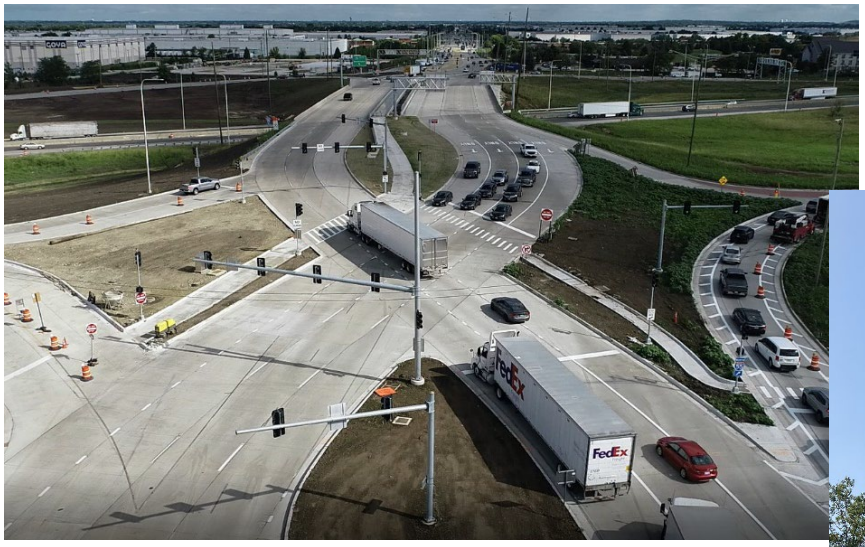
Will County Transportation Improvement Plan FY 2026-2031



Picture 1: Weber Road @ I-55

Picture 2: 135th Street

Picture 3: 2050 LRTP Public Engagement

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Introduction

South and west of the City of Chicago, Will County encompasses 837 square miles and ranks as one of the fastest growing Counties in the United States. Daily people and commerce utilize of a system consisting of 58 County Highways, 4 Interstates, 16 U.S. or State numbered highways, and various other roadways making up our transportation network to move through, within, and to destinations outside of Will County.

The Will County Division of Transportation (WCDOT) has responsibility for the planning, design, construction, and maintenance of the County Highway system that includes 258 miles, 87 bridges, 4 maintenance facilities, and the DOT campus on Laraway Road.

The 2026 – 2031 Transportation Improvement Plan (The Plan) exists as a planning tool for Will County, Local Agencies, and the Illinois Department of Transportation (IDOT) to coordinate planning, design, and construction activities within Will County. The Plan endeavors to meet the needs of the motoring public, the demands of previous and future development, while providing acceptable transportation performance and safety, while protecting environmental and natural resources.

The Plan will:

1. Provide over 20 (*does not include overlays*) miles of improved highways,
2. Reconstruct over 30 Intersections,
3. Rehabilitate or Replace at least 10 structures, and
4. Construction of 2 grade separations.

WCDOT utilizes the adopted Will County Transportation Improvement Program (TIP), the following planning documents, in partnership with the public and coordination with local agencies as the basis for this updated Plan.

Will Connects 2040

In March 2017, the Will County Board adopted the ***Will Co****nnects 2040* Long Range Transportation Plan (2040 Plan) as the County's vision for its transportation network for the next 25+ years. Will County expects continued residential, commercial, distribution, and industrial growth. The 2040 Plan confirms these expectations showing projected population to top 1.2 million, nearly doubling the population, and the addition of 235,000 jobs from the 2010 census.

With a County Highway System already overburdened in some locations, these population and employment growth numbers predict increasing travel demands. Creating congestion on additional portions of the County Highway system.

Planning for increased demands on the County Highway System is a process of continual evaluation utilizing tools, including those laid out in the 2040 Plan, in conjunction with municipal coordination and public involvement.

Countywide Bikeway Plan

The adoption of the ***Will Co****nnects 2040* Long Range Transportation Plan included the adopted Countywide Bikeway Plan as Appendix H. The Countywide Bikeway Plan, completed by the Forest Preserve District of Will County (FPDWC) and adopted by their Board in November of 2016, lays out a countywide network of major bikeway corridors providing access to many destinations and trails such as Midewin Tallgrass Prairie and the I & M Canal Trail. Several County Highways received designation as Bikeway Corridors, therefore are highly recommended for further study to include bicycle accommodations as part of future roadway projects.

Although this Plan contains no separate bicycle facilities, the WCDOT commits to including potential pedestrian and bicycle facilities in order to comply with the WCDOT's Complete Streets Policy. One way to accomplish this is earlier and more frequent coordination with the FPDWC and associated Local Agencies when in the Phase 1 Study process.

Freight

Will County has seen an explosion of freight related activities since 2000. In a county where seeing a truck once meant a farmer hauling crops or livestock to market, now trucks on our roadway network haul any number of goods that could have been shipped from anywhere around the globe. With our access to navigable waterways, railroads, and the interstate system, Will County has been established as a prime location for companies to locate their warehouses and distribution centers.

Companies like WeatherTech, Amazon, and Ikea are just part of the myriad of companies locating or expanding warehousing and industrial spaces within our county. Romeoville and Bolingbrook have increased their warehousing and industrial space by over 80% since 2000. The CenterPoint Intermodals in Joliet and Elwood continue to attract new companies and construction moves ahead at the Elion Intermodal. Additionally, talks progress about a potential fourth intermodal in the Crete area. These are just a few of the places that warehousing and distribution centers keep on popping up across our county. Communities are deliberating on and adding warehousing and industrial space on a regular basis.

Also occurring is a general increase in trucking firms, such as Estes, and other industries to service the increases in the warehousing and industrial companies. These increases put more trucks on our County Highways causing increased wear; thus, requiring maintenance on our system more frequently.

Our network consists of a multitude of at grade railroad crossings within the County. The increasing number and length of the freight trains utilizing these tracks can produce increased congestion. On any given day our residents may experience longer freight trains at these grade crossings, which in turn creates more congestion on our roadway network.

To this end, the Will County Board adopted the Will County Community Friendly Freight Plan in September 2017. Additional studies followed with the completion of CMAP Truck Routing Study and the Will County-Joliet Intermodal Study.

Accomplishments

General (Milestones met after adoption of last Plan):

- Bell Road at 143rd Street- construction underway
- 80th Avenue from 191st Street to 183rd Street construction underway.
- Laraway Road: Nelson Road to Cedar Road construction underway.
- Wilmington-Peotone Road PEL nearing completion.

***Will* Connects 2040 Implementation**

- Laraway Road: Cedar Road at Laraway Road – Design Approval received, design engineering complete, ROW acquisition complete, Construction complete.
- Will County Community Friendly Freight Plan – Adopted
- Laraway Road: US Route 52 to Cedar Road – Design Approval received.
    - Laraway Road: Nelson Road to Cedar Road – Design Engineering complete; ROW acquisition complete; utility relocation complete, Construction underway.
    - Laraway Road @ US Route 52 – Design Engineering complete, ROW acquisition underway, Construction to begin upon completion of ROW acquisition.
    - Laraway Road; Cherry Hill Road to Nelson Road – Design Engineering complete, ROW acquisition underway, Construction to begin upon completion of ROW acquisition.
- Laraway Road: Cedar Road to US Route 45 (LaGrange Road) – Design Approval received; VE Study completed.
    - Laraway Road: Calistoga to Spencer Road – Design Engineering complete, ROW acquisition underway, Construction to begin upon completion of ROW acquisition.
    - Laraway Road @ US Route 45 (LaGrange Road) – Design Engineering underway.
    - Laraway Road: Spencer Road to US Route 45 – Design Engineering underway.
- Countywide ITS Plan - Adopted
- Manhattan-Monee Road: Center Road to I-57 – Preliminary Engineering Studies underway.
- Gougar Road: Laraway Road to Francis Road – Preliminary Engineering Study finalizing. Design Engineering underway.
- Gougar Road over the CN Railroad – Design Approval received; Design Engineering complete, ROW acquisition underway, Construction to begin upon completion of ROW acquisition.

- Wilmington-Peotone Road PEL nearing completion; segment Preliminary Engineering programmed.
- Francis Road: Gougar Road to I-80 – Design Engineering complete, ROW acquisition underway, Construction to begin upon completion of ROW acquisition.
- Manhattan-Monee Road: US 45 to Center Road – Preliminary Engineering Studies underway.

Plan Development

The basis of this plan is the adopted 2040 Plan.

The first step in the Plan development was the analysis of the existing projects in development as to their schedules, future funding requirements, and determination of available funding. Next, the 2040 Plan was consulted for future needs on the County Highway System. The final step in data collection was to determine the general maintenance requirements on a yearly basis for the preservation of the existing system. Upon completion of the data collection, an extended program was developed which is fiscally unconstrained.

The Plan is the fiscally constrained program for the WCDOT's 2026-2031 Fiscal Years. Items listed within the Plan include projects, which address preservation of the existing system, safety, expansion to accommodate current travel demands, and upgrades to the system for future growth and current safety standards, all based on the 2040 Plan's assumptions and fiscally constrained lists.

The programming process is dynamic in nature and the 2026-2031 program contained within this document reflects the nature of the Plan at the time of adoption. Some changes to the project phase timings have occurred to reflect current experiences as to the length of time required for each phase. Therefore, some phases that were included in the previous plan may have been moved to later years in the plan, phases may have had to be split into multiple years, segments, or fallen out of the program all together. Not to worry, if things progress faster than expected or additional funding becomes available, phases will move up in the program, such is the nature of a dynamic plan.

Project Development Process

All projects contained within this Plan follow a similar path from inception to implementation. Some projects require additional studies or must follow specific requirements due to the type of funding utilized to bring the project to completion. WCDOT's highway standards follow IDOT policy and standards set forth in the *Bureau of Local Roads and Streets Manual.* In general, projects may include all phases or as few as 2 phases.

PEL (Planning and Environmental Linkages) Study:

PEL Studies are a relatively new type of feasibility study. These studies allow for the environmental processing in Phase 1 to be streamlined. Typically used for projects where there are multiple alternatives possible, or the project complexity is high. Not every project will need or benefit from a PEL study.

Phase 1 (Preliminary Engineering):

Preliminary Engineering is the first step for all projects with the potential for financing with federal funds. This phase includes the completion of environmental studies, traffic studies, geometric studies, drainage studies, public involvement, and coordination with outside agencies. The culmination of this phase comes in the form of a Project Development Report (PDR), which receives approval from the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA). Preliminary Engineering, depending on project complexity, typically takes between 18 and 36 months to complete.

Phase 2 (Design Engineering):

All projects, regardless of funding, complete Phase 2 Engineering. Also known as Design Engineering, the final products from this phase are the Contract Plans and Specifications. Depending on the complexity of the project, Design Engineering may take as long as 24 months. The purchase of any required right of way (ROW) is completed simultaneously with this Phase.

Right of Way Acquisition:

Depending on the funding source for the project, right of way (ROW) acquisition includes appraisals and negotiations for any required land acquisition. The ROW Acquisition process begins in conjunction with Design Engineering. All ROW must be purchased prior to construction. Any project utilizing federal dollars must have the ROW certified by IDOT prior to the project bid letting for construction. If a project's construction is contained within the existing ROW, this step may be skipped.

Utility Relocation

Throughout the county utility companies build their networks within the right-of-way (ROW) of the roadway network. If a project includes expansion of the pavement or changes to the drainage system, utility facilities may be affected. Many of our projects require utilities to relocate all or part of their facilities within our ROW. These relocations need to be completed prior to the start of construction. This is considered by IDOT to be part of Construction.

Construction & Construction Engineering (Phase 3):

Construction and Construction Engineering occur simultaneously. Construction consists of the work contained within the Contract Plans and Specifications. Construction Engineering consists of the oversight of the work as described in the Contract Plans. Construction projects within The Plan typically require between 1 and 2 construction seasons depending on the complexity and the size. Some projects within the Plan contain no Construction Engineering line item as this phase will be completed by in-house staff.

Challenges

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

Project Development:

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

Materials:

The cost of materials significantly impacts WCDOT's purchasing power, meaning fewer projects constructed at higher costs, which in turn creates a backlog of necessary road improvements. WCDOT has experienced increased construction and maintenance costs since 2010, reducing our buying power and limiting the number of construction projects that can move forward within our budget. Recently material costs have risen 31% versus pre-Covid costs.

COVID:

In March of 2020, the state of IL issued a stay-at-home order due to the Covid-19 Pandemic. The Governor's Covid Disaster Proclamation ended May 11, 2023. Initially we did see a falling off of revenues as people obeyed the stay-at-home order. As traffic volumes continue to increase, we are, for the most part, meeting or exceeding pre-Covid traffic volumes. The plan shows year-over-year increases in both the State-Allocated and Local Option MFT Funds based on the funds' allocation history.

Electric and fuel-efficient vehicles:

MPOs around the country have been talking about the potential for decreasing MFT funding due to the adoption of electric vehicles (EV), hybrid and other fuel-efficient

vehicles into the fleet of vehicles driven on our roads. The adoption of these vehicles will speed up the historic decline in MFT collections. In 1975, according to the Department of Energy, the average fuel economy of the vehicle fleet in the US was under 15 miles per gallon (mpg). Today the average fuel economy of the vehicle fleet is over 25 mpg. Increases in fuel economy means on average people fill their cars less frequently and in return MFT receipts decline.

Available Funding

For many years the funds needed for maintaining our County Highway System have been higher than the available funding. With the Rebuild Illinois legislation passed in 2019 things are looking up on the funding side of things. With the IIJA legislation winding down there is an uncertainty around the future availability of federal funds.

Payouts

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

Revenue & Expenditures

The WCDOT has five main funding sources for highway projects; Federal funding, Motor Fuel Tax (MFT-SA) – State Allocated, the Local Motor Fuel Tax (MFT-L), the Will County portion of the Regional Transit Authority (RTA) Tax allotments, and project specific State/Local Agency/Other Matching funds.

Federal funding is project specific in nature and encompasses multiple federal funding sources. Common federal funding sources include Highway Bridge Program (HBP) funds, Congestion Mitigation and Air Quality (CMAQ) funds, Surface Transportation Program (STP-L) Urban funds, Surface Transportation Program Rural (STR) funds, and Surface Transportation Program – Shared (STP-Shared). In total, Federal funding constitutes approximately 5.8 percent of the total revenue received by WCDOT in The Plan.

While MFT funding and the Will County portion of the RTA Tax allotments come to WCDOT specified for no particular project, MFT funds do have certain requirements for the types of projects on which communities can utilize the funds. The RTA Tax allotments constitute approximately 25 percent of the total revenue WCDOT receives. MFT Funds constitute approximately 60 percent of the total revenue received by WCDOT. Potential IDOT and local agency matching funds, at time of printing account for approximately 8 percent each of total revenue.

For the 2026-2031 program years the County is projecting a total revenue of $756,210,000 from these funding sources. The County will continue to pursue

additional Federal and Local Matching funds as warranted throughout the program period.

No increase in MFT funding due to formula change or population increase have been included in the program, due to the 2020 Census. Changes due to the Rebuild Illinois capital program passed in mid-2019 are included. If any additional changes in funds are required, they will be reflected in future TIPs.

In June 2023 the County Board directed the WCDOT to update our Complete Streets policy to include County participation in pedestrian facilities associated with WCDOT projects. These funds are not called out specifically in this plan, but inclusion will occur at the project level.

Rebuild Illinois:

The passage of the first comprehensive transportation capital bill in a number of years at the state level increased the State collected Motor Fuel Tax from 19¢ to 38¢ per gallon. The bill also indexed the Motor Fuel Tax collected to inflation and provided the WCDOT with the possibility to create a Local Option Motor Fuel Tax up to 8¢/gallon. The County Board passed and on February 1, 2020, the County began collecting a 4¢/gallon Motor Fuel Tax.

5- Year Expenditure Projections

Figure 1: By Project Type

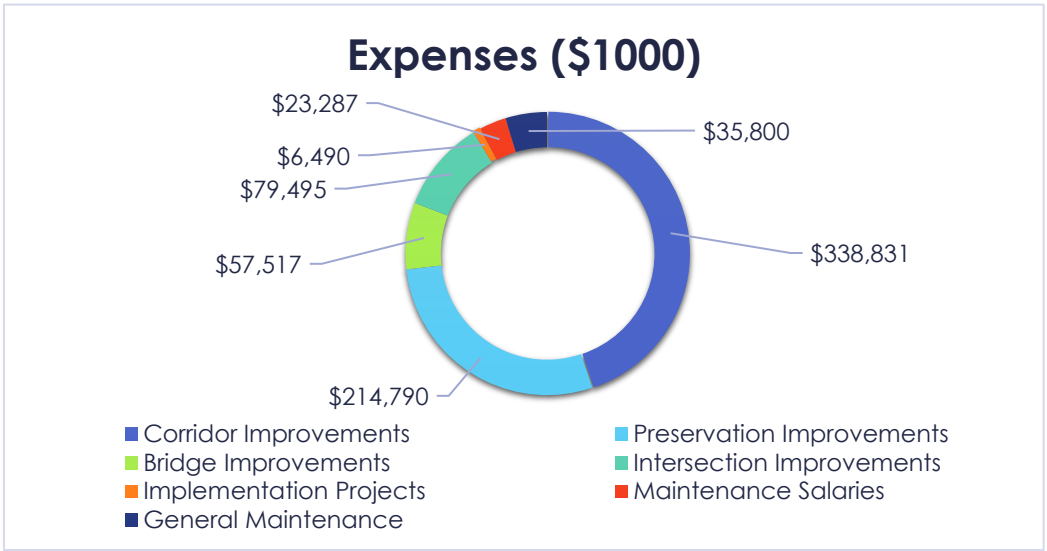
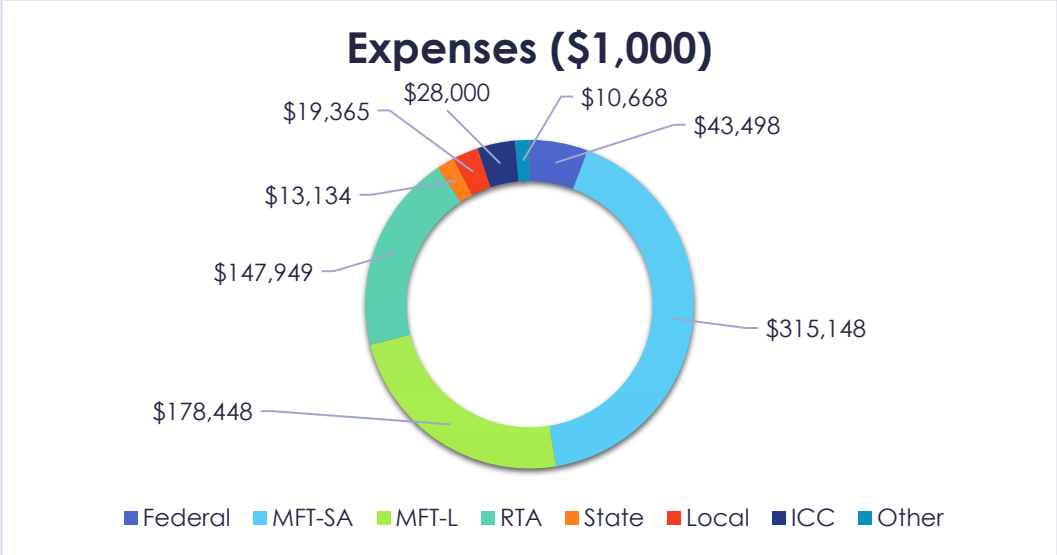


FIGURE 2: BY FUND TYPE



Types of Improvements

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

Corridor Improvements

Corridor Improvements may consist of Preliminary Engineering, Design Engineering, ROW acquisition, Construction, and Construction Engineering. These improvements are typically studied in segments of 3 miles or more during the Preliminary Engineering phase if the WCDOT believes there is potential for federal funding in future phases of the improvement.

Corridor improvements are typically broken into smaller segments during Design Engineering, for ease of funding and construction. At this time the WCDOT also introduces improvements along corridors that will be funded completely with WCDOT funds. All improvements, not dependent on funding, have the potential to require ROW acquisition. The number of parcels involved impacts when the improvement can be let for construction.

Each of these corridor projects will eventually be constructed, even if construction funding is not programmed. Exhibit B shows the cost for Construction Engineering for some improvements. WCDOT currently believes that we will be hiring consultants to perform Construction Engineering services for many of these improvements, all others will be done with WCDOT forces.

The improvements contained on this list may require additional lanes and/or reconstruction. Additionally, many of them include drainage improvements, like

changing from ditches to closed systems, barrier medians, and intersection improvements.

These projects can be found in **Exhibit B**.

Preservation Improvements

Preservation Improvements traditionally consist of Design Engineering and Construction. Typically, these projects can be accomplished within the existing ROW and will be studied in longer segments.

Periodically, preservation improvements require the addition of preliminary engineering and/or construction engineering. These additions arise due to potential federal funding or the increased complexity of the project due to the inclusion of other improvements, such as the addition of a median to accommodate turn lanes. Studied corridors for projects of this type are typically over 2 miles. Currently, WCDOT forces provide most of the construction engineering on these projects. The WCDOT believes this trend will continue in the future.

The improvements contained on this list typically consist of reconstruction in kind, meaning little to no change in the cross section. These improvements generally include drainage improvements, shoulder improvements, and channelization at intersections. **Exhibit C** provides a listing of these projects.

Bridge Improvements

Bridge Improvements can consist of Preliminary Engineering, Design Engineering, ROW acquisition, Construction, and Construction Engineering. Although many Corridor Improvements may include bridges, sometimes WCDOT has a bridge brought to our attention through our biennial inspections that requires attention.

At times, WCDOT has fast-tracked some bridge improvements due to needs. Therefore, these improvements start with Design Engineering and move on to Construction. Some of the Bridge improvements will have Construction Engineering services while others will be completed by WCDOT forces.

The improvements included on this list will either be rehabilitation, complete reconstruction, or in some cases new structures. Bridge rehabilitation, by IDOT's definition, is when a portion of the bridge, typically the substructure remains in place and the rest of the bridge is improved. Bridge reconstruction consists of completely replacing the bridge in its entirety, this may include changes to the structure length or skew. New structures could be a conversion of a culvert to a structure or a new grade separation over a railroad crossing.

Exhibit D shows these bridges.

Intersection Improvements

Intersection Improvements can end up in the TIP in several ways. First, the intersection could be a breakout project from a larger corridor improvement Preliminary Engineering Study. These intersections potentially have federal funding in future phases of the improvement. Common federal funding for these types of improvements are CMAQ, STP-C, or STP-L. Second, the improvement could be its own stand-alone federally funded improvement having gone through Preliminary Engineering and currently being in Design Engineering. Third, the intersection could be one that WCDOT has determined needs studying, though no federal funds are anticipated for future phases.

Most intersection improvements consist of the same thing: at least one signalized or to be signalized intersection. In addition, most of the improvements include the addition of left turn lanes. Some of the intersection improvements include the construction of additional through lanes or right turn lanes depending on warrants. WCDOT is continually looking at alternative designs for intersection improvements, leading to the usage of other intersection types such as roundabouts. This program contains several locations that are being investigated for potential roundabouts.

These intersection improvements are found in **Exhibit E**.

Implementation Projects

Implementation projects are those projects which may not have any construction involved. These projects range from data collection type projects to ITS projects.

For years, DOTs around the region and across the nation have realized that we will not be able to build our way out of congestion. Intelligent Transportation Systems (ITS) are one way for a DOT to improve congestion without building more lanes for traffic. These improvements range from adaptive signal control systems to large scale traffic management centers. In 2019, the Will County DOT embarked on the initial countywide study to determine where these systems are appropriate and establish a program of these projects.

Implementation projects are found in **Exhibit F**.

Studies

From time to time the WCDOT will need to take an in-depth look at a specific matter. It may be to fulfill a statutory requirement or determine the best way to handle an ongoing problem on the County Highway network. In any case, these studies provide valuable information for use in future improvements on the County Highway network. Although none of these studies may have direct implementation requirements associated with them, they may be advising how the WCDOT moves forward.

These studies are found in **Exhibit G**.

General Maintenance

General Maintenance consists of improvements that need to be completed on a regular basis to keep the County Highway System working smoothly. Such improvements could include roadway overlays, patching work, striping, and replacing of guardrail or traffic signal heads. In addition, snow removal activities, and any materials our maintenance forces utilize for such things as sign or culvert replacements are included in this type of work. Additionally, these funds are utilized as a portion of maintenance staff salaries.

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

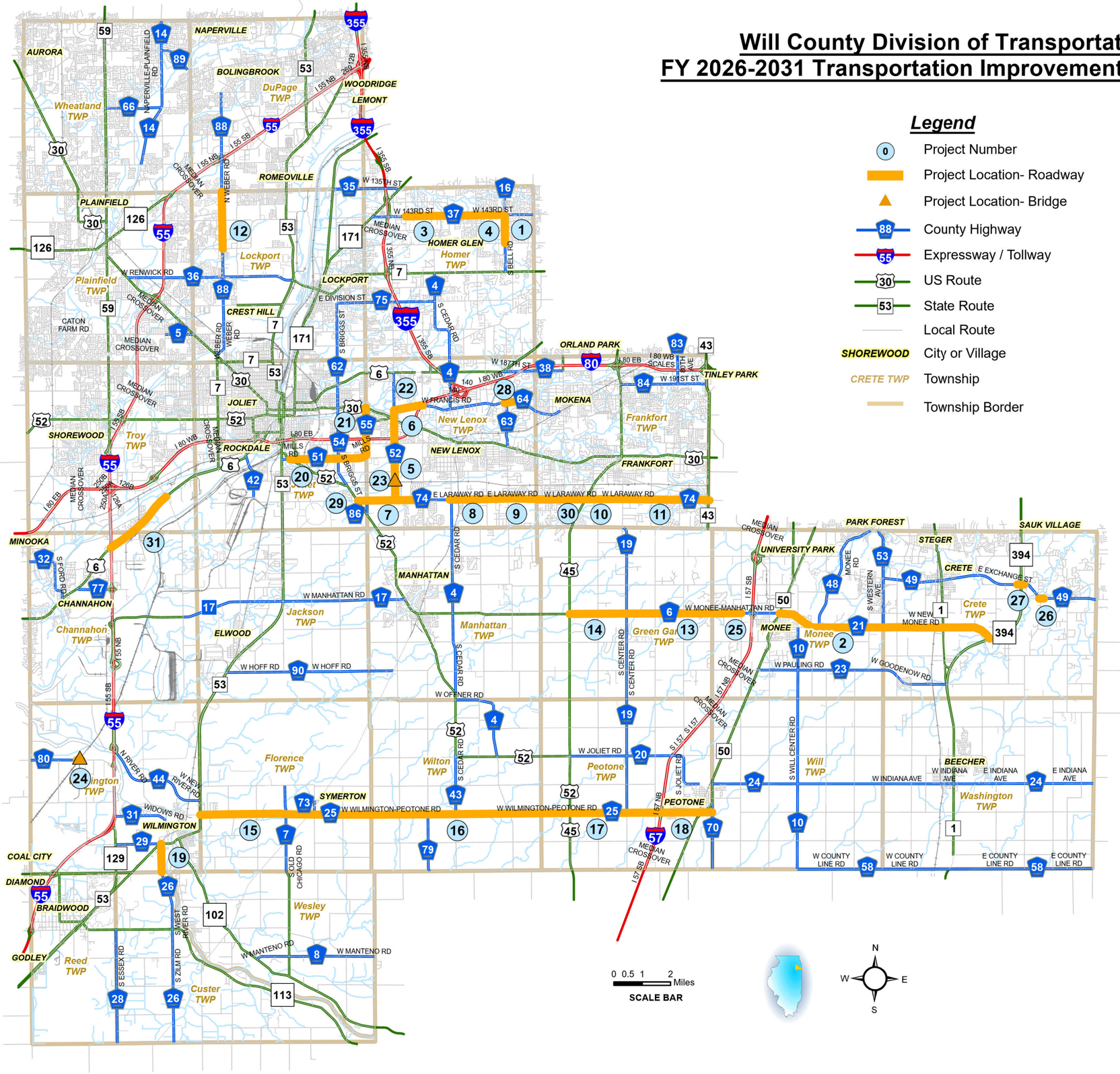
Will County Division of Transportation

Project Location Map

Will County Division of Transportation
FY 2026-2031 Transportation Improvement Plan (TIP)

Legend

- 0 — Project Number
- Project Location- Roadway
- Project Location- Bridge
- 88 — County Highway
- 55 — Expressway / Tollway
- 30 — US Route
- 53 — State Route
- Local Route
- SHOREWOOD — City or Village
- CRETE TWP — Township
- Township Border



Project #	County Highway	Roadway	Limits/Location
1	16	Bell Road	151st Street to 143rd Street
2	21	Crete-Monee Road	IL-57 to IL 394/IL 1
3	37	143rd Street	Lemont Road/State Street to Crème Road
4	37	143rd Street	Crème Road to Bell Road
5	52	Gougar Road	Spencer Road to Ferro Road
6	52	Gougar Road	Ferro Road to Francis Road
7	74	Laraway Road	Cherry Hill Road to Nelson Road
8	74	Laraway Road	Cedar Road to Spencer Road
9	74	Laraway Road	Spencer Road to Scheer Road
10	74	Laraway Road	Scheer Road to Wolf Road
11	74	Laraway Road	US 45 to Harlem Avenue
12	88	Weber Road	Airport Road to 135th Street
13	6	Manhattan-Monee Road	Center Road to Ridgeland Road
14	6	Manhattan-Monee Road	US Route 45 to Center Road
15	25	Wilmington-Peotone Road	IL 53 to Old Chicago Road
16	25	Wilmington-Peotone Road	Old Chicago Road to US 45/52
17	25	Wilmington-Peotone Road	US 45/52 to Center Road
18	25	Wilmington-Peotone Road	Center Road to Drecksler Road
19	26	W.River Road	IL 53 to W. Coal City Road
20	51	Mills Road	US 52 to Cherry Hill Road
21	51	Cherry Hill Road	Mills Road to US 30
22	64	Francis Road	Gougar Road to I-80
23	52	Gougar Road	CN Railroad
24	80	Lorenzo Road	BNSF
25	6	Manhattan-Monee Road	Ridgeland Avenue
26	49	Exchange Street	Burville Road
27	49	Exchange Street	IL Route 394
28	64	Francis Road	Marley Road
29	74	Laraway Road	US Route 52
30	74	Laraway Road	US Route 45 (LaGrange Road)
31		US Route 6	I-55 to Houbolt Road

Date:5/22/2025

Will County Division of Transportation

2026-2031

Exhibit A: Overview of TIP Expenses

TIP Total Expenses

Category	5-Year Total
Corridor Improvements	$338,831,370
Preservation Improvements	$214,789,850
Bridge Improvements	$57,516,960
Intersection Improvements	$79,494,858
Implementation Projects	$6,490,000
Studies	$0
General Maintenance	$59,087,000
Total:	$756,210,038

This is a multi-year planning document that is subject change. Financing for all projects in this planning document must be approved by the Will County Board. Any project may be amended by vote of the Will County Board.

Exhibit B: Corridor Improvements

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Estimated Amount	Total Cost
16	19-00147-14-FP	Bell Road	151st Street to 143rd Street	4	Construction	2025	RTA	$9,346,569	
					Construction	2025	Local	$553,431	$9,900,000
21	22-00125-13-PV	Crete-Monee Road	IL-57 to IL 394/IL 1	3					
			Segment 1		Design Engineering	2027	MFT-SA	$5,543,700	
			Segment 2		Design Engineering	2028	MFT-SA	$5,550,000	
			Segment 3		Design Engineering	2029	MFT-SA	$5,537,500	$16,631,200
			Segment 1		ROW	2028	MFT-SA	$1,391,700	
			Segment 2		ROW	2029	RTA	$1,391,000	
			Segment 3		ROW	2030	MFT-L	$1,392,300	$4,175,000
			Segment 1		Construction	2030	RTA	$20,000,000	
			Segment 1		Construction	2031	MFT-L	$14,000,000	
			Segment 2		Construction	MYB	RTA	$38,558,000	
			Segment 3		Construction	MYB		$38,316,500	$110,874,500
			Segment 1		Construction Engineering	2030	MFT-L	$4,420,000	
			Segment 2		Construction Engineering	MYB	MFT-L	$5,012,500	
			Segment 3		Construction Engineering	MYB		$4,981,200	$14,413,600
37	08-00169-18-FP	143rd Street	Lemont Rd/State St to Bell Rd	4	ROW	2025	MFT-L	$2,000,000	$2,000,000
37	08-00169-18-FP	143rd Street	Lemont Road/State Street	4	Construction	2029	MFT-L	$16,194,120	
			to Crème Road		Construction	2030	MFT-SA	$12,059,198	
					Construction	2029	Local	*$240,000*	$28,493,318
					Construction Engineering	2029	MFT-SA	$2,144,100	
					Construction Engineering	2030	MFT-SA	$1,560,000	$3,704,100
37	23-00169-21-FP	143rd Street	Crème Road to Bell Road	4	Construction	2026	MFT-L	$10,393,804	
					Construction	2027	MFT-L	$4,699,846	
					Construction	2027	RTA	$2,581,700	
					Construction	2026	STP-L	$7,000,000	
					Construction	2027	MFT-SA	$5,200,000	
					Construction	2026	Local	*$428,800*	$30,304,150
					Construction Engineering	2026	MFT-SA	$1,969,750	
					Construction Engineering	2027	MFT-SA	$1,969,750	$3,939,500
52	23-00154-19-PV	Gougar Road	Spencer Road to Ferro Road	2 & 5	ROW	2025	MFT-SA	$900,000	$900,000
					Construction	2027	MFT-SA	$10,500,000	
					Construction	2028	RTA	$10,068,000	
					Construction	2028	State	$13,134,000	
					Construction	2027	Local	*$432,000*	$34,134,000
					Construction Engineering	2027	RTA	$1,365,000	
					Construction Engineering	2028	MFT-SA	$1,365,000	$2,730,000

Any funds in italics are funds that we are pursuing and do not have final IGAs approved. If these funds fall through, the County would have to cover these costs.
*County Board Districts effective 2022

This is a multi-year planning document that is subject change. Financing for all projects in this planning document must be approved by the Will County Board.
Any project may be amended by vote of the Will County Board.

Exhibit B: Corridor Improvements

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Estimated Amount	Total Cost
52	19-00154-18-PV	Gougar Road	Ferro Road to Francis Road	2 & 5	ROW	2025	MFT-L	$450,000	$450,000
					Construction	2028	STR	$8,075,000	
					Construction	2029	RTA	$20,193,000	
					Construction	2028	Local	*$432,000*	$28,700,000
					Construction Engineering	2028	MFT-SA	$1,137,500	
					Construction Engineering	2029	RTA	$1,137,500	$2,275,000
74	20-00138-44-FP	Laraway Road	Cherry Hill Road to Nelson Road	2 & 6	ROW	2025	MFT-L	$1,040,000	$1,040,000
					Utility Relocation	2026	MFT-L	$1,900,000	$1,900,000
					Construction	2028	MFT-SA	$6,374,500	
					Construction	2028	STP-L	$5,000,000	
					Construction	2029	MFT-SA	$9,599,200	
					Construction	2028	Local	*$460,300*	$21,434,000
					Construction Engineering	2028	MFT-SA	$1,393,210	
					Construction Engineering	2029	RTA	$1,393,210	$2,786,420
74	14-00138-40-FP	Laraway Road	Cedar Road to Spencer Road	2	ROW	2025			
					Construction	2027	MFT-SA	$6,225,900	
					Construction	2027	MFT-SA	$8,697,616	
					Construction	2027	Local	*$363,200*	$15,286,716
					Construction Engineering	2027	MFT-L	$1,987,200	$1,987,200
74	TBD	Laraway Road	Spencer Road to Scheer Road	2	ROW	2027	RTA	$2,864,200	$2,864,200
					Construction	2028	MFT-SA	$13,257,170	
					Construction	2029	MFT-SA	$5,690,540	
					Construction	2029	MFT-L	$6,061,270	
					Construction	2028	Local	*$843,100*	$25,852,080
					Construction Engineering	2028	MFT-SA	$2,061,000	
					Construction Engineering	2029	MFT-L	$1,300,000	$3,361,000
74	TBD	Laraway Road	Scheer Road to Wolf Road	2 & 3	ROW	2027	RTA	$2,272,200	$2,272,200
					Construction	2029	MFT-SA	$1,500,000	
					Construction	2030	MFT-L	$16,852,100	
					Construction	2029	RTA	$1,500,000	
					Construction	2029	Local	*$656,300*	$20,508,400
					Construction Engineering	2029	MFT-L	$475,300	
					Construction Engineering	2030	RTA	$1,575,700	$2,051,000
74	TBD	Laraway Road	US 45 to Harlem Avenue	3	Preliminary Engineering	MYB		$5,000,000	$5,000,000

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Exhibit B: Corridor Improvements

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Estimated Amount	Total Cost
88	12-00170-41-FP	Weber Road	Airport Road to 135th Street	9	ROW	2026	MFT-SA	$1,702,000	$1,702,000
					Construction	2027	RTA	$10,000,000	
					Construction	2027	MFT-L	$10,676,182	
					Construction	2028	MFT-SA	$16,831,200	
					Construction	2027	Local	*$828,800*	$38,336,182
					Construction Engineering	2027	RTA	$2,699,734	
					Construction Engineering	2028	MFT-SA	$2,283,970	$4,983,704
N/A	22-00200-29-PV	US Route 6	I-55 to Houbolt Road	1	Preliminary Engineering	2025	State	$1,684,796	
					Preliminary Engineering	2025	MFT-SA	$618,096	
					Preliminary Engineering	2025	Local	$1,066,700	$3,369,591
			Total					$448,359,161	

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Exhibit C: Preservation Improvements

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Estimated Amount	Total Cost
6	19-00040-13-PV	Manhattan-Monee Road	Center Road to Ridgeland Road	3	Design Engineering	2025	MFT-L	$2,628,000	$2,628,000
					ROW	2026	MFT-SA	$820,000	$820,000
					Construction	2027	MFT-L	$24,500,000	
					Construction	2027	RTA	$16,519,800	
					Construction	MYB		$24,598,800	$65,618,600
					Construction Engineering	2027	MFT-L	$5,331,500	
					Construction Engineering	MYB		$3,198,900	$8,530,400
6	24-00040-14-PV	Manhattan-Monee Road	US Route 45 to Center Road	3	Preliminary Engineering	2025	MFT-SA	$1,144,206	$1,144,206
					Design Engineering	2026	MFT-L	$1,938,278	$1,938,278
					ROW	2027	RTA	$400,000	$400,000
					Construction	2028	MFT-L	$4,500,000	
					Construction	2029	MFT-L	$10,500,000	$15,000,000
					Construction Engineering	2028	MFT-SA	$585,000	
					Construction Engineering	2029	MFT-SA	$1,365,000	$1,950,000
25	TBD	Wilmington-Peotone Road	IL 53 to Old Chicago Road	1	Preliminary Engineering	2027	MFT-L	$2,520,000	$2,520,000
					Design Engineering	2029	MFT-L	$4,725,000	$4,725,000
					ROW	2030	MFT-L	$2,000,000	$2,000,000
					Construction	MYB		$31,500,000	$31,500,000
					Construction Engineering	MYB		$4,095,000	$4,095,000
25	TBD	Wilmington-Peotone Road	Old Chicago Road to US 45/52	1 & 2	Preliminary Engineering	2025	MFT-L	$5,376,000	$5,376,000
					Design Engineering	2026	MFT-SA	$10,080,000	$10,080,000
					ROW	2027	MFT-SA	$4,750,000	$4,750,000
			Segment 1		Construction	2029	MFT-SA	$21,200,000	
			Segment 2		Construction	2030	RTA	$23,600,000	
			Segment 3		Construction	2031	MFT-SA	$18,328,500	
			Segment 3		Construction	2031	MFT-L	$4,071,500	$67,200,000
			Segment 1		Construction Engineering	2029	RTA	$2,912,000	
			Segment 2		Construction Engineering	2030	RTA	$2,912,000	
			Segment 3		Construction Engineering	2031	MFT-L	$2,912,000	$8,736,000
25	TBD	Wilmington-Peotone Road	US 45/52 to Center Road	2	Preliminary Engineering	2026	MFT-SA	$1,344,000	$1,344,000
					Design Engineering	2028	MFT-SA	$2,520,000	$2,520,000
					ROW	2030	MFT-L	$1,250,000	$1,250,000
					Construction	2031	MFT-SA	$7,712,200	
					Construction	MYB		$9,087,800	$16,800,000
					Construction Engineering	2031	MFT-SA	$1,184,000	
					Construction Engineering	MYB	MFT-L	$1,000,000	$2,184,000

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Exhibit C: Preservation Improvements

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Estimated Amount	Total Cost
25	TBD	Wilmington-Peotone Road	Center Road to Drecksler Road	2	Preliminary Engineering	2026	MFT-SA	$2,856,000	$2,856,000
					Design Engineering	2029	RTA	$5,355,000	$5,355,000
					ROW	2030	MFT-SA	$1,250,000	$1,250,000
					Construction	MYB		$35,700,000	$35,700,000
					Construction Engineering	MYB		$4,641,000	$4,641,000
26	20-00174-06-PV	W. River Road	IL 53 to W. Coal City Road	1	Utility Relocation	2025	RTA	$1,360,000	$1,360,000
					Construction	2025	MFT-SA	$5,250,000	$5,250,000
51	22-00047-11-PV	Mills Road	US 52 to Cherry Hill Road	2	Design Engineering	2026	MFT-SA	$6,659,900	$6,659,900
					ROW	2027	MFT-L	$1,300,000	$1,300,000
					Construction	2031	RTA	$4,500,000	
					Construction	MYB		$40,899,300	$45,399,300
					Construction Engineering	2031	MFT-L	$585,000	
					Construction Engineering	MYB		$5,316,900	$5,901,900
51	TBD	Cherry Hill Road	Mills Road to US 30	2 & 6	Design Engineering	2028	MFT-SA	$4,556,000	$4,556,000
					ROW	2029	MFT-SA	$1,000,000	$1,000,000
					Construction	MYB		$30,376,500	$30,376,500
					Construction Engineering	MYB		$3,949,000	$3,949,000
64	23-00131-12-FP	Francis Road	Gougar Road to I-80		ROW	2025	MFT-SA	$353,000	$353,000
					Construction	2026	MFT-SA	$4,900,000	$4,900,000
					Construction Engineering	2026	MFT-SA	$637,000	$637,000
	23-00119-17-WR	McEvilly Road	Ridge Road to County Line		Preliminary Engineering	2025	MFT-L	$129,633	$129,633
					Design Engineering	2026	MFT-L	$206,238	$206,238
					ROW	2027	MFT-L	$88,388	$88,388
					Construction	2028	MFT-L	$333,051	$333,051
					Construction Engineering	2028	MFT-L	$82,495	$82,495
			Total					$425,393,889	

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Exhibit D: Bridge Improvements

CH	Section	Roadway	Location	District	Phase	FY	Funding Type	Estimated Amount	Total Cost
52	21-00154-19-BR	Gougar Road	CN Railroad	2	ROW	2025	MFT-SA	$1,500,000	$1,500,000
					Utility Relocation	2025	FRA	$9,000,000	$9,000,000
					Construction	2026	ICC	$11,990,000	
					Construction	2026	FRA	$8,379,000	
					Construction	2027	Local	*$1,315,000*	
					Construction	2027	FRA	$9,155,160	$30,839,160
					Construction Engineering	2026	ICC	$2,649,000	
					Construction Engineering	2027	ICC	$1,361,000	$4,010,000
80	22-00048-05-BR	Lorenzo Road	BNSF	1	Construction	2026	ICC	$12,000,000	
					Construction	2026	Other	$8,060,000	$20,060,000
					Construction Engineering	2026	Other	$2,607,800	$2,607,800
								$68,016,960	

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Exhibit E: Intersection Improvements

CH	Section	Roadway	Location	District	Phase	FY	Funding Type	Estimated Amount	Total Cost
6	19-00040-12-CH	Manhattan-Monee Road	Ridgeland Avenue	3	Design Engineering	2026	RTA	$1,350,000	
					Design Engineering	2026	Local	$1,350,000	$2,700,000
					ROW	2027	MFT-L	$50,000	
					ROW	2027	Local	$50,000	$100,000
					Construction	2028	MFT-L	$9,000,000	
					Construction	2028	Local	$9,000,000	$18,000,000
					Construction Engineering	2028	MFT-L	$1,170,000	
					Construction Engineering	2028	Local	$1,170,000	$2,340,000
49	20-00086-26-CH	Exchange Street	Burville Road	3	Design Engineering	2025	HSIP	$342,300	
					Design Engineering	2025	RTA	$25,355	
					Design Engineering	2025	Local	$12,678	$380,333
					ROW	2026	HSIP	$600,000	
					ROW	2026	MFT-SA	$100,000	
					ROW	2026	Local	$50,000	$750,000
					Construction	2027	HSIP	$4,680,000	
					Construction	2027	MFT-L	$347,000	
					Construction	2027	Local	$173,000	$5,200,000
					Construction Engineering	2027	HSIP	$608,400	
					Construction Engineering	2027	MFT-L	$45,100	
					Construction Engineering	2027	Local	$22,500	$676,000
49	20-00086-25-CH	Exchange Street	IL Route 394	3	Construction	2025	RTA	$6,450,000	$6,450,000
64	23-00131-13-TL	Francis Road	Marley Road	2, 4, & 5	ROW	2025	MFT-L	$349,000	$349,000
					Construction	2026	RTA	$2,790,000	$2,790,000
74	20-00138-43-CH	Laraway Road	US Route 52	6	Construction	2026	MFT-SA	$18,179,609	
					Construction	2026	Local	*$900,000*	$19,079,609
					Construction Engineering	2026	RTA	$2,390,349	
					Construction Engineering	2026	Local	*$90,000*	$2,480,349
74	21-00138-45-CH	Laraway Road	US Route 45 (LaGrange Road)	2 & 3	ROW	2025	RTA	$1,718,700	$1,718,700
					Construction	2027	MFT-SA	$9,299,000	
					Construction	2028	MFT-SA	$5,191,000	
					Construction	2028	MFT-L	$8,050,000	
					Construction	2028	Local	*$560,000*	$23,100,000
					Construction Engineering	2027	RTA	$747,900	
					Construction Engineering	2028	RTA	$1,531,000	$2,278,900
			Total					$88,392,891	

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Exhibit F: Implementation

CH	Section	Roadway	Location	District	Phase	FY	Funding Type	Estimated Amount	Total Cost
	TBD	ITS Project - Signals	Weber Road		Implementation	2025	MFT-L	$1,600,000	$1,600,000
	TBD	ITS Project - Signals	Renwick Road		Implementation	2026	MFT-L	$900,000	$900,000
	TBD	ITS Project - Signals	Countywide		Implementation	2027	RTA	$900,000	$900,000
	TBD	ITS Project	TBD		Implementation	2028	MFT-L	$1,000,000	$1,000,000
	TBD	ITS Project	TBD		Implementation	2029	RTA	$1,000,000	$1,000,000
	TBD	ITS Project	TBD		Implementation	2030	RTA	$1,000,000	$1,000,000
	TBD	ITS Project	TBD		Implementation	2031	RTA	$1,000,000	$1,000,000
	TBD	J.U.L.I.E.	Countywide		Implementation	2025	MFT-SA	$75,000	$75,000
	TBD	J.U.L.I.E.	Countywide		Implementation	2026	MFT-L	$75,000	$75,000
	TBD	J.U.L.I.E.	Countywide		Implementation	2027	MFT-L	$75,000	$75,000
	TBD	J.U.L.I.E.	Countywide		Implementation	2028	MFT-L	$75,000	$75,000
	TBD	J.U.L.I.E.	Countywide		Implementation	2029	MFT-L	$75,000	$75,000
	TBD	J.U.L.I.E.	Countywide		Implementation	2030	MFT-L	$75,000	$75,000
	TBD	J.U.L.I.E.	Countywide		Implementation	2031	MFT-L	$75,000	$75,000
	TBD	County CMS	Countywide		Implementation	2025	MFT-L	$40,000	$40,000
	TBD	County CMS	Countywide		Implementation	2026	MFT-L	$40,000	$40,000
	TBD	County CMS	Countywide		Implementation	2027	MFT-L	$40,000	$40,000
	TBD	County CMS	Countywide		Implementation	2028	MFT-L	$40,000	$40,000
	TBD	County CMS	Countywide		Implementation	2029	MFT-L	$40,000	$40,000
	TBD	County CMS	Countywide		Implementation	2030	MFT-L	$40,000	$40,000
	TBD	County CMS	Countywide		Implementation	2031	MFT-L	$40,000	$40,000
								$8,205,000	

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Exhibit G: Studies

Section	Study	Coverage	Phase	FY	Funding Type	Estimted Amount	Total Cost

None programmed in this Plan

Exhibit H: General Maintenance

General Maintenance

The annual program for general highway maintenance includes the procurement and needed purchase of materials. This includes aluminum highway sign blanks, facings, and steel posts, shoulder stone for shoulder repair, coarse aggregate for erosion control, and fine aggregate for incident response (blotter material). For highway surface repair, cold patch materials and hot mix asphalt materials are obtained. Materials for snow and ice control are obtained with this program. The annual maintnance program is set up as a material proposal with estimated quantities from various locations.

FY	Estimated Cost
2025	$900,000
2026	$900,000
2027	$900,000
2028	$900,000
2029	$900,000
2030	$900,000
2031	$900,000

Overlays

County highway overlays are selected based on pavement age and the forecast for a potential corrider improvement of a particular section. The typical overlay consists of milling the existing surface, the removal and replacement of failed base and subbase, and the removal and replacement of any failed cross culverts. Completion of these projects comprise of new leveling binder, surface, shoulder stone pavement striping, and raised reflectors pavement markers.

FY	Estimated Cost
2025	$3,000,000
2026	$3,000,000
2027	$3,000,000
2028	$3,000,000
2029	$3,000,000
2030	$3,000,000
2031	$3,000,000

Striping

Highway striping is conducted annually on both asphalt and concrete surfaced roads. The timing of the highway striping is dependant on weather and traffic loads. All highways receive striping maintenance except for sections that are slated for total reconstruction soon. Newly surfaced roads receive two coats of striping in the first year. County maintnance crews work with the highway striping contractor for small hand work.

FY	Estimated Cost
2025	$650,000
2026	$650,000
2027	$650,000
2028	$650,000
2029	$650,000
2030	$650,000
2031	$650,000

Exhibit H: General Maintenance

Traffic Signal Maintenance

Maintenance of traffic signals is contracted on a one or two year period and is used to handle equipment malfunctions or signal knock-down situations during any time of day.

FY	Estimated Cost
2025	$250,000
2026	$250,000
2027	$250,000
2028	$250,000
2029	$250,000
2030	$250,000
2031	$250,000

Other Maintenance Contracts

Other maintenance contracts may be needed for unforseen needs throughout a program year. Examples of these contracts include a guardrail replacement program, a highway patching program for highways not scheduled for resurfacing, a raised reflective markers program, a culvert replacement contract, or a crackfilling project to extend pavement surface life.

FY	Estimated Cost
2025	$1,000,000
2026	$1,000,000
2027	$1,000,000
2028	$1,000,000
2029	$1,000,000
2030	$1,000,000
2031	$1,000,000

Maintenance Staff Salaries

A portion of maintenance staff salaries are paid out of the general maintenance funds to supplement the other funding sources utilized to pay County DOT staff.

FY	Estimated Cost
2025	$3,100,000
2026	$3,600,000
2027	$3,708,000
2028	$3,819,000
2029	$3,934,000
2030	$4,052,000
2031	$4,174,000

Subtotal: $23,287,000

Exhibit H: General Maintenance

Maintenance Equipment

A portion of maintenance equipment purchases are paid out of the general maintenance funds to supplement the other funding sources utilized to for pay County DOT equipment.

FY	Estimated Cost
2025	$200,000
2026	$300,000
2027	$300,000
2028	$400,000
2029	
2030	
2031	

Subtotal: $1,200,000

Program Total	$59,087,000

Will County Division of Transportation

Project Descriptions

Project Descriptions

Corridor Improvements

Bell Road: 159th Street to 131st Street

Bell Road from 159th Street on the south to the northern terminus at the Will-Cook County line, this corridor stretches over 3 miles. The existing roadway consists of one through lane in each direction with sporadic turning lanes, mainly at signalized intersections. Overall, the corridor will be improved to two through lanes in each direction with a barrier median with an enclosed drainage system, following the County Freeway standards. All signalized intersections will be channelized to include at least one left turn lane and potentially a right turn lane on each leg. The corridor has been split into five separate design/construction projects. **Status:** Design Approval received 04/2012.

159th Street to 151st Street

The first project ties into the recently completed IDOT project on 159th Street, two lanes in each direction will be carried through the new permanent signals to be installed at Meadow View Lane. Noise walls will be installed on the west side of the street from Meadow View Lane to Woodland Drive. The four-lane cross section with barrier median will be carried to tie into the existing cross section at 151st Street.

Status: Construction started in 2023. **Funding:** RTA / STP-L

151st Street to 143rd Street

This improvement will carry the same four lane cross section through to where it ties into the 143rd Street intersection Improvement (See this project description in the Intersection Improvement section).

Status: Currently in Phase 2. ROW acquisition ongoing. Construction anticipated to begin in Fall 2025. **Funding:** MFT / RTA

143rd Street to Will County Line

The final WCDOT project in this corridor starts at the northern terminus of the 143rd Street intersection improvement and carries the same cross section to the Will-Cook County line. **Status:** Future project

Will County Line to 131st Street

This final project is under the jurisdiction of CCDOTH and will continue the cross section north to 131st Street.

143rd Street: State Street/Lemont Road to Bell Road

The County has been upgrading the 143rd Street corridor for years. This is the final portion of the overall corridor stretching from Archer Road (IL 171) on the west to Will-Cook Road on the east. This 3-mile corridor currently consists of a rural two-lane roadway through rolling terrain. This remaining portion of 143rd Street will be improved to two lanes in each direction with a mountable median and channelization at the intersections. Traffic signals will be upgraded at the existing signalized intersections of Parker Road and Golden Oak Drive and a new traffic signal will be installed at Crème Road. The western termini ties into the Village of Homer Glen's project at the intersection of Lemont Road/State Street. The eastern termini ties into the Bell Road intersection project (see this project description in the Intersection Improvement section). The project is programmed to be constructed in two segments.

Status: Design Approval received 06/2019. Phase 2 is complete and ROW acquisition is ongoing. Construction of the eastern segment programmed in 2026. **Funding:** MFT / RTA / STP-L

Crete-Monee Road (formerly Eastern Will County Freight Mobility Study)

This corridor is currently under study to determine the best location and improvements required for an east-west Class II Truck Route in eastern Will County. Coming out of a grassroots effort by the eastern Will County communities to provide an appropriate facility for trucks in this area of the county, the current study limits are I-57 on the west and IL 394/IL 1 on the east. The PEL Study determined the appropriate alternative for the Class II Truck Route is Crete-Monee Road. Consisting of a narrow two-lane road through rolling terrain and narrow shoulders, Crete-Monee Road is not currently conducive for truck traffic.

Status: Planning Environmental Linkages (PEL) study ongoing. Final PEL document at IDOT. Phase 1 ongoing. **Funding:** MFT / RTA / Processing for potential future federal funding.

Gougar Road: Laraway Road to Francis Road

At just over 3.25 miles, Gougar Road from Laraway Road on the south to Francis Road on the north is the next project on the constrained list in ***Will Co***nnects 2040 that WCDOT is pursuing. This segment of Gougar Road is currently a rural two-lane cross section with intermittent intersection channelization and a handful of signals. Gougar Road has a unique mix of land uses with residential at the north and south ends, 2 high schools, a number of houses of worship, the Cherry Hill Business Park, in addition to the Joliet Park District and Forest Preserve District lands. There are also crossings of the CN Railroad on the south end and Metra's Rock Island District at US 30. Gougar Road, by resolution, is a County Freeway. That resolution establishes the future cross section as two lanes in each direction with a barrier median. A second resolution designates Gougar Road from Laraway Road to US 30 as a Class II Truck Route.

Status: Phase 1 ongoing. Phase 2 split into 3 separate projects. **Funding:** MFT / RTA / processing for future potential federal funding

Laraway Road to Spencer Road/Illinois Highway

This project is adjacent to the Laraway Road project from Cherry Hill Road to Nelson Road. Includes the grade separation of the crossing of the CN Railroad just south of Lincoln-Way West High School. See Gougar Road over CN for status.

Spencer Road to Ferro Road

This segment of Gougar Road will include the reconstruction of the structure over I-80

Status: Phase 2 ongoing. Coordination with utilities to begin in Summer 2025. **Funding:** RTA / IDOT

Ferro Road to Francis Road

This section of Gougar Road includes the intersection with US Route 30, the crossing of the Metra Rock Island Line and a new signal at Francis Road.

Status: Phase 2 ongoing. Ongoing coordination with Joliet Park District due to changes in access to Pilcher Park and Bird Haven Park and Conservatory. Coordination with utilities to begin in Summer 2025. **Funding:** MFT / RTA

Laraway Road: US 52 to Harlem Avenue

Laraway Road is a major east-west connector within the County. Laraway Road, by Resolution, is a County Freeway. The improvement of this corridor has long been on the WCDOT radar. The County has split the corridor into many separate projects for study and ultimately construction. Below contains the descriptions of the different project corridors. The current typical section consists of a rural two-lane cross section with intermittent intersection improvements and signalized intersections. To the west, Laraway Road is under the jurisdiction of the City of Joliet and is currently a two-lane cross section. East of Harlem Avenue, Laraway Road turns into Sauk Trail and becomes a CCDOTH roadway.

US 52 to Cedar Road

Laraway between US 52 on the west and Cedar Road on the east is the first of the corridor segments to be studied by the WCDOT. The eastern terminus ties into the Cedar Road Intersection Improvement completed spring 2023. This segment includes 4 signalized intersections, a rural cross section, and in general the land use is farming and residential in nature with select areas that include some commercial and governmental uses. The proposed cross section includes two lanes in each direction with a barrier median, curb and gutter, the upgrading of existing signals and channelization at select intersections. By Resolution, the segment between US 52 and Gougar Road has been designated as a Class II Truck Route.

This corridor segment has been split into multiple projects for construction. The three projects being Nelson Road to Cedar Road (construction substantial complete), Cherry Hill Road to Nelson Road, and the US 52 intersection (See this project description in the Intersection Improvement section). **Status:** Design Approval received 11/2017.

Cherry Hill Road to Nelson Road

This construction segment ties into the US 52 Intersection Improvement on the west (See this project description in the Intersection Improvement section) and ties into the Nelson Road to Cedar Road segment to the east. Similar to the Nelson Road to Cedar Road segment, all of the previously discussed improvements to the overall corridor will be installed in this segment, as well as multiple noise walls.

Status: Design currently underway. ROW acquisition underway. Construction to begin 2028 due to Federal dollar availability, but may move up if request to advance funding approved. **Funding:** MFT / RTA / STR-L

Cedar Road to US 45

Laraway Road, from Cedar Road on the west to US 45 (See this project description in the Intersection Improvement section) on the east, is the second of three corridor improvements along Laraway Road. Similar to the section to the west from US 52 to Cedar Road, it is currently a rural cross section with periodic intersection improvements. The corridor consists of 6 signalized intersections at Spencer Road, Schoolhouse Road, Tower Lane, 116th Avenue/Owens Road, Wolf Road, and US Route 45 (LaGrange Road). For this segment in general, the land use is farming and residential in nature with select areas of commercial and governmental/school uses. The proposed cross section includes two lanes in each direction with a barrier median, curb and gutter, the upgrading of existing signals and channelization at select intersections, and noise walls in select locations. This corridor segment has been split into multiple projects for construction.

Status: Design Approval (DA) received 12/5/2022. Phase 2 is ongoing for design of all sections of this corridor. VE Study for this corridor complete. **Funding:** MFT / processing for future potential federal funding

Calistoga Drive to Spencer Road

Laraway Road between Cedar Road and Calistoga Drive was improved to the ultimate cross section in a prior improvement by the developer. In addition, an interim safety improvement was completed in 2018 at the intersection of Spencer Road. This 0.85-mile segment will tie into the improvement to the west, and we will install the ultimate cross section at the eastern terminus. The land use along this segment varies. At the west end it is mainly commercial with restaurants, a grocery store and a Metra Station. Moving east it is mainly residential subdivisions with a few individual houses intermixed. At Spencer Road, there is a commercial property on the southwest (SW) corner, with a mix of residential and commercial properties on the other three corners. The ultimate design of this segment includes a barrier median along Laraway Road. The design criteria for this project calls for full access median breaks at a minimum ¼ mile spacing. Along this segment there will be breaks at Whitehall Road, Rachel Road, and Spencer Road. Each of these intersections will be channelized to include left turn lanes on all legs of the intersections. Tudor Lane will be Right-in/Right-out/Left-out only due to its proximity to the Spencer Road intersection.

Status: Phase 2 complete. ROW acquisition underway. Construction to begin upon completion of ROW acquisition. **Funding:** MFT / processing for future potential federal funding

Spencer Road to Scheer Road

The longest of the segments, this project starts east of Spencer Road and includes the Scheer Road intersection. This 1.7-mile segment will tie into the project to the west, with the design criteria for this project calling for full access median breaks at a minimum ¼ mile spacing. The land use in this segment varies, with the majority of commercial development centered around the Schoolhouse Road intersection and rest being mainly residential subdivisions with individual houses dispersed along this part of the corridor. In this segment median breaks will be at Country Lane, Schoolhouse Road, Tower Lane, Heatherglen Drive, and Scheer Road. Traffic signals are only proposed at the existing locations, no additional traffic signals in this segment are proposed.

Status: Phase 2 ongoing. **Funding:** MFT / processing for future potential federal funding

Scheer Road to Wolf Road

This project starts east of Scheer Road tying into the Spencer Road to Scheer Road project to the west and the US Route 45 (LaGrange Road) Intersection (See this project description in the Intersection Improvement section) to the east. The land use along this segment consists of mainly agricultural and residential uses, with spot retail development. Like the projects to the west and east, this project will consist of an improvement to 2 lanes in each direction with barrier median and an upgraded drainage system. Breaks in the barrier median will be at the standard ¼ mile spacing, in this segment full access points will be at Ledgestone Way, 116th Avenue/Owens Road, and Wolf Road. Traffic signals are only proposed at existing locations.

Status: Phase 2 ongoing. **Funding:** MFT / processing for future potential federal funding

US 45 to Harlem Avenue

This will be the final study along the Laraway Road corridor. At this time the study is in the MYB for the WCDOT as we are pursuing the completion of the rest of the corridor west of this segment. This project will tie into the US 45 intersection improvement (See this project description in the Intersection Improvement section) to the west. On the east end of the project Laraway Road turns into Sauk Trail when it crosses Harlem Avenue into Cook County and will require coordination with CCDOTH. It is likely that this project will be split into multiple construction projects. **Status:** Future project.

Weber Road: Airport Road to 135th Street

Currently this segment of Weber Road is a four-lane urban cross section with channelization mainly at signalized intersections. Recent improvements north of 135th Street and south of Airport Road to Renwick Road to a six-lane urban cross section with barrier medians leaves this segment as the only unimproved segment between Renwick Road and 119th Street. The proposed improvement in this portion of the corridor is to create a six-lane urban cross section with a barrier median. All signalized intersections will be upgraded and improved. Noise walls will be installed. Pedestrian and bicycle facilities will be included as part of this project at the request of the Village of Romeoville.

Status: DA received 04/2024. Phase 2 ongoing. **Funding:** MFT / RTA / processing for potential future federal funding

US Route 6: I-55 to Houbolt Road

This project was called out in the **Will Co**nnects 2040 plan as a priority project for the County on the IDOT roadway network. The current roadway consists of a two-lane rural cross section with 10-foot gravel shoulders and channelization only at the signalized intersections or access points for new developments. The proposed cross section will be determined by this study but will likely consist of two lanes in each direction with shoulders and a median to match the cross section to the west. Pedestrian and bicycle accommodations will be provided to meet IDOT's complete streets policy.

The western terminus will tie into the recently completed improvement of the US 6 @ I-55 interchange. The eastern terminus will be east of the Houbolt Road projects associated with the new structure over the Des Plaines River and the upgraded interchange with I-80.

The project agreement with IDOT, the County, City of Joliet, and the Village of Channahon for the Phase I process studying the widening of US Route 6 is approved. Data Collection is underway. IDOT may ultimately break this approximately 3.5-mile corridor into shorter construction projects for ease of funding.

Status: Phase 1 underway. Data collection is ongoing.

Preservation Improvements

Manhattan-Monee Road: US 45 to Center Road

Jurisdiction of this section of roadway was transferred to the WCDOT in September 2024, this portion of the Manhattan-Monee Road Corridor, like the project to the east, is a rural two-lane cross section with intermittent turn lanes and narrow shoulders, if any. A Phase 1/Phase 2 Engineering study to determine the appropriate treatment for this corridor is underway.

Status: Phase1 / Phase 2 agreement approved. Phase 1 studies initiated.

Manhattan-Monee Road: Center Road to Ridgeland Road

The current Manhattan-Monee Road in this area is a rural two-lane cross section with intermittent turn lanes and narrow shoulders, if any. This project is currently in Phase 1 Engineering (Preliminary Engineering). The intersections at Center Road and Harlem Avenue are currently STOP controlled on all legs with no channelization. The rest of the intersections are STOP controlled on the side street with no channelization, except for 88th Avenue. At 88th Avenue there are left turn lanes on Manhattan-Monee Road. The preliminary plan is to upgrade all the intersections to include turn lanes on all legs. In addition, improvements to the drainage system and the shoulders will be completed. From 88th Avenue east a flush painted median will be installed. New traffic signals are proposed at the Center Road intersection.

Status: Phase 1 ongoing. Design Approval anticipated 2025. Phase 2 initiated. **Funding:** MFT / RTA / processing for future potential federal funding.

Wilmington-Peotone Road

Wilmington-Peotone Road is called out in the **Will Co**nnects 2040 plan as a fiscally constrained project. This 18-mile corridor starts at IL 53 on the west end and Drecksler Road on the east end. This corridor has narrow pavement, narrow/ no shoulders, and limited channelization. The PEL study has determined that there are four distinct projects within this corridor. Overall, the corridor will be updated to current standards including wider shoulders. Additional treatments to be further developed through the Phase I projects.

Status: PEL study submitted to IDOT. Phase I studies anticipated to begin late 2025. **Funding:** MFT

IL 53 to Old Chicago Road

The western most project to come out of the PEL studies. This project includes the intersections of IL 53 and River Road, IL 53 and Wilmington-Peotone Road, and Old Chicago Road and Wilmington-Peotone Road. Alternative alignments and intersection treatments will be studied to determine the preferred alignment.

Status: Phase 1 anticipated to begin in 2027. **Funding:** MFT / processing for future potential federal funding

Old Chicago Road to US 45/52

This project does not include the intersections of Old Chicago Road nor US 45/52. The proposed work in this segment consists of reconstructing Wilmington-Peotone Road to current standards of one 12-ft lane in each direction with 10-ft wide shoulders. In addition, this project will determine the appropriate locations of passing lanes in this 9-mile section. This section will be split into multiple smaller segments for construction.

Status: Preliminary Engineering Studies to begin late 2025. **Funding:** MFT / RTA

US 45/52 to Center Road

The PEL determined that this segment of Wilmington-Peotone Road should be the first to be studied, due to the high crash rates along this portion of the route.

General geometry will consist of one 12-ft lane in each direction with 10-ft wide shoulders. Alternatives will be studied for the intersections of US 45/52 and Center Road.

Status: Phase 1 anticipated to begin late 2025. **Funding:** MFT / RTA/ processing for future potential federal funding.

Center Road to Drecksler Road

The final project along Wilmington-Peotone Road includes the interchange with I-57 and the intersections with IL 50 and Drecksler Road.

Status: Phase 1 anticipated to begin late 2025. **Funding:** MFT / RTA/ processing for future potential federal funding.

W. River Road: IL 53 to Coal City Road

W. River Road is currently a rural two-lane cross section just west of the Kankakee River. The proposed improvements will reconstruct W. River Road with a rural section from Coal City Road to Riverside Court. From Riverside Court to IL 53, W. River Road will be reconstructed with an urban section with an enclosed drainage system. The urban segment will include a bi-directional left turn lane and channelization at each intersection including IL 53.

Status: Phase 2 and ROW acquisition are complete. Utility relocations underway. Construction anticipated to begin upon completion of utility relocations. **Funding:** MFT

Mills Road/Cherry Hill Road

Mills Road from IL 53 to Cherry Hill Road and Cherry Hill Road from Mills Road to US 30 are programmed as a single project in this program. This roadway was originally built in 1952 and is at the end of its useful life. As with other rural roads in the County Highway System, these roads are narrow with minimal shoulders and essentially no channelization at intersections. With the growth in the area, these roadways no longer meet standards for the traffic volumes they carry. This Phase 1 study will determine the appropriate treatment of the corridor to update for safety and future traffic volumes.

Status: Phase 1 ongoing. Final Public Meeting to be held early Fall 2025. Phase 2 anticipated to be broken in to at least 2 projects with one beginning late 2025. **Funding:** MFT / RTA / processing for potential future federal funding.

Francis Road: Gougar Road to I-80

Francis Road in this area is a narrow rural two-lane cross section. The roadway will be constructed to the same two-lane cross section, but to current standards. This improvement will tie into the Gougar Road Project on the west end and provide left turn lanes at the easterly end that will also tie into the IDOT improvement of the Francis Road bridge over I-80.

Status: Phase 2 is ongoing. Construction anticipated to begin early 2026. **Funding:** MFT

McEvilly Road: Ridge Road to County Line

McEvilly Road in this area is a rural two-lane cross section. Roadway Improvements will include intersection improvements and reconstruction to existing standards. Village of Minooka is the lead agency for this project.

Status: Phase 1 is ongoing. **Funding:** The County is participating in funding this project.

Bridge Improvements

Gougar Road over the CN Railroad

Gougar Road over the CN Railroad is a proposed grade separation where Gougar Road will be built over the CN Railroad. Currently Gougar Road is a rural two-lane roadway crossing the CN Railroad at grade south of Lincoln Way West High School. The project proposes to create an urban cross section with two lanes in each direction, a median, and pedestrian facilities. The project has been designed to work with the Gougar Road Corridor project currently under study.

Status: Phase 2 is complete. ROW acquisition underway. Construction to begin upon completion of ROW acquisition. **Funding:** MFT / Local / ICC / Other / FRA.

Lorenzo Road over the BNSF

Lorenzo Road over the BNSF is a grade separation project to build Lorenzo Road over the BNSF. Currently Lorenzo Road consists of a rural two-lane cross section crossing the BNSF Railroad at grade approximately 1.3 miles west of the I-55 interchange. The proposed cross section will match the existing two-lane roadway configuration. County will oversee construction with all costs covered by BNSF.

Status: BNSF is targeting construction in late 2025. **Funding:** BNSF / ICC

Intersection Improvements

Manhattan-Monee Road @ Ridgeland Avenue

In cooperation with the Village of Monee, this project looks at the improvements necessary from the Village of Monee Corporate Limits to I-57. Currently this segment is a two-lane rural cross section that widens out at the Ridgeland intersection to include left turn lanes and a median through the Amazon distribution center property. There is a Phase 1 study underway to determine the appropriate geometric treatment for this portion of Manhattan-Monee Road. Included in the study is the potential relocation of Sunset Drive to create an intersection with the southern Amazon Entrance on Ridgeland Avenue. At a minimum the existing Sunset Drive will be limited to Right-In-Right-Out Access as part of this project. Other items included in this project are modernization of existing traffic signals, upgrading drainage, and possibly improvements to the interchange with I-57 (depends on ongoing coordination with IDOT).

Status: Phase 1 ongoing. **Funding:** MFT / RTA / Local / processing for future potential federal funding

Exchange Street @ Burville Road

Burville Road currently intersects Exchange Street on a curve in Exchange Street's alignment, just over 0.8 miles east of IL Route 394. Stoney Island Avenue intersects with Burville Road less than a ¼ mile south of Exchange Street. The current configuration creates sight distance issues as the westbound traffic can see the northbound traffic on Burville Road/Stoney Island Avenue. This project has received HSIP funds for the study and construction of a new intersection. Two alternative intersection types were evaluated, a traditional signalized intersection and a roundabout, to determine the best way to address safety concerns at this location. As the Phase 1 Study is concluding, a roundabout was selected as the best way to address safety concerns at this location.

Status: Phase 1 ongoing. Phase 2 anticipated to begin late 2025. **Funding:** HSIP / MFT / Local

Exchange Street @ IL Route 394

The existing intersection is a partially improved signalized intersection. The IL 394 legs include a designed NB left turn lane and a designed SB left and right turn lane. Westbound Exchange Street includes a right turn bypass lane onto IL 394 with no other auxiliary lanes. Exchange Street within the project area is a rural section. The Illinois DOT (IDOT) currently has plans to improve portions of IL 394 but improvements at this intersection are very minimal. The Will County improvements will consist of channelizing both legs of Exchange Street and reconstructing the road from South Country Lane to Michaels Street. Exchange Street will remain a rural section with open ditch drainage. The IDOT project and Will County project will not interfere with each other.

Status: Phase 2 complete. ROW acquisition is complete. Utility relocation is ongoing. Construction to begin upon completion of utility relocations. **Funding:** MFT / RTA

Francis Road @ Marley Road

The T-intersection of Francis Road (CH 64) and Marley Road will be improved to increase the safety and capacity at the intersection. The project involves widening the existing Francis Road pavement to provide a dedicated left turn lane for the WB to SB movement, a dedicated right turn lane for the EB to SB movement, and widening Marley Road as required based on investigation and evaluations. A new traffic signal is proposed at the intersection, as well as corresponding drainage improvements.

Status: Phase 2 ongoing. ROW acquisition anticipated in 2025 with Construction to follow. **Funding:** MFT / RTA

Laraway Road @ US Route 52

This intersection is the western most project developed as part of the US Route 52 to Cedar Road Preliminary Engineering. Due to the proximity of the Cherry Hill Road intersection, it is being included as part of this project. Currently, this segment of Laraway Road, east of US Route 52 and west of Cherry Hill Road, is a rural cross section with one lane in each direction and TWLTL west of the Sheriff's Department's main entrance. This segment also has dedicated right and left turn lanes into the Sheriff's Department. The existing signalized US Route 52 intersection has left turn lanes on all legs and right turn islands on the northwest and southeast corners. The existing signalized intersection at Cherry Hill Road has left and right turn lanes on all legs. Land use in this area is a mixture of residential, commercial, logistics and governmental institutions.

The proposed design for this segment of roadway includes two lanes in each direction with a painted median. The intersection of US Route 52 will include a single left and right turn lane on all legs except the south leg of the intersection. This leg will only have a left turn lane. The existing traffic signals will be modernized. The intersection of Cherry Hill Road will have left and right turn lanes on all legs. Laraway Road will have two lanes in each direction, whereas Cherry Hill Road will have a single through lane in each direction. The accommodations for the Sheriff's Department will stay the same as existing.

Status: Phase 2 completed. ROW acquisition ongoing. Construction to begin upon completion of ROW acquisition. **Funding:** MFT / RTA /applied for STP-L funds 3/2020/applied for STP-Shared 3/2021/applied for STP-L funds 3/2022

Laraway Road @ US Route 45 (LaGrange Road)

This intersection is the easternmost project included in the Laraway Road Preliminary Engineering Study between Cedar Road and US Route 45 (LaGrange Road). Due to the proximity of the intersection of Heritage Drive, the improvement of this intersection will be included in the US Route 45 intersection improvement. The existing cross section in that area is a rural two-lane cross section with shoulders. There are a mix of land uses in this area, primarily residential away from Laraway Road and commercial adjacent to Laraway Road.

The proposed urban cross section includes two lanes in each direction with a barrier median. The intersection of Heritage Drive will be signalized with left turn lanes on both legs of Laraway Road and a right turn lane on the east leg of the intersection. Although there will be no break in the median at Regency Drive due to its proximity to US Route 45 (LaGrange Road), a right turn lane will be provided in the westbound direction. The US Route 45 (LaGrange Road) intersection proposed design includes dual left turn lanes and right turn lanes on both legs of Laraway Road. On US Route 45 (LaGrange Road) there will be a single left and right turn lane on both legs.

Status: Design Approval received Dec. 2022. Phase 2 ongoing. VE Study for this corridor complete. **Funding:** MFT / processing for future potential federal funding

Bell Road @ 143rd Street

This intersection project involves 4 existing signalized intersections. The land use in this area is mainly commercial with some institutional uses west on 143rd Street and some residential east on 143rd Street. The current cross section in the area is 2 lanes in each direction with left turn lanes on all legs of the 143rd Street intersection. At the Greystone Drive intersection, Greystone Drive includes one lane in each direction and left turn channelization on the cross street with 2 lanes in each direction with left turn channelization on Bell Road. The Glengary Road intersection includes one lane in each direction with left and right turn lanes on Glengary Road and 2 lanes in each direction with left turn channelization on Bell Road. The fourth intersection is the strip mall access just west of Bell Road on 143rd Street.

In the proposed design, Bell Road will have 3 lanes in each direction with channelization depending on the intersection. At 143rd Street, Bell Road will have dual left turn lanes on all legs, but right turn lanes are only on the north and east legs. The Greystone Drive intersection will have left and right turn lanes on Bell Road and Greystone Drive will have dual left turn lanes on both legs and a right turn lane on the west leg. At Glengary Road, Bell Road will have left turn lanes on both legs while the cross section on Glengary will not change. The 143rd Street/Strip Mall Access intersection will be eliminated as part of this project.

Status: Phase 2 complete. ROW acquisition is complete. Utility relocation is ongoing. Construction to begin upon completion of utility relocations. **Funding:** CMAQ / MFT

Studies

2050 Long Range Transportation Plan

By State Statue the County is required to have and update a Long-Range Transportation Plan that looks at future growth of the County, both residential and businesses. This study will determine the transportation needs and priorities of the Will County DOT over the next 25 years.

Status: Study winding down. Public Hearings completed. Plan for County Board adoption in August 2025. **Funding:** UWP / SPR / MFT

Wilmington-Peotone PEL Study

This 22-mile study limits consist of River Road from I-55 to IL 53 and Wilmington – Peotone Road from IL 53 to Drecksler Road. The study will look at alternatives to improve the length of the corridor, establish breakout projects, and establish a timeline for implementation of these projects.

Status: PEL study to IDOT for no further comment letter. Project moving into various Phase 1 studies. **Funding:** SPR / RTA

Will County Division of Transportation

Glossary of Terms

Glossary of Terms

4-legged Intersection – Considered to be the "typical" intersection. Consists of two roadways each having two legs intersecting one another. The simplest of this type of intersection is formed when two roadways cross at a 90° angle, but one or both roadways may be skewed, these create more complex intersections.

6-legged Intersection – Depending on the location can have as many as 6 streets forming this type of intersection. Most of the time it is 3 or 4 streets coming together in a single location. There are a number of these types of intersections along US 30 in Joliet.

Approach – One leg of an intersection

Auxiliary Lane – Another term for left and right turn lanes or lanes used to help traffic modulate speed either to enter or leave the roadway (these are typically seen along the interstate at interchanges).

Barrier Median – Raised island providing separation between lanes of traffic. Curb and gutter with a minimum of 6 inch curb height, median widths vary typically between 6 & 30 feet. These medians can be landscaped.

CCDOTH – Cook County Department of Transportation and Highways

Channelization – The addition of left and/or right turn lanes to an intersection.

Corridor – A length of roadway, typically made up of multiple segments and intersections.

Closed Drainage System – The utilization of curb and gutters along with storm sewers to drain the water off the surface of the roadway.

County Freeway – A County Highway designated by Resolution. These County Highways are then designed to a higher standard, SRA design standards developed by IDOT for the Strategic Regional Arterials (SRA) Routes. These roadways are typically higher volume regional roadways.

Cross Section – The geometry of the corridor, includes the lane widths, type of curb and gutter, and any other items included within the proposed right-of-way (ROW). Typically shown at 50 or 100-foot intervals for the project.

Fiscal Year – Denotes a period of one year for funding purposes. Federal fiscal year: October 1 – September 30, State fiscal year: July 1- June 30, County fiscal year: December 1- November 30.

Flush Median – Painted islands of various widths separating lanes of traffic

Geometry – The design of the roadway segment including number and widths of through lanes; number, lengths, and widths of turn lanes; median type and width including curb and gutter type.

Intersection – Location where multiple roadways cross. Can be controlled in multiple ways: traffic signals, 4-way stop controlled, 2-way stop-controlled, yield control (typically utilized in roundabout designs). At a minimum 2 streets are intersecting, but there can be any number of intersecting streets at a single intersection. The higher the number of cross streets the more complicated the intersection.

Island – Typically a raised area to denote the split of two directions of traffic, i.e. right turning traffic from through traffic. Another term for median,

Leg – Each roadway coming into the intersection will have one leg or two.

Median – Division between the directions of traffic, multiple types

Mountable Median – raised island easily traversable by a vehicle providing separation between lanes of traffic.

MYB – Project or phases in fiscal years outside the adopted TIP

Open Drainage System – The utilization of drainage ditches to drain water off of the surface of the roadway.

Roundabout – A subset of intersection improvements that creates a yield controlled intersection circling a center island. Design will include splinter islands on each approach.

Rural Cross Section – Typically used in rural areas features include one lane in each direction, high posted speed limits, shoulders, and drainage ditches.

Segment – A smaller portion of a larger corridor study. Also the roadway between two intersections.

Signalization – The installation of traffic signals at an intersection

Termini – The end points of the project.

Terminus – A single end point of a project.

T-Intersection – An intersection with 3 legs. The intersecting roadways form an intersection that looks like a T.

Two-Way Left Turn Lane (TWLTL) – A flush, typically 14 foot wide, median striped to allow a continuous area for left turns. Utilized in areas that have high numbers of access points in a short segment of road.

Typical Section – The existing and proposed geometry of the roadway presented in a general fashion for the entire project.

Urban Cross Section – Utilized in areas with higher traffic volumes, typically more developed, cross section can be multiple lanes including turn lanes at intersections, introduction of a closed drainage system, including curb and gutter, and various types of medians may be utilized. Maximum speed limit is 45 mph.

Y-Intersection – An intersection with 3 legs that form the shape of a Y. These types of intersections typically are located where the cross street intersects a curve in the main road.