



McHenry County
Five Year Transportation Program
2016 - 2020

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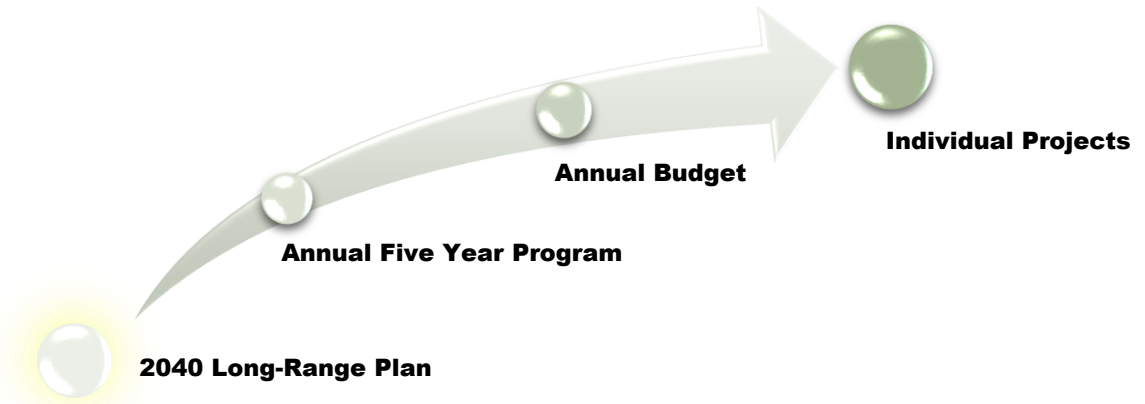
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1. Executive Summary

The McHenry County 2016-2020 Five Year Transportation Program (“the 2016-2020 Program”) is a financial and planning tool required by State statute to assist with the development of the annual budget and is consistent with the County’s transportation and strategic plans (See Figure 1). The 2016-2020 Program includes information to better coordinate and leverage the annual appropriations of federal and state dollars administered by the Metropolitan Planning Organization and the State Department of Transportation, as recommended by the County’s 2014 Strategic Plan and as outlined in the County Board approved 2016 Action Plan. As required by State statute it contains a list of major improvements anticipated within five years, an estimate of revenues which will become available during that period, and states the work the County intends to undertake with respect to planning, design, construction, maintenance, and other related efforts.

Figure 1: County Strategic Plan Implementation

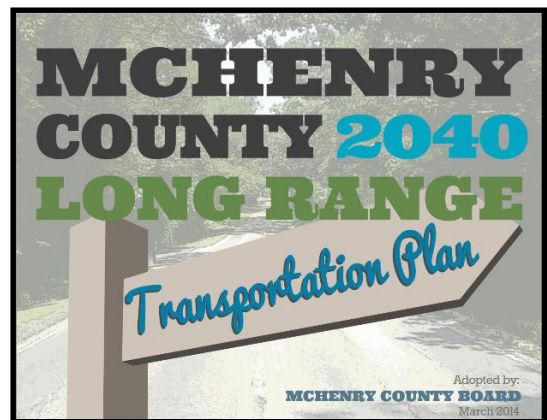


The 2016-2020 Five Year Transportation Program is an update to the McHenry County Long-Range Transportation Plan (“the 2040 Plan”) approved in March 2014. The 2016-2020 Program also conforms to Vision and Strategies for Quality Infrastructure contained in the County’s Strategic Plan.

McHenry County 2040 Long-Range Transportation Plan

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

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

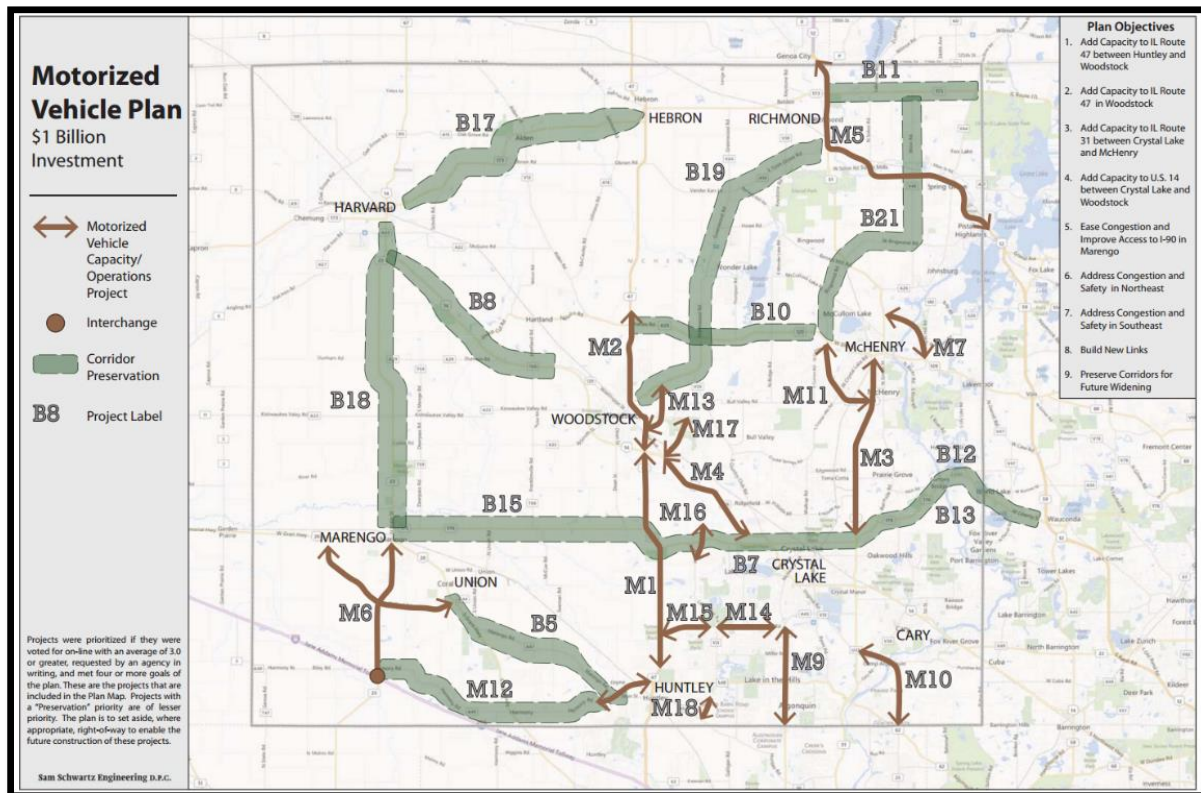


After three years of soliciting input from the public, four transportation projects were identified and consistently supported by the public, local agencies, and local businesses. The top four projects identified as part of the 2040 planning process are:

- Illinois Route 47** **Between Reed Road in Huntley and U.S. 14 in Woodstock**
- Illinois Route 47** **Between U.S. 14 and Charles Road in Woodstock**
- Illinois Route 31** **Between IL 176 in Crystal Lake and IL 120 in McHenry**
- Metra Union Pacific Northwest** **Commuter Rail Line Upgrades**

The 2040 Plan outlines in detail the plan’s project priorities by mode of travel. Figure 2, Figure 4, and Figure 5 highlight the motorized vehicles, transit, and bicycle and pedestrian plans, respectively. These Figures show total investment, plan objectives, and project labels (see the 2040 Plan Appendices for more details on specific project identified in these plans).

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



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

Figure 3: The 2040 Plan Annual Average Investment

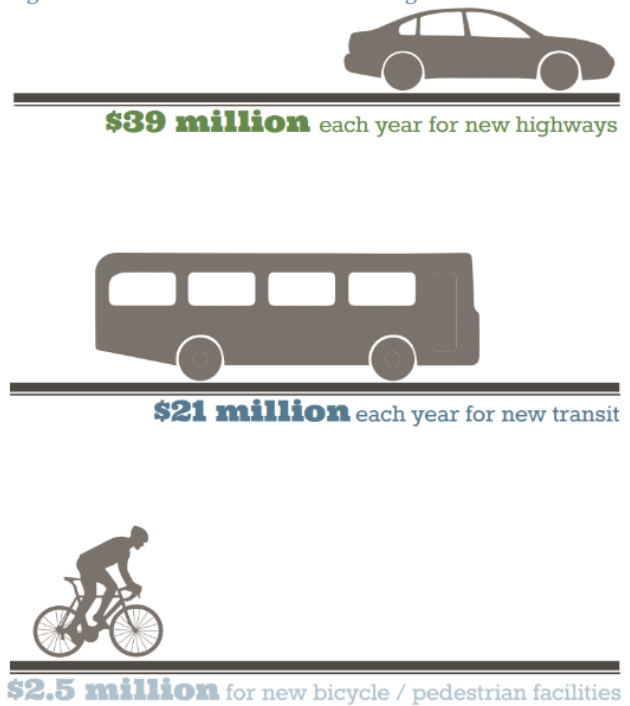
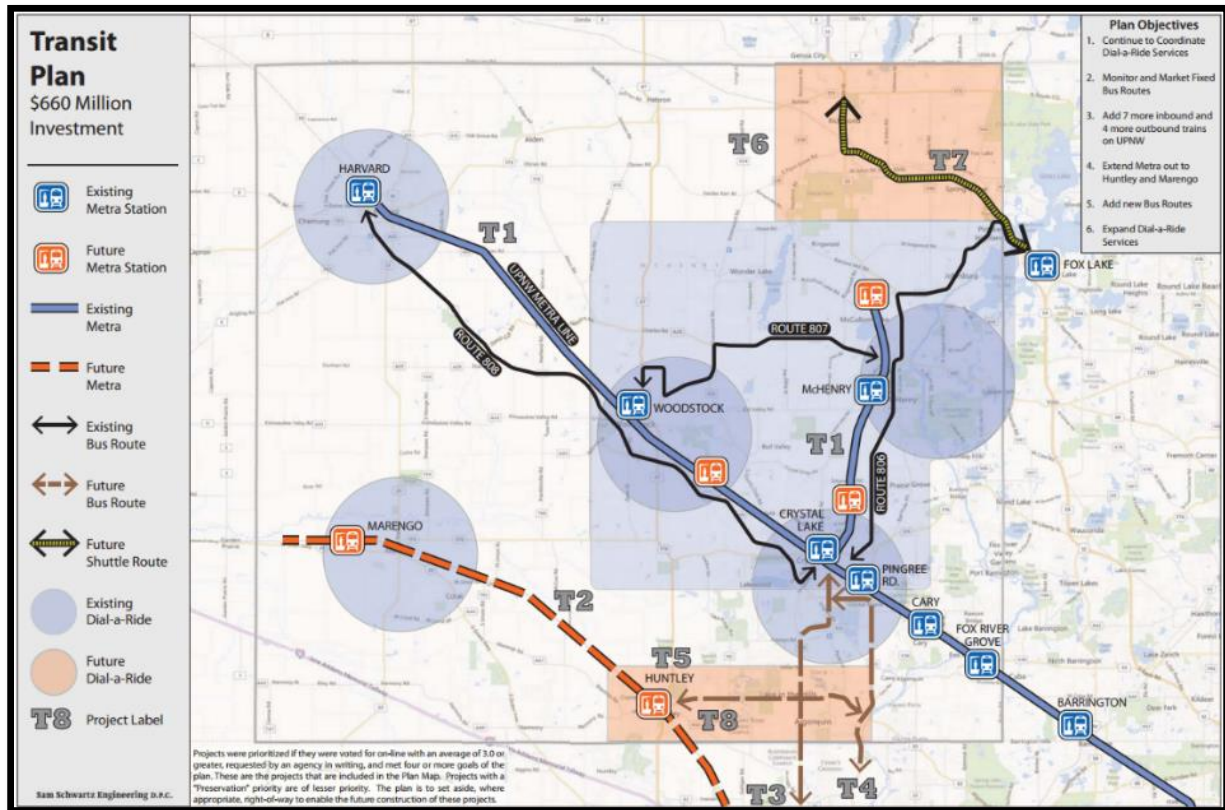


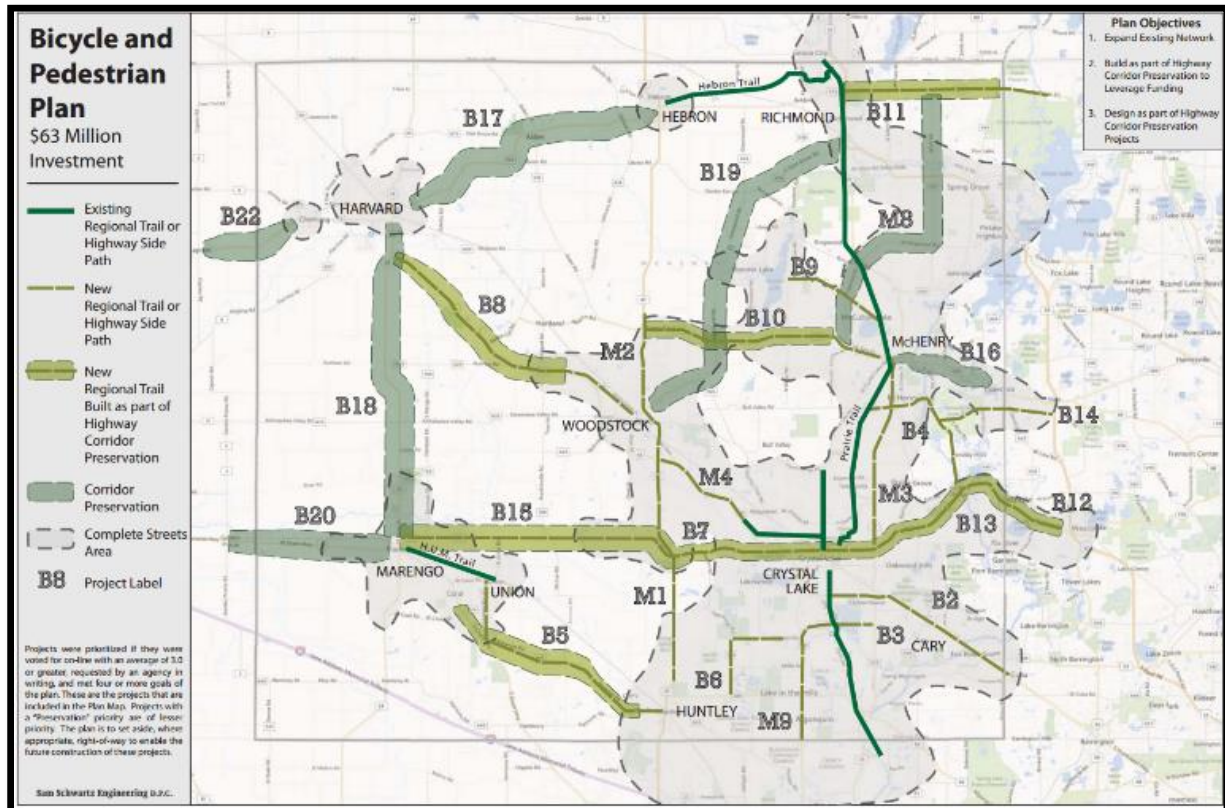
Figure 4: Transit Plan, the 2040 Plan (pg. 83)



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

- 1 Build legislative support for Metra service upgrades
- 2 Prioritize preventative maintenance on roadways
- 3 Leverage State funding for bicycle and pedestrian infrastructure and corridor preservation along State and U.S. Highways
- 4 Build more robust local road networks including accommodations for all users to mitigate local traffic congestion

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

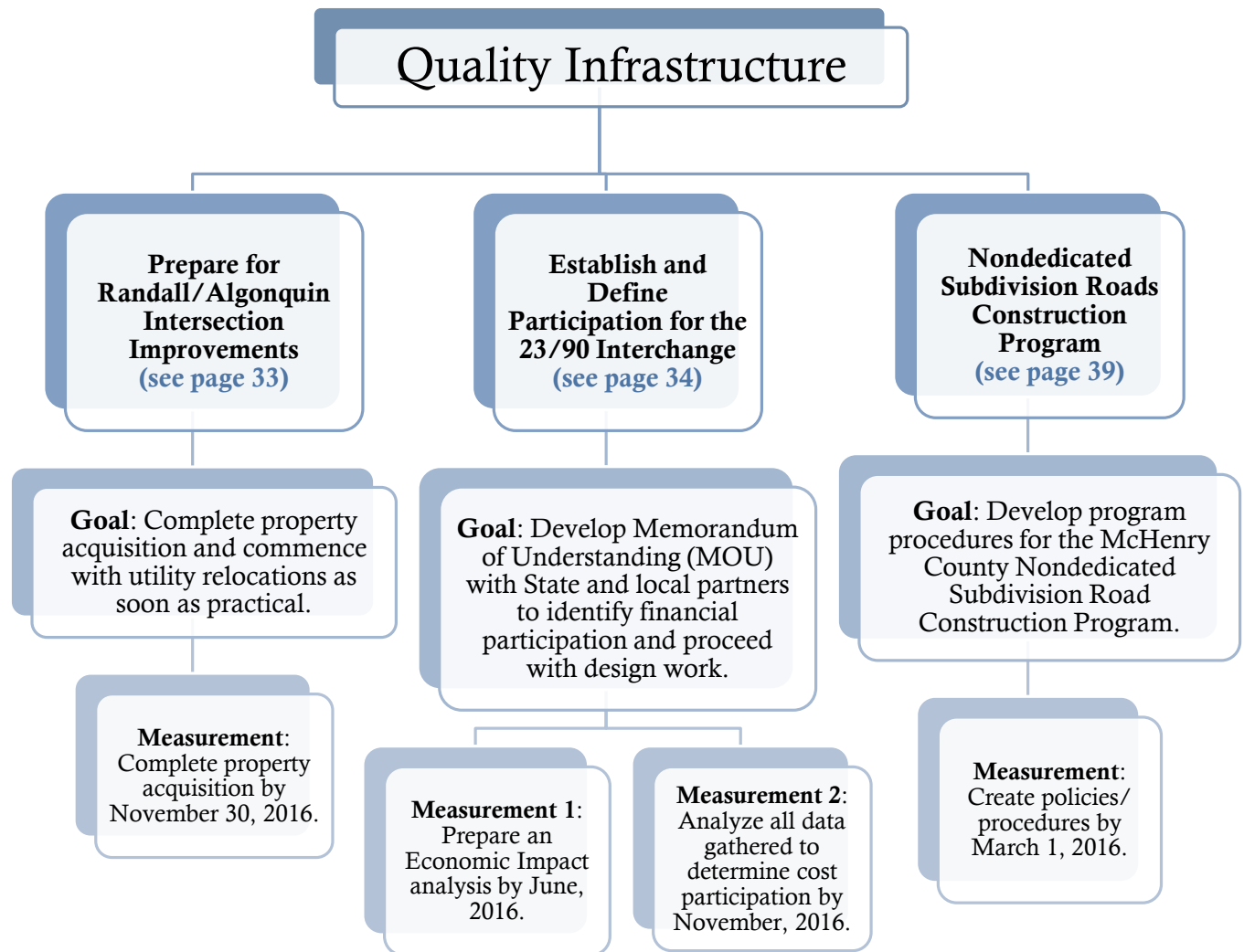


2016 Action Plan for McHenry County

On January 5, 2016 the County Board adopted a new Action Plan for McHenry County. The 2016 Action Plan sets goals for McHenry County government in 2016 and provides a framework for the Division of Transportation activities and investments through implementation strategies. The Division of Transportation works to implement the Quality Infrastructure section of the Action Plan (See Figure 6) through the Long-Range Transportation Plan, the Five Year Transportation Program, the annual budget, and individual projects.

The 2016-2020 Program represents McHenry County’s continued commitment to help alleviate travel constraints while meeting its obligation to preserve and protect the taxpayers’ investment in transportation infrastructure.

Figure 6: McHenry County 2016 Action Plan, Quality Infrastructure Section



2015 Highlights

The McHenry County Division of Transportation expended \$28,313,046 in 2015 to maintain and improve the County's transportation network. Highlights from 2015 includes:

Completed

- 38 lane miles of crack seal pavement preservation
- 25 lane miles of resurfacing
- Noe Road Realignment/Bridge Removal
- Oak Grove Road Ditch Stabilization
- Harmony Road Culvert Replacement
- Wilmot Road Bridge Deck Replacement

Continued Construction

- The Charles J. Miller Road project
- Franklinville Road Bridge Replacement

2016-2020 Program Highlights

The McHenry County 2016-2020 Five Year Transportation Program includes \$213.2 million in project expenditures, including:

- \$51,000,000 for capacity and operational changes to Randall Road (\$33.9 M from County funds).
- \$12,042,131 for the last two annual payments to retire the debt service for the 2007 issuance of \$50,000,000 in debt certificates.
- \$6,670,000 to complete the Charles J. Miller Road widening project in FY2016 (\$3.3 from County)
- \$32,000,000 for an interchange at Illinois Route 23 and Interstate 90 (\$16 M from County funds).

2016-2020 Program Development

In updating the 2016-2020 Program, system preservation projects (general maintenance, bridge improvements and replacement, pavement preservation, and safety) are the highest funding priorities. System maximization projects (operational improvements) are secondary priorities. System expansion projects (highway capacity, transit, and State highway) are programmed after funding is designated for system preservation and maintenance. These priorities reflect the fact that the McHenry County Division of Transportation is a full service transportation agency. It provides planning, engineering, construction management, capital investments, and operational support to address the demands of maintaining the transportation network in McHenry County in a safe and efficient manner.

Table 1: Programmed Expenditures 2016-2020, by Program Type (in Millions)

Program Type	County	State	Federal	Local/Other	Tollway	Total
County Highway Maintenance Program	\$ 24.9	\$ -	\$ -	\$ -	\$ -	\$ 24.9
County Highway Pavement Management Program	\$ 27.8	\$ -	\$ -	\$ 0.2	\$ -	\$ 28.0
County and Township Bridge Program	\$ 5.7	\$ 0.5	\$ 12.0	\$ -	\$ -	\$ 18.2
Public Safety and Health Program	\$ 7.1	\$ -	\$ -	\$ -	\$ -	\$ 7.1
County Highway Operational and Capacity Program	\$ 40.6	\$ 3.4	\$ 17.1	\$ 0.9	\$ -	\$ 62.0
State Highway and Access to Interstate Program	\$ 16.3	\$ 1.0	\$ 8.0	\$ -	\$ 16.0	\$ 41.3
Bicycle, Pedestrian, and Transit Program	\$ 4.1	\$ -	\$ 0.6	\$ 8.1	\$ -	\$ 12.8
Miscellaneous Program	\$ 21.5	\$ -	\$ 0.4	\$ -	\$ -	\$ 21.9
Grand Total	\$ 148.0	\$ 4.9	\$ 38.2	\$ 9.1	\$ 16.0	\$ 216.1

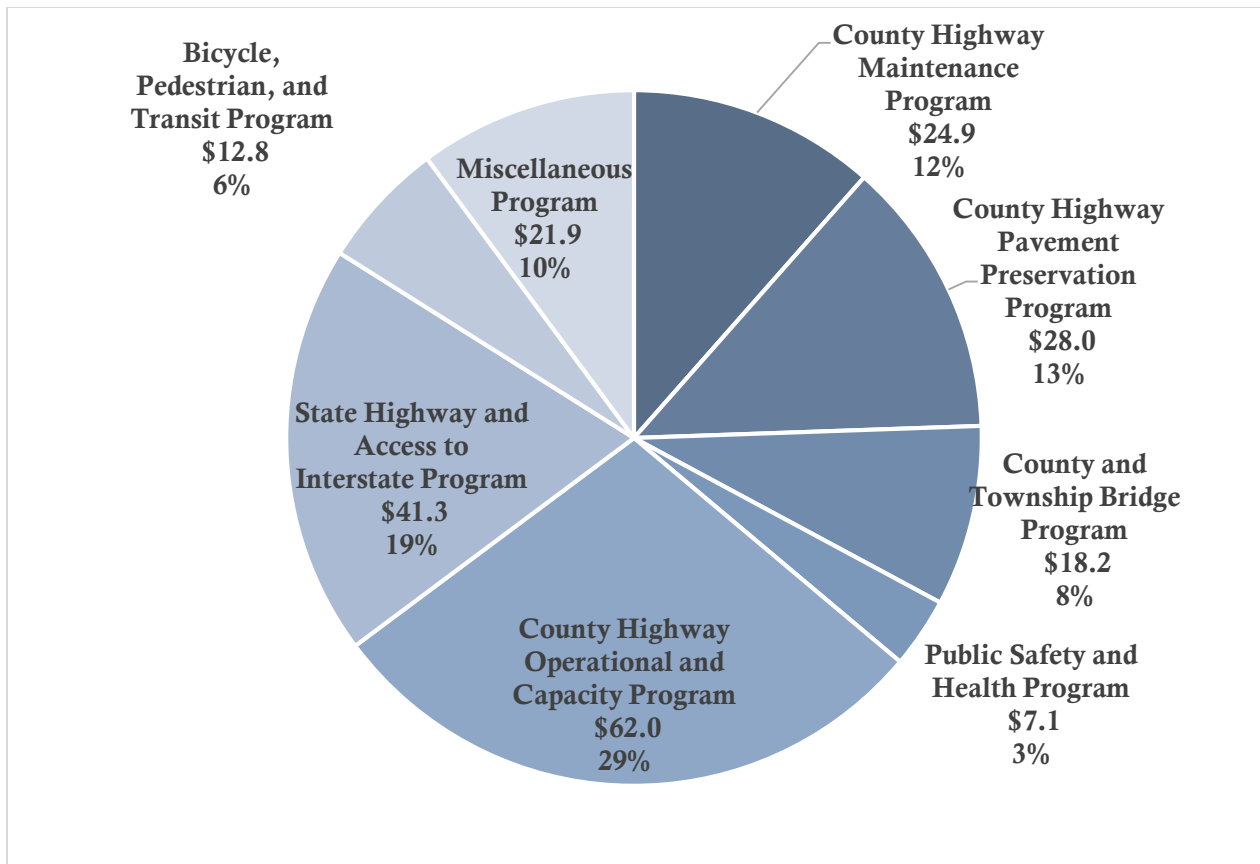


Figure 7: Programmed Expenditures 2016-2020 (in Millions)

Funding Priorities

County Highway Maintenance Program

The *maintenance program* includes funds for materials needed to maintain County roads including salt for snow removal, sign materials, paint for lane striping, and traffic signal maintenance. Over the next five years, the program includes \$24.9 million (12% of total expenditures) for highway maintenance.

County Highway Pavement Management Program

The *pavement management program* includes funds for evaluating pavement condition on a regular basis and performing crack sealing, resurfacing, and roadway rehabilitation. Over the next five years, the program includes \$28 million (13% of total expenditures) for pavement management and roadway rehabilitation projects.

County and Township Bridge Program

The *bridge program* includes funds for biennial bridge inspections, emergency repairs, and rehabilitation and reconstruction for bridges, drainage ways, and storm sewer systems. Consistent with the McHenry County Strategic Plan’s implementation strategy to replace aging bridges, all structures with structural rating under 60 on a 100 scale are programmed to begin engineering. Over the next five years, the program includes \$18.2 million (8% of total expenditures) for 15 bridge replacement or rehabilitation projects and other bridge work. Of that amount, \$5.7 million are from County sources.

Public Safety Program

The *public safety program* includes funds for projects that will improve safety for both motorists and non-motorists in McHenry County. Intersections continue to be where most crashes occur. There are approximately 100 intersections under County jurisdiction, 70 intersections under County and IDOT jurisdiction, and 525 intersections under County and municipal and/or township jurisdiction. Over the next five years, \$7.1 million (3% of total expenditures) is programmed for public safety projects.

County Highway Operational and Capacity Program

The *County highway operational and capacity program* includes funds for projects that improve traffic flow, widen existing County highways, or build new roads. Add lanes projects are high cost and are only undertaken after extensive planning and engineering. Over the next five years, \$62.0 million (29% of total expenditures) is programmed for operational and capacity projects. Of that amount, the County is responsible for \$40.6 million.

State Highway Program

The *State highway program* includes funds for projects that are part of the State highway network or adjacent to the State highway network. Over the next five years, \$41.3 million (19% of total expenditures) is programmed for State highway projects. The County is responsible for \$16.3 million for these projects.

Bicycle, Pedestrian, and Transit Program

The *bicycle, pedestrian, and transit program* includes funds to support these modes of transportation, consistent with the *McHenry County 2040 Long-Range Transportation Plan*. Over the next five years, \$12.8 million (6% of total expenditures) is programmed for bicycle, pedestrian, and transit projects. Of that amount, the County is responsible for \$4.1 million.

Miscellaneous Program

The *miscellaneous program* includes funds for various other programs, projects, and initiatives that the Division of Transportation undertakes. Over the next five years, \$21.9 million (10% of total expenditures) is programmed for miscellaneous projects.

Anticipated Revenues

Revenue Sources

The 2016-2020 Program is funded by two property tax levies – County Bridge and County Matching, two motor fuel tax funds – Motor Fuel Tax and County Option Motor Fuel Tax, one sales tax – County Regional Transportation Authority Tax “County RTA”, reimbursements, state and federal grants, local municipal or township, and developer, bank account interest, and prior year fund balances.

Between 2011 and 2015, total County tax receipts for dedicated transportation funds has increased by 3.6%. This trend of low or no growth is likely to continue into the future. The State Motor Fuel Tax allocation (MFT) and the County Option Motor Fuel Tax (Option MFT) both declined significantly (See Table 2, Page 9). During the same time, inflation reduced the value of each dollar by 8%, or to 92 cents.

In fiscal year 2015 a portion of revenues previously allocated to the Bridge fund were shifted to the Matching fund. Matching funds can be used for many project types including bridges. As long as federal funding is available for 80% of bridge project costs, the historical amounts being allocated to the Bridge fund should be sufficient.

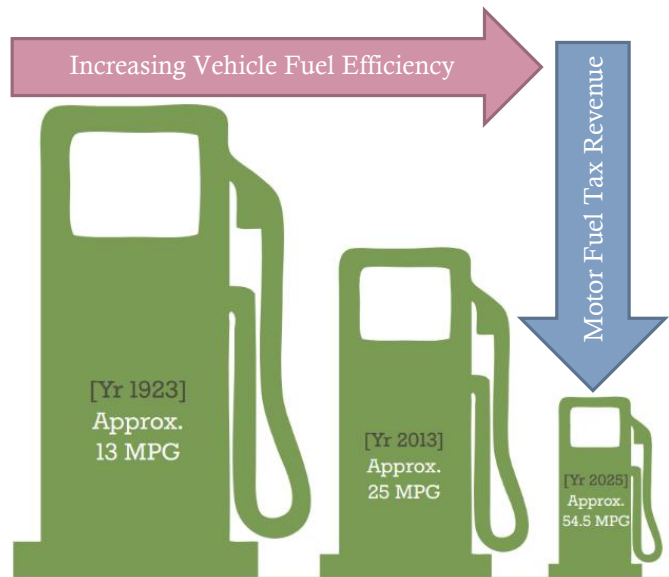


Table 2: Historical Tax Receipts Allocated to Funds; 2011-2015 (in Millions)

Tax Year	MFT	Matching	Bridge	Option MFT	RTA Sales Tax	TOTAL
2011	\$4.7	\$1.1	\$1.0	\$4.3	\$8.7	\$19.7
2012	\$4.4	\$1.1	\$1.0	\$4.2	\$9.0	\$19.7
2013	\$4.1	\$1.3	\$1.3	\$4.2	\$9.2	\$20.1
2014	\$4.0	\$1.2	\$1.1	\$4.0	\$9.6	\$19.9
2015	\$4.1	\$1.8	\$0.5	\$4.1	\$9.9	\$20.4
Five-Year Total	\$21.3	\$6.5	\$4.9	\$20.8	\$46.4	\$99.9
% Δ 2011 to 2015	-12.8%	63.6%	-50%	-4.7%	13.8%	3.6%

Table 3: Estimated Future Tax Receipts Allocated to Funds; 2016-2020 (in Millions)

Tax Year	MFT	Matching	Bridge	Option MFT	RTA Sales Tax	TOTAL
2016	\$4.1	\$1.8	\$0.5	\$4.1	\$10.2	\$20.7
2017	\$4.1	\$1.8	\$0.5	\$4.1	\$10.5	\$20.9
2018	\$4.0	\$1.8	\$0.5	\$4.0	\$10.8	\$21.0
2019	\$3.9	\$1.8	\$0.5	\$3.9	\$11.1	\$21.1
2020	\$3.8	\$1.8	\$0.5	\$3.8	\$11.4	\$21.2
Five-Year Total	\$19.8	\$9.0	\$2.5	\$19.7	\$53.8	\$104.9
% Δ 2016 to 2020	-7.8%	0%	0%	-7.8%	11.5%	2.6%

Impacts of the FAST Act

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

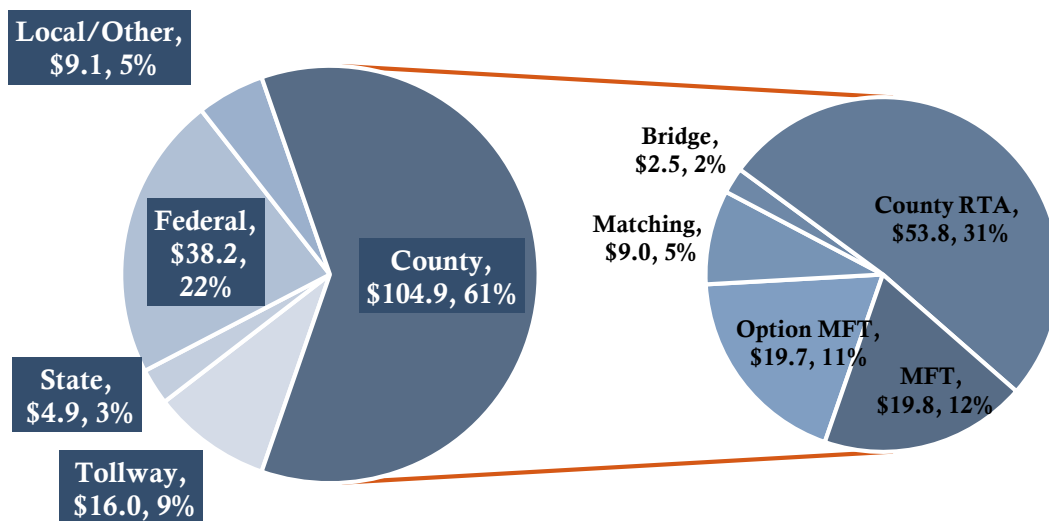
The FAST Act increases federal highway funding by 15% and transit funding by 18% over the life of the bill. The bill maintains current rates for the federal motor fuel tax (MFT) and therefore continues to rely heavily on transfers from the General Fund to support additional transportation spending. In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

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

Financial Constraints

Over the next 5 years, \$173.0 million is estimated in transportation project revenue from all sources (See Figure 8). Of that amount, \$104.9 million, or 61%, are from County sources. It is anticipated that MFT and County Option MFT revenues will continue to decrease as they have for many years (-0.5% in 2016 and -2.5% each year starting in 2017). On the other hand, the County RTA sales tax receipts are estimated to increase 2.75% annually for the foreseeable future. In the meantime, the Bridge and Matching funds are anticipated to remain flat during the life of this transportation program.

Figure 8: All Sources of Transportation Funds with breakdown of County Transportation Revenue Sources;



Only 38% of all County revenues (\$39.5 million out of \$104.9 million) are generated directly from roadway users through the gas tax. Most McHenry County funding for transportation is paid for by both drivers and non-drivers alike, primarily through the RTA Sales Tax but also from County Property Taxes (Matching and Bridge Funds). This is the first Five Year Transportation Program in which the RTA Sales Tax makes up a majority of the County's revenue.

Anticipated Expenditures

Over the next five years, an estimated \$216.1 million in project work is programmed to be undertaken by the McHenry County Division of Transportation and other agencies on 65 projects (See Table 4).

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

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

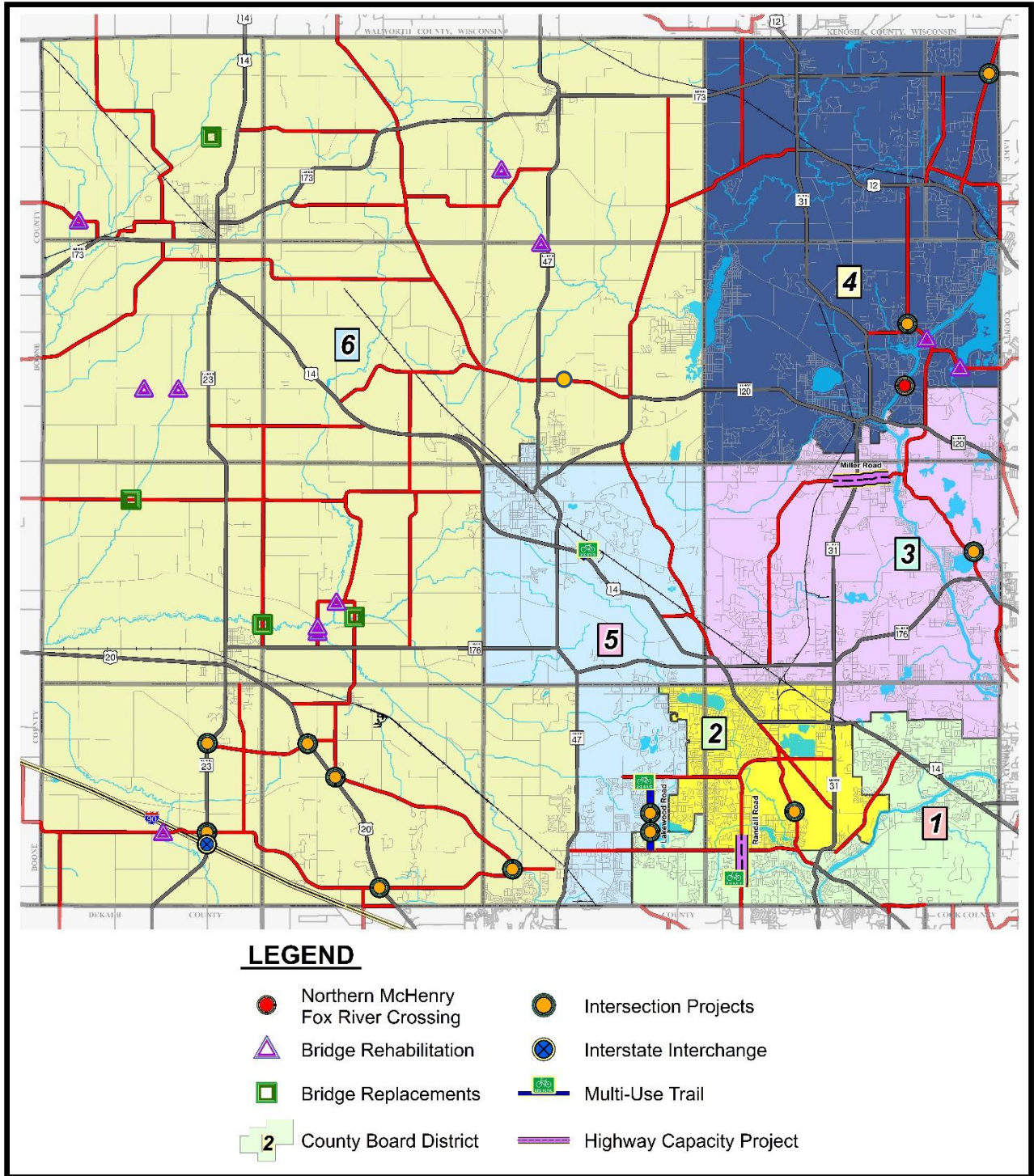
The 2016-2020 Program has \$44.8 million less in expenditures and \$44.8 million less in revenue than the previous year. It includes work in all districts of the County (See Figure 9). The 2016-2020 Program includes \$57.7 million for “Add Lanes” projects, \$27 million for “Pavement Preservation” projects, \$17.1 million for 15 bridge replacement and rehabilitation projects, and \$12 million to pay off debt certificates issued in 2007 (See Table 5).

As the 2017 budget is prepared, the fund balances will have to be monitored as they may fall close to what is required to start fiscal year 2017. On December 1st of each year, the County must be prepared to pay approximately \$1,000,000 for salt and \$6,000,000 for the debt certificate. The County must maintain an end-of-the year fund balance in the MFT, Option, Matching, and RTA Sales Tax combined of more than \$7,000,000 to meet these obligations. A delay in State Motor Fuel Tax reimbursement due to a lack of State budget can have negative consequences on the County’s ability to maintain adequate cash flow.

Table 5: Programmed Expenditures 2016-2020; by Project Type (in Millions)

Project Type	County	State	Federal	Local/Other	Tollway	Total
Add Lanes	\$37.2	\$3.4	\$17.1	\$-	\$-	\$57.7
Pavement Management	\$27.0	\$-	\$-	\$-	\$-	\$27.0
Misc. IDOT Intersections	\$16.3	\$1.0	\$8.0	\$-	\$16.0	\$41.3
Miscellaneous	\$13.9	\$-	\$-	\$-	\$-	\$13.9
Maintenance	\$13.2	\$-	\$-	\$-	\$-	\$13.2
Debt Service	\$12.0	\$-	\$-	\$-	\$-	\$12.0
Snow & Ice Removal Materials	\$6.7	\$-	\$-	\$-	\$-	\$6.7
Intersection	\$9.1	\$-	\$-	\$-	\$-	\$9.1
Bridge Rehabilitation	\$3.0	\$0.2	\$6.1	\$-	\$-	\$9.3
Transit	\$2.8	\$-	\$0.6	\$8.1	\$-	\$11.5
General Engineering	\$2.5	\$-	\$0.4	\$0.2	\$-	\$3.1
Bridge Replacement	\$1.5	\$0.3	\$6.0	\$-	\$-	\$7.8
Bicycle and Pedestrian	\$1.3	\$-	\$-	\$-	\$-	\$1.3
New/Extended Highway	\$0.9	\$-	\$-	\$0.9	\$-	\$1.8
Culvert Rehabilitation	\$0.4	\$-	\$-	\$-	\$-	\$0.4
Grand Total	\$148.0	\$4.9	\$38.2	\$9.1	\$16.0	\$216.1

Figure 9: Programmed Project Locations Map



2. County Highway Maintenance Program

The McHenry County Division of Transportation is dedicated to maintaining the County Highways. In order to undertake maintenance activities more efficiently, the Division of Transportation has specialized working groups. The County has a sign shop to make and place needed signs and roadway striping. A vegetation section is dedicated to maintaining vegetation within the highway right-of-way. A mechanic shop maintains the vehicles, specialized equipment, and tools used by the Division of Transportation. The road crew oversees routine and emergency maintenance for roadway, shoulders, and drainage structures on County Highways.

Each year, the County purchases materials to replace drainage culverts, power lights and signals, paint traffic markings, replace and add new signage, and remove snow and ice from the County’s highways. Approximately \$24.9 million in funding will be required over the next five years for these programs (See Table 6).



Table 6: Maintenance Program Summary

	2016-2020 Programmed Costs
Bridge Preventative Maintenance	\$500,000
Culvert Materials	\$125,000
Guardrail Maintenance	\$500,000
Highway Lighting Systems-Power	\$500,000
Maintenance Equipment Replacement	*\$3,750,000
Miscellaneous Culverts	\$825,000
Pavement Marking Materials	\$2,000,000
PROWAG Maintenance Program	\$1,000,000
Remote Salt Storage and Maintenance Facility	\$5,000,000
Sign Materials	\$625,000
Snow Fence	\$220,000
Snow Removal Materials	\$6,500,000
Striping Paint and Glass Beads	\$1,000,000
Traffic Signal Re-Lamping	\$300,000
Traffic Signal/Lighting Maintenance	\$1,850,000
Tree Trimming and Removal Program	\$180,000
TOTAL	\$24,875,000

**From the Highway Fund*

Bridge Preventative Maintenance

This funding is to enable the MCDOT to protect its bridges from early damage by applying protective coating materials on concrete decks and wearing surfaces, cleaning and painting of steel bridge beams, cleaning and/or replacement of bridge bearings and repairing damaged bridge joints or damage to bridges that is in need of repair as a result of routine inspections. These items ensure that the useful life of each bridge the County maintains can be as long as possible.

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2017	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2018	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2019	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2020	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2016-2020 Program	\$0	\$0	\$0	\$500,000	\$0	\$500,000

Culvert Materials

This funding is for the annual purchase of roadway culvert materials. Culverts allow for water to flow below the roadway.

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$0	\$0	\$0	\$25,000	\$0	\$25,000
2017	\$0	\$0	\$0	\$25,000	\$0	\$25,000
2018	\$0	\$0	\$0	\$25,000	\$0	\$25,000
2019	\$0	\$0	\$0	\$25,000	\$0	\$25,000
2020	\$0	\$0	\$0	\$25,000	\$0	\$25,000
2016-2020 Program	\$0	\$0	\$0	\$125,000	\$0	\$125,000



Guardrail Maintenance Program

This funding is to repair damaged guardrail and upgrade portions of guardrail that do not meet current standards. Some costs for damaged guardrail are recouped through the drivers responsible for the damage if a police report is filed.

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2017	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2018	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2019	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2020	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2016-2020 Program	\$0	\$0	\$0	\$500,000	\$0	\$500,000

Highway Lighting Systems-Power

This funding is for the electricity required to light all county roadway lighting and traffic signals.

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2017	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2018	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2019	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2020	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2016-2020 Program	\$0	\$0	\$0	\$500,000	\$0	\$500,000

Maintenance Equipment Replacement

To address a growing backlog of equipment needs, funding from the County's Highway Fund is programmed to purchase replacement and new equipment needed to maintain the County highways. This assumes \$750,000 each year to be programmed from the Highway fund in 2016, 2017, 2018, 2019, and 2020.



Year	Highway Fund	Total
2016	\$750,000	\$750,000
2017	\$750,000	\$750,000
2018	\$750,000	\$750,000
2019	\$750,000	\$750,000
2020	\$750,000	\$750,000
2016-2020 Program	\$3,750,000	\$3,750,000

Miscellaneous Culverts

This funding is for the rehabilitation of roadway culverts under various County highways that Division of Transportation staff are unable to repair due to the scope of the projects.

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$0	\$0	\$0	\$165,000	\$0	\$165,000
2017	\$0	\$0	\$0	\$165,000	\$0	\$165,000
2018	\$0	\$0	\$0	\$165,000	\$0	\$165,000
2019	\$0	\$0	\$0	\$165,000	\$0	\$165,000
2020	\$0	\$0	\$0	\$165,000	\$0	\$165,000
2016-2020 Program	\$0	\$0	\$0	\$825,000	\$0	\$825,000

Pavement Marking Materials

This funding is for thermoplastic pavement markings and reflective pavement markers installation performed by contractors on behalf of the County.

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2017	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2018	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2019	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2020	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2016-2020 Program	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000

PROWAG Maintenance Program

This funding is for updating the accessibility of the County’s roadway system in accordance of the American with Disabilities Act (ADA).

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2017	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2018	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2019	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2020	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2016-2020 Program	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000



Remote Salt Storage and Maintenance Facility

This funding is for the land acquisition, design and construction of a remote salt storage facility for maintenance operations. The County hopes to find an area to provide additional salt storage capability in order to protect itself and possibly other agencies from dramatic swings in the price paid for salt. This would allow for the ability to take delivery of a year’s worth of salt, with the added benefit of having a supply of salt available to draw from in the event that suppliers are unable to deliver salt to the County due to weather or supply chain limitations.

Year	MFT	Matching	Bridge	Option	RTA	Total
2015	\$0	\$0	\$0	\$0	\$0	\$0
2016	\$0	\$0	\$0	\$500,000	\$0	\$500,000
2017	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000
2018	\$0	\$0	\$0	\$0	\$0	\$0
2019	\$0	\$0	\$0	\$0	\$0	\$0
2020	\$0	\$0	\$0	\$0	\$0	\$0
2016-2020 Program	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000



Sign Materials

This funding is for the annual purchase of sign materials. These materials included sign blanks, reflective materials, and posts.

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$0	\$0	\$0	\$125,000	\$0	\$125,000
2017	\$0	\$0	\$0	\$125,000	\$0	\$125,000
2018	\$0	\$0	\$0	\$125,000	\$0	\$125,000
2019	\$0	\$0	\$0	\$125,000	\$0	\$125,000
2020	\$0	\$0	\$0	\$125,000	\$0	\$125,000
2016-2020 Program	\$0	\$0	\$0	\$625,000	\$0	\$625,000

Snow Fence

This funding is to contract the use of vegetation or standard fence materials on private property to minimize drifting snow in key areas of the County.

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$0	\$0	\$0	\$40,000	\$0	\$40,000
2017	\$0	\$0	\$0	\$45,000	\$0	\$45,000
2018	\$0	\$0	\$0	\$45,000	\$0	\$45,000
2019	\$0	\$0	\$0	\$45,000	\$0	\$45,000
2020	\$0	\$0	\$0	\$45,000	\$0	\$45,000
2016-2020 Program	\$0	\$0	\$0	\$220,000	\$0	\$220,000



Snow Removal Materials

This funding is for the annual purchase of snow and ice control materials.

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000
2017	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000
2018	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000
2019	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000
2020	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000
2016-2020 Program	\$0	\$0	\$0	\$6,500,000	\$0	\$6,500,000

Striping Paint and Glass Beads

This funding is for the annual purchase of pavement marking paint and glass beads for work performed by McHenry County Division of Transportation staff.

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2017	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2018	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2019	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2020	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2016-2020 Program	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

Traffic Signal Re-Lamping

This funding is for replacing bulbs on County Highway traffic lights with LED bulbs.

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2017	\$0	\$0	\$0	\$0	\$0	\$0
2018	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2019	\$0	\$0	\$0	\$0	\$0	\$0
2020	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2016-2020 Program	\$0	\$0	\$0	\$300,000	\$0	\$300,000

Traffic Signal/Lighting Maintenance

This funding is for a 24-hour repair and routine maintenance contract to maintain traffic signals and lighting systems on county highways.

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$0	\$0	\$0	\$350,000	\$0	\$350,000
2017	\$0	\$0	\$0	\$350,000	\$0	\$350,000
2018	\$0	\$0	\$0	\$350,000	\$0	\$350,000
2019	\$0	\$0	\$0	\$400,000	\$0	\$400,000
2020	\$0	\$0	\$0	\$400,000	\$0	\$400,000
2016-2020 Program	\$0	\$0	\$0	\$1,850,000	\$0	\$1,850,000

Tree Trimming and Removal Program

This funding is for a contract for large and emergency tree trimming and removal.

Year	MFT	Matching	Bridge	Option	RTA	Total
2016	\$0	\$0	\$0	\$30,000	\$0	\$30,000
2017	\$0	\$0	\$0	\$35,000	\$0	\$35,000
2018	\$0	\$0	\$0	\$35,000	\$0	\$35,000
2019	\$0	\$0	\$0	\$40,000	\$0	\$40,000
2020	\$0	\$0	\$0	\$40,000	\$0	\$40,000
2016-2020 Program	\$0	\$0	\$0	\$180,000	\$0	\$180,000

3. County Highway Pavement Management Program

The management of the County’s pavement includes constant monitoring and improvements such as crack sealing and micro-surfacing to extend the useable life of the County Highways. The premise is to select the right project at the right time with the right treatment. Despite preventative maintenance, a roadway will eventually need to be completely reconstructed. Such improvements are necessary to maintain the investment the public has made in the County Highway System. Neglecting pavement management needs can result in safety hazards, serious deterioration of the infrastructure, and increased future improvement costs. Like general maintenance activities, these improvements are considered a first priority for funding. Between 2016 and 2020, \$28 million in pavement management projects are programmed (See Table 7).



Table 7: Pavement Management Program Summary

2016-2020 Programmed Costs

Condition Evaluation/GIS Pavement Management Updates	\$250,000
General Crack Sealing	\$1,300,000
General Pavement Preservation	\$1,850,000
General Resurfacing	\$19,050,000
Materials Testing	\$1,000,000
Randall Road and Algonquin Road Resurfacing	\$4,500,000
TOTAL	\$27,950,000

Condition Evaluation/GIS Pavement Management Updates

This funding is for the evaluation of pavement conditions of County Highways and data collection needed for the GIS Pavement Management updates.

Year	MFT	Matching	Option	RTA	Total
2016	\$0	\$0	\$0	\$0	\$0
2017	\$125,000	\$0	\$0	\$0	\$125,000
2018	\$0	\$0	\$0	\$0	\$0
2019	\$125,000	\$0	\$0	\$0	\$125,000
2020	\$0	\$0	\$0	\$0	\$0
2016-2020 Program	\$250,000	\$0	\$0	\$0	\$250,000

General Crack Sealing

This funding is for the annual purchase of roadway crack sealing contracts.

Year	MFT	Matching	Option	RTA	Total
2016	\$0	\$0	\$0	\$250,000	\$250,000
2017	\$0	\$0	\$0	\$255,000	\$255,000
2018	\$0	\$0	\$0	\$260,000	\$260,000
2019	\$0	\$0	\$0	\$265,000	\$265,000
2020	\$0	\$0	\$0	\$270,000	\$270,000
2016-2020 Program	\$0	\$0	\$0	\$1,300,000	\$1,300,000

CRS Value	Very Good (9.0-7.5)	Good (7.5-6.5)	Fair (6.5-4.5)	Poor (4.5-2.5)	Deficient (2.5-1.0)	
Work Type	(LM)*	Crack Seal (LM)*	TLT (LM)*	M&R (LM)*	Reconstruct (LM)*	<i>LM – Lane Miles</i>
2015 Work		38		25		<i>TLT – Thin Lift Overlay</i>
2016 Plan		51		21 6 Alternate		<i>M&R – Mill and Resurface</i>

Figure 10: Pavement Preservation Program

General Pavement Preservation

This funding is for annual innovative construction contracts, such as microsurfacing, to preserve pavement integrity and extend the useful life of the roadways.

Year	MFT	Matching	Option	RTA	Total
2016	\$0	\$0	\$0	\$350,000	\$350,000
2017	\$0	\$0	\$0	\$360,000	\$360,000
2018	\$0	\$0	\$0	\$370,000	\$370,000
2019	\$0	\$0	\$0	\$380,000	\$380,000
2020	\$0	\$0	\$0	\$390,000	\$390,000
2016-2020 Program	\$0	\$0	\$0	\$1,850,000	\$1,850,000



General Resurfacing

This funding is allocated each year to resurface approximately 17.5 lane miles of County Highway. The goal is to preserve pavement integrity and the useful life of the highway. To do so, the aim is to resurface every mile of roadway once every ten to seventeen years. Each highway can be resurfaced roughly 5 times before complete reconstruction of the roadway will be needed.

Year	MFT	Matching	Option	RTA	Total
2016	\$3,750,000	\$0	\$0	\$0	\$3,750,000
2017	\$2,750,000	\$0	\$0	\$1,000,000	\$3,750,000
2018	\$2,800,000	\$0	\$0	\$1,000,000	\$3,800,000
2019	\$2,850,000	\$0	\$0	\$1,000,000	\$3,850,000
2020	\$2,900,000	\$0	\$0	\$1,000,000	\$3,900,000
2016-2020 Program	\$15,050,000	\$0	\$0	\$4,000,000	\$19,050,000



Materials Testing

This funding is for the required engineering services to test materials and investigate highway subsurface for all County paving and construction projects.

Year	County	Townships	Total
2016	\$170,000	\$30,000	\$200,000
2017	\$170,000	\$30,000	\$200,000
2018	\$170,000	\$30,000	\$200,000
2019	\$170,000	\$30,000	\$200,000
2020	\$170,000	\$30,000	\$200,000
2016-2020 Program	\$850,000	\$150,000	\$1,000,000

Randall Road and Algonquin Road Resurfacing

This funding is for the resurfacing of Randall Road from Alexandra Blvd. to Acorn Lane, as well as Algonquin Road, from Illinois Route 31 to Crystal Lake Road.

Year	MFT	Matching	Option	RTA	Total
2016	\$0	\$0	\$0	\$0	\$0
2017	\$0	\$0	\$0	\$0	\$0
2018	\$1,000,000	\$1,100,000	\$0	\$0	\$2,100,000
2019	\$2,400,000	\$0	\$0	\$0	\$2,400,000
2020	\$0	\$0	\$0	\$0	\$0
2016-2020 Program	\$3,400,000	\$1,100,000	\$0	\$0	\$4,500,000

4. County and Township Bridge Program

In conjunction with biennial bridge inspections, the Division of Transportation applies a pre-emptive approach to identify bridge structures, drainage ways, and storm sewer systems requiring reconstruction and/or having the ability to be rehabilitated before further deterioration can occur. This approach allows for more cost-effective measures to protect the County’s investment in bridge structures. Between 2016 and 2020, \$18.2 million in bridge work is programmed including funding to replace, rehabilitate, and repair 15 bridges (See Table 8). Of that amount, \$5.7 million come from County funding sources.

In general, bridge replacement projects are eligible for federal Highway Bridge Program (HBP) funds when the structure sufficiency rating is under 50 on a 100 scale. Funding is available for rehabilitation if the structure has a sufficiency rating under 75. The federal funds require a minimum 20% local match. Township bridge work is eligible for state Township Bridge Program (TBP) funds, which is currently \$162,000 per



year. The County funds the local share of engineering and construction work for bridges with the County Bridge fund. Since many bridges were built between 1930 and 1970 across the region, there is increasing competition for limited federal HBP and TBP funds.

Table 8: Bridge Program Summary

	2016-2020 Programmed Costs
Bay Road Bridge	\$900,000
Bridge Inspections	\$690,000
Bunker Hill Road Township Bridges	\$1,100,000
Chapel Hill Road Bridge	\$1,700,000
Deerpass Road Bridges (TIP# 11-10-0003)	\$3,300,000
Garden Valley Road Bridge	\$216,048
Harmony Road Bridge	\$900,000
Hunter Road Bridge	\$217,611
Kishwaukee Valley Road Culvert	\$200,000
Millstream Road Bridges	\$383,662
Nelson Road Culvert	\$200,000
North Union Road Bridge (TIP#11-14-0004)	\$2,250,000
Oak Grove Road Township Bridge (TIP#11-14-0006)	\$2,250,000
O’Brien Road Township Bridge (TIP#11-14-0005)	\$1,725,000
Thayer Road Township Bridge	\$1,320,000
Township Bridge Rehabilitation Assistance Program	\$810,000
TOTAL	\$18,162,321

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

This funding is for the rehabilitation of a bridge over Pistakee Lake (a.k.a. Lily Lake Drain) in McHenry Township. The existing bridge was built in 1968. It had a sufficiency rating of 67/100 in 2014. Construction is anticipated in 2016.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$20,000	\$0	\$80,000	\$0	\$100,000
2014	ENGR2	\$20,000	\$0	\$80,000	\$0	\$100,000
2016	CONST	\$180,000	\$0	\$720,000	\$0	\$900,000
2016-2020 Program		\$180,000	\$0	\$720,000	\$0	\$900,000

Bridge Inspections

This funding is for the required biennial inspections of County and Township structures and special inspection such as scour analysis, underwater inspections, or emergency inspections.

Year	Phase	County Bridge Fund	MFT	Option MFT	Matching	RTA	Total
2016	ENGR	\$230,000	\$0	\$0	\$0	\$0	\$230,000
2017		\$0	\$0	\$0	\$0	\$0	\$0
2018	ENGR	\$230,000	\$0	\$0	\$0	\$0	\$230,000
2019		\$0	\$0	\$0	\$0	\$0	\$0
2020	ENGR	\$230,000	\$0	\$0	\$0	\$0	\$230,000
2016-2020 Program		\$690,000	\$0	\$0	\$0	\$0	\$690,000



Bunker Hill Road Township Bridges

This funding is for the rehabilitation of a township bridge over the Rush Creek in Dunham Township. Construction is anticipated in 2020.

Year	Phase	County	State	Federal	Other	Total
2018	ENGR1	\$20,000	\$0	\$80,000	\$0	\$100,000
2019	ENGR2	\$20,000	\$0	\$80,000	\$0	\$100,000
2020	CONST	\$180,000	\$0	\$720,000	\$0	\$900,000
2016-2020 Program		\$220,000	\$0	\$880,000	\$0	\$1,100,000

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

This funding is for the rehabilitation of a bridge over the Fox River in McHenry Township. The existing bridge was built in 1938 and was rehabilitated last in 1996. It had a sufficiency rating of 42/100 in 2014. Construction is anticipated in 2017.



Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$40,000	\$0	\$160,000	\$0	\$200,000
2014	ENGR2	\$40,000	\$0	\$160,000	\$0	\$200,000
2017	CONST	\$340,000	\$0	\$1,360,000	\$0	\$1,700,000
2016-2020 Program		\$340,000	\$0	\$1,360,000	\$0	\$1,700,000

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

This funding is for the replacement of two existing bridge structures into one structure over the Kishwaukee River on the Marengo and Seneca Township boundary. The existing bridges were built in 1966 and have a posted limit of 15 tons. They had sufficiency ratings of 42.4/100 and 26.9/100 in 2014. Construction is anticipated in 2016.

Year	Phase	County	State	Federal	Other	Total
2010	ENGR1	\$35,000	\$0	\$140,000	\$0	\$175,000
2015	ENGR2	\$70,000	\$0	\$280,000	\$0	\$350,000
2015	ROW	\$750,000	\$0	\$0	\$0	\$750,000
2016	ENGR3	\$300,000	\$0	\$0	\$0	\$300,000
2016	CONST	\$600,000	\$0	\$2,400,000	\$0	\$3,000,000
2016-2020 Program		\$900,000	\$0	\$2,400,000	\$0	\$3,300,000

Garden Valley Road Bridge

This funding is for a deck rehabilitation of Garden Valley Road Bridge over the Kishwaukee River. The existing bridge has a sufficiency rating of 85.9/100 in 2014. The bridge currently has a posting restricting the loads that may traverse the bridge. Construction is anticipated in 2019.

Year	Phase	County	State	Federal	Other	Total
2016	ENGR	\$66,048	\$0	\$0	\$0	\$66,048
2019	CONST	\$150,000	\$0	\$0	\$0	\$150,000
2016-2020 Program		\$216,048	\$0	\$0	\$0	\$216,048

Harmony Road Bridge

This funding is for the rehabilitation of an existing bridge over Coon Creek. It has a sufficiency rating of 76.7/100 in 2014. Construction is anticipated in 2019.

Year	Phase	County	State	Federal	Other	Total
2017	ENGR1	\$30,000	\$0	\$120,000	\$0	\$150,000
2018	ENGR2	\$30,000	\$0	\$120,000	\$0	\$150,000
2019	CONST	\$120,000	\$0	\$480,000	\$0	\$600,000
2016-2020 Program		\$180,000	\$0	\$720,000	\$0	\$900,000

Hunter Road Bridge

This funding is for a deck rehabilitation of Hunter Road Bridge over the Little Beaver Creek. It has a sufficiency rating of 73/100 in 2014. Construction is anticipated in 2018.

Year	Phase	County	State	Federal	Other	Total
2016	ENGR	\$67,611	\$0	\$0	\$0	\$67,611
2018	CONST	\$150,000	\$0	\$0	\$0	\$150,000
2016-2020 Program		\$217,611	\$0	\$0	\$0	\$217,611

Kishwaukee Valley Road Culvert

This funding is to rehabilitate the concrete box culvert that carries a tributary of Rush Creek under Kishwaukee Valley Road. It has a sufficiency rating of 56.7/100 in 2014 and construction is anticipated in 2019.



Year	Phase	County	State	Federal	Other	Total
2018	ENGR	\$50,000	\$0	\$0	\$0	\$50,000
2019	CONST	\$150,000	\$0	\$0	\$0	\$150,000
2016-2020 Program		\$200,000	\$0	\$0	\$0	\$200,000

Millstream Road Bridges

This funding is for deck rehabilitation of two bridges on Millstream Road over the Kishwaukee River. They have a sufficiency rating of 74.5/100 in 2014 and construction will be in 2018.

Year	Phase	County	State	Federal	Other	Total
2016	ENGR	\$83,662	\$0	\$0	\$0	\$83,662
2018	CONST	\$300,000	\$0	\$0	\$0	\$300,000
2016-2020 Program		\$383,662	\$0	\$0	\$0	\$383,662

Nelson Road Culvert

This funding is to replace wing walls of a culvert on Nelson Road over the Slough Creek. Construction is anticipated in 2020.

Year	Phase	County	State	Federal	Other	Total
2019	ENGR	\$50,000	\$0	\$0	\$0	\$50,000
2020	CONST	\$150,000	\$0	\$0	\$0	\$150,000
2016-2020 Program		\$200,000	\$0	\$0	\$0	\$200,000

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

This funding is for the replacement of an existing bridge structure over Kishwaukee River in Seneca Township. The existing bridge was built in 1966. It had a sufficiency rating of 36.4/100 in 2014. It has a posted limit of 12 tons. Construction is anticipated in 2017.



Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$20,000	\$0	\$180,000	\$0	\$200,000
2016	ENGR2	\$20,000	\$0	\$180,000	\$0	\$200,000
2016	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2017	CONST	\$400,000	\$0	\$1,600,000	\$0	\$2,000,000
2016-2020 Program		\$470,000	\$0	\$1,780,000	\$0	\$2,250,000

Oak Grove Road Township Bridge (SN056-3035) (TIP#11-14-0006)

This funding is for the replacement of an existing township bridge structure over a drainage ditch near White Oaks Road in Chemung Township. The existing bridge was built in 1938. It has a sufficiency rating of 19.3/100 in 2014, and a posted load limit of 14 tons. Construction is anticipated in 2017.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$34,000	\$0	\$137,500	\$0	\$171,500
2016	ENGR2	\$20,000	\$0	\$180,000	\$0	\$200,000
2016	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2017	CONST	\$80,000	\$320,000	\$1,600,000	\$0	\$2,000,000
2016-2020 Program		\$150,000	\$320,000	\$1,780,000	\$0	\$2,250,000

O'Brien Road Township Bridge (SN056-3118) (TIP#11-14-0005)

This funding is for the rehabilitation of an existing township bridge structure over the Nippersink Creek near Illinois Route 47 in Hebron Township. The existing bridge was built in 1975. It has a sufficiency rating of 33.1/100 in 2014, and a posted limit of 13 tons. Construction is anticipated in 2017.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$28,000	\$0	\$110,600	\$0	\$138,600
2016	ENGR2	\$35,000	\$0	\$140,000	\$0	\$175,000
2016	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2017	CONST	\$134,007	\$165,993	\$1,200,000	\$0	\$1,500,000
2016-2020 Program		\$219,007	\$165,993	\$1,340,000	\$0	\$1,725,000

Thayer Road Township Bridge (SN056-3115)

This funding is for the rehabilitation of an existing township bridge structure over the Nippersink Creek near Illinois Route 47 in Hebron Township. The existing bridge was built in 1975. It had a sufficiency rating of 29.8/100 in 2014. Construction is anticipated in 2018.

Year	Phase	County	State	Federal	Other	Total
2016	ENGR1	\$30,000	\$0	\$120,000	\$0	\$150,000
2017	ENGR2	\$30,000	\$0	\$120,000	\$0	\$150,000
2017	ROW	\$20,000	\$0	\$0	\$0	\$20,000
2018	CONST	\$200,000	\$0	\$800,000	\$0	\$1,000,000
2016-2020 Program		\$280,000	\$0	\$1,040,000	\$0	\$1,320,000

Township Bridge Rehabilitation Assistance Program

This program is designed to provide financial assistance to Township Road Districts that desire to rehabilitate structures on their own, without the use of Federal funds. Currently the County receives \$162,000 per year from the State of Illinois as part of the Township Bridge Program. These funds are currently programmed to offset the local match on projects where a township bridge is being replaced by the County with Federal funds. This program matches State funds with the goal of extending the life of our existing township bridges, which is a more sustainable practice and often avoids land acquisition and wetland impacts that are often associated with large scale bridge replacement projects.

Year	Project	MFT	Matching	Option	RTA	Total
2016	TBD	\$0	\$0	\$162,000	\$0	\$162,000
2017	TBD	\$0	\$0	\$162,000	\$0	\$162,000
2018	TBD	\$0	\$0	\$162,000	\$0	\$162,000
2019	TBD	\$0	\$0	\$162,000	\$0	\$162,000
2020	TBD	\$0	\$0	\$162,000	\$0	\$162,000
2016-2020 Program		\$0	\$0	\$810,000	\$0	\$810,000

5. Public Safety Program

Public safety projects are intended to reduce the number and severity of crashes at particular locations and enhance safe travel conditions throughout the County. Vehicle crashes result in higher costs to the public through personal injury, loss of worker productivity, property damage, and insurance rates. The perception of unsafe travel conditions reduces accessibility to adjacent properties. Improving sight-lines along a roadway or adding lighting are examples of safety improvements. Between 2016 and 2020, \$7.1 million in public safety improvements are programmed (See Table 9).

Table 9: Public Safety Program Summary

	2016-2020 Programmed Costs
Charles Road and Raffel Road Intersection Safety Project	\$2,870,000
Low-Cost Safety Improvement Program	\$250,000
Pyott Road and Oak Street Intersection Safety Project	TBD
River Road and Dowell Road Intersection Project	\$3,960,000
Spring Grove Road and Church Street Safety Project	TBD
TOTAL	\$7,080,000

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

This project is in response to residential development, the construction of Woodstock North High School, and a fire station. The project is to improve the intersection and reduce the probability of serious angle collisions. This project is programmed to be completed in 2016.

Year	Phase	MFT	Matching	Option	RTA	Total
2011	ENGR2	\$0	\$0	\$290,000	\$100,000	\$390,000
2016	ROW	\$0	\$70,000	\$0	\$0	\$70,000
2016	CONST	\$0	\$1,500,000	\$1,300,000	\$0	\$2,800,000
2016-2020 Program		\$0	\$1,570,000	\$1,300,000	\$0	\$2,870,000

Low-Cost Safety Improvement Program

This funding is for low-cost improvements to improve safety as identified during the fiscal year. These items include but are not limited to installation of chevrons, flashers, and additional pavement markings. In 2015, Rectangular Rapid Flashing Beacons (RRFBs) were placed on Ackman Road at Westport Ridge to help facilitate safe midblock crossing for students walking to Crystal Lake South High School. In 2016, the Division of Transportation will install 24 hour warning flashers at the intersection of Pyott Road and Oak Street in Lake in the Hills at a cost of approximately \$10,000.

Year	Phase	MFT	Matching	Option	RTA	Total
2015	Ackman Road RRFBs	\$0	\$0	\$0	\$17,000	\$17,000
2016	Pyott/Oak	\$0	\$0	\$0	\$50,000	\$50,000
2017	TBD	\$0	\$0	\$0	\$50,000	\$50,000
2018	TBD	\$0	\$0	\$0	\$50,000	\$50,000
2019	TBD	\$0	\$0	\$0	\$50,000	\$50,000
2020	TBD	\$0	\$0	\$0	\$50,000	\$50,000
2016-2020 Program		\$0	\$0	\$0	\$250,000	\$250,000

Pyott Road and Oak Street Intersection Safety Project

This project will address safety concerns that have been raised by the Village of Lake in the Hills and residents living near the intersection.



Year	Phase	County	Village	Total
2017	ENGR1	TBD	TBD	TBD
2016-2020 Program		TBD	TBD	TBD

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

The project is designed to improve vehicle movements through the intersection and reduce the probability of serious angle collisions. This project is programmed to be completed in 2017.



Year	Phase	MFT	Matching	Option	RTA	Total
2011	ENGR2	\$175,000	\$135,000	\$0	\$0	\$300,000
2015	ROW	\$0	\$100,000	\$0	\$0	\$100,000
2017	ENGR3	\$0	\$0	\$360,000	\$0	\$360,000
2017	CONST	\$0	\$3,600,000	\$0	\$0	\$3,600,000
2016-2020 Program		\$0	\$3,600,000	\$360,000	\$0	\$3,960,000

Spring Grove Road and Church Street Safety Project

This project with address safety concerns that have been raised by the Village of Johnsburg.

Year	Phase	County	Village	Total
2017	ENGR1	TBD	TBD	TBD
2016-2020 Program		TBD	TBD	TBD

6. County Highway Operational and Capacity Program

County Highway operational and capacity projects are intended to reduce “spot” delays at particular intersections and along particular roadways while better accommodating various highway users. Dedicated turn lanes, roundabouts, pedestrian crossings, and traffic signals are examples of these types of projects. If left unaddressed, operational and capacity problems may become safety problems as travelers adopt more aggressive behaviors. Capacity projects typically are large in scale and involve the construction of additional road lanes, turn lanes, and new roadway. Such projects are primarily developed based on the result of the County’s adopted Long-Range Transportation Plan. Between 2016 and 2020, \$62 million has been programmed for operational and capacity improvements (See Table 10). Of that amount, \$40.6 is programmed from County funding sources.

Table 10: County Highway Operational and Capacity Program Summary

	2016-2020 Programmed Costs
Charles J. Miller Road Capacity Improvements	\$6,670,000
County-Wide Traffic Counts	\$200,000
Lakewood Road Intersection Improvements	\$1,600,000
Northern McHenry Fox River Crossing	\$1,800,000
Main Street Extension	\$700,000
Randall Road Operational and Capacity Changes	\$51,000,000
TOTALS	\$61,970,000

Charles J. Miller Road Capacity Improvements (TIP#11-06-0032 and 11-06-0043)

This funding is to add motorized vehicle capacity to 1.5 miles of Charles J. Miller Road in the City of McHenry and Nunda Township from Illinois Route 31 to River Road. Project elements include adding through lanes in each direction, a continuous left turn lane, a bike path, resurfacing the roadway, and modifying roadway intersections. Federal High Priority Project funds were used to offset the total costs. The State of Illinois will pay an estimated \$3.37 million for the Illinois Route 31 intersection. More information about this project can be found at www.charlesmillerroad.com.

Year	Phase	County	State	Federal	Other	Total
2006	ENGR1	\$88,143	\$0	\$705,146	\$88,143	\$881,429
2009	ENGR2	\$266,700	\$0	\$941,800	\$0	\$1,208,500
2011	ROW	\$2,100,000	\$0	\$0	\$0	\$2,100,000
2012	CONST	\$6,841,000	\$0	\$5,288,000	\$0	\$12,129,000
2012	ENGR3	\$1,109,708	\$0	\$0	\$0	\$1,109,708
2014	ENGR3	\$300,000	\$0	\$0	\$0	\$300,000
2015	ROW	\$1,100,000	\$0	\$0	\$0	\$1,100,000
2015	CONST	\$4,630,000	\$0	\$5,198,840	\$750,000	\$10,578,840
2016	ENGR3	\$500,000	\$0	\$0	\$0	\$500,000
2016	CONST	\$2,800,000	\$3,370,000	\$0	\$0	\$6,170,000
2016-2020 Program		\$3,300,000	\$3,370,000	\$0	\$0	\$6,670,000

County-Wide Traffic Counts

This funding is for traffic counts to be taken on County Highways every two years. These traffic counts are posted on the County website at www.co.mchenry.il.us/county-government/departments-j-z/transportation/resources/traffic-counts.

Year	Phase	MFT	Matching	Option	RTA	Total
2016		\$0	\$0	\$0	\$0	\$0
2017	ENGR	\$0	\$0	\$100,000	\$0	\$100,000
2018		\$0	\$0	\$0	\$0	\$0
2019	ENGR	\$0	\$0	\$100,000	\$0	\$100,000
2020		\$0	\$0	\$0	\$0	\$0
2016-2020 Program		\$0	\$0	\$200,000	\$0	\$200,000

Lakewood Road Intersection Improvements

This funding is for engineering and construction of operational improvements to the intersection of Reed Road and Lakewood Road; and Miller Road and Lakewood Road in the Village of Lake in the Hills.

Year	Phase	MFT	Matching	Option	RTA	Total
2015	ENGR2	\$0	\$0	\$0	\$446,769	\$446,769
2016	ROW	\$0	\$0	\$0	\$100,000	\$100,000
2016	CONST	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2016-2020 Program		\$1,500,000	\$0	\$0	\$100,000	\$1,600,000

Northern McHenry Fox River Crossing

This funding is for engineering for a Fox River crossing somewhere north of the City of McHenry. This was identified as a high-priority project in the *McHenry County 2040 Long-Range Transportation Plan*.

Year	Phase	County	State	Federal	Local	Total
2020	ENGR1	\$900,000	\$0	\$0	\$900,000	\$1,800,000
2016-2020 Program		\$900,000	\$0	\$0	\$900,000	\$1,800,000

Main Street Extension (TIP#11-00-0016)

This funding is to design an extension of Main Street in Huntley west to connect with Harmony Road. Temporary signals were installed in 2014 at Marengo and Harmony Road and Marengo and Hemmer Road to address traffic operation concerns in this area.

Year	Phase	County	State	Federal	Local	Total
2019	ENGR2	\$600,000	\$0	\$0	\$0	\$600,000
2020	ROW	\$100,000	\$0	\$0	\$0	\$100,000
2021	CONST	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2016-2020 Program		\$700,000	\$0	\$0	\$0	\$700,000

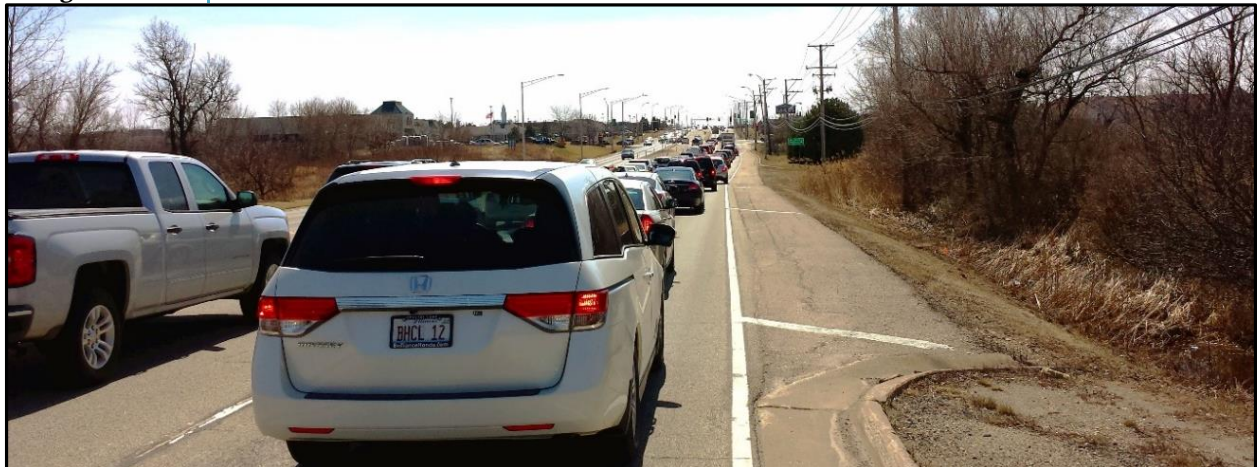
Randall Road Operational and Capacity Changes (TIP#11-03-0018)

This project is to be constructed in two major segments (from South to North):

1. Harnish Drive to Acorn Lane/Polaris Drive, including the Randall/Algonquin intersection; and
2. Acorn Lane/Polaris Drive to Ackman Road

The total cost for the entire project (Harnish Drive to Ackman Road) is projected to be \$97 million. To date, \$18.8 million has been committed for engineering and land acquisition (shown in gray). As the current cost estimates are beyond the County's ability to fund the entire project, \$51 million in funding has been identified in this five year program to construct the southern segment between Harnish Drive and Acorn Lane/Polaris Drive, including the Randall Road and Algonquin Road intersection. \$10.6 million in Congestion Mitigation and Air Quality (CMAQ) funds from the Federal Highway Administration have been granted to help fund the intersection work at Algonquin Road. In addition, \$6.5 million in Federal STP-C funds have been directed towards this project (for a total of \$17.1 million from Federal sources). The northern segment between Acorn Lane/Polaris Drive and Ackman Road is anticipated to cost an additional \$27.3 million and is not included in this five-year transportation program. More information about the Randall Road project can be found at www.randallroad.info.

Year	Phase	County	State	Federal	Local	Total
2006	ENGR1	\$1,450,408	\$0	\$1,554,592	\$0	\$2,948,000
2014	ENGR2	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2014	LAND ACQ	\$1,750,000	\$0	\$0	\$0	\$1,750,000
2014	ROW	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2015	ENGR2	\$4,100,000	\$0	\$0	\$0	\$4,100,000
2016	ROW	\$4,250,000	\$0	\$0	\$0	\$4,250,000
2017	ROW	\$5,750,000	\$0	\$0	\$0	\$5,750,000
2018	CONST	\$5,098,626	\$0	\$4,276,374	\$0	\$9,375,000
2018	ENGR3	\$1,750,000	\$0	\$0	\$0	\$1,750,000
2019	CONST	\$15,295,876	\$0	\$12,829,124	\$0	\$28,125,000
2019	ENGR3	\$1,750,000	\$0	\$0	\$0	\$1,750,000
2016-2020 Program		\$33,894,502	\$0	\$17,105,499	\$0	\$51,000,000



7. State Highway Program

Operational and capacity changes to the County Highway system are best realized when coordinated with other improvements to the transportation network. In particular, the State Highways form the backbone of the transportation network and are therefore vital to the efficient movement of goods and persons throughout the County. Between 2016 and 2020, \$41.3 million has been programmed for State Highway improvements (See Table 11). Of that amount, \$16.3 million is programmed from County funding sources.

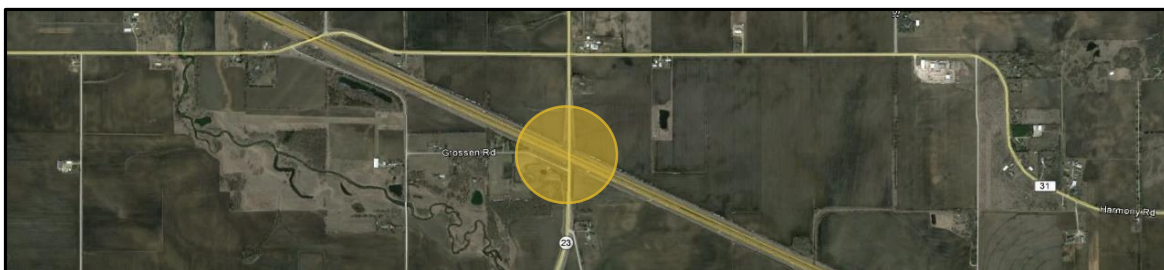
Table 11: State Highway Program

	2016-2020 Programmed Costs
Illinois Route 23 and I-90 Jane Addams Interchange Project	\$32,000,000
Illinois Route 23 and Coral Road Intersection Project	\$539,000
Illinois Route 173 and Wilmot Road Intersection Project	\$1,450,000
Illinois Route 176 and Roberts Road Intersection Project	\$1,000,000
U.S. Route 20 and Harmony Road Intersection Project	\$2,350,000
U.S. Route 20 and Coral Road Intersection Project	\$1,500,000
U.S. Route 20 and Marengo/Union/Beck Road Intersection Project	\$2,500,000
TOTALS	\$41,339,000

Illinois Route 23 and I-90 Interchange Project

This funding from McHenry County is for the local portion of total costs to add an interchange at Illinois State Route 23 and the Jane Addams Memorial Tollway (I-90) in the City of Marengo. The cost share arrangement is laid out in the Illinois Tollway [Interchange and Roadway Cost Share Policy](#). The total cost of \$32 million includes cost of replacing the bridge over I-90 as well as adding ramps.

Year	Phase	County	State	Local/Other	Tollway	Total
	PRE-ENGR	\$0	\$0	\$250,000	\$0	\$250,000
2015	CONCEPTUAL ENGR	\$289,609	\$0	\$0	\$0	\$289,609
2016	ENGR	\$1,250,000	TBD	TBD	\$1,250,000	\$2,500,000
2017	ENGR	\$1,250,000	TBD	TBD	\$1,250,000	\$2,500,000
2017	ROW	\$1,450,000	TBD	TBD	\$1,450,000	\$2,900,000
2017	CONST- Notice to Proceed	\$6,050,000	TBD	TBD	\$6,050,000	\$12,100,000
2018	CONST- 50% completion	\$3,000,000	TBD	TBD	\$3,000,000	\$6,000,000
2019	CONST- 100% completion	\$3,000,000	TBD	TBD	\$3,000,000	\$6,000,000
2016-2020 Program		\$16,000,000	TBD	TBD	\$16,000,000	\$32,000,000



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

Due to the construction of the proposed Illinois Route 23 and I-90 interchange project, County roads intersecting with Illinois Route 23 should be upgraded to handle anticipated increase in traffic volumes.

Year	Phase	County	State	Federal	Local	Total
2016	ENGR	\$0	\$39,000	\$0	\$0	\$39,000
2017	CONST	\$50,000	\$50,000	\$400,000	\$0	\$500,000
2016-2020 Program		\$50,000	\$89,000	\$400,000	\$0	\$539,000

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

This funding is to pay for the County's portion of the improvements proposed to be made to the intersection of Illinois Route 173 and Wilmot Road.

Year	Phase	County	State	Federal	Local	Total
2014	ROW	\$0	\$80,000	\$0	\$0	\$80,000
2017	CONST	\$50,000	\$272,000	\$1,128,000	\$0	\$1,450,000
2016-2020 Program		\$50,000	\$272,000	\$1,128,000	\$0	\$1,450,000

IL Route 176 and Roberts Road Intersection Project

This funding is for the County's portion of the improvements made to the IL 176 and Roberts Road Intersection.

Year	Phase	County	State	Federal	Local	Total
2019	CONST	\$50,000	\$150,000	\$800,000	\$0	\$1,000,000
2016-2020 Program		\$50,000	\$150,000	\$800,000	\$0	\$1,000,000

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

This funding is to pay for the County's portion of the improvements made to U.S. Route 20 and Harmony Road.

Year	Phase	County	State	Federal	Local	Total
2013	ROW	\$0	\$50,000	\$450,000	\$0	\$500,000
2018	CONST	\$50,000	\$185,000	\$2,115,000	\$0	\$2,350,000
2016-2020 Program		\$50,000	\$185,000	\$2,115,000	\$0	\$2,350,000

U.S. Route 20 and Coral Road Intersection Project (TIP#11-13-0001)

This funding is to pay for the County's portion of the improvements made to U.S. Route 20 and Coral Road.

Year	Phase	County	State	Federal	Local	Total
2018	CONST	\$50,000	\$100,000	\$1,350,000	\$0	\$1,500,000
2016-2020 Program		\$50,000	\$100,000	\$1,350,000	\$0	\$1,500,000

U.S. Route 20 and Marengo/Union/Beck Road Intersection Project (TIP#11-09-0057)

This funding is to pay for the County’s portion of the improvements made to the U.S. Route 20 and Marengo Road/South Union Road/Beck Road intersection.

Year	Phase	County	State	Federal	Local	Total
2018	ROW	\$0	\$50,000	\$450,000	\$0	\$500,000
2019	CONST	\$50,000	\$150,000	\$1,800,000	\$0	\$2,000,000
2016-2020 Program		\$50,000	\$200,000	\$2,250,000	\$0	\$2,500,000

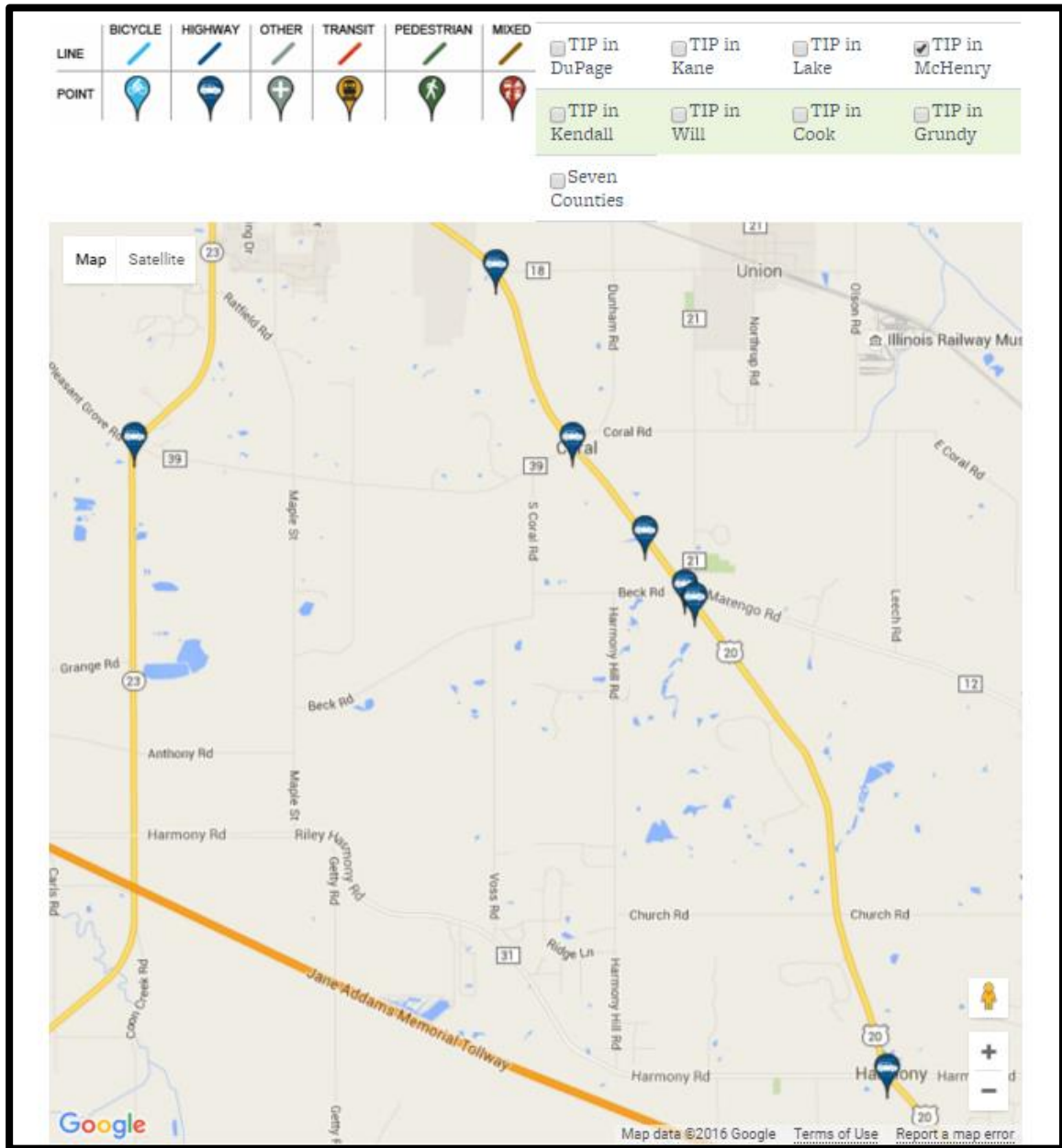


Figure 11: State Projects in Southwest McHenry County

8. Bicycle, Pedestrian, and Transit Program

Bus and commuter rail operations in McHenry County provide efficient connections to the metropolitan region. These operations also provide much needed transportation services to those living in the County. To date, many of these needs remain unmet. As indicated in the County's *2040 Plan*, the lack of sidewalks and comfortable bicycle accommodations present a great challenge for transit operations in the County. Between 2016 and 2020, \$12.8 million is programmed for bicycle, pedestrian, and transit projects (\$4.1 million from County sources) to improve traffic circulation and access to transit services (See Table 12).

Table 12: Bicycle, Pedestrian, and Transit Program

2016-2020 Programmed Costs

Community Bicycle and Pedestrian Projects	\$1,300,000
MCRide Dial-a-Ride Pace Contract	\$11,000,000
Volunteer Driver and Transit Enhancement Program	\$500,000
TOTAL	\$12,800,000

Community Bicycle and Pedestrian Projects

This funding is to support bicycle and pedestrian projects consistent with the bicycle and pedestrian component of the *2040 Plan*.

Year	Proposed Project	MFT	Matching	Option	RTA	Total
2015	US 14 Bike Path – Woodstock Gap	\$0	\$0	\$0	\$50,000	\$50,000
2016	Lakewood Road Bike Path	\$0	\$0	\$0	\$200,000	\$200,000
2017	Ridgefield Trace- Oak St. Connection	\$0	\$0	\$0	\$200,000	\$200,000
2018	Bull Valley Road Bike Path	\$0	\$0	\$0	\$250,000	\$250,000
2019	TBD	\$0	\$0	\$0	\$300,000	\$300,000
2020	TBD	\$0	\$0	\$0	\$350,000	\$350,000
2016-2020 Program		\$0	\$0	\$0	\$1,300,000	\$1,300,000



MCRide Dial-a-Ride Pace Contract

MCRide service is a demand-response transit operation in and between the Cities of Crystal Lake, Lakewood, McHenry, Woodstock, Huntley, Marengo, Harvard, Ringwood, and Johnsburg. In 2015, over 106,000 total trips were taken by approximately 3,500 individuals. Grants (\$300,000 in federal Section 5310, and \$300,000 in County Senior Services Grant funds) were used to offset operational costs. \$30,000 of Senior Grant funds are set aside for the McHenry Township Senior Express each year. More information regarding this program can be found at



www.co.mchenry.il.us/county-government/departments-j-z/transportation/transit-services/mcride-dial-a-ride.

Year	County RTA Sales Tax	Federal Section 5310	Pace Suburban Bus	Municipal/Township	Senior Services Grant	Fares	Total
2012	\$309,153	\$300,447	\$698,073	\$154,400	\$80,000	\$111,668	\$1,507,226
2013	\$260,753	\$350,181	\$577,365	\$199,232	\$77,840	\$119,232	\$1,584,570
2014	\$487,025	\$137,000	\$555,000	\$229,000	\$76,975	\$145,000	\$1,630,000
2015	\$150,000	\$300,000	\$784,000	\$205,000	\$300,000	\$161,000	\$1,900,000
2016	\$100,000	\$300,000	\$1,000,000	\$225,000	\$200,000	\$175,000	\$2,000,000
2017	\$420,000	\$200,000	\$1,050,000	\$240,000	\$0	\$190,000	\$2,100,000
2018	\$530,000	\$100,000	\$1,100,000	\$260,000	\$0	\$210,000	\$2,200,000
2019	\$640,000	\$0	\$1,150,000	\$280,000	\$0	\$230,000	\$2,300,000
2020	\$650,000	\$0	\$1,200,000	\$300,000	\$0	\$250,000	\$2,400,000
2016-2020 Program	\$2,340,000	\$600,000	\$5,500,000	\$1,305,000	\$200,000	\$1,055,000	\$11,000,000

Volunteer Driver and Transit Enhancement Program

This funding from the County RTA fund is to continue funding coordination and expansion of transit services in the County. In 2016, \$60,000 is programmed for the Senior Care Volunteer Network (SCVN) and \$5,000 is for the Veterans Affairs Commission (VAC). This program includes funding for these programs through 2020.

Year	SCVN	VAC	Other (TBD)	Total
2013	\$56,000	\$5,000	\$0	\$61,000
2014	\$60,000	\$5,000	\$0	\$65,000
2015	\$60,000	\$5,000	\$35,000	\$100,000
2016	\$60,000	\$5,000	\$35,000	\$100,000
2017	\$60,000	\$5,000	\$35,000	\$100,000
2018	\$60,000	\$5,000	\$35,000	\$100,000
2019	\$60,000	\$5,000	\$35,000	\$100,000
2020	\$60,000	\$5,000	\$35,000	\$100,000
2016-2020 Program	\$300,000	\$25,000	\$175,000	\$500,000

9. Miscellaneous Program

There are various programs, projects, and initiatives that support other programs of the McHenry County Division of Transportation. Between 2016 and 2020, approximately \$21.9 million is programmed for these types of projects (See Table 13).

Table 13: Miscellaneous Projects Summary

	2016-2020 Programmed Costs
Debt Certificate Service (\$50,000,000 in 2007)	\$12,042,131
Nondedicated Subdivision Road Construction Program	\$7,780,000
Nondedicated Subdivision Road Maintenance Program	\$908,100
County Engineer Salary Program	\$790,700
Long-Range Transportation Planning (2019)	\$400,000
TOTALS	\$21,920,931

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

This funding is for the debt service required for the \$50,000,000 debt certificate issued in 2007 to be retired over ten years (in 2017). As seen in the table below, the source for payments shifts through the years. This is done to make certain fund balances remain positive at the end of each year.

Year	MFT	Matching	Option	RTA	Total
2008	\$3,123,977	\$0	\$3,123,997	\$0	\$6,247,993
2009	\$3,097,888	\$0	\$0	\$0	\$6,426,226
2010	\$6,195,600	\$0	\$0	\$0	\$6,195,600
2011	\$0	\$2,548,900	\$0	\$0	\$6,194,250
2012	\$0	\$0	\$0	\$6,197,200	\$6,197,200
2013	\$0	\$0	\$0	\$6,197,200	\$6,197,200
2014	\$0	\$0	\$0	\$6,196,463	\$6,196,463
2015	\$0	\$0	\$0	\$6,192,788	\$6,192,788
2016	\$0	\$0	\$0	\$6,016,631	\$6,016,631
2017	\$0	\$0	\$0	\$6,025,500	\$6,025,500
2016-2020 Program	\$0	\$0	\$0	\$12,042,131	\$12,042,131

Nondedicated Subdivision Road Construction Program

This funding is allocated each year for nondedicated subdivision roads to help bring them into a public jurisdiction. In 2015, \$8,060,000 was allocated by the County Board for this program spread over five years.

Year	MFT	Matching	Option	RTA	Total
2015	\$280,000	\$0	\$0	\$0	\$280,000
2016	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2017	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2018	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2019	\$280,000	\$0	\$0	\$0	\$280,000
2020	\$0	\$0	\$0	\$0	\$0
2016-2020 Program	\$7,780,000	\$0	\$0	\$0	\$7,780,000

Nondedicated Subdivision Road Maintenance Program

This funding is to match private investments committed to maintain nondedicated subdivision roads in unincorporated areas of McHenry County. These efforts are coordinated with the Township Highway Commissioners. The County's contribution cannot exceed 50% of the Motor Fuel Tax funds received in participating townships.

Year	MFT	Matching	Option	RTA	Total
2016	\$181,620	\$0	\$0	\$0	\$181,620
2017	\$181,620	\$0	\$0	\$0	\$181,620
2018	\$181,620	\$0	\$0	\$0	\$181,620
2019	\$181,620	\$0	\$0	\$0	\$181,620
2020	\$181,620	\$0	\$0	\$0	\$181,620
2016-2020 Program	\$908,100	\$0	\$0	\$0	\$908,100

County Engineer Salary Program

This funding is for the County Engineer's position (half of this salary is funded by federal Surface Transportation Program funds allocated to the collar counties of the Chicago metropolitan area)

Year	Phase	MFT	State	Federal	Other	Total
2016	ENGR	\$75,591	\$0	\$75,591	\$0	\$151,182
2017	ENGR	\$77,292	\$0	\$77,292	\$0	\$154,584
2018	ENGR	\$79,031	\$0	\$79,031	\$0	\$158,062
2019	ENGR	\$80,809	\$0	\$80,809	\$0	\$161,618
2020	ENGR	\$82,627	\$0	\$82,627	\$0	\$165,255
2016-2020 Program		\$395,350	\$0	\$395,350	\$0	\$790,700

Long-Range Transportation Planning

This funding is for consultant services needed as part of the long-range transportation planning process. At this time, an update of the long-range transportation plan is programmed to occur every 6 years.

Year	County RTA	UWP	RTA Subregional	Total
2011	\$80,000	\$200,000	\$120,000	\$400,000
2019	\$400,000	\$0	\$0	\$400,000
2025	\$400,000	\$0	\$0	\$400,000
2031	\$400,000	\$0	\$0	\$400,000
2037	\$400,000	\$0	\$0	\$400,000
2016-2020 Program	\$400,000	\$0	\$0	\$400,000



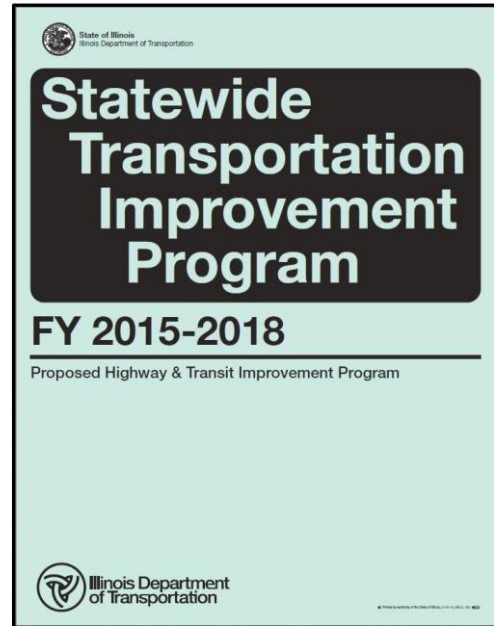
APPENDIX A: MPO TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

The current MPO TIP can be viewed at www.cmap.illinois.gov/programs-and-resources/tip/tip-data/tip-map.



APPENDIX B: ROADWAY STANDARDS


The design and construction of McHenry County Highway improvements is governed by the Illinois Department of Transportation's **"Bureau of Local Roads and Streets Manual"**.


This can be found on the Illinois Department of Transportation website at:

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

Bureau of Local Roads and Streets Manual

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



 Illinois Department of Transportation
Division of Highways

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

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

Table 14: FY2016 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Project Cost	State	Federal	Local/Other
DEBT CERTIFICATE SERVICE (\$50 million in 2007)	MISC	\$0	\$0	\$0	\$0	\$6,016,631	\$6,016,631	\$6,016,631	\$0	\$0	\$0
Randall Road	ROW		\$0	\$0	\$1,000,000	\$3,250,000	\$4,250,000	\$4,250,000	\$0	\$0	\$0
General Resurfacing (22.2 lane miles/year)	CONST	\$3,750,000	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000	\$0	\$0	\$0
Miller Road Widening IL 31 to River Road	CONST	\$0	\$2,800,000	\$0	\$0	\$0	\$2,800,000	\$6,170,000	\$3,370,000	\$0	\$0
Non Dedicated Subdivision Road Construction Program	CONST	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$0
Lakewood Road Intersections (Miller, Reed)	CONST	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$0
Snow Removal Materials	MAINT	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000	\$1,300,000	\$0	\$0	\$0
Maintenance Vehicle Replacement Program (2014-2020)	MAINT	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$0	\$0
Deerpass Road Bridge (SN056-3029) (TIP# 11-10-0003)	CONST	\$0	\$0	\$600,000	\$0	\$0	\$600,000	\$3,000,000	\$0	\$2,400,000	\$0
Miller Road Widening IL 31 to River Road	ENGR3	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0
Remote Salt Storage and Maintenance Facility	ENGR	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0
Pavement Marking Maintenance	MAINT	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
General Microsurfacing	CONST	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$350,000	\$0	\$0	\$0
Traffic Signal/Lighting Maintenance	MAINT	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$350,000	\$0	\$0	\$0
Deerpass Road Bridge (SN056-3029) (TIP# 11-10-0003)	ENGR3	\$0	\$0	\$300,000	\$0	\$0	\$300,000	\$300,000	\$0	\$0	\$0
General Crack Sealing	CONST	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0
Bridge Inspections	ENGR	\$0	\$0	\$230,000	\$0	\$0	\$230,000	\$230,000	\$0	\$0	\$0
Community Bicycle and Pedestrian Projects	CONST	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
PROWAG Maintenance Program	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Striping Paint & Glass Beads	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Maintenance Program	CONST	\$181,620	\$0	\$0	\$0	\$0	\$181,620	\$181,620	\$0	\$0	\$0
Bay Road Bridge (SN056-3106)(TIP#11-15-0005)	CONST	\$0	\$0	\$180,000	\$0	\$0	\$180,000	\$900,000	\$0	\$720,000	\$0
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$170,000	\$200,000	\$0	\$0	\$30,000
Miscellaneous Culverts	MAINT	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$165,000	\$0	\$0	\$0

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Project Cost	State	Federal	Local/Other
Township Bridge Rehabilitation Assistance Program	CONST	\$0	\$0	\$0	\$162,000	\$0	\$162,000	\$162,000	\$0	\$0	\$0
Sign Materials	MAINT	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$125,000	\$0	\$0	\$0
Bridge Preventative Maintenance	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Guardrail Maintenance	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Highway Lighting Systems-Power	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Lakewood Road Intersections (Miller, Reed)	ROW	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$1,200,000	\$100,000	\$2,000,000	\$0	\$300,000	\$1,600,000
Traffic Signal Re-lamping	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Volunteer Driver and Transit Enhancement Program	TRAN	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
County Engineer Salary Program	ENGR	\$151,182	\$0	\$0	\$0	\$0	\$75,591	\$151,182	\$0	\$75,591	\$0
Hunter Road Bridge (SN 056-3034)	ENGR	\$0	\$0	\$67,611	\$0	\$0	\$67,611	\$67,611	\$0	\$0	\$0
Garden Valley Road Bridge (SN 056-3028)	ENGR	\$0	\$66,048	\$0	\$0	\$0	\$66,048	\$66,048	\$0	\$0	\$0
Low-Cost Safety Improvement Program	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
North Union Road Bridge (SN056-3026)	ROW	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0
Oak Grove Road Township Bridge (SN056-3035)	ROW	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0
O'Brien Road Township Bridge (SN056-3118)	ROW	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0
Millstream Road Bridge (SN 056-3022)	ENGR	\$0	\$41,831	\$0	\$0	\$0	\$41,831	\$41,831	\$0	\$0	\$0
Millstream Road South Bridge (SN 056-3023)	ENGR	\$0	\$41,831	\$0	\$0	\$0	\$41,831	\$41,831	\$0	\$0	\$0
Snow Fence (Living)	MAINT	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$40,000	\$0	\$0	\$0
O'Brien Road Township Bridge (SN056-3118)	ENGR2	\$0	\$0	\$175,000	\$0	\$0	\$35,000	\$175,000	\$0	\$140,000	\$0
Thayer Road Township Bridge (SN056-3115)	ENGR1	\$0	\$0	\$150,000	\$0	\$0	\$30,000	\$150,000	\$0	\$120,000	\$0
Tree Trimming & Removal Program	MAINT	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Culvert Materials	MAINT	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000	\$0	\$0	\$0
North Union Road Bridge (SN056-3026)	ENGR2	\$0	\$0	\$200,000	\$0	\$0	\$20,000	\$200,000	\$0	\$180,000	\$0
Oak Grove Road Township Bridge (SN056-3035)	ENGR2	\$0	\$0	\$200,000	\$0	\$0	\$20,000	\$200,000	\$0	\$180,000	\$0
Coral Road at IL 23 Intersection Project (TIP#11-12-0012)	ENGR	\$0	\$0	\$0	\$0	\$0	\$0	\$39,000	\$39,000	\$0	\$0
TOTALS		\$9,082,802	\$3,049,710	\$2,152,611	\$4,597,000	\$11,516,631	\$29,323,163	\$38,477,754	\$3,409,000	\$4,115,591	\$1,630,000

Table 15: FY2017 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Project Cost	State	Federal	Local/Other
Illinois Route 23 & I-90 Interchange	CONST	\$0	\$0	\$0	\$0	\$8,000,000	\$8,000,000	\$16,000,000	\$0	\$0	\$8,000,000
DEBT CERTIFICATE SERVICE (\$50 million in 2007)	MISC	\$0	\$0	\$0	\$0	\$6,025,500	\$6,025,500	\$6,025,500	\$0	\$0	\$0
Randall Road	ROW	\$0	\$5,750,000	\$0	\$0	\$0	\$5,750,000	\$5,750,000	\$0	\$0	\$0
Remote Salt Storage and Maintenance Facility	CONST	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$4,500,000	\$0	\$0	\$0
General Resurfacing (22.2 lane miles/year)	CONST	\$2,750,000	\$0	\$0	\$0	\$1,000,000	\$3,750,000	\$3,750,000	\$0	\$0	\$0
River & Dowell Road	CONST	\$0	\$3,600,000	\$0	\$0	\$0	\$3,600,000	\$3,600,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Construction Program	CONST	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$0
Snow Removal Materials	MAINT	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000	\$1,300,000	\$0	\$0	\$0
Maintenance Vehicle Replacement Program (2014-2020)	MAINT	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$0	\$0
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$1,200,000	\$420,000	\$2,100,000	\$0	\$200,000	\$1,480,000
North Union Road Bridge (SN056-3026)	CONST	\$0	\$0	\$400,000	\$0	\$0	\$400,000	\$2,000,000	\$0	\$1,600,000	\$0
Pavement Marking Maintenance	MAINT	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
General Microsurfacing	CONST	\$0	\$0	\$0	\$0	\$360,000	\$360,000	\$360,000	\$0	\$0	\$0
River & Dowell Road	ENGR3	\$0	\$0	\$0	\$360,000	\$0	\$360,000	\$360,000	\$0	\$0	\$0
Traffic Signal/Lighting Maintenance	MAINT	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$350,000	\$0	\$0	\$0
Chapel Hill Road Bridge (SN056-3134)(TIP#Pending)	CONST	\$0	\$0	\$340,000	\$0	\$0	\$340,000	\$1,700,000	\$0	\$1,360,000	\$0
General Crack Sealing	CONST	\$0	\$0	\$0	\$0	\$255,000	\$255,000	\$255,000	\$0	\$0	\$0
Community Bicycle and Pedestrian Projects	CONST	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
PROWAG Maintenance Program	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Striping Paint & Glass Beads	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Maintenance Program	CONST	\$181,620	\$0	\$0	\$0	\$0	\$181,620	\$181,620	\$0	\$0	\$0
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$170,000	\$200,000	\$0	\$0	\$30,000
Miscellaneous Culverts	MAINT	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$165,000	\$0	\$0	\$0
Township Bridge Rehabilitation Assistance Program	CONST	\$0	\$0	\$0	\$162,000	\$0	\$162,000	\$162,000	\$0	\$0	\$0
Condition Evaluation/GIS Pavement Management Updates	ENGR	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0	\$0
Sign Materials	MAINT	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$125,000	\$0	\$0	\$0
Bridge Preventative Maintenance	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
County Wide Traffic Counts	ENGR	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Project Cost	State	Federal	Local/Other
Guardrail Maintenance	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Highway Lighting Systems-Power	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Volunteer Driver and Transit Enhancement Program	TRAN	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
County Engineer Salary Program	ENGR	\$154,584	\$0	\$0	\$0	\$0	\$77,292	\$154,584	\$0	\$77,292	\$0
Coral Road at IL 23 Intersection Project (TIP#11-12-0012)	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$500,000	\$50,000	\$400,000	\$0
Illinois Route 173 & Wilmot Road Intersection Project	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$1,450,000	\$272,000	\$1,128,000	\$0
Low-Cost Safety Improvement Program	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
Snow Fence (Living)	MAINT	\$0	\$0	\$0	\$45,000	\$0	\$45,000	\$45,000	\$0	\$0	\$0
Tree Trimming & Removal Program	MAINT	\$0	\$0	\$0	\$35,000	\$0	\$35,000	\$35,000	\$0	\$0	\$0
Harmony Road Bridge (SN 056-3138)	ENGR 1	\$0	\$0	\$30,000	\$0	\$0	\$30,000	\$150,000	\$0	\$120,000	\$0
Thayer Road Township Bridge (SN056-3115)	ENGR2	\$0	\$0	\$150,000	\$0	\$0	\$30,000	\$150,000	\$0	\$120,000	\$0
Culvert Materials	MAINT	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000	\$0	\$0	\$0
Thayer Road Township Bridge (SN056-3115)	ROW	\$0	\$0	\$20,000	\$0	\$0	\$20,000	\$20,000	\$0	\$0	\$0
Church Street and Spring Grove Road Intersection Project	ENGR1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pyott Road and Oak Street Intersection Project	ENGR1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS		\$6,711,204	\$9,350,000	\$940,000	\$7,467,000	\$17,290,500	\$41,501,412	\$56,338,704	\$322,000	\$5,005,292	\$9,510,000

Table 16: FY2018 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Project Cost	State	Federal	Local/Other
Randall Road	CONST	\$9,375,000	\$0	\$0	\$0	\$0	\$5,098,626	\$9,375,000	\$0	\$4,276,375	\$0
Illinois Route 23 & I-90 Interchange	CONST	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$8,000,000	\$0	\$0	\$4,000,000
General Resurfacing (22.2 lane miles/year)	CONST	\$2,800,000	\$0	\$0	\$0	\$1,000,000	\$3,800,000	\$3,800,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Construction Program	CONST	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$0
Randall Road and Algonquin Road Resurfacing	CONST	\$1,000,000	\$1,100,000	\$0	\$0	\$0	\$2,100,000	\$2,100,000	\$0	\$0	\$0
Randall Road	ENGR3	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000	\$1,750,000	\$0	\$0	\$0
Snow Removal Materials	MAINT	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000	\$1,300,000	\$0	\$0	\$0
Maintenance Vehicle Replacement Program (2014-2020)	MAINT	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$0	\$0
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$1,200,000	\$530,000	\$2,200,000	\$0	\$100,000	\$1,570,000
Pavement Marking Maintenance	MAINT	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
General Microsurfacing	CONST	\$0	\$0	\$0	\$0	\$370,000	\$370,000	\$370,000	\$0	\$0	\$0
Traffic Signal/Lighting Maintenance	MAINT	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$350,000	\$0	\$0	\$0
General Crack Sealing	CONST	\$0	\$0	\$0	\$0	\$260,000	\$260,000	\$260,000	\$0	\$0	\$0
Community Bicycle and Pedestrian Projects	CONST	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0
Bridge Inspections	ENGR	\$0	\$0	\$230,000	\$0	\$0	\$230,000	\$230,000	\$0	\$0	\$0
PROWAG Maintenance Program	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Striping Paint & Glass Beads	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Thayer Road Township Bridge (SN056-3115)	CONST	\$0	\$0	\$200,000	\$0	\$0	\$200,000	\$1,000,000	\$0	\$800,000	\$0
Non Dedicated Subdivision Road Maintenance Program	CONST	\$181,620	\$0	\$0	\$0	\$0	\$181,620	\$181,620	\$0	\$0	\$0
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$170,000	\$200,000	\$0	\$0	\$30,000
Miscellaneous Culverts	MAINT	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$165,000	\$0	\$0	\$0
Township Bridge Rehabilitation Assistance Program	CONST	\$0	\$0	\$0	\$162,000	\$0	\$162,000	\$162,000	\$0	\$0	\$0
Hunter Road Bridge (SN 056-3034)	CONST	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
Millstream Road Bridge (SN 056-3022)	CONST	\$0	\$150,000	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
Millstream Road South Bridge (SN 056-3023)	CONST	\$0	\$150,000	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
O'Brien Road Township Bridge (SN056-3118)	CONST	\$0	\$0	\$134,007	\$0	\$0	\$134,007	\$1,500,000	\$165,993	\$1,200,000	\$0
Sign Materials	MAINT	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$125,000	\$0	\$0	\$0
Bridge Preventative Maintenance	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Project Cost	State	Federal	Local/Other
Guardrail Maintenance	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Highway Lighting Systems-Power	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Traffic Signal Re-lamping	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Volunteer Driver and Transit Enhancement Program	TRAN	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
Oak Grove Road Township Bridge (SN056-3035)	CONST	\$0	\$0	\$80,000	\$0	\$0	\$80,000	\$2,000,000	\$320,000	\$1,600,000	\$0
County Engineer Salary Program	ENGR	\$158,062	\$0	\$0	\$0	\$0	\$79,031	\$158,062	\$0	\$79,031	\$0
Kishwaukee Valley Road Culvert (SN 056-3202)	ENGR	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0
Low-Cost Safety Improvement Program	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
Nelson Road Culvert	ENGR	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0
US 20 & Coral Road Intersection Project	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$1,500,000	\$100,000	\$1,350,000	\$0
US 20 & Harmony Road Intersection Project	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$2,350,000	\$185,000	\$2,115,000	\$0
Snow Fence (Living)	MAINT	\$0	\$0	\$0	\$45,000	\$0	\$45,000	\$45,000	\$0	\$0	\$0
Tree Trimming & Removal Program	MAINT	\$0	\$0	\$0	\$35,000	\$0	\$35,000	\$35,000	\$0	\$0	\$0
Harmony Road Bridge (SN 056-3138)	ENGR 2	\$0	\$30,000	\$0	\$0	\$0	\$30,000	\$150,000	\$0	\$120,000	\$0
Culvert Materials	MAINT	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000	\$0	\$0	\$0
Bunker Hill Road Bridge	ENGR1	\$0	\$100,000	\$0	\$0	\$0	\$20,000	\$100,000	\$0	\$80,000	\$0
Church Street and Spring Grove Road Intersection Project	ENGR2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Condition Evaluation/GIS Pavement Management Updates	ENGR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pyott Road and Oak Street Intersection Project	ENGR2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
US 20 & Marengo/Union/Beck Intersection Project	ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$50,000	\$450,000	\$0
TOTALS		\$17,014,682	\$1,580,000	\$844,007	\$2,607,000	\$9,080,000	\$26,740,284	\$45,331,682	\$820,993	\$12,170,405	\$5,600,000

Table 17: FY2019 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Project Cost	State	Federal	Local/Other
Randall Road	CONST	\$28,125,000	\$0	\$0	\$0	\$0	\$15,295,876	\$28,125,000	\$0	\$12,829,124	\$0
Illinois Route 23 & I-90 Interchange	CONST	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$8,000,000	\$0	\$0	\$4,000,000
General Resurfacing (22.2 lane miles/year)	CONST	\$2,850,000	\$0	\$0	\$0	\$1,000,000	\$3,850,000	\$3,850,000	\$0	\$0	\$0
Randall Road and Algonquin Road Resurfacing	CONST	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000	\$2,400,000	\$0	\$0	\$0
Randall Road	ENGR3	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000	\$1,750,000	\$0	\$0	\$0
Snow Removal Materials	MAINT	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000	\$1,300,000	\$0	\$0	\$0
Maintenance Vehicle Replacement Program (2014-2020)	MAINT	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$0	\$0
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$1,200,000	\$640,000	\$2,300,000	\$0	\$0	\$1,660,000
Main Street & Marengo Road (Harmony and Hemmer Intersections)	ENGR2	\$0	\$600,000	\$0	\$0	\$0	\$600,000	\$600,000	\$0	\$0	\$0
Long-Range Transportation Planning	ENGR	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
Pavement Marking Maintenance	MAINT	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
Traffic Signal/Lighting Maintenance	MAINT	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$400,000	\$0	\$0	\$0
General Microsurfacing	CONST	\$0	\$0	\$0	\$0	\$380,000	\$380,000	\$380,000	\$0	\$0	\$0
Community Bicycle and Pedestrian Projects	CONST	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Construction Program	CONST	\$280,000	\$0	\$0	\$0	\$0	\$280,000	\$280,000	\$0	\$0	\$0
General Crack Sealing	CONST	\$0	\$0	\$0	\$0	\$265,000	\$265,000	\$265,000	\$0	\$0	\$0
PROWAG Maintenance Program	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Striping Paint & Glass Beads	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Maintenance Program	CONST	\$181,620	\$0	\$0	\$0	\$0	\$181,620	\$181,620	\$0	\$0	\$0
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$170,000	\$200,000	\$0	\$0	\$30,000
Miscellaneous Culverts	MAINT	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$165,000	\$0	\$0	\$0
Township Bridge Rehabilitation Assistance Program	CONST	\$0	\$0	\$0	\$162,000	\$0	\$162,000	\$162,000	\$0	\$0	\$0
Garden Valley Road Bridge (SN 056-3028)	CONST	\$0	\$150,000	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
Kishwaukee Valley Road Culvert (SN 056-3202)	CONST	\$0	\$150,000	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
Nelson Road Culvert	CONST	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
Condition Evaluation/GIS Pavement Management Updates	ENGR	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0	\$0
Sign Materials	MAINT	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$125,000	\$0	\$0	\$0
Harmony Road Bridge (SN 056-3138)	CONST	\$0	\$120,000	\$0	\$0	\$0	\$120,000	\$600,000	\$0	\$480,000	\$0

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Project Cost	State	Federal	Local/Other
Bridge Preventative Maintenance	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
County Wide Traffic Counts	ENGR	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Guardrail Maintenance	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Highway Lighting Systems-Power	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Volunteer Driver and Transit Enhancement Program	TRAN	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
County Engineer Salary Program	ENGR	\$161,618	\$0	\$0	\$0	\$0	\$80,809	\$161,618	\$0	\$80,809	\$0
IL176 & Roberts Road Intersection Project	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$1,000,000	\$150,000	\$800,000	\$0
Low-Cost Safety Improvement Program	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
US 20 & Marengo/Union/Beck Intersection Project	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$2,000,000	\$150,000	\$1,800,000	\$0
Snow Fence (Living)	MAINT	\$0	\$0	\$0	\$45,000	\$0	\$45,000	\$45,000	\$0	\$0	\$0
Tree Trimming & Removal Program	MAINT	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$40,000	\$0	\$0	\$0
Culvert Materials	MAINT	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000	\$0	\$0	\$0
Bunker Hill Road Bridge	ENGR2	\$0	\$100,000	\$0	\$0	\$0	\$20,000	\$100,000	\$0	\$80,000	\$0
Church Street and Spring Grove Road Intersection Project	CONST	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pyott Road and Oak Street Intersection Project	CONST	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS		\$35,523,238	\$1,120,000	\$150,000	\$2,662,000	\$9,145,000	\$35,770,305	\$57,830,238	\$300,000	\$16,069,933	\$5,690,000

Table 18: FY2020 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Project Cost	State	Federal	Local/Other
General Resurfacing (22.2 lane miles/year)	CONST	\$2,900,000	\$0	\$0	\$0	\$1,000,000	\$3,900,000	\$3,900,000	\$0	\$0	\$0
Snow Removal Materials	MAINT	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000	\$1,300,000	\$0	\$0	\$0
N. McHenry Fox River Crossing	ENGR1	\$0	\$0	\$0	\$0	\$900,000	\$900,000	\$1,800,000	\$0	\$0	\$900,000
Maintenance Vehicle Replacement Program (2014-2020)	MAINT	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$0	\$0
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$1,200,000	\$650,000	\$2,400,000	\$0	\$0	\$1,750,000
Pavement Marking Maintenance	MAINT	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
Traffic Signal/Lighting Maintenance	MAINT	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$400,000	\$0	\$0	\$0
General Microsurfacing	CONST	\$0	\$0	\$0	\$0	\$390,000	\$390,000	\$390,000	\$0	\$0	\$0
Community Bicycle and Pedestrian Projects	CONST	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$350,000	\$0	\$0	\$0
General Crack Sealing	CONST	\$0	\$0	\$0	\$0	\$270,000	\$270,000	\$270,000	\$0	\$0	\$0
Bridge Inspections	ENGR	\$0	\$0	\$230,000	\$0	\$0	\$230,000	\$230,000	\$0	\$0	\$0
PROWAG Maintenance Program	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Striping Paint & Glass Beads	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Maintenance Program	CONST	\$181,620	\$0	\$0	\$0	\$0	\$181,620	\$181,620	\$0	\$0	\$0
Bunker Hill Road Bridge	CONST	\$0	\$180,000	\$0	\$0	\$0	\$180,000	\$900,000	\$0	\$720,000	\$0
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$170,000	\$200,000	\$0	\$0	\$30,000
Miscellaneous Culverts	MAINT	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$165,000	\$0	\$0	\$0
Township Bridge Rehabilitation Assistance Program	CONST	\$0	\$0	\$0	\$162,000	\$0	\$162,000	\$162,000	\$0	\$0	\$0
Sign Materials	MAINT	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$125,000	\$0	\$0	\$0
Bridge Preventative Maintenance	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Guardrail Maintenance	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Highway Lighting Systems-Power	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Main Street & Marengo Road (Harmony and Hemmer Intersections)	ROW	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Traffic Signal Re-lamping	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Volunteer Driver and Transit Enhancement Program	TRAN	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
County Engineer Salary Program	ENGR	\$165,255	\$0	\$0	\$0	\$0	\$82,627	\$165,255	\$0	\$82,627	\$0
Low-Cost Safety Improvement Program	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
Snow Fence (Living)	MAINT	\$0	\$0	\$0	\$45,000	\$0	\$45,000	\$45,000	\$0	\$0	\$0

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Project Cost	State	Federal	Local/Other
Tree Trimming & Removal Program	MAINT	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$40,000	\$0	\$0	\$0
Culvert Materials	MAINT	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000	\$0	\$0	\$0
Condition Evaluation/GIS Pavement Management Updates	ENGR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non Dedicated Subdivision Road Construction Program	CONST	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS		\$4,246,875	\$180,000	\$230,000	\$2,762,000	\$4,260,000	\$11,766,247	\$15,248,875	\$0	\$802,627	\$2,680,000

APPENDIX D: GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Earmarks – Projects which are specifically listed in federal or state funding legislation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Infrastructure – A term connoting the physical underpinnings of society at large, including, but not limited to, roads, bridges, transit, water and waste systems, public housing, sidewalks, utility installations, parks, public buildings, and communication networks.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX E: CHANGES FROM LAST YEAR'S PROGRAM

The following is a list of significant differences between the 2015-2019 Transportation Program and the proposed McHenry County 2016-2020 Five Year Transportation Program:

1. *2014 Strategic Plan* for McHenry County is replaced with the *2016 Action Plan*. ([Page 5](#))
2. Updated FY2015 Highlights. ([Page 6](#))
3. Revised anticipated revenues downward slightly from the 2015-2019 Program (\$1 million over five years) to reflect weaker than expected motor fuel tax collections and lower Matching fund levy amounts. ([Page 9](#))
4. Inserted a summary of the *FAST Act*, the new federal transportation bill. ([Page 10](#))
5. Updated the table of anticipated expenditures and the map of programmed project locations. ([Page 11/12](#))
6. Removed the “Water Quality Treatment Structure Cleaning” program (\$100,000) from the County Highway Maintenance Program. ([Page 13](#))
7. Increased funding for “Crack Sealing” (\$50,000), “Pavement Preservation” (\$100,000), and “Resurfacing” (\$950,000) to reflect an increase in County lane miles needing to be maintained. ([Page 21/22](#))
8. Removed “County Line Road Township Bridge”, “Franklinville Road Bridge”, “Lawrence Road Bridge”, “Noe Road Township Bridge”, “Olcott Road Culvert Replacement” and “Wilmot Road Bridge” from the program as these are completed or soon to be completed projects. ([Page 23](#))
9. Added “Bunker Hill Road Township Bridges” to the program. ([Page 25](#))
10. Transferred the “Village of Algonquin Randall Road Crossing” project from the Public Safety Program to the “Randall Road Operational and Capacity Changes” project. ([Page 33](#))
11. Updated the “Randall Road Operational and Capacity Changes” project to reflect more up-to-date cost estimates for both the southern segment (which is included in the program) and northern segment (which is not included in the program) of the project. ([Page 33](#))
12. Updated the “Illinois Route 23 and I-90 Interchange Project” to reflect more up-to-date cost estimates and yet to be determined State or local contributions for the project. ([Page 34](#))
13. Added the “U.S. Route 20 and Coral Road Intersection Project” to the State Highway Program. ([Page 35](#))
14. Reduced the programmed expenditures for the MCRide Dial-a-Ride program (by \$3.8 million) to reflect lower than anticipated ridership and cost estimates following the program’s expansion in March of 2015. ([Page 38](#))
15. Reduced the “Debt Certificate Service” by \$6.2 million to reflect the most recent payment that was made in 2015. ([Page 39](#))



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