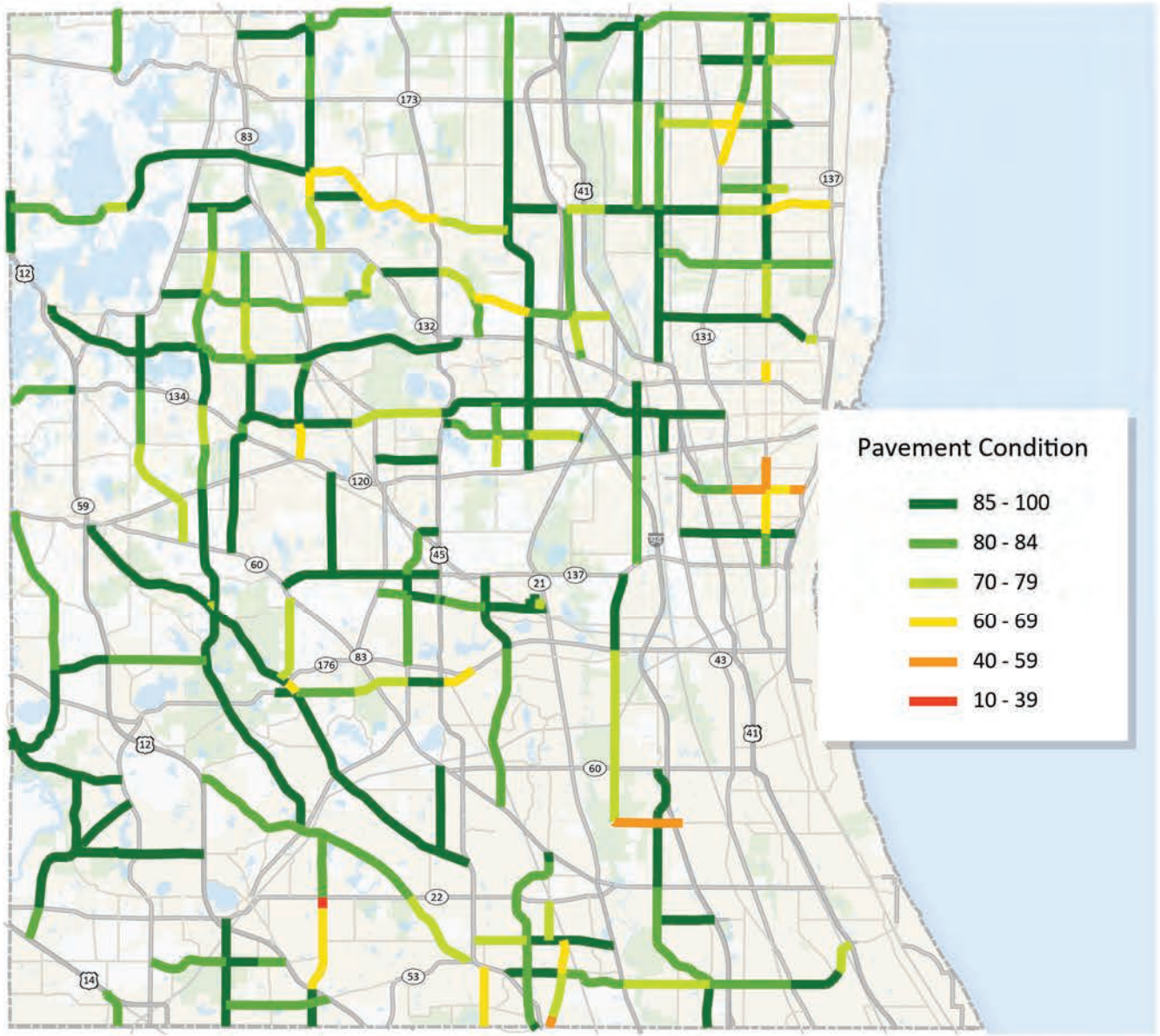
Pavements age at different rates based on a variety of factors like traffic, weather, and the soil beneath the pavement. For this reason, some roads need to be repaired more frequently than others. Each fall, one-quarter of the pavement is tested on a four-year rotation and the test results are evaluated to produce an overall numerical rating. This data helps us determine what strategy to apply to which road and at what time. It might seem strange, but there are times when it makes better economic sense to take a "do nothing" approach now and perform a more comprehensive repair later.



Why are you repairing a road that was recently constructed?

Preventive maintenance items like crack sealing and microsurfacing seal and protect the pavement. When applied early in a pavement's life, studies indicate that these preventive maintenance techniques will extend its life and reduce life-cycle costs. The chart below shows that preventive maintenance techniques applied at the right time can add more than 12 years to a pavement's useful life at about 20% of the cost.





Source: LCDOT Design Dept. 3/16/2020

Modernization projects include

intersections, signal coordination, innovation- and tech-based improvements, and accommodate non-motorized travel. In addition to others, this five-year program provides for the advancement of three important regional paths:

Lake Cook Road Path: This multi-agency effort connects the Skokie Valley path on the west to the Robert McClory path on the east and includes a bridge from the Skokie Valley path into Cook County. The completed path will provide access to popular destinations like Ravinia, the Botanic Gardens, and Highland Park Metra stations.

Butterfield Road Path: A study of a potential bike path connecting areas in Vernon Hills, Libertyville, Buffalo Grove and Mundelein. Assesses the feasibility of a future connection from Gregg's Parkway north to Golf Road in Libertyville, providing access to the North Shore Bike Path.

Patriot Path: Study is nearing completion for a 5.5-mile long path along IL137 from the Des Plaines River Trail in Libertyville to the Robert McClory Path in North Chicago. This new path would provide an off-road link from residential and recreational areas in the west to employment, shopping and other modes of transportation, such as trains and buses, in the more urban area to the east.

Modernizing the System

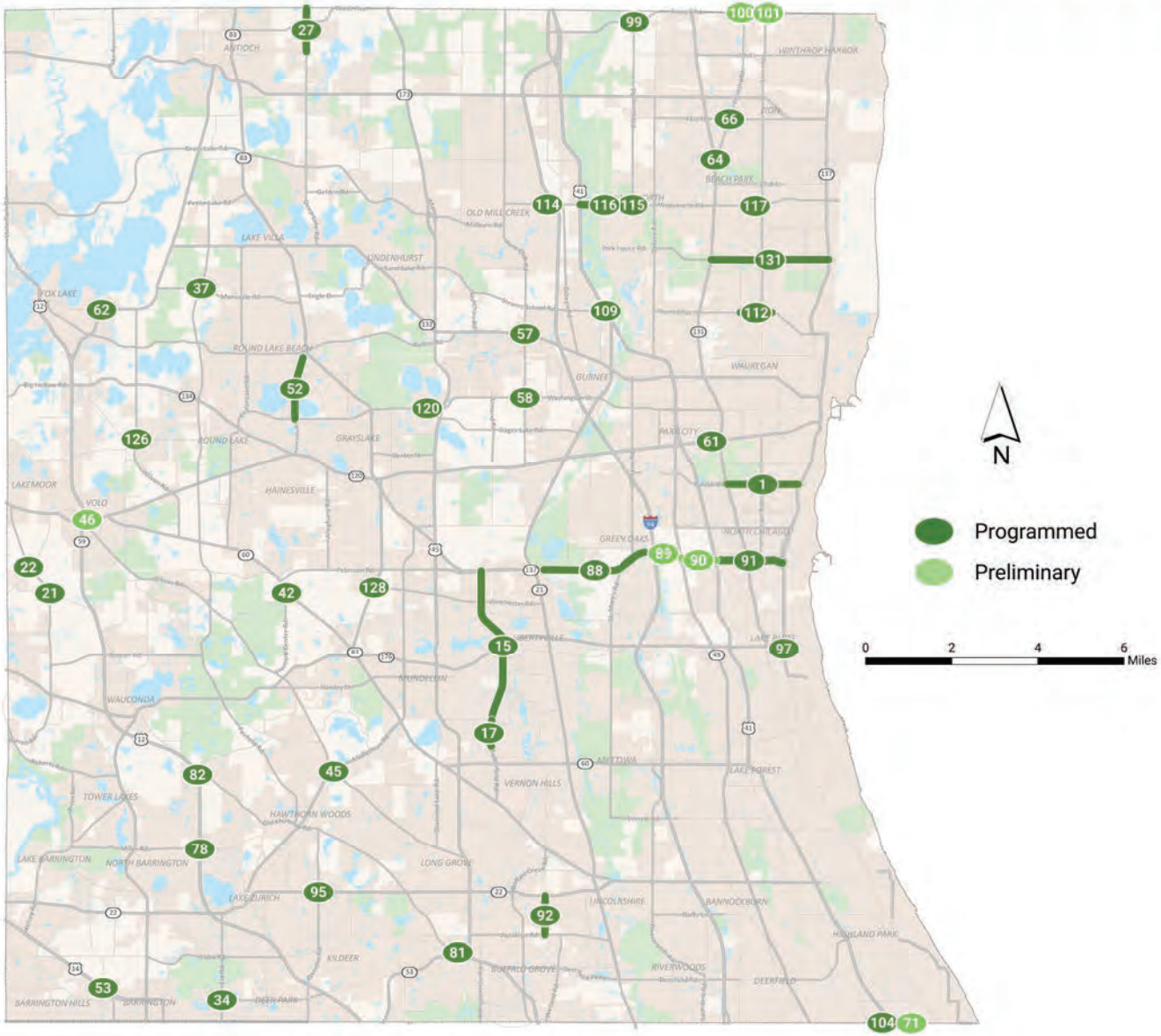
Most modernization projects are developed based on traffic engineering analysis. Modernization projects reduce delays and increase safety by more efficiently operating the highway system and by accommodating short-term traffic growth. For example, adding a left turn lane on the main highway will eliminate the back-up of traffic behind a stopped vehicle waiting to turn left onto a side street, and adding a traffic signal allows side street traffic to safely enter the higher-traffic highway.

Since 2008, traffic crash reports have been received from IDOT. IDOT has an electronic crash report system with the police agencies and the county has installed compatible software to access the IDOT electronic data. It is still necessary for LCDOT to obtain the actual crash reports themselves for more complete analysis.

Projects which accommodate non-motorized travel are also included in the modernization category, as is the county's implementation of Intelligent Transportation System (ITS) elements through Lake County *PASSAGE*. Countywide coordination of paratransit service is also in the Modernization category.

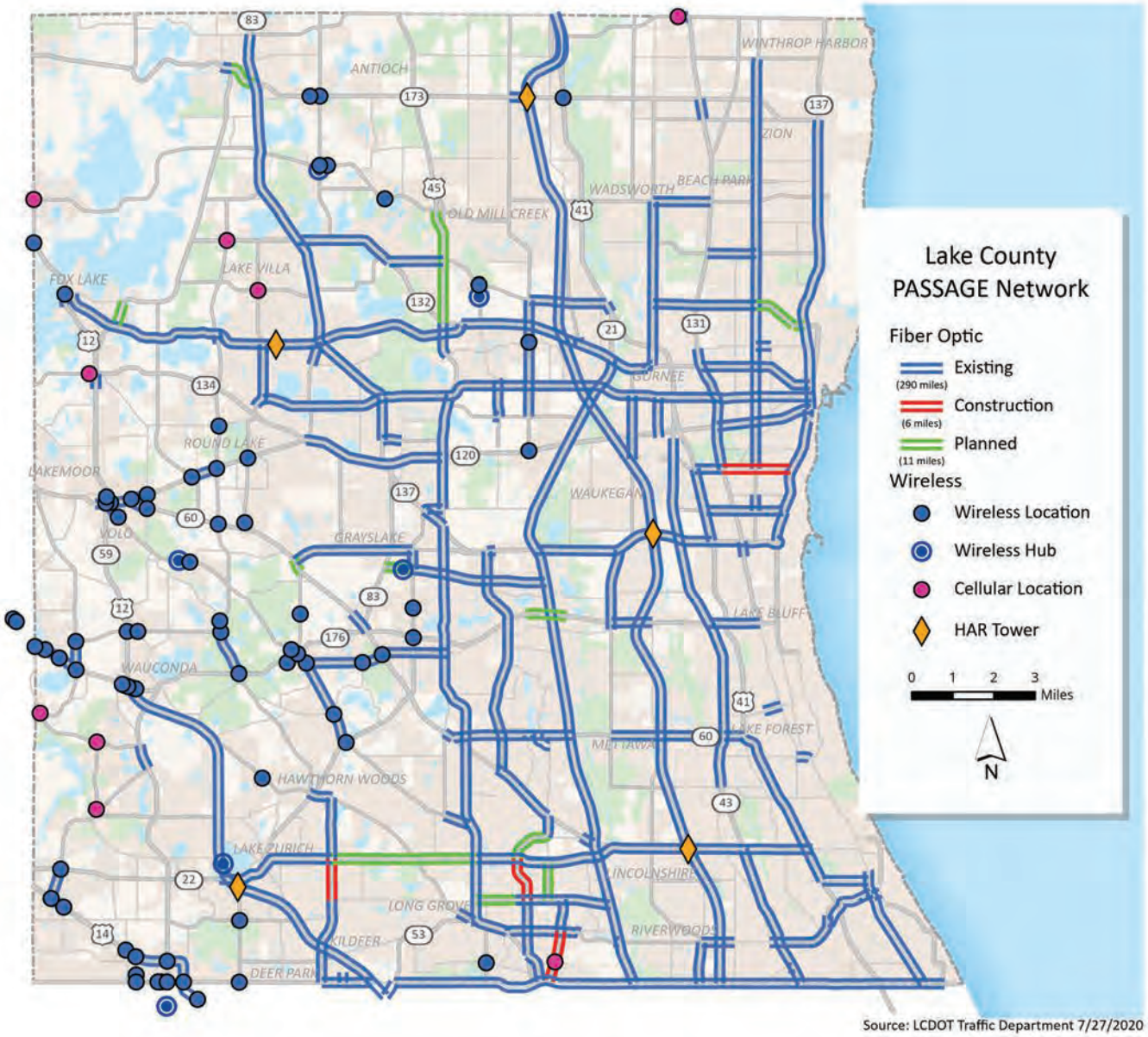
Modernization projects are normally given **second priority**.

Modernization Projects: 2020 - 2025



Modernization Projects				
Map ID	Route	Work Type	Program Year	CPMS PIN
1	14th St.	Reconstruct and Widen	2019	B-01002a
15	Butterfield Rd.	Adaptive Traffic Signal Control System	2020	B-01319
17	Butterfield Rd.*	Bike Path	2023	B-01617
21	Darrell Rd.	Intersection Improvement	2021	B-00141a
22	Darrell Rd.	Intersection Improvement	2023	B-00141b
27	Deep Lake Rd.	Intersection Improvements	2022	B-01547
34	Ela Rd.	Intersection Improvement	2022	B-01120
37	Fairfield Rd.	Intersection Impeovement	2020	B-01184a
42	Fremont Center Rd.	Intersection Improvement	2020	B-00474c
45	Gilmer Rd.	Intersection Improvement	2020	B-00728a
46	Gilmer Rd.	Realignment	Post-2025	B-00845
52	Hainesville Rd.	Reconstruct and Widen	2024	B-01482
53	Hart Rd.	Intersection Improvement	2019	B-00736
57	Hunt Club Rd.	Intersection Improvement	2019	B-01115
58	Hunt Club Rd.	Intersection Improvement	2022	B-01437
61	IL Rte. 120	Widening	2021	B-00740
62	IL Rte. 59	Intersection Improvement	2021	B-00738
64	Kenosha Rd.	Intersection Improvement	2019	B-00424
66	Kenosha Rd.	Intersection Improvement	2024	B-01548
71	Lake Cook Rd.*	Bike Path	Post-2025	B-01616
78	Miller Rd.	Intersection Improvement	2021	B-01263
81	Old McHenry Rd.	Reconstruction	2019	B-01020a
82	Old McHenry Rd.	Intersection Improvement	2019	B-01378
88	Patriot Path	Bike Path	2025	B-01181a
89	Patriot Path	Bike Path	Post-2025	B-01181b
90	Patriot Path	Bike Path	Post-2025	B-01181c
91	Patriot Path	Bike Path	2025	B-01181d
92	Prairie Rd.	Reconstruction	2023	B-01500
95	Quentin Rd.*	Enhancements	2020	B-01572
97	Robert McClory Bike Path	Bike Path	2019	B-01192
99	Russell Rd.	Intersection Improvement	2025	B-01445a
100	Russell Rd.	Intersection Improvement	Post-2025	B-01445b
101	Russell Rd.	Intersection Improvement	Post-2025	B-01445c
104	Skokie Valley Bike Path	Bike Path Bridge	2021	B-01150
109	Stearns School Rd.	Intersection Improvement	2021	B-01361
112	Sunset Ave.	ITS PASSAGE	2020	B-01033
114	Wadsworth Rd.	Intersection Improvement	2020	B-00737b
115	Wadsworth Rd.	Intersection Improvement	2021	B-00737c
116	Wadsworth Rd.	Intersection Improvement	2020	B-00737e
117	Wadsworth Rd.	Intersection Improvement	2021	B-01119
120	Washington St.	Bike Path	2019	B-01088
126	Wilson Rd.	Intersection Improvement	2017	D-00594
128	Winchester Rd.	Intersection Improvement	2022	B-01368
131	York House Rd.	Reconstruct and Widen	2024	B-01509

** New to this years Five Year Program*



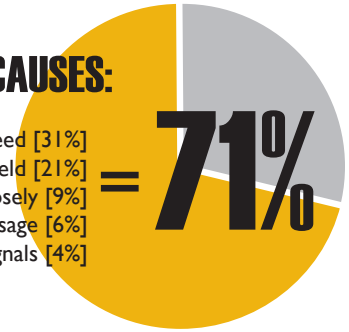
Source: LCDOT Traffic Department 7/27/2020

EVALUATING TRAFFIC DATA: Crash statistics

Data Sources: 2018 TCLS Report, Lake County Illinois, 2018 Crash Data, LCDOT Traffic Department

TOP CRASH CAUSES:

failing to reduce speed [31%]
failing to yield [21%]
following too closely [9%]
improper lane usage [6%]
disregarding signals [4%]



Of 4121 crashes total in 2018,

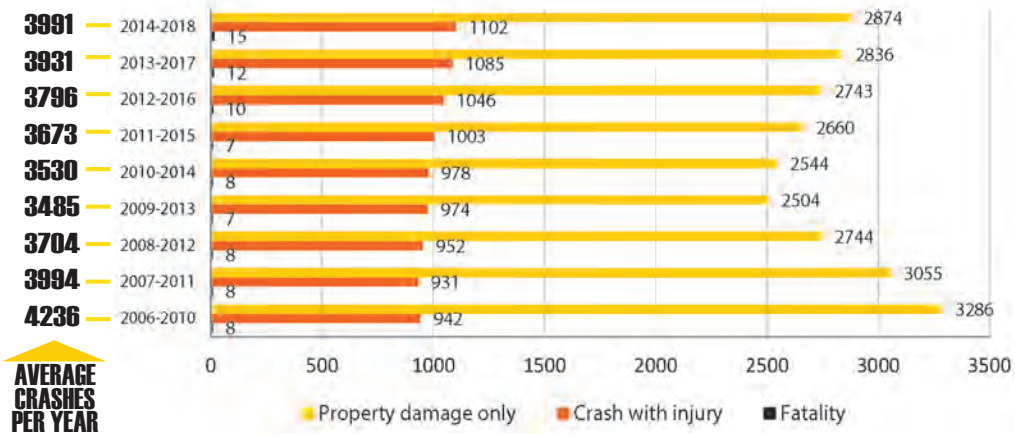
1796 were rear end collisions

IN 2018, CRASHES INVOLVED:

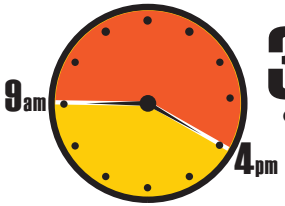
26 pedestrians

21 bicyclists

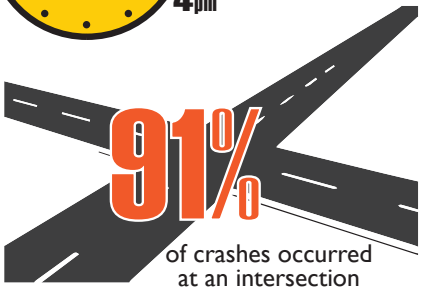
CRASHES and CRASH SEVERITY: 5 YEAR AVERAGES



CRASHES: WHEN AND WHERE



37% of crashes occurred between 9am and 4pm



of crashes occurred at an intersection

ROUNDABOUTS

improve safety in part by reducing the severity of collisions. The data below compares crash statistics from three locations before and after roundabouts were installed:

REDUCTION IN CRASHES WITH INJURIES

2007–2010 vs 2013–2016

Hunt Club & Millburn ↓ **60%**

Hunt Club & Wadsworth ↓ **50%**

Riverwoods & Everett ↓ **100%**

Non-motorized Travel

The Lake County Division of Transportation (LCDOT) is more than just roads. LCDOT has about 62 miles of bike paths and bike lanes as part of the Lake County highway system and continues to consider non-motorized travel a high priority.

LCDOT's 5-year program invests

$40M

(6% of program total)

in non-motorized travel accommodations

Whenever possible, bike paths are added during a reconstruction and widening project, and bike-friendly shoulders are added where appropriate during resurfacing projects. LCDOT works with municipal agencies and other partners to look for opportunities to connect the dots and fill the gaps in the non-motorized network. Overall, Lake County has over 550 total miles of trails and bike ways connecting forest preserves and communities!

Good transportation policies are based on the premise that the public right-of-way is to be shared and well-designed road corridors should accommodate all users. Not only does this provide more travel options to our residents, but it can also help with:

- Cleaner, healthier air
- Less congested roadways
- More livable, safe and cost-efficient communities

This effort is guided and influenced by Lake County's Non-Motorized Travel Policy (2010) and the Lake County Year 2040 Transportation Plan, adopted in 2014. The 2040 plan proposes a countywide bike trunk system of facilities through a combination of trail extensions or new paths to accommodate the increasing demand for bicycle travel in Lake County.

Non-motorized Assets

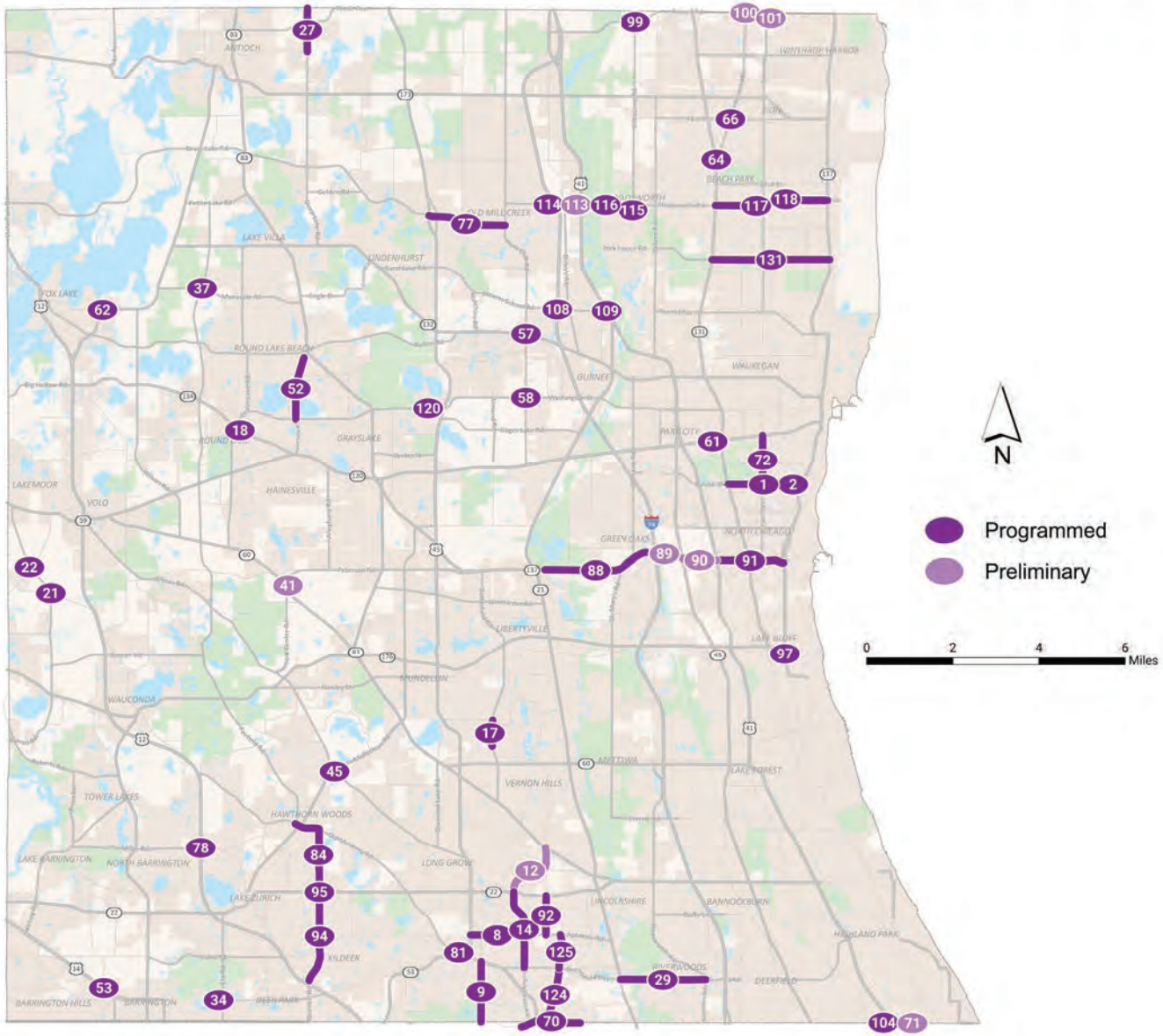
15 bike/pedestrian bridges

15 tunnels and underpasses

62 miles bike facilities

114 miles bike-friendly shoulder

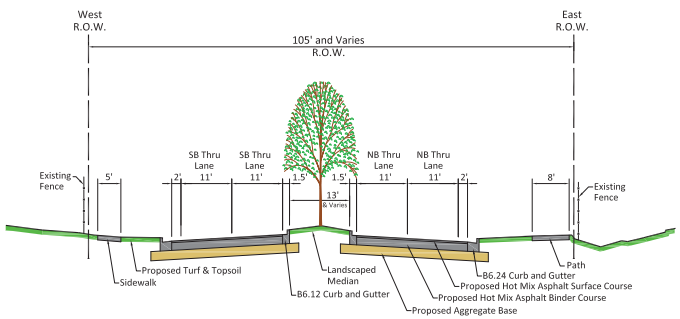
Non-Motorized Accommodations: 2020 - 2025



Non-Motorized Accommodations Projects				
Map ID	Route	Non-Motorized Improvement Type	Program Year	CPMS PIN
1	14ts St.	Bike Path, Paved Shoulder, Sidewalk	2019	B-01002a
2	14ts St.	Paved Shoulder	2020	B-01002b
8	Aptakisic Rd.	Bike Path, Paved Shoulder, Sidewalk	2022	B-00739a
9	Arlington Heights, Rd.	Paved Shoulder, Sidewalk	2024	B-01182
12	Buffalo Grove Rd.	Bike Path, Paved Shoulder, Sidewalk	Post-2025	B-01358
14	Buffalo Grove Rd.	Bike Path, Paved Shoulder, Sidewalk	2020	E-00559
17	Butterfield Rd.*	Bike Path	2023	B-01617
18	Cedar Lake Rd	Bike Path, Paved Shoulder, Sidewalk	2023	B-00752
21	Darrell Rd.	Bike Path, Paved Shoulder	2021	B-00141a
22	Darrell Rd.	Bike Path, Paved Shoulder	2023	B-00141b
27	Deep Lake Rd.	Bike Path, Paved Shoulder	2022	B-01547
29	Deerfield Rd.	Bike Path, Paved Shoulder, Sidewalk	2023	B-01266a
34	Ela Rd	Bike Lanes, Bike Path	2022	B-01120
37	Fairfield Rd.	Bike Path, Sidewalk	2020	B-01184a
41	Fremont Center Rd.	Paved Shoulder	Post-2025	B-00474a
45	Gilmer Rd.	Bike Path, Paved Shoulder, Sidewalk	2020	B-00728a
52	Hainesville Rd.	Bike Path, Paved Shoulder, Sidewalk	2024	B-01482
53	Hart Rd.	Bike Path, Paved Shoulder, Sidewalk	2019	B-00736
57	Hunt Club Rd.	Paved Shoulder, Sidewalk	2019	B-01115
58	Hunt Club Rd.	Bike Path, Sidewalk	2022	B-01437
61	IL Rte. 120	Sidewalk	2021	B-00740
62	IL Rte. 59	Bike Path, Sidewalk	2021	B-00738
64	Kerosha Rd.	Paved Shoulder	2019	B-00424
66	Kerosha Rd.	Bike Path, Paved Shoulder, Sidewalk	2024	B-01548
70	Lake-Cook Rd.	Bike Path, Paved Shoulder, Sidewalk	2019	B-01040
71	Lake-Cook Rd.*	Bike Path	Post-2025	B-01616
72	Lewis Ave.	Bike Path, Paved Shoulder, Sidewalk	2024	B-01452b
77	Millburn Rd.	Paved Shoulder, Sidewalk	2020	B-01399b
78	Miller Rd.	Sidewalk	2021	B-01263
81	Old McHenry Rd.	Bike Path, Sidewalk	2019	B-01020a
84	Old McHenry Rd.	Bike Path, Paved Shoulder, Sidewalk	2025	B-01546
88	Patriot Path	Bike Path	2025	B-01181a
89	Patriot Path	Bike Path	Post-2025	B-01181b
90	Patriot Path	Bike Path	Post-2025	B-01181c
91	Patriot Path	Bike Path	2025	B-01181d
92	Prairie Rd.	Bike Path, Paved Shoulder, Sidewalk	2023	B-01500
94	Quentin Rd.	Bike Path, Paved Shoulder, Sidewalk	2019	B-00378a
95	Quentin Rd.*	Bike Path, Sidewalk	2020	B-01572
97	Robert McClory Bike Path	Bike Path	2019	B-01192
99	Russell Rd.	Bike Path, Paved Shoulder	2025	B-01445a
100	Russell Rd.	Bike Path, Paved Shoulder	Post-2025	B-01445b
101	Russell Rd.	Bike Path, Paved Shoulder	Post-2025	B-01445c
104	Skokie Valley Bike Path	Bike Path	2021	B-01150
108	Stearns School Rd.	Bike Path, Paved Shoulder, Sidewalk	2020	B-01102
109	Stearns School Rd.	Paved Shoulder	2021	B-01361
113	Waldsworth Rd.	Bike Path, Paved Shoulder, Sidewalk	Post-2025	B-00737a
114	Waldsworth Rd.	Paved Shoulder	2020	B-00737b
115	Waldsworth Rd.	Bike Path, Sidewalk	2021	B-00737c
116	Waldsworth Rd.	Bike Path, Sidewalk	2020	B-00737e
117	Waldsworth Rd.	Bike Path, Sidewalk	2021	B-01119
118	Waldsworth Rd.	Bike Path, Paved Shoulder, Sidewalk	2023	B-01402a
120	Washington St.	Bike Path	2019	B-01088
124	Weiland Rd.	Bike Path, Paved Shoulder, Sidewalk	2019	E-00259b
125	Weiland Rd.	Bike Path, Paved Shoulder, Sidewalk	2019	E-00259c
131	York House Rd.	Paved Shoulder, Sidewalk	2024	B-01509

** New to this year's Five Year Program*

Often our largest and most complex projects, expansion projects are meant to add capacity to our transportation system. For example, Buffalo Grove Road from Deerfield Parkway to IL Route 22 is currently being reconstructed to provide two lanes of travel in each direction. The project will be completed in



PROPOSED TYPICAL CROSS SECTION
BUFFALO GROVE ROAD
IL. RTE. 22 TO DEERFIELD PARKWAY

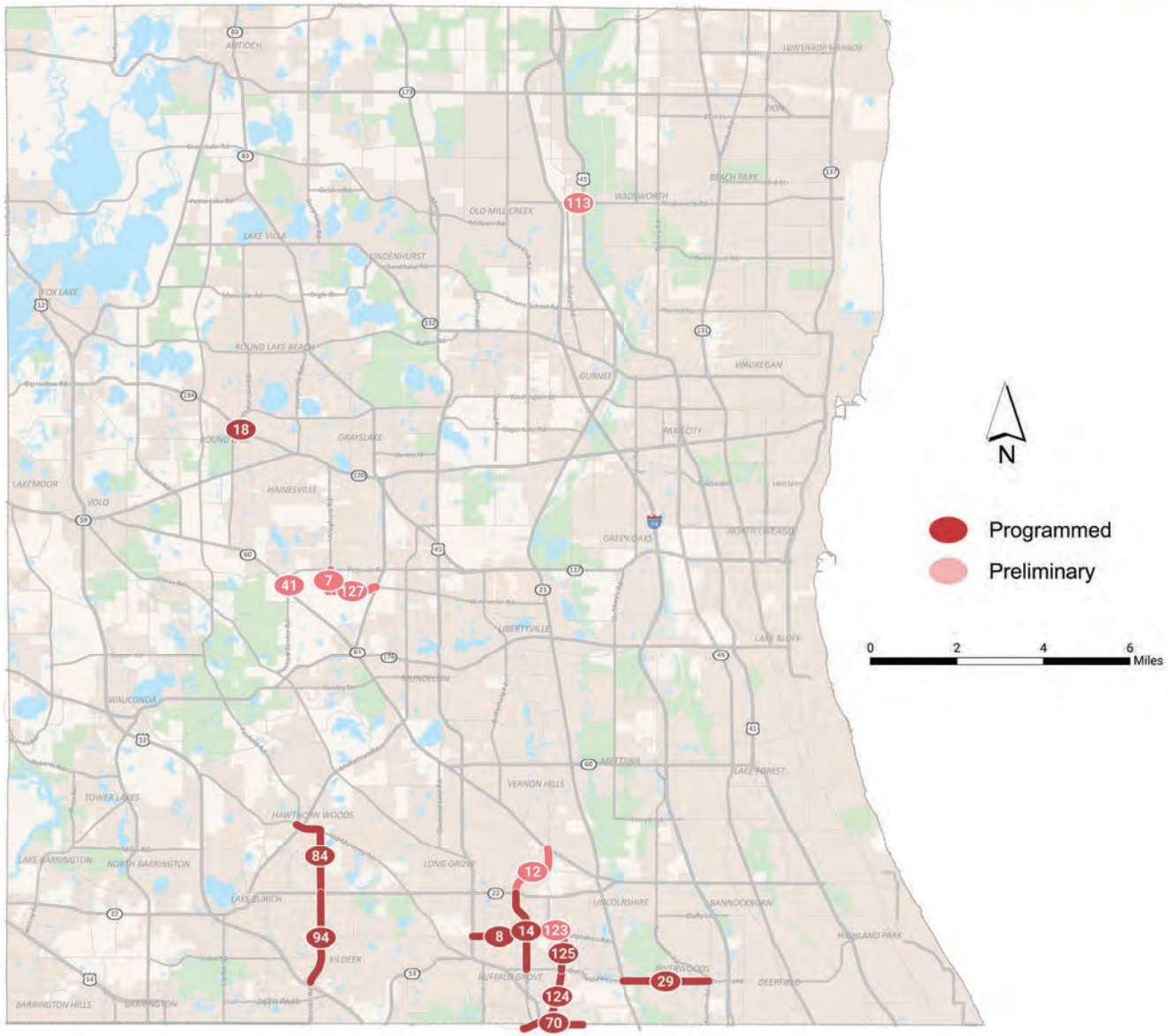
two stages over the 2020 and 2021 construction seasons. The final design includes a center median and turn lanes at all major intersections. A new traffic signal will be installed at the intersection of Thompson Blvd. Crosswalks at each street crossing will be improved and upgraded to ADA standards. Crews are also connecting the bike path gap between Aptakisic Road and Brandywyn Lane, making it easier for residents to walk and bike to local parks, schools and shopping areas.

Expanding the System

State, Tollway, County, Township and Municipal roadways all combine to make up the roadway travel network in Lake County. The capacity improvements needed to accommodate the growth in traffic in Lake County have not kept pace for many years resulting in a large backlog of congested roadways. Lake County recognizes the need to invest in projects that will add capacity to the road network and reduce travel delays. Highway investment also has a substantial impact on the local economy—creating good paying jobs and providing for the efficient movement of goods and people—making an area attractive to desirable economic development. System Expansion projects are normally given **third priority**.

The majority of the projects in the System Preservation and Modernization categories of the program are improvements that are necessary to maintain and operate the existing county highway system. Starting in 2008, the addition of the ¼% Sales Tax for Transportation allowed the county to greatly increase its allocation to the Expansion category and to use bond financing for larger capacity improvements. Lake County continues with this FY2020-2025 Transportation Improvement Program to aggressively program projects that will add future capacity and improve travel conditions on the county highway system.

Expansion Projects: 2020 - 2025



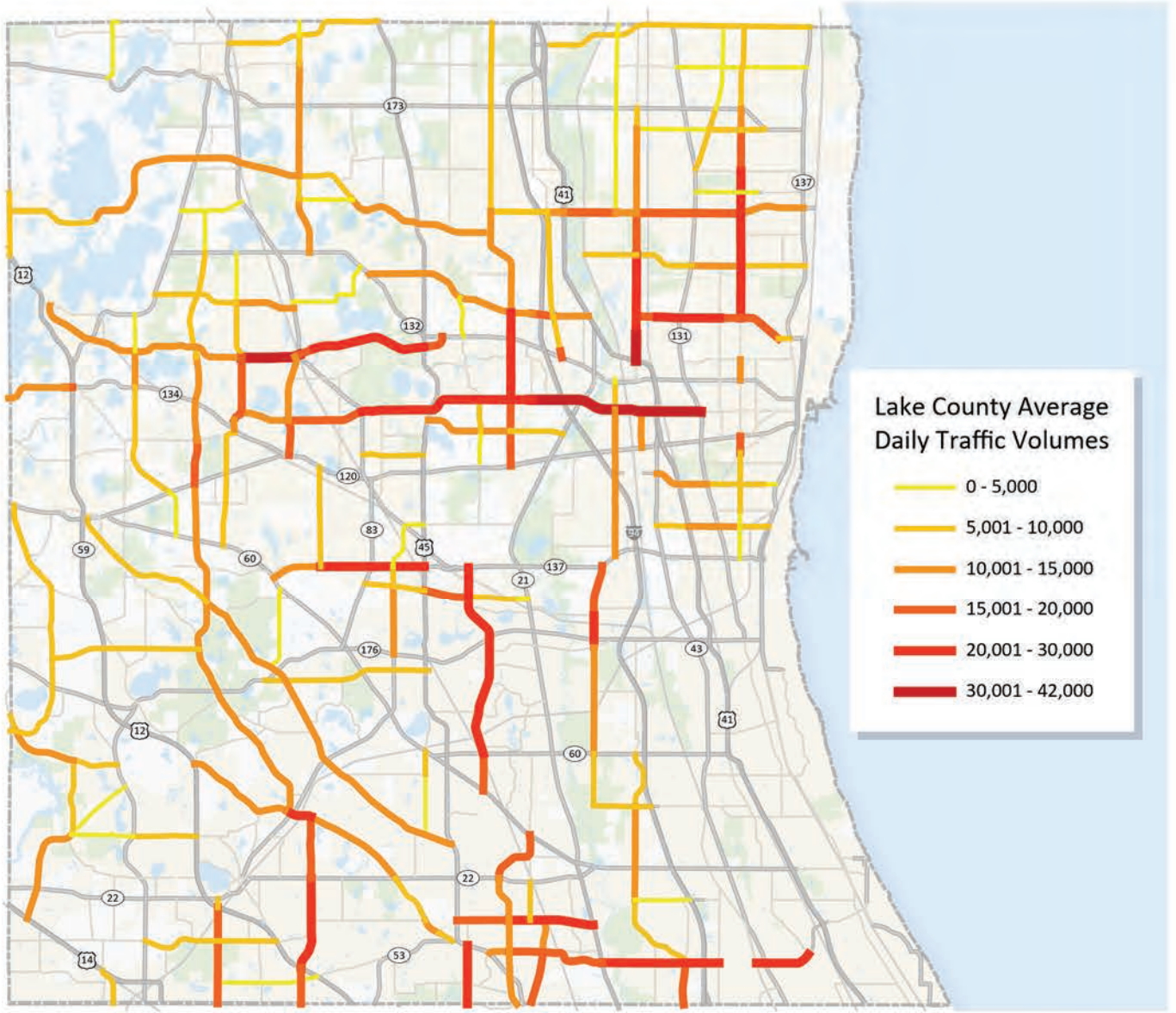
N

Programmed

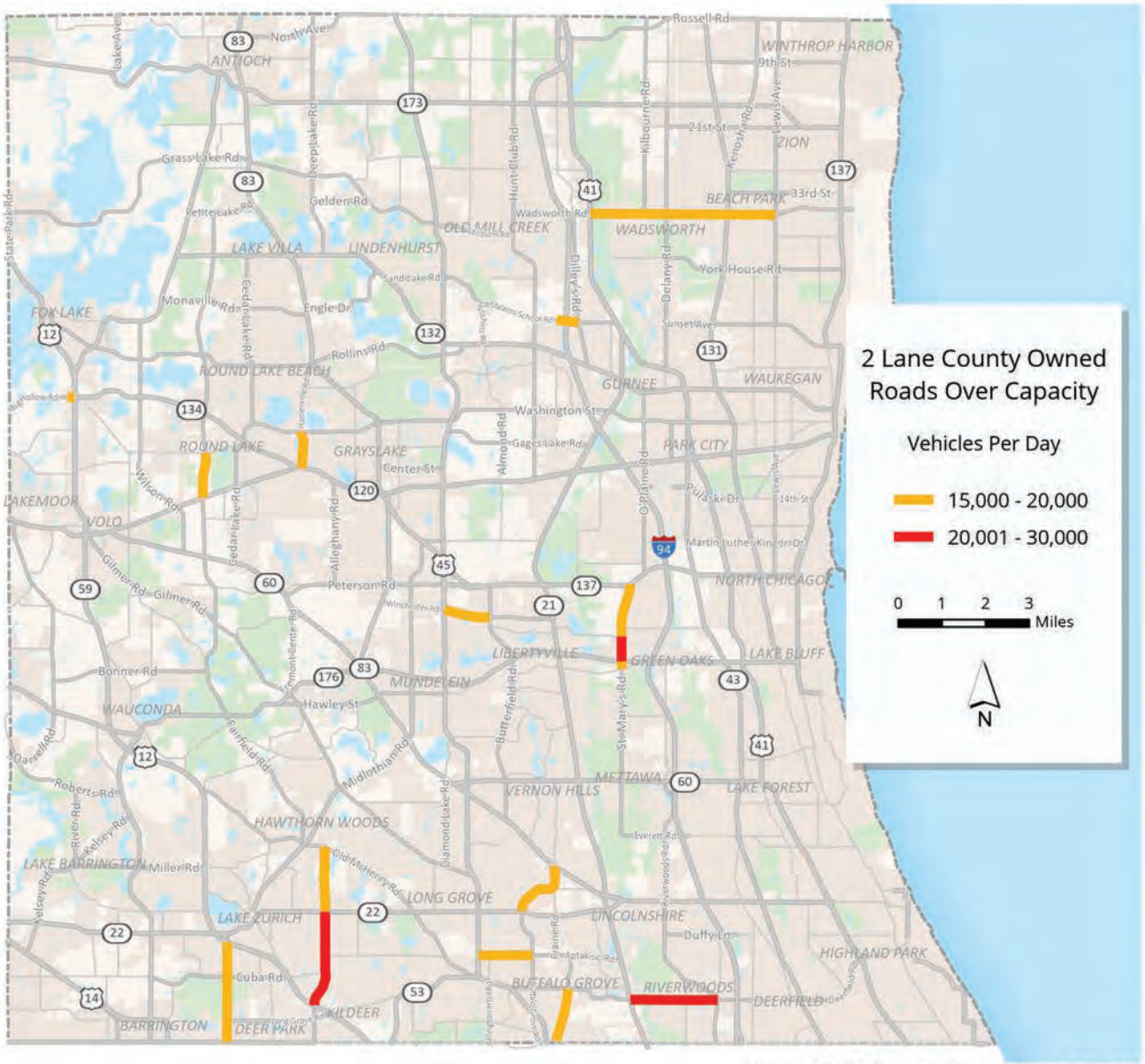
Preliminary

0 2 4 6 Miles

Expansion Projects				
Map ID	Route	Work Type	Program Year	CPMS PIN
7	Alleghany Rd.	Roadway Extension	Post-2025	B-00466a
8	Aptakisic Rd.	Widening	2022	B-00739a
12	Buffalo Grove Rd.	Reconstruct and Widen	Post-2025	B-01358
14	Buffalo Grove Rd.	Reconstruct and Widen	2020	E-00559
18	Cedar Lake Rd	Downtown Development Plan	2023	B-00752
29	Deerfield Rd.	Reconstruct and Widen	2023	B-01266a
41	Fremont Center Rd.	Roadway Extension	Post-2025	B-00474a
70	Lake-Cook Rd.	Roadway Improvements	2019	B-01040
84	Old McHenry Rd.	Reconstruct and Widen	2025	B-01546
94	Quentin Rd.	Widening	2019	B-00378a
113	Wadsworth Rd.	Intersection Improvement	Post-2025	B-00737a
123	Weiland Rd.	Roadway Realignment	Post-2025	E-00259a
124	Weiland Rd.	Widening	2019	E-00259b
125	Weiland Rd.	Widening	2019	E-00259c
127	Winchester Rd.	Roadway Extension	Post-2025	B-00559a



Source: LCDOT Traffic Dept. 3/16/2020



Source: LCDOT Information Services Group 3/25/2020

Funding and Revenue

The program is fiscally constrained by revenue expected to be available and thus sets out a proposed spending plan for the next five years.

Current Tax Sources

Lake County has access to five local funds dedicated to or available for highway purposes:

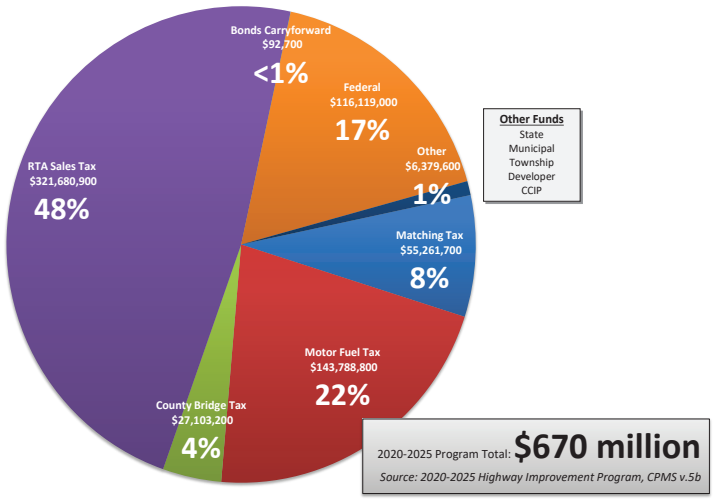
- County Highway Tax
- County Bridge Tax (counties under 1 million population)
- Matching Tax (counties under 1 million population)
- Motor Fuel Tax (includes Transportation Renewal Funds)
- ¼% RTA Sales Tax for Transportation

The County Highway Tax fund is primarily used for the operation of the Division of Transportation (e.g. labor costs for snow plowing), while the other four funds are primarily used for funding maintenance and construction projects on the county highway system and, if desired, the state highway system, with some minor exceptions. All expenditures in the construction funds (County Bridge Tax, Match Tax, Motor Fuel Tax and RTA Transportation Sales Tax), whether for engineering (preliminary, design, construction), right-of-way acquisition, or actual construction are included. The planned $100 million bond issuance in 2011, as contained in the Plan for Using the New Collar County Transportation Empowerment Funds, was restructured into three issuances, for a total of approximately $81 million.

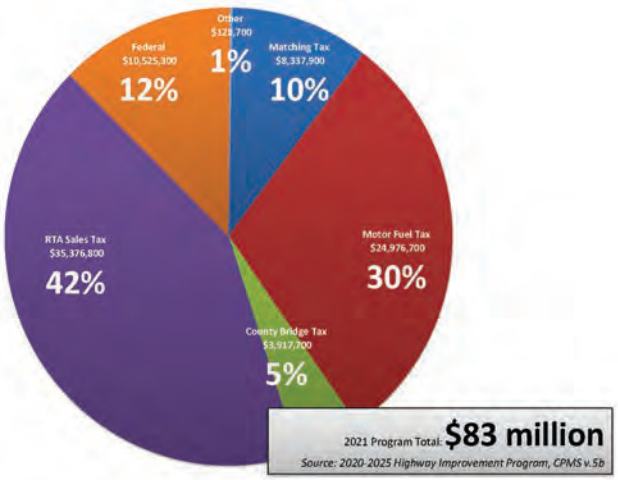
Federal Funding

Lake County is very aggressive in pursuing federal sources of transpor-

Fund Sources: 2020-2025 Transportation Improvement Program



Fund Sources: 2021 Program Year



tation funds. Federal transportation fund sources are formula program funds that flow through and are administered by IDOT. Some of the federal transportation funds that flow through IDOT then flow through the Chicago region's federally-required metropolitan planning organization (MPO), which operates in concert with the Chicago Metropolitan Agency for Planning (CMAP). Lake County is a member of the Policy Committee. Some of these federal funds at MPO discretion then flow to the CMAP regional council of mayors, of which the Lake County CMAP Council of Mayors is one of eleven. LCDOT is a member of the Lake County CMAP Council of Mayors and provides the staffing for it, utilizing federal pass thru funding.

Joint Projects

Whenever possible, joint projects are undertaken in cooperation with other agencies, and are very common with the Illinois Department of Transportation (IDOT). All federal funds are administered by IDOT. Other county projects involve municipalities; for example, costs of new non-motorized facilities are shared, with the municipality paying 20% of the local share. The county prepares the necessary agreements for construction, maintenance and participation on costs for these facilities. Only the county's portion of the costs of joint projects is typically shown until the project is through the design phase and assigned costs are known.

Funds Distribution | 2020-2025

by program category

24% Preservation

31% Modernization

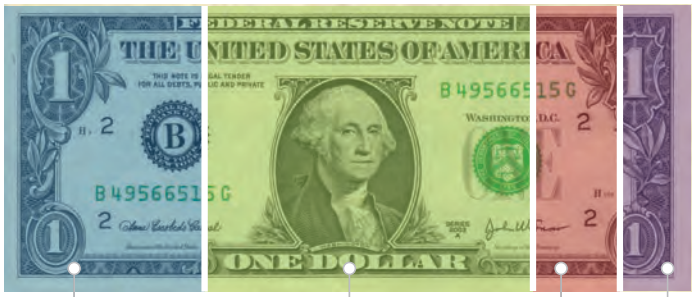
37% Expansion

8% Debt Service

Source: LCDOT Information Services | CPMS v.5b

Funds Distribution | 2021

by program category



29% Preservation

48% Modernization

13% Expansion

10% Debt Service

Source: LCDOT Information Services | CPMS v.5b

TAX FUNDS: Available Revenue and Cash Balances FY2020 - FY2025

	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	Ending Balance
County Bridge Tax							
Beginning December balance	$3,547,543	$94	($2)	$102	$6	$310	
Total Tax Income	$3,952,500	$3,903,059	$3,903,059	$3,903,059	$3,903,059	$3,903,059	$23,467,795
Current CPMS Carryforward Revenue	$0	$0	$0	$0	$0	$0	$0
Budgeted Interest Earnings (1st year actual)	$15,151	$14,545	$14,545	$14,545	$14,545	$14,545	$87,876
Current CPMS Carryforward Expenditures	$7,515,100	$3,917,700	$3,917,500	$3,917,700	$3,917,300	$3,917,900	$27,103,200
Ending December balance	**$94**	**($2)**	**$102**	**$6**	**$310**	**$14**	**$14**
Minimum required balance	$0	$0	$0	$0	$0	$0	
Matching Tax							
Beginning December balance	**$5,373,295**	($79)	($156)	$67	$90	($87)	
Total Tax Income	$8,280,000	$8,259,730	$8,259,730	$8,259,730	$8,259,730	$8,259,730	$49,578,650
Current CPMS Carryforward Revenue	$0	$53,300	$53,300	$53,300	$0	$0	$159,900
Budgeted Interest Earnings (1st year actual)	$25,826	$24,793	$24,793	$24,793	$24,793	$24,793	$149,791
Current CPMS Carryforward Expenditures	$13,679,200	$8,337,900	$8,337,600	$8,337,800	$8,284,700	$8,284,500	$55,261,700
Ending December balance	**($79)**	**($156)**	**$67**	**$90**	**($87)**	**($64)**	**($64)**
Minimum required balance	$0	$0	$0	$0	$0	$0	
Motor Fuel Tax							
Beginning December balance	**$15,839,270**	($44)	($60)	($192)	$51	($200)	
Total Tax Income	$23,786,886	$23,945,584	$24,105,868	$16,350,643	$16,514,149	$16,679,291	$121,382,421
Current CPMS Carryforward Revenue	$724,100	$755,100	$788,900	$819,600	$851,600	$863,800	$4,803,100
Budgeted Interest Earnings (1st year actual)	$264,000	$276,000	$288,000	$300,000	$312,000	$324,000	$1,764,000
Current CPMS Carryforward Expenditures	$40,614,300	$24,976,700	$25,182,900	$17,470,000	$17,678,000	$17,866,900	$143,788,800
Ending December balance	**($44)**	**($60)**	**($192)**	**$51**	**($200)**	**($9)**	**($9)**
Minimum required balance	$0	$0	$0	$0	$0	$0	
Sales Tax							
Beginning December balance	**$82,375,739**	$16	($390)	($13)	$139	($69)	
Total Tax Income	$33,558,000	$34,229,160	$34,913,743	$35,612,018	$36,324,258	$37,036,498	$211,673,677
Current CPMS Carryforward Revenue	$20,512,300	$911,000	$2,069,800	$1,098,500	$698,500	$914,200	$26,204,300
Budgeted Interest Earnings (1st year actual)	$246,077	$236,234	$236,234	$236,234	$236,234	$236,234	$1,427,247
Current CPMS Carryforward Expenditures	$136,692,100	$35,376,800	$37,219,400	$36,946,600	$37,259,200	$38,186,800	$321,680,900
Ending December balance	**$16**	**($390)**	**($13)**	**$139**	**($69)**	**$63**	**$63**
Minimum required balance	$0	$0	$0	$0	$0	$0	
TOTAL TAX FUNDS							
Beginning Balance December 30	$107,135,846	($14)	($609)	($37)	$285	($46)	
Total Revenues	$91,364,840	$72,608,505	$74,657,972	$66,672,422	$67,138,868	$68,256,150	$440,698,757
Total Expenses (including transfer to debt service)	$198,500,700	$72,609,100	$74,657,400	$66,672,100	$67,139,200	$68,256,100	$547,834,600
Total Ending Balance	**($14)**	**($609)**	**($37)**	**$285**	**($46)**	**$4**	**$4**
Total Needed Minimum Required Balance	$0	$0	$0	$0	$0	$0	$0
Project Expenditures that Can be Added	**($14)**	**($609)**	**($37)**	**$285**	**($46)**	**$4**	**$4**
TOTAL DEBT SERVICE TRANSFERS	($8,722,600)	($8,724,300)	($8,280,500)	($8,311,200)	($8,319,400)	($7,650,600)	($50,008,600)

Source: 2020-2025 Transportation Improvement Program, CPMS v.5b

Statewide Capital Plan for Infrastructure Funding

In October 2019, the State of Illinois announced that it will invest $540 million in Lake County to improve roads, repair bridges and ease traffic congestion, including $325 million for new projects, as part of the $23.5 billion **REBUILD Illinois** state infrastructure plan, according to a report released by the Illinois Department of Transportation (IDOT). The long list of projects outlined in IDOT's proposed Highway Improvement Program (HIP) will be funded over a five-year period, from state fiscal years 2020 through 2025. Lake County has worked closely with IDOT and its state elected officials to advance projects outlined in the State Highway Consensus Plan for Lake County, which includes a number of regionally beneficial transportation projects, road maintenance, bridge replacement and rehabilitation, and many other improvements to relieve traffic congestion in Lake County.

Highlights of the projects on IDOT's slate include:

- $129 million to widen IL 60/83 from IL 176 to the CN Railroad, including a roadway grade separation with the CN Railroad in Mundelein.
- $79 million to reconstruct and add additional lanes to IL 131 from Wadsworth to Sunset in Beach Park and Waukegan.
- $59 million to reconstruct and widen IL 22 from Quentin Road to west of IL 83 in Kildeer and Long Grove.
- $53 million to modernize the US 41 and IL 176 interchange in Lake Bluff.
- $29 million to reconstruct and widen IL 120 from Ashford Dr. to US 45 in Grayslake.
- $16 million to realign intersections on IL 83 from IL 120 to IL 137 and at Atkinson Road in Grayslake.
- $15 million to replace a bridge and culvert, and do widening and drainage construction and resurfacing at IL 132 W. of Sheehan to Munn in Lake Villa and Lindenhurst.
- $13 million to replace a pump station at US 41 and Deerpath Road in Lake Forest.
- $6 million to replace a bridge at IL 132 E. of Cedar Lake Rd in Lake Villa.

COVID-19 Impacts on Revenue

This program was developed during the early stages of the coronavirus (COVID-19) pandemic. The pandemic has caused significant impacts to global and local economies. Thus, negative impacts on local transportation revenue are expected over at least the next 18 months. However, there is much uncertainty surrounding the amount of revenue decreases that will be experienced, and questions remain if any state or federal recovery funds will be made available to assist local agencies with these shortfalls. As such, this program assumes "status quo" funding as if the pandemic and economic downtrends were not occurring. This is a conservative approach to project programming and ensures that priority projects are identified in the program and are advancing should additional funding be made available. Should no additional recovery funding be made available, project schedules will need to be adjusted in accordance with actual revenue received – meaning some projects will need to be delayed for a construction season or longer. The following list of projects may need to be delayed:

PIN	Name (Type)	Funding
B-01184a	Fairfield Rd at Monaville Rd (Roundabout)	MFT
B-00728a	Gilmer Rd at Midlothian Rd (Intersection)	ST
B-00738	IL59 at Grand Ave (Intersection and Corridor)	MFT/ST
B-00740	IL120 (Knight to IL131 Widening)	ST

Transportation Renewal Funds

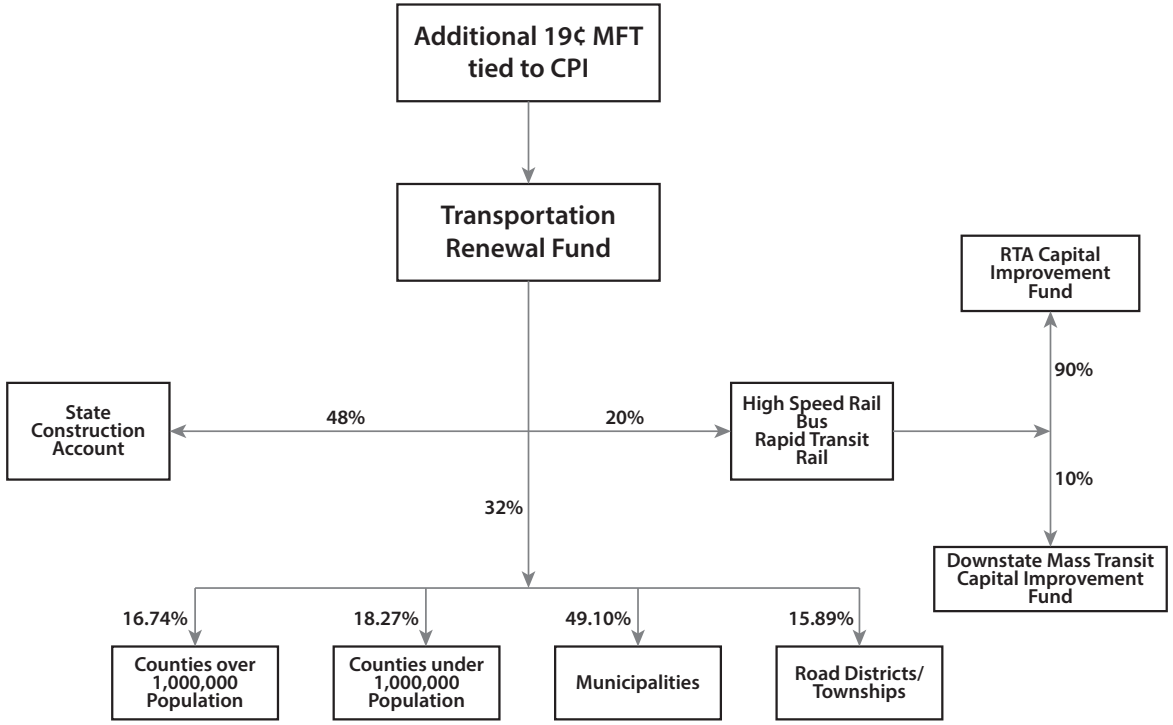
REBUILD Illinois increased the state-shared motor fuel tax for the first time in almost 30 years. Beginning July 1, 2019, the Motor Fuel Tax (MFT) law 35 ILCS 505/ was amended to impose a tax rate increase from 19 cents to 38 cents per gallon on motor fuel which will be adjusted annually, if any, on July 1 of each subsequent year based on the Consumer Price Index (CPI). A tax rate of 7.5 cents per gallon on diesel fuel was also effective beginning July 1, 2019. Public Acts 101-30, 101-31 and 101-32 also amended the State Finance Act 30 ILCS 105/ to create the Transportation Renewal Fund (TRF) as a new fund in the State Treasury. This special fund collects each month an amount equal to the amount of tax collected from the additional 19 cent taxes on motor fuel. It will be distributed monthly. These funds are subject to an annual financial audit by the Illinois Auditor General. TRF funds are apportioned to counties with population less than 1 million residents based on vehicle registrations.

The importance of tying the TRF to inflation cannot be overstated. As construction and engineering costs increase over time, so must revenue. Reliable and sustainable funding is critical for developing and delivering complex transportation projects that take years of planning and design work investments up front.

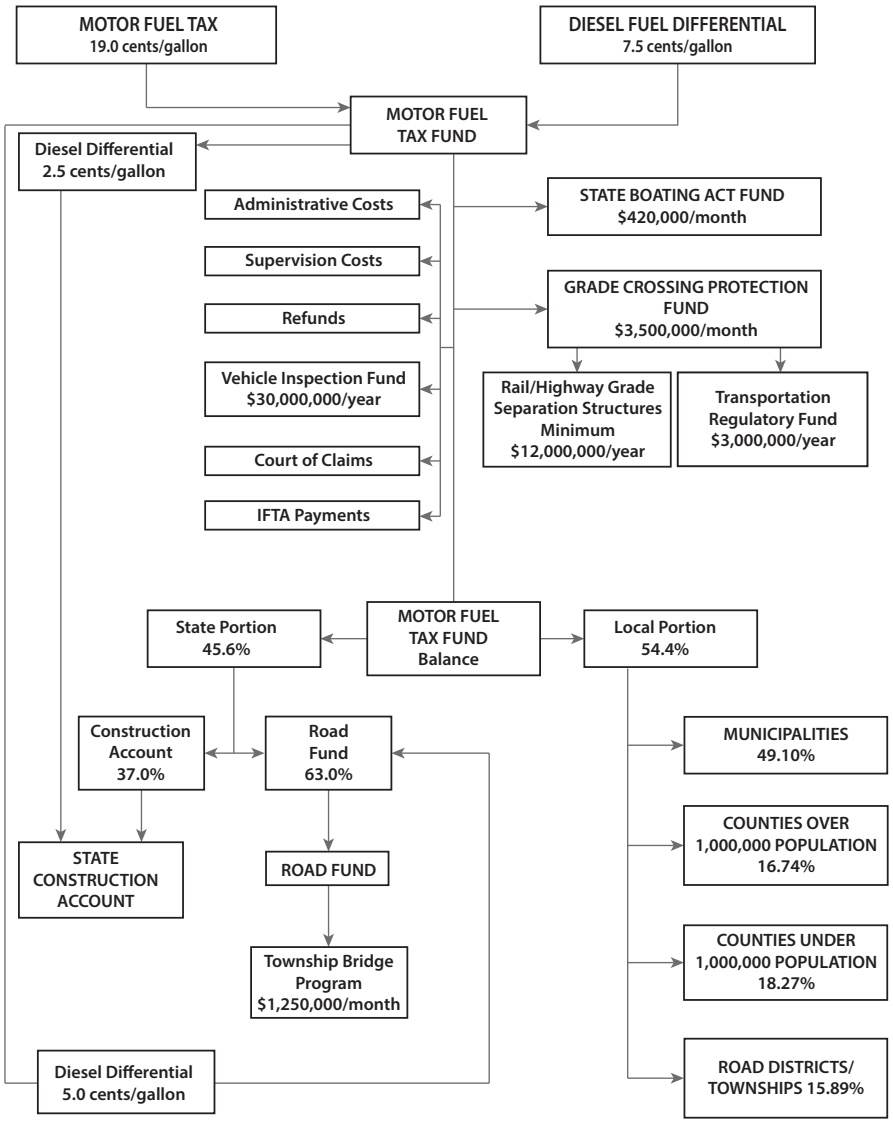
The distribution formula for TRF is different than the original MFT formula. Motor Fuel Tax funds, the original 19 cents, will continue to be distributed to local agencies (i.e. Lake County) per the existing MFT

formulas. Transportation Renewal Funds will be distributed based on a new formula that will provide a 68% increase in MFT revenue for Lake County on an annual basis. 20 percent of the TRF is taken off the top and dedicated to transit, this is the largest reason TRF is not double the original MFT amount. The following flow charts detail the distribution of TRF and MFT funds:

Transportation Renewal Fund Distribution



DISTRIBUTION OF THE ILLINOIS MOTOR FUEL TAX FUND



REBUILD Illinois Grants

Illinois Department of Transportation Circular Letter 2020-11 states: "The Illinois Department of Transportation (IDOT) has been authorized to implement a $1.5 billion grant program using proceeds from general obligation (transportation, series A) bonds authorized in the REBUILD Illinois capital program to provide Local Public Agencies (LPAs) with the funds for capital projects. The first REBUILD Illinois grants, which will be awarded and disbursed in the week of May 4, 2020 will total $250 million. Grants will be allotted among LPAs based on the regular Motor Fuel tax (MFT) formula. However, keep in mind that these are not MFT disbursements. Rather, they are grants made from bond proceeds that must be used for capital projects and for which separate accounting will be required.

The money for REBUILD Illinois grants comes from proceeds of general obligation bonds authorized pursuant to subsection (a) of Section 4 of the General Obligation Bond Act (30 ILCS 330/4). IDOT is authorized to use these funds to make grants "for planning, engineering, acquisition, construction, reconstruction, development, improvement, extension, and all construction-related expenses of the public infrastructure and other transportation improvement projects." Thus, the grants may be used by LPAs only for those purposes.

At this time, IDOT intends to award and disburse REBUILD Illinois grants twice each year over a period of 3 years. We expect to award $1.5 billion in six (6) disbursements of $250 million each over the 3 years. The exact dates of the distributions will vary depending on the timing of the bond sales and identifiable needs of the LPAs.

Funds received from these REBUILD Illinois grants must be deposited into the LPA's MFT account. However, grant funds must be separately accounted for, and expenditures must be in accordance with purposes authorized in subsection (a) of Section 4 of the General Obligation Bond Act. To qualify to be funded with REBUILD Illinois grant proceeds, a project will need to be a bondable capital improvement. In general, transportation improvement projects with an average useful life of greater than or equal to 13 years will be considered bondable capital improvements.

Examples of bondable projects may include, but are not limited to: project development, design, land acquisition, demolition when done in preparation for additional bondable construction, construction engineering, reconstruction of roadway, designed overlay extension or new construction of roads, bridges, ramps, overpasses and underpasses, bridge replacement and/or major bridge rehabilitation. Permanent ADA sidewalk/ramp improvements and seeding/sodding are eligible expenditures if part of a larger bondable project.

Design Standards shall meet the minimum requirements established in the Bureau of Local Roads Manual. Federal projects using bondable matching funds shall meet the minimum Federal requirements established in the Bureau of Local Roads Manual.

Examples of non-bondable expenditures may include, but are not limited to: administrative expenses, paying off existing bond debt, long range development plans, feasibility studies, archeological research and exploration, preservation activities, repairs to existing roads and bridges such as sandblasting, painting, sealing or resurfacing, seeding or sodding for erosion control, normally anticipated repairs such as patching concrete, filling or sealing cracks and painting.

An LPA that receives a grant award of less than $45,000 out of the $250 million disbursement may use the grant award for typically non-bondable, but MFT eligible, expenditures for repairs to existing roadways and bridges such as sandblasting, painting, sealing or resurfacing, seeding or sodding for erosion control, normally anticipated repairs such as patching concrete, filling or sealing cracks and painting, but are strongly encouraged to use these grant awards for transportation capital improvements. Design or maintenance standards shall meet the minimum requirements established in the Bureau of Local Roads Manual.

All REBUILD Illinois grants shall be associated with an identified project(s) within one year of receipt. LPA's may accumulate funds, if necessary, during the program period, but all grant funds shall be expended by July 1, 2025, which coincides with the expected end date of the REBUILD Illinois Capital Program." IDOT estimates Lake County will receive about $23.8 million in grant proceeds spread over six allotments in the years 2020-2022. Lake County has submitted, and IDOT has approved, the following list of projects for REBUILD Illinois grant funding:

- **Quentin Rd and Old McHenry Rd**: road widening and grade separation, engineering phase
- **Buffalo Grove Rd** - IL22 to US45: road widening, engineering phase
- **Hunt Club Rd** at Washington St: intersection improvement, land acquisition/construction phase
- **Darrell Rd**: intersections and realignments, engineering phase
- **Arlington Hts Rd** - Lake Cook Rd to IL83: reconstruction, construction phase

Federal Reauthorization

The current authorizing legislation for federal surface transportation programs, the Fixing America's Surface Transportation (FAST) Act (Public Law 114-94) expires on September 30, 2020. The FAST Act supplemented Highway Trust Fund revenue with general funds. If not renewed, funding levels would substantially drop to what the Highway Trust Fund alone could sustain.

The National Associations of Counties (NACo) summarized the state of a surface transportation reauthorization in June 2020 as follows: "On June 4, Democrats in the U.S. House of Representatives, led by U.S. House Committee on Transportation and Infrastructure (T&I) Chairman Peter DeFazio (D-Ore.), introduced H.R. 7095, the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act. The five-year, $494 billion surface transportation reauthorization would largely extend current law (P.L. 114-94) for highways and transit

through FY 2021, followed by new and existing authorizations for programs and funding from FY 2022 through 2025. Rail, pipeline safety and hazardous materials programs would be newly authorized from FY 2021 through FY 2025. The House T&I Committee tentatively plans to hold a markup for the bill on June 17. Top line numbers include:

- **$319 billion** for the Federal Highway Administration (FHWA)
- **$105 billion** for the Federal Transit Administration (FTA)
- **$60 million** for the Federal Railroad Administration (FRA)

The 864-page bill follows the January release of House Democrats' infrastructure framework and is the second time Congress has acted to reauthorize surface transportation programs ahead of the current law's expiration in September, though it is the first complete reauthorization bill released in either chamber. In July 2019, Senate EPW unanimously approved a five-year, bipartisan surface transportation reauthorization measure. EPW's ATIA would authorize $287 billion from the HTF for America's highways from FY 2021 through FY 2025; however, the Senate's reauthorization remains incomplete. ATIA continues to await action from other committees of jurisdiction, including the U.S. Senate Committee on Commerce, Science, and Transportation, who will add rail and safety titles, and the U.S. Senate Committee on Banking, Housing, and Urban Affairs, who has jurisdiction over public mass transit. To date, neither the House nor the Senate proposals include a "pay for" to account for projected shortfalls in revenue from the HTF – which is predicted to be insolvent as early as 2021 – with that responsibility falling to the U.S. House Committee on Ways and Means and the U.S. Senate Committee on Finance, respectively. At least $140 billion in additional revenue sources would need to be identified to fund the legislation.

Once both chambers have developed and passed complete legislation, the two versions must be conferenced. The INVEST in America Act does not currently enjoy bipartisan support, though it likely will not need it to pass both the House T&I Committee and the House itself, setting up difficult negotiations in the Senate to work out what appears will be significant differences between the two. Should lawmakers reach an agreement in the form of a conference report, both chambers will need to approve the legislation prior to the deal going to the president's desk to be signed into law.

This timeline—in conjunction with COVID-19 and the 2020 elections—will likely set up one or more short-term extensions of the FAST Act that expires on September 30, 2020, as is partially proposed in the first year of the INVEST in America Act, and as has been the case with most recent reauthorizations.

A strong intergovernmental partnership is key to strengthening our nation's infrastructure and bolstering economic recovery. As owners and operators of 45 percent of public roads and nearly 40 percent of the National Bridge Inventory and direct supporters of 78 percent of the nation's public transit systems, counties play a critical role connecting people, businesses and economies. We invest $134 billion annually in infrastructure and maintaining and operating public works."

Project Phases

The typical highway project is planned, engineered, and built by progressing through the following major phases:

- **Preliminary Engineering/Phase I** – An engineering report involving a project's geometric design, right-of-way requirements, alternatives analysis, and environmental studies. If projects involve federal funds, Phase I engineering concludes upon receipt of design approval from IDOT of the Project Development Report (PDR).
- **Design Engineering/Phase II** – Translates the Phase I engineering report into contract plans, specifications and cost estimates for land acquisition and construction as well as execution of local-state joint project agreements.
- **ROW/Phase II** – The acquisition of necessary rights-of-way and easements. In projects involving federal funds, formal negotiations with property owners may not begin until Phase I engineering approval is given by IDOT.
- **Construction/Phase III** – Includes the construction of the project and the associated construction engineering activities such as surveys, staking, inspections, materials testing, checking shop drawings, supervision of contractors, field adjustments and plan revisions, record keeping and documentation, and payments to contractors.

Highway Design Standards and Unit Costs

The American Association of State Highway and Transportation Officials (AASHTO) plays a very important role in the development of guidelines and standards used in highway geometric design. The membership of this association consists of representatives from all state highway and transportation departments and the Federal Highway Administration (FHWA). The LCDOT is an Associate Member.

The Illinois Department of Transportation (IDOT) adapts AASHTO standards to Illinois conditions. IDOT's Bureau of Local Roads and Streets has further adapted IDOT design standards to typical conditions on county highways in Illinois and publishes them in its Bureau of Local Roads and Streets (BLR) Manual. These standards incorporate the flexibility needed to implement context-sensitive transportation solutions.

The geometric design of highway facilities deals with the proportioning of the physical elements of highways, such as vertical and horizontal curves, lane widths, cross sections, and parking bays. The basic objective in geometric design of highways is to produce a smooth-flowing, crash-free facility that fits into its context. This can be achieved by having a consistent design standard along the highway that satisfies the characteristics of the drivers and vehicles. Highway design is based on several design standards and controls, which in turn depend on:

- Functional classification of the highway
- Expected traffic volume and vehicle mix
- Design speed
- Topography of the area
- Level of service to be provided
- Available funds
- Safety
- Social and environmental factors
- Context of the highway location

These factors are, however, not independent. For example, the design speed depends of the functional classification of the highway, and to a certain extent, the functional classification depends on the expected traffic volume. The design speed may also depend on the topography, particularly in cases where limited funds are available. In general, the principal factors used to determine the standards to which a particular highway will be designed are the level of service to be provided, the expected traffic volume, the design speed, and the design vehicle for the highway. These factors coupled with the basic characteristics of drivers, vehicles, and road are used to determine standards for the geometric characteristics of the highway, such as cross section and horizontal and vertical alignments.

Use of typical roadway standards allows for the estimation of unit roadway costs which are applied in this program for allocation of estimated revenue to proposed projects.

LAKE COUNTY
2021 - 2025 PROGRAM

UNIT COSTS - Roadways

Item	Description	Unit	Const. Costs	ROW Costs	Design Engr. Costs	Const. Engr. Costs	Total Unit Costs
From 2 To 3 Lanes *using existing pavement*	Closed Drainage 10'-12' median	Mile	$6,500,000	$295,820	$975,000	$650,000	$8,420,820
From 2 To 5 Lanes *not using existing pavement*	Closed Drainage 10'-12' median	Mile	$8,789,618	$992,800	$1,318,443	$878,962	$11,979,823
New 4 Lanes	Closed Drainage 16' median	Mile	$7,435,939	$4,387,500	$1,115,391	$743,594	$13,682,424
New 2 Lanes	Open Drainage	Mile	$2,988,452	$3,530,000	$448,268	$298,845	$7,265,565
Bike Lanes *as part of a resurfacing project*	5' bike lanes each side No earthwork	Mile	$180,000	$0	$27,000	$18,000	$225,000
Bike Path	Urban Section	Mile	$1,168,232	$30,000	$276,413	$116,823	$1,591,468
Bike Path	Rural/Suburban Section	Mile	$569,869	$30,000	$200,000	$56,987	$856,856
PMS Alt 1 Preservation Structural Number = 0.00	Crack Seal and Microsurface	Mile	$115,151	$0	$17,273	$11,515	$143,939
PMS Alt 2 Resurface Structural Number = 0.60	1.50" HMA Overlay	Mile	$612,222	$0	$91,833	$61,222	$765,277
PMS Alt 3 Resurface Structural Number = 0.30	Mill 1.50", 1.50" HMA	Mile	$656,574	$0	$98,486	$65,657	$820,717

Unit Costs - Roadways (con't)

PMS Alt 4 Resurface Structural Number = 0.90	2.25" HMA Overlay	Mile	$671,358	$0	$100,704	$67,136	$839,197
PMS Alt 5 Resurface Structural Number = 0.45	Mill 2.25", 2.25" HMA	Mile	$724,580	$0	$108,687	$72,458	$905,725
PMS Alt 6 Resurface Structural Number = 1.30	Mill 2.50", 4.50" HMA & Fabric	Mile	$830,861	$0	$124,629	$83,086	$1,038,576
PMS Alt 7 Resurface Structural Number = 1.55	Mill 3.75", 5.75" HMA & Fabric	Mile	$1,043,915	$0	$156,587	$104,391	$1,304,893
PMS Alt 8 3R Structural Number = 1.80	4.50" HMA Overlay & Fabric	Mile	$1,631,004	$36,936	$244,651	$163,100	$2,075,691
PMS Alt 9 3R Structural Number = 2.40	6.00" HMA Overlay & Fabric	Mile	$1,856,049	$172,368	$278,407	$185,605	$2,492,429
PMS Alt 10 Reconstruction Structural Number = 5.56	10" HMA, 4" Agg., 8" PGE	Mile	$4,834,368	$172,368	$725,155	$483,437	$6,215,328

** STRATEGIES FOR CURB & GUTTER SECTIONS ONLY **

Item	Description	Unit	Const. Costs	ROW Costs	Design Engr. Costs	Const. Engr. Costs	Total Unit Costs
PMS Alt 2 C&G Resurface Structural Number = 0.30	Mill 1.50" 1.50" HMA	Mile	$503,477	$0	$75,522	$50,348	$629,347
PMS Alt 3 C&G Resurface Structural Number = 0.45	Mill 2.25" 2.25" HMA	Mile	$561,628	$0	$84,244	$56,163	$702,035

Unit Costs - Roadways (con't)

PMS Alt 4 C&G Resurface Structural Number = 0.75	Mill 3.75" 3.75" HMA	Mile	$636,369	$0	$95,455	$63,637	$795,461
PMS Alt 5 C&G Resurface Structural Number = 1.30	Mill 4.50" 4.50" HMA & Fabric	Mile	$718,010	$0	$107,701	$71,801	$897,512

** STRATEGIES FOR SURFACE TREATMENTS AND WHITETOPPING **

Item	Description	Unit	Const. Costs	ROW Costs	Design Engr. Costs	Const. Engr. Costs	Total Unit Costs
4" Whitetopping	Mill 4" & 4" Whitetopping	Mile	$1,085,310	$0	$162,796	$108,531	$1,356,637
5" Whitetopping	Mill 5" & 5" Whitetopping	Mile	$1,266,989	$0	$190,048	$126,699	$1,583,736
6" Whitetopping	Mill 6" & 6" Whitetopping	Mile	$1,452,939	$0	$217,941	$145,294	$1,816,173

UNIT COSTS - Intersections

Item	Description	Unit	Const. Costs	ROW Costs	Design Engr. Costs	Const. Engr. Costs	Total Unit Costs
Traffic Signals	3 Lanes	Each	$417,306	$3,682	$62,596	$41,731	$525,314
Traffic Signals	Multi-Lane	Each	$452,795	$24,682	$67,919	$45,279	$590,676
Signal Interconnect		Mile	$73,426	$0	$11,014	$7,343	$91,783
Right Turn Lane		Leg	$132,167	$26,082	$19,825	$13,217	$191,291
Left Turn Lane		Leg	$452,795	$45,682	$67,919	$45,279	$611,676
5-Lane Section		Leg	$1,168,700	$87,682	$175,305	$116,870	$1,548,557
Bypass Lane		Each	$201,922	$42,000	$30,288	$20,192	$294,403
Roundabout (4-Leg)	Single-Lane	Each	$2,380,875	$300,000	$357,131	$238,088	$3,276,094
Roundabout (4-Leg)	Multi-Lane	Each	$3,868,923	$400,000	$580,338	$386,892	$5,236,153

Project Listings

The projects listed on the following pages are in the format of the Capital Program Management System (CPMS), a software application developed for tracking the county's annual construction program and five-year program. CPMS includes a sixth year for a better fit with the county's annual budget development schedule.

CPMS serves as a single, combined source of data on the following:

- County's Annual Program (FY '20: 12/1/19 to 11/30/20)
- County's Planned Program (FY '20: 12/1/20 to 11/30/21)
- County's 5-Year Transportation Improvement Program (FY '21 to FY '25: 12/1/20 to 11/30/25)

The CPMS project alphabetical listing following shows expected expenditures for the program years covered by this document. 417 project records are being tracked in CPMS. Project maps and listings sorted by program priority—Preservation, Modernization and Expansion—are also included in this summary document.

Reading the CPMS Printout

Project Expenditures *in this program period*

Project ID No.

Work Type *this project is classified as culvert work*

Project Expenditures *paid from MT, MFT, CB and ST funds*

Project Name

monies deposited into MT, MFT, CB and ST funds

project's program priority

Let Date

Lake County
Division of Transportation

May 06, 2020
4:10 pm

Summary TIP Report by Route - Carryforward

Fiscal Years 2020-2025 - Starting December 1, 2019

Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
14th St							
B-01002a 1 of 2	14th St IL Rte 131 to Sheridan Rd	Roadway Modernization	Reconstruction from IL 131 to Jackson St Signal Interconnect and Lighting Jackson to Sheridan Rd	$18,370,500	$10,077,700	$4,602,600	18-Jan-2019
B-01002b 2 of 2	14th St Jackson St to Sheridan Rd	Resurface Preservation	Mill and Resurface Roadway Mill 3.75", 3.75" HMA Overlay	$359,300	$359,300	$0	17-Mar-2020
21st St							
B-01548a	21st St Delany Rd to IL 173	Resurface Preservation	Resurfacing D funds in B-01548	$1,580,000	$1,580,000	$0	16-Mar-2021
B-01548b	21st St @1660' E of Delany	Culverts Preservation	Culvert ID861	$250,000	$250,000	$0	16-Mar-2021
33rd St							
B-01489	33rd St IL Rte 131 to Galilee Ave	Resurface Preservation	Resurfacing	$1,295,000	$1,295,000	$0	1-Jan-2021
9th Street							
B-01536	9th Street Lewis to IL Rte 137	Resurface Preservation	Microsurfacing	$240,000	$240,000	$0	1-Jan-2022
ADA Compliance Study							
B-01109	ADA Compliance Study	Plan Modernization	Study to Ensure Compliance with ADA (Americans with Disabilities Act)	$120,200	$120,200	$0	19-Jun-2018
Administrative Staff							
B-00723	Administrative Staff	Eng Support Expansion	Sales Tax Implementation Plan Additional LCDOT administrative staff	$557,900	$557,900	$0	1-Oct-2008
Aptakisic Rd							
B-00739a 1 of 2	Aptakisic Rd IL Rte 83 to Buffalo Grove Rd	Roadway Expansion	Road Widening	$9,230,200	$9,230,200	$0	13-Sep-2022
Arlington Heights Rd							
B-01182	Arlington Heights Rd Lake Cook Rd to IL Rte 83	Reconstruction Preservation	Reconstruct existing concrete five lane roadway	$19,521,500	$19,521,500	$159,900	1-Jan-2024
Big Hollow Rd							
B-01492	Big Hollow Rd McHenry Cty Line to Frontage Rd	Resurface Preservation	Resurfacing	$1,100,000	$1,100,000	$0	1-Jan-2022

Report Source: cpms_active.FY2025_5b

Page 1 of 31

indicates project with multiple entries

what's being done on the project

Summary TIP Report by Route - Carryforward

Fiscal Years 2020-2025 - Starting December 1, 2019

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21st St							
B-01548a	21st St Delany Rd to IL 173	Resurface Preservation	Resurfacing D funds in B-01548	$1,580,000	$1,580,000	$0	16-Mar-2021
B-01548b	21st St @1660' E of Delany	Culverts Preservation	Culvert ID861	$250,000	$250,000	$0	16-Mar-2021
33rd St							
B-01489	33rd St IL Rte 131 to Galilee Ave	Resurface Preservation	Resurfacing	$1,295,000	$1,295,000	$0	1-Jan-2021
9th Street							
B-01536	9th Street Lewis to IL Rte 137	Resurface Preservation	Microsurfacing	$240,000	$240,000	$0	1-Jan-2022
ADA Compliance Study							
B-01109	ADA Compliance Study	Plan Modernization	Study to Ensure Compliance with ADA (Americans with Disabilities Act)	$120,200	$120,200	$0	19-Jun-2018
Administrative Staff							
B-00723	Administrative Staff	Eng Support Expansion	Sales Tax Implementation Plan Additional LCDOT administrative staff	$557,900	$557,900	$0	1-Oct-2008
Aptakisic Rd							
B-00739a 1 of 2	Aptakisic Rd IL Rte 83 to Buffalo Grove Rd	Roadway Expansion	Road Widening	$9,230,200	$9,230,200	$0	13-Sep-2022
Arlington Heights Rd							
B-01182	Arlington Heights Rd Lake Cook Rd to IL Rte 83	Reconstruction Preservation	Reconstruct existing concrete five lane roadway	$19,521,500	$19,521,500	$159,900	1-Jan-2024
Big Hollow Rd							
B-01492	Big Hollow Rd McHenry Cty Line to Frontage Rd	Resurface Preservation	Resurfacing	$1,100,000	$1,100,000	$0	1-Jan-2022

Report Source: cpms_active.FY2025_5b

Summary TIP Report by Route - Carryforward

Fiscal Years 2020-2025 - Starting December 1, 2019

Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Bike Path Signage							
B-01180	Bike Path Signage @Various	Bikepath Modernization	Provide wayfinding signage on all County Bikepaths	$728,400	$728,400	$0	16-Jun-2020
Bituminous Maint. 2020							
B-01271	Bituminous Maint. 2020 @Various	Maintenance Preservation	Bituminous Pavement Patching Bituminous Shoulder Patching	$644,800	$644,800	$0	17-Mar-2020
Bituminous Maint. 2021							
B-01016	Bituminous Maint. 2021 @Various	Maintenance Preservation	Bituminous Pavement Patching Bituminous Shoulder Patching	$661,200	$661,200	$0	16-Mar-2021
Bituminous Maint. 2022							
B-01405	Bituminous Maint. 2022 @Various	Maintenance Preservation	Bituminous Pavement Patching Bituminous Shoulder Patching	$678,000	$678,000	$0	15-Mar-2022
Bituminous Maint. 2023							
B-01455	Bituminous Maint. 2023 @ Various	Maintenance Preservation	Bituminous Pavement Patching Bituminous Shoulder Patching	$698,300	$698,300	$0	14-Mar-2023
Bituminous Maint. 2024							
B-01514	Bituminous Maint. 2024 @ Various	Maintenance Preservation	Bituminous Pavement Patching Bituminous Shoulder Patching	$719,200	$719,200	$0	19-Mar-2024
Bituminous Maint. 2025							
B-01591	Bituminous Maint. 2025 @ Various	Maintenance Preservation	Bituminous Pavement Patching Bituminous Shoulder Patching	$740,900	$740,900	$0	11-Mar-2025
Bonding-Financial Svcs							
B-00933d 4 of 4	Bonding-Financial Svcs Treaury Rebates to Bank Fees	Bonds Fund Transfer	Administration of Treasury rebates Costs for a financial services provider to administer the	$0	$30,000	$0	1-Jan-2011
Bonner Rd							
B-01382	Bonner Rd IL Rte 59 to Fairfield Rd	Resurface Preservation	Resurfacing	$1,976,000	$1,976,000	$0	1-Jan-2023
Bridge Inspection Srvcs							
B-01384	Bridge Inspection Srvcs @Various	Bridges Preservation	Structural Engineer inspection of bridges	$82,300	$82,300	$0	17-Apr-2018

Report Source: cpms_active.FY2025_5b

Summary TIP Report by Route - Carryforward

Fiscal Years 2020-2025 - Starting December 1, 2019

Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Buffalo Grove Rd							
E-00559	Buffalo Grove Rd IL Rte 22 to Deerfield Pkwy	Roadway Expansion	Reconstruction and Widening	$17,942,500	$17,942,500	$1,673,500	11-Feb-2020
B-01358	Buffalo Grove Rd IL Rte 22 to IL Rte 45	Reconstruction Expansion	Reconstruction Widen to 5 lanes	$2,500,000	$2,500,000	$0	1-Jan-2025
B-01359	Buffalo Grove Rd IL Rte 83 to Deerfield Pkwy	Reconstruction Preservation	Reconstruction	$825,000	$825,000	$0	1-Jan-2025
Butterfield Rd							
B-01393	Butterfield Rd IL Rte 176 to US Rte 45	Resurface Preservation	Resurfacing Mill 1.5", 1.5" Overlay (IL Rte 175 to Allanson, IL Rte 60 to	$3,008,700	$3,008,700	$0	16-Jul-2019
B-01319	Butterfield Rd Allanson Road to IL Rte 137	Signals Modernization	Adaptive Traffic Signal Control System Make Federally Eligible.	$2,728,000	$824,000	$190,400	6-Nov-2020
Butterfield Rd Bike Path							
B-01617	Butterfield Rd Bike Path EJ&E Tracks to Gregs Parkway	Bikepath Modernization	New Bike Path from North of EJ&E tracks to Greggs Parkway	$1,200,000	$1,200,000	$400,000	14-Mar-2023
Cedar Lake Rd							
B-00177	Cedar Lake Rd IL Rte 120 to Nippersink Rd	Roadway Modernization	Reconstruction 12" HMA, 4" Aggregate	$1,889,400	$1,889,400	$0	18-Apr-2017
B-01395	Cedar Lake Rd IL Rte 132 to Rollins Road	Resurface Preservation	Resurfacing/ Microsurfacing	$1,200,000	$1,200,000	$0	1-Jan-2022
B-00752	Cedar Lake Rd @ Downtown Rnd Lk	Roadway Expansion	Village of Round Lake Downtown Development Plan	$13,763,000	$13,763,000	$0	1-Jan-2023
Concrete Patch 2020							
B-01273	Concrete Patch 2020 @Various	Patch Preservation	Full-Depth Patching of Concrete Pavements	$260,000	$260,000	$0	12-May-2020
Concrete Patch 2021							
B-01326	Concrete Patch 2021 @Various	Patch Preservation	Full-Depth Patching of Concrete Pavements	$220,500	$220,500	$0	16-Mar-2021
Concrete Patch 2022							
B-01406	Concrete Patch 2022 @Various	Patch Preservation	Full-Depth Patching of Concrete Pavements	$231,500	$231,500	$0	15-Mar-2022
Concrete Patch 2023							
B-01457	Concrete Patch 2023 @ Various	Patch Preservation	Full-Depth Patching of Concrete Pavements	$243,100	$243,100	$0	21-Mar-2023

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Concrete Patch 2024							
B-01515	Concrete Patch 2024 @ Various	Patch Preservation	Full Depth Patching of Concrete Pavements	$255,300	$255,300	$0	19-Mar-2024
Concrete Patch 2025							
B-01592	Concrete Patch 2025 @ Various	Patch Preservation	Full-Depth Patching of Concrete Pavements	$268,000	$268,000	$0	11-Mar-2025
Construction Engineer							
B-01186	Construction Engineer	Eng Support Expansion	Sales Tax Implementation Plan Construction Engineer	$738,300	$738,300	$0	1-Dec-2013
Construction Software							
B-01497	Construction Software	Eng Support Modernization	New Construction Documentation software	$175,000	$175,000	$0	1-Jan-2019
CPMS Replacement							
B-01613	CPMS Replacement	Eng Support Modernization	SaaS Replacement for CPMS.net	$250,000	$250,000	$0	1-Jan-2021
CPMSMaintenance2017-2021							
B-00708	CPMSMaintenance2017-2021	Eng Support Modernization	5-year Maintenance Agreement (Contract) for the maintenance of and upgrades to	$38,100	$38,100	$0	1-Jan-2017
Crack Seal 2020							
B-01274	Crack Seal 2020 @Various	Maintenance Preservation	Crack Seal Pavements	$250,000	$250,000	$0	17-Mar-2020
Crack Seal 2021							
B-01327	Crack Seal 2021 @Various	Maintenance Preservation	Crack Seal Pavements	$250,000	$250,000	$0	16-Mar-2021
Crack Seal 2022							
B-01407	Crack Seal 2022 @Various	Maintenance Preservation	Crack Seal Pavements	$250,000	$250,000	$0	15-Mar-2022
Crack Seal 2023							
B-01458	Crack Seal 2023 @ Various	Maintenance Preservation	Crack Seal Pavements	$250,000	$250,000	$0	14-Mar-2023
Crack Seal 2024							
B-01516	Crack Seal 2024 @ Various	Maintenance Preservation	Crack Seal Pavements	$250,000	$250,000	$0	19-Mar-2024

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Crack Seal 2025							
B-01593	Crack Seal 2025 @ Various	Maintenance Preservation	Crack Seal Pavements	$250,000	$250,000	$0	11-Mar-2025
Cuba Rd							
B-01579	Cuba Rd IL Rte 59 to US Rte 12	Resurface Preservation	Microsurfacing	$365,000	$365,000	$0	1-Jan-2024
Culvert Replacement 2019							
B-01371a	Culvert Replacement 2019 @Various	Culverts Preservation	Culvert Replacements Culvert IDs 331, 634	$572,600	$572,600	$0	13-Oct-2020
Culvert Replacement 2020							
B-01620	Culvert Replacement 2020 @ Various	Culverts Preservation	Remove and replace 3 culverts	$475,000	$475,000	$0	11-Aug-2020
Culvert Replacement 2022							
B-01409	Culvert Replacement 2022 @Various	Culverts Preservation	Replace Culverts Cedar Lake Road 1750 ft North of Rollins Road and 1990 ft	$635,000	$635,000	$0	1-Jan-2022
Culvert Replacement 2024							
B-01517	Culvert Replacement 2024 @ Various	Culverts Preservation	Culvert Replacements	$585,000	$585,000	$0	16-Apr-2024
Darrell Rd							
B-00141a 1 of 4	Darrell Rd @ Case & Neville	Intersection Modernization	Realign Dowell Rd. Fisher Rd and Case Rd @ D & R funds for A, B	$9,442,200	$9,442,200	$0	9-Nov-2021
B-00141c 4 of 4	Darrell Rd @ Culvert 126	Culverts Preservation	Culverts	$350,000	$350,000	$0	1-Jan-2022
B-01575	Darrell Rd IL Rte 120 to Bonner Rd	 Preservation	Microsurfacing	$520,000	$520,000	$0	1-Jan-2022
B-00141b 2 of 4	Darrell Rd @ Dowell/ Fisher	Intersection Modernization	Intersection improvement at Darrell @ Dowell Darrell @ Fisher	$8,456,200	$8,456,200	$0	1-Jan-2023
Debt Service Fund #3							
B-00950	Debt Service Fund #3 Regular Bonds	Bonds	Bond #3 of the Sales Tax Implementation Plan Bond Series 2013A	$0	$0	$17,065,400	1-Jan-2013
Debt Service Fund #4							
B-01154	Debt Service Fund #4 Regular Bonds	Bonds	Bond #4 of the Sales Tax Implementation Plan Bond Series 2019 Refunding	$0	$0	$32,920,400	1-Jan-2014

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Fiscal Years 2020-2025 - Starting December 1, 2019

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ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Deep Lake Rd							
B-00913a	Deep Lake Rd Grass Lake Rd to IL Rte 132	3R Preservation	3R Resurfacing	$4,518,700	$4,518,700	$0	1-Mar-2021
B-00913b	Deep Lake Rd Depot St to Grass Lake Road	Resurface Preservation	Resurfacing	$1,952,900	$1,952,900	$0	1-Mar-2021
Deep Lake Rd Outlet							
B-01551	Deep Lake Rd Outlet	Drainage Preservation	400 feet of storm sewer outlet to lake	$506,000	$506,000	$0	16-Jun-2020
Deep Lake Road							
B-01547	Deep Lake Road IL 173 to WI State Line	Intersection Modernization	Intersection Improvements at Depot St and North Ave Possible Roundabout or Traffic Signals	$8,220,000	$8,220,000	$0	20-Sep-2022
Deerfield Parkway							
B-01549	Deerfield Parkway Weiland Road to IL 21/ US 45	Roadway Preservation	Full Depth Patching Phase 1 funds are in B-01397	$550,000	$550,000	$0	1-Jan-2021
Deerfield Rd							
B-01003	Deerfield Rd Metra to U.S. Rte 41	Reconstruction Preservation	3R Project P	$231,400	$231,400	$0	6-Nov-2015
B-01397	Deerfield Rd Riverwoods Road to Wilmot Road	Resurface Preservation	Resurfacing	$1,264,800	$1,264,800	$0	16-Jun-2020
B-01266a 1 of 2	Deerfield Rd Saunders Rd to W. of IL Rte 21	Roadway Expansion	Reconstruct and widen Widen and improve intersection at IL Rte 21	$38,126,700	$16,892,900	$182,600	4-Aug-2023
Delany Rd							
B-01584	Delany Rd IL Rte 173 to Wadsworth Rd	Resurface Preservation	Microsurfacing	$405,000	$405,000	$0	1-Jan-2025
Design Engineer							
B-00719b 2 of 2	Design Engineer	Eng Support Expansion	Consultant staff assistance to design department prior to 2017	$673,300	$673,300	$0	16-Jul-2014
Diamond Lake Rd							
B-01585	Diamond Lake Rd IL Rte 60 to Gilmer Rd	Resurface Preservation	Resurfacing	$1,650,000	$1,650,000	$0	1-Jan-2025
Dilleys Rd							
B-01485	Dilleys Rd Stearns School to Pinewood Rd	Resurface Preservation	Resurfacing/ Microsurfacing	$1,240,000	$1,240,000	$0	1-Jan-2024

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ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Ela Rd							
B-01120	Ela Rd @ Long Grove Rd	Intersection Modernization	Reconstruct and improve intersection widen/resurface to provide left turn lanes	$2,677,100	$2,677,100	$0	1-Jan-2022
Engle Dr							
B-01354	Engle Dr IL Rte 83 to IL Rte 132	Resurface Preservation	Resurfacing	$1,141,100	$1,141,100	$0	16-Mar-2021
Everett Rd							
B-01237a 1 of 2	Everett Rd St. Marys to E of I-94 Bridge	3R Preservation	3R Resurfacing	$586,500	$586,500	$0	23-Oct-2018
Fairfield Culvert (CR18)							
B-01446	Fairfield Culvert (CR18) @ Culvert 262	Culverts Preservation	Formerly Culvert Replacements 2018 Fairfield Road at Culvert 262	$103,900	$103,900	$0	16-Apr-2019
Fairfield Rd							
B-01394a 1 of 3	Fairfield Rd IL 132 to Monaville	Resurface Preservation	Resurfacing- Includes funds from B and C Pin Omit Monaville Rd to Il Rte 134	$1,673,500	$1,673,500	$0	4-Jun-2019
B-01184a	Fairfield Rd @Monaville Rd	Intersection Modernization	Intersection Improvement	$3,193,900	$3,193,900	$0	8-Sep-2020
B-01434	Fairfield Rd @ 820 N IL Rte 134	Culverts Preservation	Replace existing culvert # 257 at Round Lake drain crossing Farifield Road to increase capacity. Joint project with	$620,000	$310,000	$0	1-Jan-2022
B-01586	Fairfield Rd Petite Lake Rd to IL Rte 120	Resurface Preservation	Resurfacing Microsurfacing	$1,030,000	$1,030,000	$0	1-Jan-2025
Fremont Center Rd							
B-01235a 1 of 2	Fremont Center Rd Erhart Rd to Gilmer Rd	3R Preservation	Funds from B pin 3R Resurfacing	$730,000	$730,000	$0	12-Mar-2019
B-00474c 3 of 3	Fremont Center Rd @ IL Rte 60	Intersection Modernization	Stage I - Intersection Improvement	$3,060,600	$3,060,600	$1,550,000	15-Sep-2020
Fremont Center Rd Ext							
B-00474a 1 of 3	Fremont Center Rd Ext IL Rte 60 to Peterson Rd	Roadway Expansion	Roadway Ext	$45,100	$45,100	$0	1-Jan-2025
Gages Lake Culverts							
B-01619	Gages Lake Culverts @ Various	Culverts Preservation	Remove and replace 4 culverts on gages lake road	$450,000	$450,000	$0	11-Aug-2020
Gages Lake Rd							
B-01537	Gages Lake Rd US Rte 45 to IL Rte 21	Resurface Preservation	Microsurfacing/ Resurfacing	$1,585,000	$1,585,000	$0	1-Jan-2022

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Gen Eng Suport Svcs 2020							
B-01283	Gen Eng Suport Svcs 2020 @Various	Plan Modernization	General Engineering and Support Services annual expenditures	$378,600	$378,600	$0	17-Mar-2020
Gen Eng Suport Svcs 2021							
B-01335	Gen Eng Suport Svcs 2021 @Various	Plan Modernization	General Engineering and Supoort Services annual expenditures	$394,900	$394,900	$0	1-Mar-2021
Gen Eng Suport Svcs 2022							
B-01416	Gen Eng Suport Svcs 2022 @Various	Plan Modernization	General Engineering and Support Services annual expenditures	$408,300	$408,300	$0	1-Jan-2022
Gen Eng Suport Svcs 2023							
B-01465	Gen Eng Suport Svcs 2023 @ Various	Plan Modernization	General Engineering and Support Services annual expenditures	$420,500	$420,500	$0	1-Jan-2023
Gen Eng Suport Svcs 2024							
B-01523	Gen Eng Suport Svcs 2024 @ Various	Plan Modernization	General Engineering and Support Services annual expenditures	$433,000	$433,000	$0	1-Jan-2024
Gen Eng Suport Svcs 2025							
B-01594	Gen Eng Suport Svcs 2025 @ Various	Eng Support Preservation	General Engineering and Support Services annual expenditures	$446,000	$446,000	$0	1-Jan-2025
Gilmer Rd							
B-00728a 1 of 2	Gilmer Rd @ Midlothian Rd	Intersection Modernization	Intersection Widening Project includes an off-road Bike Path between Midlothian	$15,769,500	$15,769,500	$397,900	14-Jul-2020
B-00845	Gilmer Rd @ IL Rte 120	Intersection Modernization	Realignment Signals at Gilmer Rd @ IL Rte 120 to be removed	$734,000	$734,000	$598,300	1-Jan-2025
Gilmer Rd Bridge Parapet							
B-01612	Gilmer Rd Bridge Parapet Over Fairfield Rd	Bridges Preservation	Bridge parapet rehabilitation	$50,000	$50,000	$0	14-Jul-2020
Gilmer Rd Connector							
B-01574	Gilmer Rd Connector Fairfield Rd to Gilmer Rd	Resurface Preservation	Resurfacing	$172,600	$172,600	$0	1-Jan-2022
Grail & Fence Maint 2020							
B-01276	Grail & Fence Maint 2020 @Various	Guardrail Preservation	Guardrail and Fence Repairs and new installations	$50,000	$50,000	$0	1-Jan-2020
Grail & Fence Maint 2021							
B-01328	Grail & Fence Maint 2021 @Various	Guardrail Preservation	Guardrail and Fence Repairs and new installations	$50,000	$50,000	$0	1-Mar-2021

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Grail & Fence Maint 2022							
B-01410	Grail & Fence Maint 2022 @Various	Guardrail Preservation	Guardrail and Fence Reparis and new installations	$50,000	$50,000	$0	1-Jan-2022
Grail & Fence Maint 2023							
B-01460	Grail & Fence Maint 2023 @ Various	Guardrail Preservation	Guardrail and Fence Repairs and new installations	$50,000	$50,000	$0	1-Jan-2023
Grail & Fence Maint 2024							
B-01518	Grail & Fence Maint 2024 @ Various	Guardrail Preservation	Guardrail and Fence Repairs and new installations	$50,000	$50,000	$0	1-Jan-2024
Grail & Fence Maint 2025							
B-01595	Grail & Fence Maint 2025 @ Various	Guardrail Preservation	Guardrail and Fence Repairs and new installations	$50,000	$50,000	$0	1-Jan-2025
Granada Blvd							
B-00993a 1 of 2	Granada Blvd @ IL Rte 132	Intersection Modernization	County share of IDOT project to widen Grand Ave from Munn Rd to Sand Lake Rd	$3,300	$3,300	$0	27-Apr-2018
Grass Lake Rd							
B-01587	Grass Lake Rd State Park Rd to Ackerman Rd	Resurface Preservation	Resurfacing Microsurfacing	$745,000	$745,000	$0	1-Jan-2025
Grass Lake Road Drainage							
B-01481	Grass Lake Road Drainage Lake Shore Drive to Sibley Drive	Drainage Preservation	Located from Lake Shore Drive to Sibley Drive on Grass Lake	$26,600	$26,600	$0	10-Sep-2019
Greenwood Ave							
B-01541	Greenwood Ave Golf Rd to Sheridan Rd	Resurface Preservation	Microsurfacing	$65,000	$65,000	$0	1-Jan-2023
Hainesville Rd							
B-01480a 1 of 2	Hainesville Rd Washington Street to IL Rte 120	Resurface Preservation	Resurfacing	$575,800	$575,800	$0	15-Oct-2019
B-01482 2 of 2	Hainesville Rd S. of Rollins to Washington Street	Reconstruction Modernization	2 Lanes to 3 Lanes Closed drainage on west side	$8,398,000	$8,398,000	$0	1-Jan-2024

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Hart Rd							
B-00736	Hart Rd @ US Rte 14 to @ UPRR	Intersection Modernization	Intersection Improvement Barrington is lead agency for Preliminary Engineering;	$9,174,900	$3,137,100	$447,300	20-Sep-2019
B-01372b 2 of 2	Hart Rd @Flint Creek	Culverts Preservation	Culvert Replacement Replace triple barrell structural plate arch culverts (ID 417)	$1,499,500	$1,499,500	$0	1-Jan-2023
B-01588	Hart Rd US Rte 14 to Lake-Cook Rd	Resurface Preservation	Resurfacing	$345,000	$345,000	$0	1-Jan-2025
Hawley Street							
B-01490	Hawley Street Gilmer Rd to Midlothian Rd	Resurface Preservation	Resurfacing Mill 1.50", 1.50" Overlay (Gilmer Rd to Chevy Chase Rd;	$2,500,000	$2,500,000	$0	1-Jan-2022
Hunt Club Rd							
B-01115	Hunt Club Rd @ IL Rte 132	Intersection Modernization	Intersection Improvements Upgrade traffic signals	$2,625,700	$2,625,700	$299,900	16-Apr-2019
B-01437	Hunt Club Rd @Washington Street	Intersection Modernization	Enlarge the intersection to include two thru lanes	$10,925,800	$10,925,800	$0	1-Jan-2022
B-01539	Hunt Club Rd WI State Line to IL Rte 173	Resurface Preservation	Resurfacing	$1,585,000	$1,585,000	$0	1-Jan-2023
Hutchins Rd							
B-01372a 1 of 2	Hutchins Rd @Mill Creek	Culverts Preservation	Culvert Replacement Replace triple barrell structural plate arch culverts (ID 8065)	$1,448,000	$1,448,000	$0	12-Mar-2019
IL Rte 120							
B-00740	IL Rte 120 Knight Ave to IL Rte 131	Roadway Modernization	Widen from 4 to 5 Lanes NMT improvements North and South sides	$2,054,400	$2,054,400	$93,000	9-Feb-2021
IL Rte 59							
B-00738	IL Rte 59 @ Grand Ave	Intersection Modernization	Intersection Improvement Phase I Study	$6,419,400	$6,419,400	$0	1-Jan-2021
ITS PASSAGE Sunset Ave							
B-01033	ITS PASSAGE Sunset Ave McAree Rd to Sheridan Rd	Signals Modernization	ITS-PASSAGE "Corridor" Program Interconnect signals in the City of Waukegan to the Lake	$1,813,700	$497,400	$112,000	12-Jun-2020
ITS PASSAGE US Rte 12							
B-01032	ITS PASSAGE US Rte 12 Miller Rd to IL Rte 176	Signals Modernization	ITS-PASSAGE "Corridor" Program Interconnect signals along the US Rte 12 corridor to the	$156,200	$156,200	$20,200	19-Jan-2018
ITS PASSAGE Comms 2020							
B-01554	ITS PASSAGE Comms 2020 @ Various	Enhancements Modernization	2020 PASSAGE Network Communications Cellular Service for snow plows	$35,000	$35,000	$0	1-Jan-2020

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ITS PASSAGE Comms 2021							
B-01555	ITS PASSAGE Comms 2021 @ Various	Enhancements Modernization	2021 PASSAGE Network Communications	$35,000	$35,000	$0	1-Nov-2021
ITS PASSAGE Comms 2022							
B-01556	ITS PASSAGE Comms 2022 @ Various	Enhancements Modernization	2022 PASSAGE Network Communications	$35,000	$35,000	$0	1-Nov-2022
ITS PASSAGE Comms 2023							
B-01557	ITS PASSAGE Comms 2023 @ Various	Enhancements Modernization	2023 PASSAGE Network Communications	$35,000	$35,000	$0	1-Jan-2023
ITS PASSAGE Comms 2024							
B-01558	ITS PASSAGE Comms 2024 @ Various	Enhancements Modernization	2024 PASSAGE Network Communications	$35,000	$35,000	$0	1-Jan-2024
ITS PASSAGE Comms 2025							
B-01596	ITS PASSAGE Comms 2025 @ Various	Enhancements Modernization	2025 PASSAGE Network Communications	$35,000	$35,000	$0	1-Jan-2025
ITS PASSAGE Elements2018							
B-01147	ITS PASSAGE Elements2018 @ Various	Signals Modernization	Lake County PASSAGE field Elements Interconnect (fiber)	$526,100	$526,100	$0	12-Mar-2019
ITS PASSAGE Elements2019							
B-01205	ITS PASSAGE Elements2019 @Various	Signals Modernization	Lake County PASSAGE field Elements Interconnect (fiber)	$729,500	$729,500	$200,000	16-Jun-2020
ITS PASSAGE Elements2020							
B-01277	ITS PASSAGE Elements2020 @Various	Signals Modernization	Lake County PASSAGE field Elements Interconnect (fiber)	$539,500	$539,500	$0	12-Jan-2021
ITS PASSAGE Elements2021							
B-01329	ITS PASSAGE Elements2021 @Various	Signals Modernization	Lake County PASSAGE Field Elements Interconnect (fiber)	$540,000	$540,000	$0	1-Mar-2021
ITS PASSAGE Elements2022							
B-01411	ITS PASSAGE Elements2022 @Various	Signals Modernization	Lake County PASSAGE Field Elements Interconnect (fiber)	$540,000	$540,000	$0	1-Jan-2022
ITS PASSAGE Elements2023							
B-01461	ITS PASSAGE Elements2023 @ Various	Signals Modernization	Lake County PASSAGE Field Elements	$540,000	$540,000	$0	1-Jan-2023

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ITS PASSAGE Elements2024							
B-01519	ITS PASSAGE Elements2024 @ Various	Signals Modernization	Lake County PASSAGE Field Elements	$540,000	$540,000	$0	19-Mar-2024
ITS PASSAGE Elements2025							
B-01597	ITS PASSAGE Elements2025 @ Various	Signals Modernization	Lake County PASSAGE Field Elements	$540,000	$540,000	$0	11-Mar-2025
ITS PASSAGE IL Rte 120							
B-01029	ITS PASSAGE IL Rte 120 IL Rte 134 to US Rte 45	Signals Modernization	ITS-PASSAGE "Corridor" Program Interconnect signals along the IL Rte 120 corridor to the	$16,600	$16,600	$0	3-Mar-2017
ITS PASSAGE IL Rte 43							
B-01031	ITS PASSAGE IL Rte 43 IL Rte 137 to IL Rte 120	Signals Modernization	ITS-PASSAGE "Corridor" Program Interconnect signals - IL Rte 43 corridor to the Lake County	$23,300	$23,300	$29,700	15-Jan-2016
ITS PASSAGE Integrat2012							
B-00524	ITS PASSAGE Integrat2012	Signals Modernization	Lake County PASSAGE - ATMS Enhancements Field network maintenance	$15,000	$15,000	$0	2-Jun-2012
ITS PASSAGE Integrat2016							
B-00876	ITS PASSAGE Integrat2016 @ Various	Signals Modernization	Lake County PASSAGE - ATMS Enhancements Field network maintenance	$656,100	$656,100	$0	26-Jan-2016
ITS PASSAGE Integrat2020							
B-01149	ITS PASSAGE Integrat2020 @ Various	Signals Modernization	Lake County PASSAGE - ATMS Enhancements Field network maintenance	$1,625,000	$1,625,000	$0	13-Oct-2020
ITS PASSAGE Integrat2022							
B-01412	ITS PASSAGE Integrat2022 @Various	Signals Modernization	Lake County PASSAGE - ATMS Enhancements Field network maintenance	$1,000,000	$1,000,000	$0	1-Jan-2022
ITS PASSAGE Integrat2024							
B-01520	ITS PASSAGE Integrat2024 @ Various	Signals Modernization	Lake County PASSAGE - ATMS Enhancements Field network maintenance	$1,000,000	$1,000,000	$0	1-Jan-2024
ITS PASSAGE Network 2017							
B-01079	ITS PASSAGE Network 2017 @ Various	Signals Modernization	PASSAGE Field Support Upgrade equipment	$1,200	$1,200	$0	20-Mar-2018
ITS PASSAGE Network 2019							
B-01207	ITS PASSAGE Network 2019 @Various	Signals Modernization	PASSAGE Field Support Upgrade equipment	$35,800	$35,800	$0	4-Jun-2019

Report Source: cpms_active.FY2025_5b

Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
ITS PASSAGE Network 2020							
B-01278	ITS PASSAGE Network 2020 @Various	Signals Modernization	PASSAGE Field Support Upgrade equipment	$100,000	$100,000	$0	14-Jul-2020
ITS PASSAGE Network 2021							
B-01330	ITS PASSAGE Network 2021 @Various	Signals Modernization	PASSAGE Field Support Upgrade equipment	$100,000	$100,000	$0	1-Mar-2021
ITS PASSAGE Network 2022							
B-01413	ITS PASSAGE Network 2022 @Various	Signals Modernization	PASSAGE Field Support Upgrade equipment	$100,000	$100,000	$0	1-Jan-2022
ITS PASSAGE Network 2023							
B-01462	ITS PASSAGE Network 2023 @ Various	Signals Modernization	PASSAGE Field Support	$100,000	$100,000	$0	1-Jan-2023
ITS PASSAGE Network 2024							
B-01521	ITS PASSAGE Network 2024 @ Various	Signals Modernization	PASSAGE Field Support	$100,000	$100,000	$0	19-Mar-2024
ITS PASSAGE Network 2025							
B-01598	ITS PASSAGE Network 2025 @ Various	Signals Modernization	PASSAGE Field Support	$100,000	$100,000	$0	11-Mar-2025
JULIE Locates 2020							
B-01279	JULIE Locates 2020 @Various	Eng Support Modernization	JULIE Locates for Storm Sewers Annual Contract	$230,000	$230,000	$0	17-Mar-2020
JULIE Locates 2021							
B-01331	JULIE Locates 2021 @Various	Eng Support Modernization	JULIE Locates for Storm Sewers Annual Contract	$115,000	$115,000	$0	1-Mar-2021
JULIE Locates 2022							
B-01414	JULIE Locates 2022 @Various	Eng Support Modernization	JULIE Locates for Storm Sewers Annual Contract	$115,000	$115,000	$0	1-Jan-2022
JULIE Locates 2023							
B-01463	JULIE Locates 2023 @ Various	Eng Support Modernization	JULIE Locates for Storm Sewers Annual Contract	$115,000	$115,000	$0	1-Jan-2023
JULIE Locates 2024							
B-01522	JULIE Locates 2024 @ Various	Eng Support Modernization	JULIE Locates for Storms Sewer Annual Contract runs the duration of the given county fiscal	$115,000	$115,000	$0	1-Jan-2024

Summary TIP Report by Route - Carryforward

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Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
JULIE Locates 2025							
B-01599	JULIE Locates 2025 @ Various	Eng Support Modernization	JULIE Locates for Storm Sewer	$115,000	$115,000	$0	1-Jan-2025
Kelsey Rd							
B-01589	Kelsey Rd IL Rte 22 to US Rte 14	Resurface Preservation	Resurfacing	$610,000	$610,000	$0	1-Jan-2025
Kenosha Rd							
B-00424	Kenosha Rd @ IL Rte 131	Intersection Modernization	County share of IDOT safety project to improve intersection-includes county cost to realign Kenosha	$93,400	$93,400	$0	7-Jun-2019
B-01542	Kenosha Rd Russell Rd to IL Rte 173	Resurface Preservation	Resurfacing/ Microsurfacing	$945,000	$945,000	$0	1-Jan-2021
Kenosha Road							
B-01548	Kenosha Road 21st Street	Intersection Modernization	Intersection Improvement Possible Roundabout or Traffic Signal	$4,250,000	$4,250,000	$0	1-Jan-2024
Kilbourne Rd							
B-01576	Kilbourne Rd IL Rte 173 to Wadsworth Rd	Resurface Preservation	Resurfacing	$1,825,000	$1,825,000	$0	1-Jan-2022
Kilbourne Rd Bridge							
B-01476	Kilbourne Rd Bridge @049-5005	Bridges Preservation	Repairs formerly Culvert 502 now Bridge Structure 049-5005 Triple 72 inch	$90,800	$90,800	$0	16-Jul-2019
Lake Ave							
B-01580	Lake Ave WI State Line to IL Rte 173	Resurface Preservation	Resurfacing	$770,000	$770,000	$0	1-Jan-2024
Lake Cook Rd							
B-01040	Lake Cook Rd Raupp Blvd to Hastings Ln	Roadway Expansion	Cook County combined Stage I and II project to improve Lake Cook Rd from Raupp Blvd to Hasitings Ln to W. of	$3,691,600	$3,691,600	$0	1-May-2019
Lake-Cook Rd Bike Path							
B-01616	Lake-Cook Rd Bike Path Skokie Valley BP to Turnbull Ct	Bikepath Modernization	New Bike Path along Lake-Cook Rd from Sokie Valley Bike Path to Chicago Botanical Gardens	$1,100,000	$1,100,000	$0	1-Jan-2025
LCDOT Visitor Parking							
B-01553	LCDOT Visitor Parking	Preservation	Repaving of LCDOT visitor parking lot to incorporate permeable pavers	$238,000	$238,000	$0	14-Jul-2020

Report Source: cpms_active.FY2025_5b

Summary TIP Report by Route - Carryforward

Fiscal Years 2020-2025 - Starting December 1, 2019

Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Lewis Ave							
B-01493	Lewis Ave Russell Rd to Sunset Ave	Resurface Preservation	Microsurfacing	$735,000	$735,000	$0	1-Jan-2023
B-01452b 2 of 2	Lewis Ave 14th Street to IL Rte 120	Reconstruction Preservation	Reconstruction	$1,468,400	$1,468,400	$0	1-Jan-2024
Lewis Ave Feasability St							
B-01452a 1 of 2	Lewis Ave Feasability St 137 to Sunset	Plan Modernization	Feasability and Origin/Destination Study	$411,000	$411,000	$0	20-Mar-2018
Long Grove Rd							
B-01483	Long Grove Rd Ela Rd to US Rte 12	Resurface Preservation	Resurfacing, Microsurfacing Mill 1.50"	$780,000	$780,000	$0	1-Jan-2022
Materials Technician							
B-01101	Materials Technician	Eng Support Expansion	Sales Tax Implementation Plan Additional LCDOT Staff	$745,400	$745,400	$0	1-Dec-2014
Midlothian Rd							
B-01371b	Midlothian Rd @Various	Culverts Preservation	Culverts	$576,500	$576,500	$0	14-Apr-2020
B-01581	Midlothian Rd IL Rte 137 to IL Rte 176	Resurface Preservation	Resurfacing Microsurfacing	$1,165,000	$1,165,000	$0	1-Jan-2024
Milburn GrassLake Draina							
B-01399a 1 of 2	Milburn GrassLake Draina Deep Lake Rd to Hunt Club Rd	Drainage Preservation	Four Culvert Repairs on Millburn Rd and Grass Lake Road Storm Sewer Repairs on old US 45 and Old Grass Lake	$3,700	$3,700	$0	16-Jul-2019
Millburn GrassLake Pavem							
B-01399b 2 of 2	Millburn GrassLake Pavem Deep Lake Rd to Hunt Club Rd	Resurface Preservation	Grass Lake, Millburn Rd	$5,331,100	$5,331,100	$0	16-Jun-2020
Miller Rd							
B-01263	Miller Rd @ U.S. 12	Intersection Modernization	Intersection Improvement Add left turn lanes and revise signal phasing	$1,655,500	$1,655,500	$0	1-Jan-2021
Misc Maintenance 2020							
B-01286	Misc Maintenance 2020 @Various	Maintenance Preservation	Miscellaneous Maintenance Annual miscellaneous maintenance materials and	$241,000	$241,000	$0	17-Mar-2020
Misc Maintenance 2021							
B-01338	Misc Maintenance 2021 @Various	Maintenance Preservation	Miscellaneous Maintenance Annual miscellaneous maintenance materials and	$197,000	$197,000	$0	1-Mar-2021

Report Source: cpms_active.FY2025_5b

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Fiscal Years 2020-2025 - Starting December 1, 2019

Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Misc Maintenance 2022							
B-01417	Misc Maintenance 2022 @Various	Maintenance Preservation	Miscellaneous Maintenance Annual miscellaneous maintenance materials and	$203,000	$203,000	$0	1-Jan-2022
Misc Maintenance 2023							
B-01466	Misc Maintenance 2023 @ Various	Maintenance Preservation	Miscellaneous Maintenance Annual miscellaneous maintenance materials and	$209,000	$209,000	$0	1-Jan-2023
Misc Maintenance 2024							
B-01524	Misc Maintenance 2024 @ Various	Maintenance Preservation	Miscellaneous Maintenance Annual miscellaneous maintenance materials and	$215,200	$215,200	$0	1-Jan-2024
Misc Maintenance 2025							
B-01600	Misc Maintenance 2025 @ Various	Preservation	Miscellaneous Maintenance	$221,600	$221,600	$0	1-Jan-2025
Monaville Rd							
B-01538	Monaville Rd Fairfield Rd to IL Rte 83	Resurface Preservation	Resurfacing	$2,060,000	$2,060,000	$0	1-Jan-2025
MS4 Stormwater Coord.							
B-01451	MS4 Stormwater Coord.	Eng Support Expansion	Lake County MS4 Stormwater Coordinator Contract Position	$221,600	$177,400	$0	1-Jan-2019
Native Landscape 2020							
B-01295	Native Landscape 2020 @Various	Maintenance Preservation	Contract Maintenance of planted Native Landscape locations	$69,400	$69,400	$0	11-Feb-2020
Native Landscape 2021							
B-01333	Native Landscape 2021 @Various	Maintenance Preservation	Contract Maintenance of planted Native Landscape locations	$144,800	$144,800	$0	1-Mar-2021
Native Landscape 2022							
B-01418	Native Landscape 2022 @Various	Maintenance Preservation	Contract Maintenance of planted Native Landscape locations	$148,600	$148,600	$0	15-Mar-2022
Native Landscape 2023							
B-01467	Native Landscape 2023 @ Various	Maintenance Preservation	Contract Maintenance of planted Native Landscape locations	$152,500	$152,500	$0	14-Mar-2023
Native Landscape 2024							
B-01525	Native Landscape 2024 @ Various	Maintenance Preservation	Contract Maintenance of planted Native Landscape	$156,500	$156,500	$0	19-Mar-2024

Report Source: cpms_active.FY2025_5b

Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Native Landscape 2025							
B-01601	Native Landscape 2025 @ Various	Maintenance Preservation	Contract Maintenance of planted Native Landscape	$160,600	$160,600	$0	11-Mar-2025
New LRTP for 2050							
B-01502	New LRTP for 2050	Plan Modernization	New 2050 Long Range Transportation Plan	$500,000	$500,000	$0	1-Jan-2023
NonMotorized Travel Gaps							
B-01419	NonMotorized Travel Gaps @Various	Enhancements Modernization	Non-Motorized Travel Gap Infrastructure TBD	$1,500,000	$1,500,000	$0	1-Jan-2024
Non-MotorizedTravel 2014							
B-00938	Non-MotorizedTravel 2014 @ Various	Enhancements Modernization	Non-Motorized Travel Gap Infrastructure Construct priority gaps identified in the	$320,000	$320,000	$0	14-Aug-2018
Non-MotorizedTravel 2019							
B-01216	Non-MotorizedTravel 2019 @Various	Enhancements Modernization	Non-Motorized Travel Gap Infrastructure sidewalk gap on Grass Lake Road from Deep Lake Road	$200,000	$200,000	$0	22-Jan-2019
Non-MotorizedTravel 2020							
B-00737d 4 of 5	Non-MotorizedTravel 2020 @Various	Enhancements Modernization	Non-Motorized Travel Gap Infrastructure Sidewalk gap along Wadsworth Road between Cashmore	$200,000	$200,000	$0	1-Jan-2021
North Ave							
B-01582	North Ave Deep Lake Rd to US Rte 45	Resurface Preservation	Resurfacing	$1,515,000	$1,515,000	$0	1-Jan-2024
NPDES Phase 2 for 2019							
B-01217	NPDES Phase 2 for 2019 @Various	Drainage Preservation	National Pollution Discharge Elimination System Minimum Control Measures #5 & #6	$50,000	$50,000	$0	16-Apr-2019
NPDES Phase 2 for 2021							
B-01339	NPDES Phase 2 for 2021 @Various	Drainage Preservation	National Pollution Discharge Elimination System Minimum Control Measures #5 & #6	$50,000	$50,000	$0	1-Mar-2021
NPDES Phase 2 for 2023							
B-01469	NPDES Phase 2 for 2023 @ Various	Drainage Preservation	National Pollution Discharge Elimination System Minimum Control Measures #5 & #6	$50,000	$50,000	$0	1-Jan-2023
NPDES Phase 2 for 2025							
B-01602	NPDES Phase 2 for 2025 @ Various	Drainage Preservation	National Pollution Discharge Elimination System	$50,000	$50,000	$0	1-Jan-2025

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Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Old McHenry Rd							
B-01020a 1 of 2	Old McHenry Rd @ Downtown to Long Grove	Roadway Modernization	Roadway Reconstruction with drainage improvements	$959,400	$959,400	$0	20-Feb-2018
D-00351	Old McHenry Rd @ IL Rte 22	Intersection Modernization	County Share of IDOT Project to Widen IL Rte 22 from Quentin Rd to IL Rte 83	$47,200	$47,200	$0	1-Jan-2019
B-01378	Old McHenry Rd @ U.S. Rte 12	Intersection Modernization	Modify Old McHenry Road to receive dual left from U.S. Rte 12. Modify Traffic Signals	$103,900	$103,900	$0	12-Feb-2019
B-01484	Old McHenry Rd Quentin Road to IL 22	Resurface Preservation	Microsurfacing	$395,000	$395,000	$0	1-Jan-2023
B-01590	Old McHenry Rd US Rte 12 to Midlothian	Resurface Preservation	Microsurfacing	$435,000	$435,000	$0	1-Jan-2025
OPlaine Rd							
B-01193	OPlaine Rd @ IL Rte 120	Signals Modernization	LCDOT share of IDOT HISP Safety Project to modernize traffic signals at intersection.	$100,000	$100,000	$0	1-Jun-2018
O'Plaine Rd							
B-01583	O'Plaine Rd IL Rte 120 to Il Rte 137	Resurface Preservation	Microsurfacing	$525,000	$525,000	$0	1-Jan-2024
OPlaine Road							
B-01453	OPlaine Road S. of Washington	Drainage Preservation	Clean ditch or re-route pipe in ditch on O'Plaine south of washington	$125,000	$125,000	$0	13-Oct-2020
Ordinance Consolidation							
B-01364	Ordinance Consolidation @various	Plan Modernization	Consolidate Access and Utility/Facility Ordinances	$1,900	$1,900	$0	29-Mar-2016
Paratransit DAR Expan							
B-00726g 4 of 5	Paratransit DAR Expan @Various	Paratransit Expansion	Ride Lake County Central Project Sales Tax Implementation Plan	$22,100	$22,100	$10,700	1-Jun-2015
B-00726f 3 of 5	Paratransit DAR Expan @Various	Paratransit Expansion	Ride Lake County West Project Sales Tax Implementation Plan	$962,000	$962,000	$548,500	1-Jan-2017
B-00726h 5 of 5	Paratransit DAR Expan @ Various	Paratransit Expansion	Ride Lake County Central Project Sales Tax Implementation Plan	$496,200	$496,200	$257,100	12-Mar-2019
Paratransit Initiatives							
B-00726a 1 of 5	Paratransit Initiatives	Paratransit Expansion	Sales Tax Implementation Plan Paratransit initiatives	$926,800	$926,800	$0	1-Oct-2012

Report Source: cpms_active.FY2025_5b

Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Paratransit Sen Planner							
B-00749	Paratransit Sen Planner Staff Position	Paratransit Expansion	Sales Tax Implementation Plan Position starts in 2011	$621,600	$621,600	$0	1-Jan-2009
Patriot Path							
B-01181a 1 of 4	Patriot Path DesPlaines R Trail to Sage Court	Bikepath Modernization	Stage I of Patriot Path from DesPlaines River Trail to Robert McClory Trail	$11,008,800	$7,051,400	$395,700	1-Jan-2025
B-01181d 4 of 4	Patriot Path IL Rte 41 to Robert McClory BP	Bikepath Modernization	Stage IV of Patriot Path from IL Rte 41l to Robert McClory Trail	$6,800,800	$1,854,800	$494,300	1-Jan-2025
Patrol 1 Mat Drainage 20							
B-01270b 2 of 3	Patrol 1 Mat Drainage 20 @various	Patrol 1 Preservation	Materials for drainage Funds in B-01270a	$100	$100	$0	12-May-2020
Patrol 1 Mat Drainage 21							
B-01343b 2 of 3	Patrol 1 Mat Drainage 21 @various	Patrol 1 Preservation	Materials for Drainage Funds in B-01343a	$100	$100	$0	1-Mar-2021
Patrol 1 Mat Drainage 22							
B-01404b 2 of 3	Patrol 1 Mat Drainage 22 @various	Patrol 1 Preservation	Materials for Drainage Funds In A PIN	$100	$100	$0	1-Mar-2022
Patrol 1 Mat Drainage 23							
B-01477b 2 of 3	Patrol 1 Mat Drainage 23 @ Various	Patrol 1 Preservation	Materials for Drainage Funds in A PIN	$100	$100	$0	1-Mar-2023
Patrol 1 Mat Drainage 24							
B-01527b 2 of 3	Patrol 1 Mat Drainage 24 @ Various	Patrol 1 Preservation	Materials for Drainage Funds in A PIN	$100	$100	$0	1-Mar-2024
Patrol 1 Mat Paint 2020							
B-01270c 3 of 3	Patrol 1 Mat Paint 2020 @various	Patrol 1 Preservation	Materials for Paint and Beads Funds in B-01270a	$100	$100	$0	17-Mar-2020
Patrol 1 Mat Paint 2021							
B-01343c 3 of 3	Patrol 1 Mat Paint 2021 @various	Patrol 1 Preservation	Materials for Paint and Beads Funds in A PIN	$100	$100	$0	1-Mar-2021
Patrol 1 Mat Paint 2022							
B-01404c 3 of 3	Patrol 1 Mat Paint 2022 @various	Patrol 1 Preservation	Materials for Paint and Beads Funds in A PIN	$100	$100	$0	1-Mar-2022
Patrol 1 Mat Paint 2023							
B-01477c 3 of 3	Patrol 1 Mat Paint 2023 @ Various	Patrol 1 Preservation	Materials for Paint and Beads Funds in A PIN	$100	$100	$0	1-Mar-2023

Report Source: cpms_active.FY2025_5b

Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Patrol 1 Mat Paint 2024							
B-01527c 3 of 3	Patrol 1 Mat Paint 2024 @ Various	Patrol 1 Preservation	Materials for Paint and Beads Funds in A PIN	$100	$100	$0	1-Mar-2024
Patrol 1 Mat Salt 2020							
B-01565 2 of 2	Patrol 1 Mat Salt 2020 @Various	Patrol 1 Preservation	Winter De-iceing materials	$1,600,000	$1,600,000	$0	14-Apr-2020
Patrol 1 Mat Salt 2021							
B-01566 2 of 2	Patrol 1 Mat Salt 2021 @Various	Patrol 1 Preservation	Winter De-icing materials Renewal year	$1,435,300	$1,435,300	$0	14-Apr-2020
Patrol 1 Mat Salt 2022							
B-01567 2 of 2	Patrol 1 Mat Salt 2022 @Various	Patrol 1 Preservation	Winter Deicing Materials	$1,435,300	$1,435,300	$0	19-Apr-2022
Patrol 1 Mat Salt 2023							
B-01568 2 of 2	Patrol 1 Mat Salt 2023 @ Various	Patrol 1 Preservation	Winter De-icing Materials renewal year	$1,478,300	$1,478,300	$0	18-Apr-2023
Patrol 1 Mat Salt 2024							
B-01569 2 of 2	Patrol 1 Mat Salt 2024 @ Various	Patrol 1 Preservation	Winter De-icing Materials	$1,522,600	$1,522,600	$0	16-Apr-2024
Patrol 1 Mat Salt 2025							
B-01604	Patrol 1 Mat Salt 2025 @ Various	Patrol 1 Preservation	Winter De-iceing materials renewal year	$1,568,300	$1,568,300	$0	15-Apr-2025
Patrol 1 Materials 2020							
B-01270a 1 of 3	Patrol 1 Materials 2020 @Various	Patrol 1 Preservation	Materials for Road and Bikepath Maintenance Contract maintenance	$960,100	$960,100	$144,900	10-Sep-2019
Patrol 1 Materials 2021							
B-01343a 1 of 3	Patrol 1 Materials 2021 @Various	Patrol 1 Preservation	Materials for Road and Bikepath Maintenance Contract Maintenance	$982,900	$982,900	$152,200	15-Sep-2020
Patrol 1 Materials 2022							
B-01404a 1 of 3	Patrol 1 Materials 2022 @Various	Patrol 1 Preservation	Materials for Road and Bikepath Maintenance Contract Maintenance	$1,006,400	$1,006,400	$161,300	1-Sep-2021
Patrol 1 Materials 2023							
B-01477a 1 of 3	Patrol 1 Materials 2023 @ Various	Patrol 1 Preservation	Materials for Road and Bike Maintenance Contract Maintenance	$1,030,600	$1,030,600	$166,100	20-Sep-2022

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Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Patrol 1 Materials 2024							
B-01527a 1 of 3	Patrol 1 Materials 2024 @ Various	Patrol 1 Preservation	Materials for Road and Bike Maintenance Contract Maintenance	$1,055,500	$1,055,500	$171,000	19-Sep-2023
Patrol 1 Materials 2025							
B-01603a 1 of 3	Patrol 1 Materials 2025 @ Various	Patrol 1 Preservation	Materials for Road and Bikepath Maintenance	$982,900	$982,900	$149,200	17-Sep-2024
Pavement Management 2020							
B-01288	Pavement Management 2020 @Various	Eng Support Preservation	Re-Testing Pavements to provide updated data for the	$80,000	$80,000	$0	18-Aug-2020
Pavement Management 2021							
B-01340	Pavement Management 2021 @Various	Eng Support Preservation	Re-Testing Pavements to provide updated data for the	$80,000	$80,000	$0	17-Aug-2021
Pavement Management 2022							
B-01422	Pavement Management 2022 @Various	Eng Support Preservation	Re-Testing Pavements to provide updated data for the	$80,000	$80,000	$0	16-Aug-2022
Pavement Management 2023							
B-01470	Pavement Management 2023 @ Various	Eng Support Preservation	Re-Testing Pavements to provide updated data for the	$80,000	$80,000	$0	15-Aug-2023
Pavement Management 2024							
B-01528	Pavement Management 2024 @ Various	Eng Support Preservation	Re-Testing Pavements to provide updated data for the	$80,000	$80,000	$0	20-Aug-2024
Pavement Management 2025							
B-01605	Pavement Management 2025 @ Various	Eng Support Preservation	Re-Testing Pavements to provide updated data for the	$80,000	$80,000	$0	12-Aug-2025
Permits Engineer							
B-00719a 1 of 2	Permits Engineer	Eng Support Expansion	Consultant staff assistance to planning department prior to 2017.	$987,700	$987,700	$0	16-Jul-2014
Petite Lake Rd							
B-00818	Petite Lake Rd @ IL Rte 59	Intersection Modernization	County Share of IDOT Channelization Project	$13,500	$13,500	$0	4-Nov-2016
Prairie Road							
B-01500	Prairie Road Aptakisic to IL Route 22	Reconstruction Modernization	Intersection Improvement at Aptakisic Reconstruction of Prairie north from Aptakisic to Il Route 22	$6,210,000	$6,210,000	$0	1-Jan-2023

Report Source: cpms_active.FY2025_5b

Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Pulaski Dr. 14th Street							
B-01577	Pulaski Dr. 14th Street IL Rte 43 to IL Rte 131	Resurface Preservation	Microsurfacing	$180,000	$180,000	$0	1-Jan-2023
Pvmt MarkingMarkers 2020							
B-01289	Pvmt MarkingMarkers 2020 @Various	Maintenance Preservation	Replace Markings/Markers Replace Plastic Markings	$1,175,100	$1,175,100	$0	12-May-2020
Pvmt MarkingMarkers 2021							
B-01341	Pvmt MarkingMarkers 2021 @Various	Maintenance Preservation	Replace Markings/Markers Replace Plastic Markings	$1,223,900	$1,223,900	$0	18-May-2021
Pvmt MarkingMarkers 2022							
B-01424	Pvmt MarkingMarkers 2022 @Various	Maintenance Preservation	Replace Markers/Markings Replace Plastic Markings	$1,275,100	$1,275,100	$0	17-May-2022
Pvmt MarkingMarkers 2023							
B-01472	Pvmt MarkingMarkers 2023 @ Various	Maintenance Preservation	Replace Markings/Markers Replace Plastic Markings	$1,328,900	$1,328,900	$0	16-May-2023
Pvmt MarkingMarkers 2024							
B-01529	Pvmt MarkingMarkers 2024 @ Various	Maintenance Preservation	Replace Markings/Markers Replace Plastic Markings	$1,385,300	$1,385,300	$0	21-May-2024
Pvmt MarkingMarkers 2025							
B-01606	Pvmt MarkingMarkers 2025 @ Various	Maintenance Preservation	Replace Markings/Markers	$1,444,600	$1,444,600	$0	13-May-2025
Pvmt Rejuvenator 2020							
B-01442	Pvmt Rejuvenator 2020 @Various	Roadway Preservation	Application of liquid asphalt rejuvenator to pavements that were resurfaced/reconstructed the previous construction	$375,000	$375,000	$0	17-Mar-2020
Pvmt Rejuvenator 2021							
B-01443	Pvmt Rejuvenator 2021 @Various	Roadway Preservation	Application of liquid asphalt rejuvenator to pavements that were resurfaced/reconstructed the previous construction	$300,000	$300,000	$0	16-Mar-2021
Pvmt Rejuvenator 2022							
B-01444	Pvmt Rejuvenator 2022 @Various	Roadway Preservation	Application of liquid asphalt rejuvenator to pavements that were resurfaced/reconstructed the previous construction	$300,000	$300,000	$0	15-Mar-2022
Pvmt Rejuvenator 2023							
B-01459	Pvmt Rejuvenator 2023 @ Various	Roadway Preservation	Application of liquid asphalt rejuvenator to pavements that were resurfaced/reconstructed the previous construction	$300,000	$300,000	$0	14-Mar-2023

Summary TIP Report by Route - Carryforward

Fiscal Years 2020-2025 - Starting December 1, 2019

Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Pvmt Rejuvenator 2024							
B-01607	Pvmt Rejuvenator 2024 @ Various	Roadway Preservation	Application of liquid asphalt rejuvenator to pavements that were resurfaced/reconstructed the	$300,000	$300,000	$0	12-Mar-2024
Pvmt Rejuvenator 2025							
B-01608	Pvmt Rejuvenator 2025 @ Various	Roadway Preservation	Application of liquid asphalt rejuvenator	$300,000	$300,000	$0	11-Mar-2025
Quentin Rd							
B-00378a 1 of 2	Quentin Rd White Pine to S of IL Rte 22	Roadway Expansion	Add-Lanes Project Stage 2: Add-Lanes - White Pine to Cuba Rd East	$9,470,300	$4,342,000	$1,624,900	27-Apr-2018
B-00378b 2 of 2	Quentin Rd White Pine to IL Rte 22	Roadway Expansion	Gas Main (Nicor) relocation	$11,300,000	$5,900,000	$4,480,000	27-Apr-2018
B-01572	Quentin Rd @ IL 22	Enhancements Modernization	Sidewalk and Pedestrian Accommodations at Quentin Road and IL Route 22	$330,000	$330,000	$0	14-Jul-2020
Quentin Rd Old McHenry							
B-01546	Quentin Rd Old McHenry IL Rte 22 to Fairfield	Reconstruction Expansion	Phase 1 Study Reconstruction/ Widening Possible Grade Separation	$80,825,400	$50,345,400	$0	1-Jan-2025
Replace Video Detection							
B-01614	Replace Video Detection Various	Signals Modernization	Replace outdated video detection equipment at traffic signals.	$585,000	$585,000	$0	1-Apr-2021
Retaining Wall Maint2022							
B-01425	Retaining Wall Maint2022 Fairfield Rd to N of IL 60	Maintenance Preservation	Fairfield N of IL 60 walls 3 and 4	$550,000	$550,000	$0	9-Feb-2021
River Rd							
E-00564c 3 of 3	River Rd @ Roberts Rd	Intersection Modernization	Roundabout CMAQ funding at 80%	$327,400	$327,400	$0	17-Jan-2014
Riverwoods Rd							
B-01494	Riverwoods Rd IL Rte 22 to Saunders Rd	Resurface Preservation	Resurfacing	$2,780,000	$2,780,000	$0	1-Jan-2024
Road Districts 2020							
B-01290	Road Districts 2020 @Various	Road Districts Preservation	Township Motor Fuel Tax Projects Resurfacings	$500,000	$0	$40,000	17-Mar-2020
Road Districts 2021							
B-01342	Road Districts 2021 @Various	Road Districts Preservation	Township Motor Fuel Tax Projects Resurfacings	$500,000	$0	$40,000	1-Mar-2021

Report Source: cpms_active.FY2025_5b

Summary TIP Report by Route - Carryforward

Fiscal Years 2020-2025 - Starting December 1, 2019

Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Road Districts 2022							
B-01426	Road Districts 2022 @Various	Road Districts Preservation	Township Mortor Fuel Tax Projects Resurfacings	$500,000	$0	$40,000	1-Jan-2022
Road Districts 2023							
B-01473	Road Districts 2023 @ Various	Road Districts Preservation	Township Mortor Fuel Tax Projects Resurfacings	$500,000	$0	$40,000	1-Jan-2023
Road Districts 2024							
B-01530	Road Districts 2024 @ Various	Road Districts Preservation	Township Motor Fuel Tax Projects Resurfacings	$500,000	$0	$40,000	16-Apr-2024
Road Districts 2025							
B-01609	Road Districts 2025 @ Various	Road Districts Preservation	Township Mortor Fuel Tax Projects	$500,000	$0	$40,000	1-Jan-2025
Road Enhancements 2018							
B-01184b	Road Enhancements 2018 @Various	Enhancements Modernization	Annual Joint Program of Roadside Enhancements Cedar Lake Rd @ Monaville Road	$100,000	$100,000	$0	12-May-2020
Robert McClory Bike Path							
B-01192	Robert McClory Bike Path @Scranton Ave.	Bikepath Modernization	Reconstruct Robert McClory Bike Path Bridge over Scranton Ave.	$287,600	$100,000	$0	1-Jan-2019
Rollins Rd							
B-00731b 2 of 3	Rollins Rd @ CN RR to @ IL Rte 83	Railroad Expansion	Advance Utility Relocation Contract ComEd Advance contract for the relocation of one (1) transmission	$904,400	$904,400	$0	20-May-2012
B-00731a 1 of 3	Rollins Rd @ CN RR to @ IL Rte 83	Intersection Expansion	Rollins Rd Gateway Improvement RR underpass	$551,600	$458,900	$686,400	3-Jun-2013
B-00982	Rollins Rd 24848 Rollins Rd	Drainage Preservation	Approximately 750 LF of Storm Sewer / drainage improvements along Rollins Rd from 24848 south	$23,500	$23,500	$0	19-Jul-2017
B-01495	Rollins Rd Fairfield Rd to IL Rte 83	Resurface Preservation	Resurfacing	$2,825,000	$2,825,000	$0	1-Jan-2025
Rollins Rd Culvert(CR17)							
B-01373b 2 of 2	Rollins Rd Culvert(CR17) @Various	Culverts Preservation	Rollins Road 3000 Feet West of Fairfield Road Culvert ID769	$13,500	$13,500	$0	17-Jul-2018
Rollins Sidewalk NMT16							
B-00996	Rollins Sidewalk NMT16 @ Various	Enhancements Modernization	Formerly Non-Motroized Travel 2016 Non-Motorized Travel Gap Infrastructure	$77,600	$77,600	$0	17-Apr-2018

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Summary TIP Report by Route - Carryforward

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ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Russell Rd							
B-01535	Russell Rd Lewis Ave to Sheridan Rd	Resurface Preservation	Resurfacing	$1,400,000	$1,400,000	$0	1-Feb-2021
B-01578	Russell Rd Kilbourne to IL Rte 131	Resurface Preservation	Resurfacing	$1,865,000	$1,865,000	$0	1-Jan-2023
Russell Road							
B-01445a 1 of 3	Russell Road @Kilbourne Road	Intersection Modernization	Intersection Improvement possible roundabout or new signals	$2,704,800	$2,704,800	$0	1-Jan-2024
B-01445b 2 of 3	Russell Road @Kenosha Road	Intersection Modernization	Intersection Improvement possible roundabout or new signals	$750,000	$750,000	$0	1-Jan-2024
B-01445c 3 of 3	Russell Road @ Lewis Road	Intersection Modernization	Intersection Improvement possible roundabout or new signals	$750,000	$750,000	$0	1-Jan-2024
Sign Inventory 2021.2023							
B-01560	Sign Inventory 2021.2023	Enhancements Modernization	Sign Inventory System Maintenance	$29,100	$29,100	$0	1-Jan-2021
Sign Inventory 2023.2026							
B-01563	Sign Inventory 2023.2026	Enhancements Modernization	Sign Inventory System Maintenance	$29,100	$29,100	$0	1-Jan-2023
Sign Inventory Syst19.20							
B-01559	Sign Inventory Syst19.20	Enhancements Modernization	Sign Inventory System Maintenance for 2019 and 2020 Maintenance	$11,000	$11,000	$0	1-Jul-2019
Signal Controller Upgrad							
B-01615	Signal Controller Upgrad @ Various	Signals Modernization	Upgrade traffic signal controllers at IDOT & County intersections and major IDOT intersections.	$571,000	$571,000	$0	1-Apr-2021
Signal ControllerUpgrade							
B-01544	Signal ControllerUpgrade @ Various	Signals Modernization	Upgrade traffic signal controllers and/or communications at 55 LCDOT traffic signals to allow	$92,000	$92,000	$0	16-Jul-2019
Signal Coordination 2018							
B-01143	Signal Coordination 2018 @Various	Signals Modernization	Traffic Signal Coordination and Re-Timing Coordination and re-timing of the traffic signals at	$16,500	$16,500	$0	19-Jun-2018
Signal Maintenance 2019							
B-01226	Signal Maintenance 2019 @Various	Patrol 1 Preservation	Traffic Signal Maintenance Signals maintained for other local governments and	$28,200	$28,200	$0	14-Aug-2018

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Summary TIP Report by Route - Carryforward

Fiscal Years 2020-2025 - Starting December 1, 2019

Selected: [Cost Year = 6-Years: FY2020 to FY2025] (344 projects)

ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Signal Maintenance 2020							
B-01269	Signal Maintenance 2020 @Various	Patrol 1 Preservation	Traffic Signal Maintenance Signals maintained for other local governments and for	$1,026,300	$1,026,300	$579,200	6-Aug-2019
Signal Maintenance 2021							
B-01346	Signal Maintenance 2021 @Various	Patrol 1 Preservation	Traffic Signal Maintenance Signals maintained for other local governments and for	$1,478,100	$1,478,100	$602,900	1-Mar-2021
Signal Maintenance 2022							
B-01429	Signal Maintenance 2022 @Various	Patrol 1 Preservation	Traffic Signal Maintenance Signals maintained for other local governments and for	$1,632,900	$1,632,900	$627,600	1-Jan-2022
Signal Maintenance 2023							
B-01513	Signal Maintenance 2023 @Various	Patrol 1 Preservation	Traffic Signal Maintenance	$1,714,400	$1,714,400	$653,500	16-Aug-2022
Signal Maintenance 2024							
B-01532	Signal Maintenance 2024 @ Various	Patrol 1 Preservation	Traffic Signal Maintenance	$1,800,100	$1,800,100	$680,600	20-Aug-2024
Signal Maintenance 2025							
B-01610	Signal Maintenance 2025 @ Various	Patrol 1 Preservation	Traffic Signal Maintenance	$1,890,100	$1,890,100	$714,600	12-Aug-2025
Signal Performance Meas.							
B-01222	Signal Performance Meas. @Various	Signals Modernization	Automated Traffic Signal Performance Measures	$396,500	$396,500	$0	10-Sep-2019
Signal Timing Research							
B-01570	Signal Timing Research @ Various	Signals Modernization	Emissions-Based Traffic Signal Optimization Research	$150,000	$150,000	$0	26-Aug-2020
Skokie Valley Bike Trail							
B-01150	Skokie Valley Bike Trail N side Lake Cook to Dempster	Bikepath Modernization	New bridge over Lake Cook Rd. and bike path connection to Cook County. Lake County is lead agency for	$1,674,300	$333,900	$0	15-Dec-2020
Skokie Valley BP Culvert							
B-01618	Skokie Valley BP Culvert @ Various	Culverts Preservation	SVBP project for 4 culverts under the bikepath.	$450,000	$450,000	$0	15-Sep-2020
Snow Fence							
B-01363	Snow Fence Hunt Club Road	Maintenance Preservation	Pilot program to add permanent snow fence	$20,000	$20,000	$0	20-Aug-2019

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Fiscal Years 2020-2025 - Starting December 1, 2019

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ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Snow Proof Visor Project							
B-01369	Snow Proof Visor Project @Various Locations	Signals Modernization	Installation of snow proof visor for overhead red indications HSIP Funds	$927,300	$311,000	$0	12-Jun-2020
SOV Reduction Study							
B-01344	SOV Reduction Study	Plan Modernization	Planning study to look at emerging technologies	$584,000	$584,000	$469,600	1-Jan-2019
SPM Research Pool							
B-01571	SPM Research Pool	Enhancements Modernization	Transportation Pooled Funded Program-Signal Performance Measures	$75,000	$75,000	$0	26-Aug-2020
St. Marys Culverts							
B-01511	St. Marys Culverts @ Metra MD-N	Culverts Preservation	Replacement of culverts #8069 and #831 on St. Mary's Road at the Mretra Milwaukee District North Line corssing.	$56,000	$56,000	$0	6-Aug-2019
St. Marys Rd							
B-01381	St. Marys Rd IL Rte 176 to IL Rte 60	3R Preservation	3R Resurfacing	$4,040,000	$4,040,000	$0	15-Dec-2020
Stearns School Culvert							
B-01499	Stearns School Culvert East of Hutchins	Culverts Preservation	1300' East of Hutchins	$1,938,500	$1,938,500	$0	1-Jan-2023
Stearns School Rd							
B-01392	Stearns School Rd Hutchins Road to US Rte 41	Resurface Preservation	Resurfacing Hutchins Rd to Hunt Club Rd-Mill 2.50", 4.50" HMA Overlay	$45,500	$45,500	$0	19-Jun-2018
B-01102	Stearns School Rd @ Tollway	Bridges Preservation	Tollway led project	$4,520,300	$4,520,300	$0	1-Oct-2020
B-01361	Stearns School Rd @U.S. Rte 41	Intersection Modernization	Add dual lefts and a right turn lane on US 41. Add dual rights on Stearns School Rd	$3,352,300	$537,300	$0	29-Mar-2021
B-01496	Stearns School Rd US Rte 45 to Hutchins	Resurface Preservation	Resurfacing	$1,200,000	$1,200,000	$0	1-Jan-2023
Street Light Upgrades							
B-01014a 1 of 2	Street Light Upgrades @Various	Roadway Modernization	Upgrade street lighting systems to LED at roundabouts, underpasses	$17,200	$17,200	$0	19-Jun-2018
Street Lighting Upgrade							
B-01014b 2 of 2	Street Lighting Upgrade @various	Roadway Modernization	Upgrade street lighting systems to LED at 379 street lights at signalized intersections. Also	$190,900	$190,900	$0	12-Mar-2019

Report Source: cpms_active.FY2025_5b

Summary TIP Report by Route - Carryforward

Fiscal Years 2020-2025 - Starting December 1, 2019

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ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
TCAS Maintenance 2019							
B-01310	TCAS Maintenance 2019 @Various	Signals Modernization	3 year Maintenance Agreement (Contract) For the maintenance of and upgrades to the Traffic Collision	$22,000	$22,000	$0	14-May-2019
TCAS Maintenance 2022							
B-01533	TCAS Maintenance 2022 @ Various	Signals Modernization	3 year Maintenance Agreement (Contract)	$30,000	$30,000	$0	1-Jan-2022
TCAS Maintenance 2025							
B-01611	TCAS Maintenance 2025 @ Various	 Modernization	3 year Maintenance Agreement (Contract)	$10,000	$10,000	$0	13-May-2025
TMC Manager							
B-01042	TMC Manager	Eng Support Expansion	Sales Tax Implemenation Plan Additional LCDOT TMC Staff	$874,200	$874,200	$0	1-Dec-2014
Txf Funds for Bond #3							
B-00943	Txf Funds for Bond #3 Regular Bonds	Bonds Fund Transfer	Bond #3 of the Sales Tax Implementation Plan Bond Series 2013A	$0	$17,063,000	$0	1-Jan-2013
Txf Funds for Bond #4							
B-01153	Txf Funds for Bond #4 Regular Bonds	Bonds Fund Transfer	Bond # 4 of the Sales Tax Implementation Plan Bond Series 2019 Refunding Bonds	$0	$32,915,600	$0	1-Jan-2015
US Rte 45							
B-00727a 1 of 3	US Rte 45 Millburn to Bypass	Roadway Expansion	Millburn Community Preservation Bypass Improvement Millburn Bypass 5-Lanes	$13,952,400	$13,952,400	$0	27-Apr-2018

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ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Wadsworth Rd							
B-00307a 1 of 4	Wadsworth Rd @ IL Rte 131	Intersection Expansion	Intersection improvement Assume max CMAQ funding for P only = $600K	$1,252,600	$1,252,600	$0	8-Mar-2013
B-00737b 2 of 5	Wadsworth Rd @ Dilleys Rd	Intersection Modernization	Intersection Improvement Modify west leg to match existing bridge approach	$3,229,100	$3,229,100	$0	14-Apr-2020
B-00737e 5 of 5	Wadsworth Rd East US Rte 41 to DesPlaines River	Intersection Modernization	Widen East leg of Wadsworth at US 41 extend center turn lane	$1,833,800	$1,833,800	$0	14-Apr-2020
B-00737c 3 of 5	Wadsworth Rd @ Kilbourne Rd	Intersection Modernization	Intersection Improvement See B-737a for P $	$325,000	$325,000	$0	1-Jan-2021
B-01119	Wadsworth Rd @ Lewis Ave	Intersection Modernization	Intersection Improvement Construct 5-lane section on Wadsworth Rd (presently 3	$4,501,100	$1,714,200	$0	1-Jan-2021
B-01402a 1 of 2	Wadsworth Rd IL 131 to Sheridan Road	3R Preservation	3R Resurfacing	$4,200,000	$4,200,000	$0	1-Jan-2023
B-00737a 1 of 5	Wadsworth Rd @ US Rte 41	Intersection Expansion	Intersection Improvement Make federally eligible	$4,454,100	$4,454,100	$0	1-Jan-2025
Wadsworth Storm Sewer							
B-01402b 2 of 2	Wadsworth Storm Sewer @ Robert McClory	Maintenance Preservation	Wadsworth Road E of Lewis.	$279,100	$279,100	$0	11-Feb-2020
Washington Culvert CR20							
B-01370	Washington Culvert CR20 @ Culvert 909	Culverts Preservation	Formerly Culvert Replacements 2020 Washington Street	$114,300	$114,300	$0	14-May-2019
Washington St							
B-00944a 1 of 2	Washington St @ CN RR to Haryan to Lake St	Roadway Expansion	Railroad Underpass Lies within, but is separate from, "Wash St Thoroughfare"	$2,751,900	$793,500	$1,624,200	21-Nov-2014
B-00945	Washington St Hainesville Rd to Haryan Way	Roadway Expansion	Add-Lanes Improve to 5-lane roadway section	$0	$0	$286,400	19-May-2015
B-01264	Washington St @ 400 ft W of I-94	Drainage Preservation	Restore Drainage channel on south side of Washington Street	$1,000	$1,000	$0	19-Jun-2018
B-01479	Washington St Lake St to US Rte 45	Resurface Preservation	Resurfacing	$2,425,000	$2,425,000	$0	1-Feb-2021
Washington St BP (NMT17)							
B-01088	Washington St BP (NMT17) Lancer Lane to Mainsail	Enhancements Modernization	Non-Motorized Travel Gap Infrastructure South side of Washington Street	$191,400	$191,400	$0	16-Apr-2019

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ROUTE/PIN		Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date
Weiland Rd							
E-00259b 2 of 4	Weiland Rd Lake Cook Rd to Deerfield Pkwy	Roadway Expansion	Stage II of IV Part of Buffalo Grove Transp. Agrmt.	$16,427,000	$8,140,000	$1,437,400	26-Apr-2019
E-00259c 3 of 4	Weiland Rd Deerfield Pkwy to Aptakisic Rd	Roadway Expansion	Stage III of IV Weiland Rd expansion project	$14,181,700	$4,213,100	$1,430,200	20-Sep-2019
E-00259a 1 of 4	Weiland Rd Aptakisic Rd to Prairie Rd	Roadway Expansion	Stage I of IV New Roadway-Realignment of Prairie Rd	$556,200	$556,200	$628,200	1-Jan-2025
Wetland Mitigation							
B-00615a 1 of 2	Wetland Mitigation Buffalo Creek	Plan Expansion	Mitigation Plan & Const on no-cost LCFPDapproved site	$337,800	$337,800	$0	18-Jul-2017
Wilson Rd							
B-00842	Wilson Rd @ IL Rte 60	Intersection Modernization	IDOT Project - Traffic Signals and Turn Lanes Provide separate left-turn channelization at each of the 3	$21,100	$21,100	$0	1-Apr-2017
D-00594	Wilson Rd @ Nippersink Rd	Intersection Modernization	Preferred alternative signalized intersection Requires retaining walls to minimize wetland impact	$576,000	$576,000	$13,000	18-Jul-2017
Winchester Rd							
B-01573	Winchester Rd IL Rte 83 to Butterfield Rd	Resurface Preservation	Resurfacing	$1,300,000	$1,300,000	$0	1-Jan-2022
B-01365	Winchester Rd @ IL Rte 83	Intersection Modernization	Intersection Improvement	$2,439,400	$2,439,400	$1,050,000	8-Mar-2022
Winchester Rd Culvert							
B-01501	Winchester Rd Culvert 420' West of Metra	Culverts Preservation	Winchester Rd Culvert # 982 located 420' west of Metra RR Tracks	$870,000	$870,000	$0	1-Jan-2023
York House Rd							
B-01534	York House Rd Delany Rd to IL Rte 131	Resurface Preservation	Resurfacing	$1,327,000	$1,327,000	$0	1-Jan-2022
York House Road							
B-01509	York House Road Green Bay Road to Sheridan Rd	Reconstruction Modernization	Widening and resurfacing 2 lanes to 3 lanes	$9,800,000	$9,800,000	$0	1-Jan-2024

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Fiscal Years 2020-2025 - Starting December 1, 2019

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ROUTE/PIN	Worktype/Category	Description	6-Year Total Cost	6-Year County Cost	6-Year County Revenue	Program Date

6-Year Tax Fund Totals

Fund Type	Tax Fund Expenditures	Tax Fund Revenues
CB/CBR	$27,103,200	$0
MFT/MFTR	$139,002,800	$4,803,100
MT/MTR	$55,261,700	$159,900
ST/STR	$321,680,900	$26,204,300
TOTAL	$543,048,600	$31,167,300

Report Source: cpms_active.FY2025_5b

Endorsed June 3, 2020

Shane E. Schneider, P.E.
Director of Transportation | County Engineer

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