

Item #5:

Resolution Approving Shared Costs For IL Route 22 Widening

VILLAGE OF LONG GROVE
RESOLUTION NO. 2014-R-__

**A RESOLUTION APPROVING AND AUTHORIZING THE EXECUTION
OF AN INTERGOVERNMENTAL AGREEMENT
WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION
FOR CERTAIN ILLINOIS ROUTE 22 IMPROVEMENTS**

WHEREAS, IL Route 22 travels through the Village of Long Grove from the eastern Village boundary just east of Oak Grove Drive to the western Village boundary west of Old McHenry Road; and

WHEREAS, the Illinois Department of Transportation ("**IDOT**") has designed and intends to construct certain improvements to Illinois (IL) Route 22, including widening Route 22 from the current two lanes to four lanes between Quentin Road and IL Route 83 within the boundaries of the Village of Long Grove; and

WHEREAS, the Village of Long Grove has historically determined that it is desirable and in the best interests of the Village and its residents that IDOT widen IL Route 22 within the Village boundaries from two lanes to four lanes; and

WHEREAS, in 2007 IDOT completed the widening of IL Route 22 from two lanes to four lanes to the west of Quentin Road and to the east of IL Route 83 within and beyond the boundaries of the Village of Long Grove; and

WHEREAS, the widening of IL Route 22 from two lanes to four lanes to the west and east of the two lane section of IL Route 22 between Quentin Road and IL 83 resulted in significant traffic congestion within Long Grove and neighboring communities as four lanes of traffic is reduced to two lanes; and

WHEREAS, in 2007 the Village of Long Grove approved Resolution No. 2007-R-08 “A Resolution Identifying And Prioritizing Certain Traffic Projects For Further Study And Consideration “ based upon a Village-wide traffic study which identified the widening of this last remaining two lane section of IL Route 22 as a top priority; and

WHEREAS, in 2007 the Village of Long Grove approved Resolution No. 2007-R-30 “A Conditionally Supporting The Widening Of IL Route 22 Between Quentin Road & IL Route 83 Within The Village Of Long Grove,” which, among other conditions, requested that IDOT install a temporary traffic signal at the Intersection of IL Route 22 and N. Krueger Road as an interim solution before the planned widening of IL Route 22 in Year 2013; and

WHEREAS, it is now more than two years past the originally planned construction in Year 2013, and the project has been re-prioritized for the latter portion of the FY 2015-2020 Proposed Multi-Modal Transportation Improvement program; and

WHEREAS, in recent years, there have been an increasing number of automobile accidents on IL Route 22; and

WHEREAS, the Village has requested that IDOT include in its Construction Contract certain improvements and obligations that will benefit the motoring public that travels through the Village, including installation of a permanent traffic signal at N. Krueger Road and pedestrian and bicycle accommodations; and

WHEREAS, the President and Board of Trustees wish to further memorialize the Village's long-standing support for the widening of IL Route 22, including the request for the installation of the temporary traffic signal at N. Krueger Road, and have also determined that it is in the best interests of the Village to concur with the cost participation items totaling an amount not to exceed \$110,658.00 as outlined in the October 1, 2014 Letter Of Intent from IDOT (**Letter Of Intent**) and by this reference incorporated into, this Resolution as Exhibit A; and

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE VILLAGE OF LONG GROVE, LAKE COUNTY, ILLINOIS, as follows:

Section 1. Recitals. The recitals set forth above are incorporated as a part of this Resolution by this reference.

Section 2. Agreement With Village Cost Participation. The Board of Trustees hereby agrees to the shared costs as outlined in the Letter of Intent and transfers \$110,658.00 from the General Fund Reserves to the Capital Infrastructure Fund,

Section 3. Execution of the Agreement. The Village President or Village Manager shall be, and hereby are, authorized to execute the Letter Of Intent concurring with the project, traffic signals, shared-use path scopes, costs and long-term maintenance on behalf of the Village.

Section 4. Effective Date. This Resolution shall be in effect from and after its passage and approval in the manner provided by law.

PASSED this 11th day of November, 2014.

AYES: () Trustees:

NAYS: () Trustees:

ABSENT: () None

APPROVED this 11th day of November, 2014.

Angela Underwood, Village President

ATTEST:

Heidi Locker-Scheer, Village Clerk

EXHIBIT A

Letter of Intent

DRAFT

EXHIBIT A

Letter of Intent

DRAFT



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

RECEIVED

OCT 03 2014

VILLAGE OF LONG GROVE

October 1, 2014

The Honorable Angie Underwood
Village President
Village of Long Grove
3110 RFD
Long Grove, IL 60047-9635

Dear Village President Underwood:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of IL 22 from Quentin Road to IL 83 in Lake County. This improvement is included in the Department's FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program. Our current engineering efforts are targeted to enable a contract letting in the later portion of our current multi-year program contingent upon plan readiness, land acquisition, and funding availability through our future annual legislative appropriations. This will serve as a Letter of Intent between the Village of Long Grove (Village) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of reconstructing and widening IL 22 to provide two through lanes in each direction separated by a median, with curb and gutter, pedestrian and bicyclist accommodations, and intersection and drainage improvements. A CD of the approved combined design report is enclosed for your information. This scope of work was discussed in greater detail with the Village in several meetings over the course of the Phase I study. A public hearing for the project was held on July 16, 2013.

Based on previous coordination with the Village, specific items identified by the Department requiring cost participation and/or maintenance by the Village includes traffic signal installation, pedestrian and bicyclist accommodations, and decorative retaining walls. Additional discussion regarding landscaped medians and utility relocation is included for your information.

Traffic Signal Installation

Traffic signal installation is proposed at the intersection of IL 22 at North Krueger Road/Blackhawk Lane. The total cost of the traffic signal work at this intersection is \$260,000. As outlined in the attached Exhibit A, funds provided by the Federal Highway Administration (FHWA) may be used for 80% of the traffic signal costs with the Department and Village sharing in the remainder of the cost, based on the percentage of approach leg jurisdiction. If federal funds are not used, the FHWA share will be assumed by the Department. The Village has jurisdiction of the north leg of the intersection.

The south leg of the intersection, Blackhawk Lane, is a private roadway that is proposed to be realigned across from North Krueger Road. The Department cannot enter into agreement with a private entity. As IL 22 is wholly incorporated into the Village limits at this intersection, the Department requires the Village act as party to the agreement. The Village may enter into a separate agreement with the private entity for reimbursement of any of the costs. Therefore the cost of the traffic signals to the Village is \$29,900, including a 15% engineering fee.

The Long Grove Fire Protection District (District) has expressed interest in installing emergency vehicle pre-emption (EVP) devices on the traffic signal. Based on coordination with the District, any proposed EVP devices would be owned by the Long Grove Fire Protection District. If the District is interested in installing these devices, this item would be a local agency cost at \$6,900 per signalized intersection, including a 15% engineering fee. A Letter of Intent will be sent to the District outlining the cost participation responsibilities for the EVP devices.

The cost share breakdown of traffic signal costs is outlined in the following table. The Village's share of the costs will be approximately \$29,900.

Location	Improvement	FHWA Cost	Division of Remaining Costs		Engineering Fee, 15%	Total Village Cost
			IDOT	Village		
IL 22 at North Krueger Road / Blackhawk Lane	Traffic Signal Installation \$260,000	\$208,000 (80%)	\$26,000 (10%)	\$26,000 (10%)	\$3,900	\$29,900
Total Village Costs- Traffic Signals						\$29,900

Energy and Maintenance Costs for Traffic Signals

The existing Master Agreement with the Village will need to be revised to include the new traffic signal location. Future maintenance and electrical energy costs will be split by jurisdiction in accordance with our policy. Therefore, future financial participation for maintenance and electric energy for the operation of the traffic signal shall be portioned as follows:

	Maintenance	Energy
Department	50%	50%
Village	50%	50%

Bicyclist and Pedestrian Accommodations

According to Department policy, a separate shared-use path is required to accommodate bicyclists and pedestrians along, or short distances outside of, the project limits if the local agency is willing to participate in cost sharing and take maintenance responsibilities for the shared-use path. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee.

Based on the locations requested during the September 17, 2010 meeting with the Village, and the February 24, 2011 Long Grove Pathways Committee recommendation, the proposed improvement accommodates 1.9 miles of new ten-foot wide shared-use path along IL 22 from the western Village limit to IL 83. The estimated cost of the new facility is \$351,120. The Village's portion would be approximately \$80,758, including a 15% engineering fee. In addition, the Village must agree to accept long-term responsibility for the administration, control, reconstruction and maintenance of the shared-use path.

If the Village chooses not to participate in the bicyclist or pedestrian accommodations, the Department requests that a local resolution indicating their non-participation be sent to the Department (see enclosed example). Without local agency cost participation, the Department will consider a means to accommodate bicyclist and pedestrian facilities in the future. At this time this consists of the proposed installation of a 17-foot shelf from Quentin Road to IL 83. In the future, a path or sidewalk could be installed on the shelf via permit at 100% local cost.

Decorative Retaining Walls

During the meetings on September 30, 2008 and May 4, 2010, the Village requested decorative finishes for the proposed retaining walls. The retaining wall type and finish will be determined during the contract plan preparation phase (Phase II) with Village input. The Village will be responsible for any additional cost beyond that of a standard wall or form liner finish.

Landscaped Medians

If the Village chooses to upgrade the proposed grass medians to include additional landscape items, such as trees, the Village would need to agree to accept responsibility for the long-term maintenance of the landscaping in the medians, all within the municipal boundaries of the Village. The inclusion of trees on the landscaped median would not typically require local cost participation. Additional shrubs and perennials as well as other ornamental median or roadside features can be included with the project but may require some Village cost participation. The Department would work with the Village on the development of an enhanced landscape plan, noting the Village will be responsible for the future maintenance of all median and roadside landscaping within the Village limits. All proposed landscaping elements must be contained within the highway right-of-way.

Utility Relocation

Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The Village will be responsible for relocation of its facilities in conflict with the IL 22 improvements. Facilities subject to the previously stated condition may include, but may not be limited to lighting, watermain and fire hydrants as well as storm, sanitary and/or combined sewers. Our investigation of the utility information that was provided to the Department in Phase I indicates no apparent Village utility conflicts. However, a more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs

The estimated total cost responsibility for the Village, based on the available information collected during the Phase I process is approximately \$110,658 as outlined in the following table. However, this estimate does not include the cost of any necessary, and as of yet unknown, utility relocations or decorative retaining walls.

Improvement	Village Cost	Engineering Fee (15%)	Total Village Cost
Traffic Signals	\$26,000	\$3,900	\$29,900
Shared-use path	\$70,224	\$10,534	\$80,758
Total Village Costs			\$110,658

At the end of this Letter of Intent, there is an area where you can state your concurrence to the cost participation items outlined above. This Letter of Intent will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the Village and the Department.

Please return an original signed copy of this letter within 90 days so we may maintain our project schedule.

The Honorable Angie Underwood
October 1, 2014
Page 5

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

A handwritten signature in blue ink, appearing to read "John Fortmann".

John Fortmann, P.E.
Deputy Director of Highways,
Region One Engineer

Attachments

cc: David Lothspeich, Village Manager

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented the Village of Long Grove, for its consideration, a bicyclist and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by the Village of Long Grove; therefore, be it

RESOLVED, That the Village of Long Grove hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

The Honorable Angie Underwood
October 1, 2014
Page 6

Project and Environmental Studies
IL 22 from Quentin Road to IL 83
Lake County

Concur with project scope:

Yes

No

Concur with traffic signals scope, cost,
energy and maintenance costs:

Yes

No

Concur with shared-use path scope,
costs, and long-term maintenance:

Yes

No

Concur with decorative retaining wall
scope:

Yes

No

Name: _____

Signature: _____

Title: _____

Date: _____

Comments:



18 North County Street - 10th Floor
Waukegan, Illinois 60085-4351
Phone 847 360 6336
Fax 847 360 7322

**County of Lake
IDOT FY2016-2021 Proposed Highway Improvement Program - Revised**

October 24, 2014

Mr. John Fortmann, P.E.
Deputy Director of Highways
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, IL 60196-1096

ATTN: Mr. Peter Harmet, P.E.
Bureau Chief of Programming

Dear Mr. Fortmann:

In 2006, a Lake County Transportation Summit identified and prioritized numerous IDOT highway congestion relief projects that are shown in the attached "State Highway Consensus Plan".

This Plan has been used by the local elected officials of Lake County for several years to provide "One Voice, One Transportation Future". We have worked closely with IDOT staff since 2006 to implement these priorities and much progress is being made. However, the list is still substantial.

One project that was not included on the 2006 Consensus Plan is IL Route 22, from Quentin Road to west of IL Route 83. The project was not included in the Consensus Plan because it was anticipated that the project was set for construction. Recently, we learned that this improvement is targeted for a letting in the out years of your multi-year program.

At this time, it is our sincere desire that IDOT include the following projects as part of the FY2016 program, or at least within the 2016-2021 Multi-Year Program for Highway Improvements:

1. **US Route 45 - IL Route 60 to North of IL Route 22 - Construction.**
2. **IL Route 60/83- IL Route 176 to EJ&E RR (with Grade Separation) - Phase II, ROW and Construction.**
3. **IL Route 131 - Sunset Avenue to Wisconsin State Line - Phase II, ROW and Construction.**
4. **US Route 45 - North of IL Route 132 to Washington Street - ROW and Construction.**
5. **IL Route 22 - Quentin Road to west of IL Route 83 - Construction.**

In addition, we recommend IDOT continue to use the entire Consensus Priority Plan, identified by all the Lake County elected officials during the 2006 Transportation Summit, to prioritize additional transportation projects.

Lake County has been in the past, and remains today, a strong partner with IDOT in the implementation of transportation improvements. We look forward to continued cooperation and partnership.

Very truly yours,

A handwritten signature in black ink that reads "Aaron Lawlor".

Aaron Lawlor
County Board Chairman
Lake County

cc: Paula J. Trigg, County Engineer/Director of Transportation

Lake County State Highway Consensus Plan

2006 Transportation Summit Results - Attended by 62 Local Elected Officials

Date: 10/28/2014

Funding Status
 Funds have been Allocated
 IDOT SFY2015 Program (Allocated)
 IDOT SFY2016-2020 Program
 Illinois Jobs Now
 LCDOT Challenge Bond Project
 LCDOT Assembly Line Project

IDOT highway congestion relief projects are listed below in the consensus priority order resulting from the 2006 Transportation Summit in Lake County for local elected officials. Shading and colors are used to show progress by project phase with funding information provided by IDOT staff, published IDOT Highway Improvement Program documents and projections of expected costs.

A. Highway Projects Ready for Phase I Engineering											
Priority	Route	Limits	CL Miles	Phase I (8% "C") 2 Years Duration	Phase II (10% "C") 2 Years Duration	ROW (10%-40% "C") 2 Years Duration	Phase III (10-13% "C") 2 Years Duration	Construction Cost ("C")	Total Project Cost	Remaining to Program	Remaining to Allocate
1	IL Rt 176	IL Route 211 to IL Route 131	5.1	\$3,376,000	\$4,200,000	\$10,200,000	\$4,200,000	\$42,200,000	\$64,176,000	\$64,176,000	\$64,176,000
2	IL Rt 83	IL Route 120 to IL Route 176 at IL Route 120 / 137 / Atkinson (Stage 1B) at IL Route 120 / 137 / Atkinson (Stage 2)	4.29	\$3,400,000	\$3,900,000	\$8,600,000	\$3,900,000	\$38,600,000	\$58,400,000	\$58,400,000	\$58,400,000
3	IL Rt 176	US Route 12 to Fairfield Road	2.8	Complete	\$690,000	\$2,560,000	\$3,000,000	\$6,400,000	\$12,660,000	\$5,560,000	\$11,960,000
4	US 45 / IL 21	Intersection IL Routes 176 / Fairfield Road	1.0	\$1,568,000	\$1,717,300	\$5,600,000	\$2,500,000	\$25,200,000	\$20,690,000	\$20,690,000	\$20,690,000
5	IL Rt 60	US Route 45 to Lake-Cook Road	3.54	\$886,700	\$2,500,000	\$1,100,000	\$3,200,000	\$31,900,000	\$48,500,000	\$48,500,000	\$48,500,000
6	IL Rt 60	Fairfield Road to IL Route 176	4.48	\$2,508,000	\$4,000,000	\$9,000,000	\$4,000,000	\$40,300,000	\$59,808,000	\$59,808,000	\$59,808,000
		IL Route 120 to Fairfield Road	2.24	\$4,850,000	\$2,000,000	\$5,000,000	\$2,000,000	\$20,200,000	\$34,050,000	\$34,050,000	\$34,050,000

B. Highway Projects Ready for Phase II Engineering											
Priority	Route	Limits	CL Miles	Phase I (8% "C") 2 Years Duration	Phase II (10% "C") 2 Years Duration	ROW (10%-40% "C") 2 Years Duration	Phase III (10-13% "C") 2 Years Duration	Construction Cost ("C")	Total Project Cost	Remaining to Program	Remaining to Allocate
1	IL Rt 60 / 83	IL Route 176 to E/BE RR (Grade Separation)	3.13	Underway	\$2,400,000	\$4,695,000	\$2,400,000	\$82,600,000	\$108,050,000	\$108,050,000	\$108,050,000
2	IL Rt 131	Sunset Ave to Wisconsin State Line	7.1	\$1,565,000	\$5,500,000	\$10,650,000	\$6,720,000	\$92,350,000	\$116,785,000	\$115,220,000	\$115,220,000
3	US Rt 45	Millburn By-Pass	1.25	\$2,092,700	\$2,600,000	\$35,000,000	\$3,600,000	\$15,103,000	\$36,395,700	\$0	\$16,703,000

C. Highway Projects Ready for Construction											
Priority	Route	Limits	CL Miles	Phase I (8% "C") 2 Years Duration	Phase II (10% "C") 2 Years Duration	ROW (10%-40% "C") 2 Years Duration	Phase III (10-13% "C") 2 Years Duration	Construction Cost ("C")	Total Project Cost	Remaining to Program	Remaining to Allocate
1 (2006)	IL Rt 21	IL Route 120 to IL Route 137	2.84	Complete	Complete	\$6,275,000	\$1,250,000	\$25,100,000	\$32,625,000	\$0	\$0
1 (2005)	US Rt 45	IL Route 120 to IL Route 137	1.67	Complete	Complete	Complete	\$1,400,000	\$15,600,000	\$20,900,000	\$0	\$0
2	US Rt 45	IL Route 120 to Washington St	1.4	Complete	Complete	\$4,200,000	\$3,280,500	\$25,833,000	\$35,571,750	\$0	\$0
3	IL Rt 83	Wis. State Line to Petite Lk Rd (3 lane)	4.63	Complete	Complete	\$1,190,000	\$1,900,000	\$11,900,000	\$16,065,000	\$0	\$0
4	US Rt 45	N. of IL Route 132 to N. of Grant Ave.	2.15	Complete	\$1,225,000	\$3,000,000	\$2,500,000	\$25,000,000	\$32,720,000	\$31,725,000	\$31,725,000
5	US Rt 45	N. of Grant Ave. to Washington St.	4.2	Underway	\$2,050,000	\$3,500,000	\$7,675,000	\$73,000,000	\$98,975,000	\$90,675,000	\$96,175,000
6	US Rt 45	IL Route 60 to N of IL Route 22	4.2	Underway	\$750,000	\$10,000,000	\$18,000,000	\$18,000,000	\$25,999,500	\$22,800,000	\$22,800,000
7	US Rt 45	S of Millburn By-Pass to N of IL Rt 132	2.00	\$1,303,500	\$1,896,000	\$6,300,000	\$2,340,000	\$20,250,000	\$31,915,000	\$28,890,000	\$30,500,000
8	IL Rt 137	IL Route 83 to Peterson Road	3.15	\$1,435,000	\$540,000	\$13,400,000	\$11,700,000	\$60,400,000	\$97,313,045	\$85,500,000	\$86,500,000
9	IL Rt 173	IL Route 59 to US 41	6.71	\$4,452,045	\$6,361,000	\$1,000,000	\$6,700,000	\$100,994,000	\$129,424,000	\$122,594,000	\$127,844,000
10	IL Rt 83	Petite Lake Road to IL Route 120	7.47	\$1,580,000	\$1,750,000	\$14,900,000	\$1,000,000	\$40,102,905	\$60,419,450	\$0	\$0
		Intersection IL Route 83 / Rollins Road	1.0	\$2,864,000	\$2,974,600	\$10,764,000	\$3,713,945	\$40,102,905	\$60,419,450	\$0	\$0

D. Regional Highway Corridor Projects											
Priority	Route	Limits	CL Miles	Phase I (8% "C") 2 Years Duration	Phase II (10% "C") 2 Years Duration	ROW (10%-40% "C") 2 Years Duration	Phase III (10-13% "C") 2 Years Duration	Construction Cost ("C")	Total Project Cost	Remaining to Program	Remaining to Allocate
(2006)	US Rt 41	Corridor Plan: Lake-Cook to Stearns Sch. Rd IL Short Term Projects - Safety & Access Safety Improvs. (IL 21 to Park Ave. W.) IL Long Term Projects Interchange at IL Route 176		\$902,400	\$1,128,000	\$2,000,000	\$1,128,000	\$11,280,000	\$19,158,400	\$16,438,400	\$19,158,400
		Intersection at Delany Rd		\$2,400,000	\$3,000,000	\$7,500,000	\$3,000,000	\$26,300,000	\$45,900,000	\$39,800,000	\$43,500,000
		Grade Separation at IL Route 22		\$800,000	\$1,000,000	\$2,500,000	\$1,000,000	\$10,000,000	\$15,300,000	\$15,300,000	\$15,300,000
		Intersection/Re-alignment at IL Route 60		\$2,400,000	\$3,000,000	\$7,500,000	\$3,000,000	\$30,000,000	\$45,900,000	\$45,900,000	\$45,900,000
		Ultimate Interchange at IL Route 132		\$1,424,800	\$1,781,000	\$4,452,500	\$1,500,000	\$16,960,000	\$27,497,300	\$0	\$0
		Intersection at IL Route 21		\$800,000	\$1,000,000	\$2,500,000	\$1,000,000	\$10,000,000	\$15,300,000	\$15,300,000	\$15,300,000
		Intersection at Stearns School Rd		\$800,000	\$1,000,000	\$2,500,000	\$1,000,000	\$10,000,000	\$15,300,000	\$15,300,000	\$15,300,000
		Grade Separation at Park Avenue West		\$3,200,000	\$4,000,000	\$10,000,000	\$4,000,000	\$40,000,000	\$61,200,000	\$61,200,000	\$61,200,000
		Raise Profile (IL 21 to Delany Rd)		\$800,000	\$1,000,000	\$2,500,000	\$1,000,000	\$10,000,000	\$15,300,000	\$15,300,000	\$15,300,000
(2005)	IL Rt 120	Lake / McHenry County Line to IL Route 131		\$800,000	\$1,000,000	\$2,500,000	\$1,000,000	\$10,000,000	\$15,300,000	\$15,300,000	\$15,300,000
		(IL Route 120 Corridor Feasibility Study Complete - Combine Future Needs with IL Route 53 Project)									
		Totals -		\$1,508,438,895	\$1,203,754,400	\$79.8%					