

2026-2031 Proposed Transportation Improvement Program



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Director & County Engineer

July 8, 2026

Agenda

- Schedule
- Statutory Requirements
- Fund Sources
- Fund Distribution
- Program Priorities
- Preservation Projects
- Modernization Projects
- Non-motorized Projects
- Expansion Projects
- Project Highlights

Schedule

- June 3, 2026 - PWT Committee, Presentation
- July 8, 2026 - PWT Committee, Consideration for Adoption
- July 9, 2026 - F&A Committee, Consideration for Adoption
- July 14, 2026 - County Board, Consideration for Adoption

Statutory Requirements

- Illinois Road and Bridge Laws (605 ILCS 5/5-301)
- County Engineer shall update the 5-Year Transportation Improvement Program on an annual basis
- Notify local public agencies within Lake County
- File plan with the Illinois Department of Transportation
- Maintain a Long-Range Transportation Plan (20-Year Plan)



Interstate 255 reconstruction between I-55/70 and Illinois 15, St. Clair County, IL

Road, Bridge, and Other Related Laws of Illinois

2022 Edition



County Fund Sources

- 5 local revenue streams support transportation capital funding:



Property Tax Based*

- County Bridge Tax
- Matching Tax



Sales Tax Based

- RTA ¼% Sales Tax



User Fee Based

- Motor Fuel Tax
- County Option Motor Fuel Tax

*County Highway Tax is an additional property tax-based fund used for LCDOT Operations.

County Fund Sources: 5-Year Revenue Projections

Local Fund Source	2027	2028	2029	2030	2031
County Bridge Tax	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9
Matching Tax	\$8.4	\$8.4	\$8.4	\$8.4	\$8.4
County Option Motor Fuel Tax	\$13.3	\$13.4	\$13.5	\$13.7	\$13.8
Motor Fuel Tax	\$18.6	\$18.8	\$19.0	\$19.1	\$19.3
RTA ¼% Sales Tax	\$51.1	\$52.1	\$53.1	\$54.2	\$55.2
TOTAL (millions, USD)	\$95.3	\$96.6	\$97.9	\$99.3	\$100.6

Assumptions:

- County Bridge Tax – Flat Levy
- Matching Tax – Flat Levy
- County Option Motor Fuel Tax – 1% Annual Growth
- Motor Fuel Tax - 1% Annual Growth
- RTA Sales Tax - 2% Annual Growth (per RTA)

Fiscal Constraint

Lake County's Five-Year Transportation Improvement Program is fiscally constrained based on the expected revenue over the planning horizon



Fiscal Constraint: Fully Funded and Partially Funded Projects

- All projected revenue from 2026-2031 is programmed toward projects
- Not every project is fully funded through construction
- Need additional funding in future year revenues and State/Federal grants

Examples of partially programmed projects:

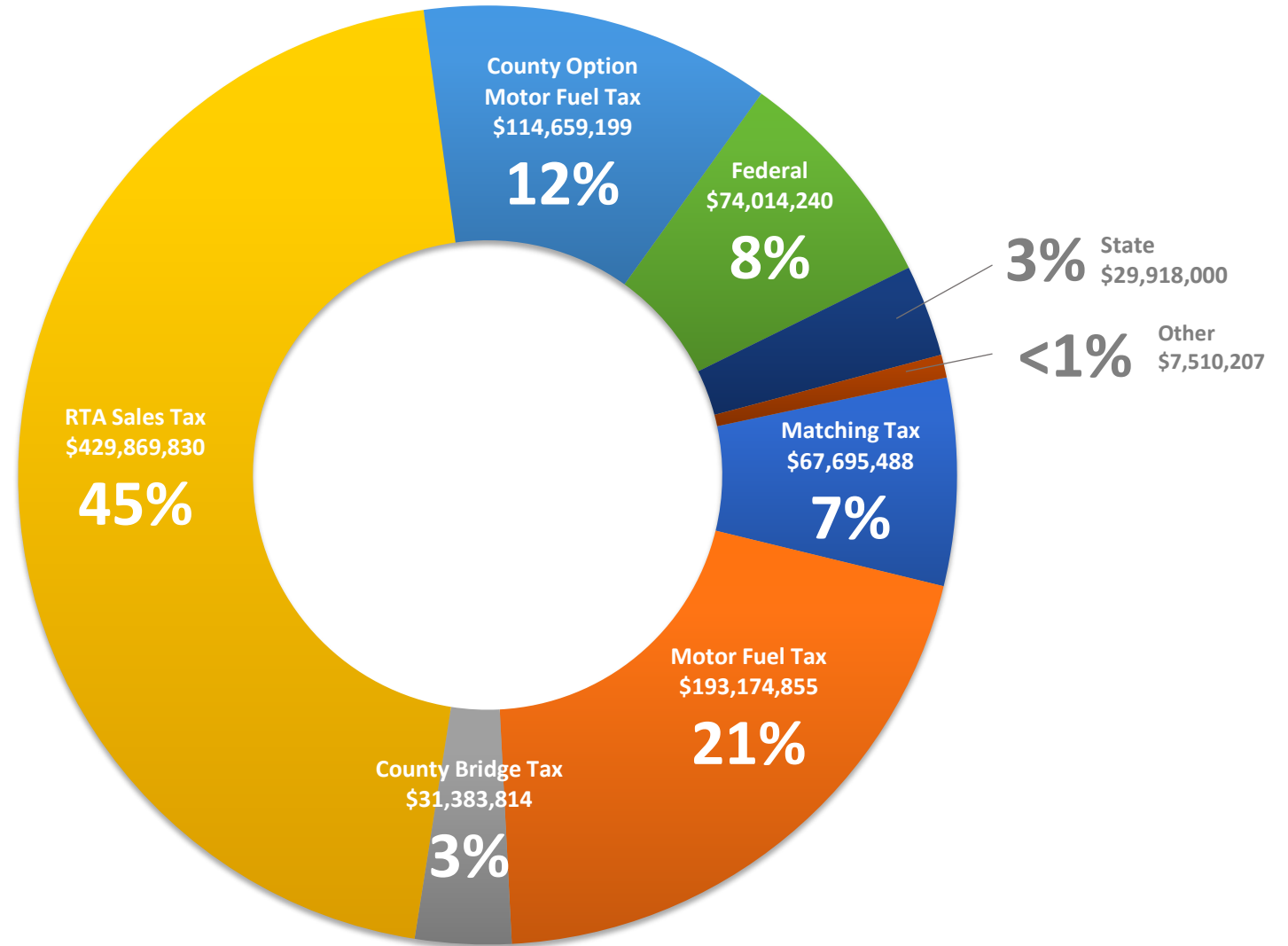
Project Title	FY26-31 Funding	Estimated Funding Need
Old McHenry Crossing	\$112M	\$39M
Gages Lake (US45 to IL21)	\$6.2M	\$28M
Bonner Road (IL59 to Fairfield)	\$5.7M	\$21M
Fairfield Road (Gilmer to IL60)	\$2.7M	\$75M

Need an estimated \$880M additional funding to complete partially funded projects.

Fund Sources: 2026-2031 Program

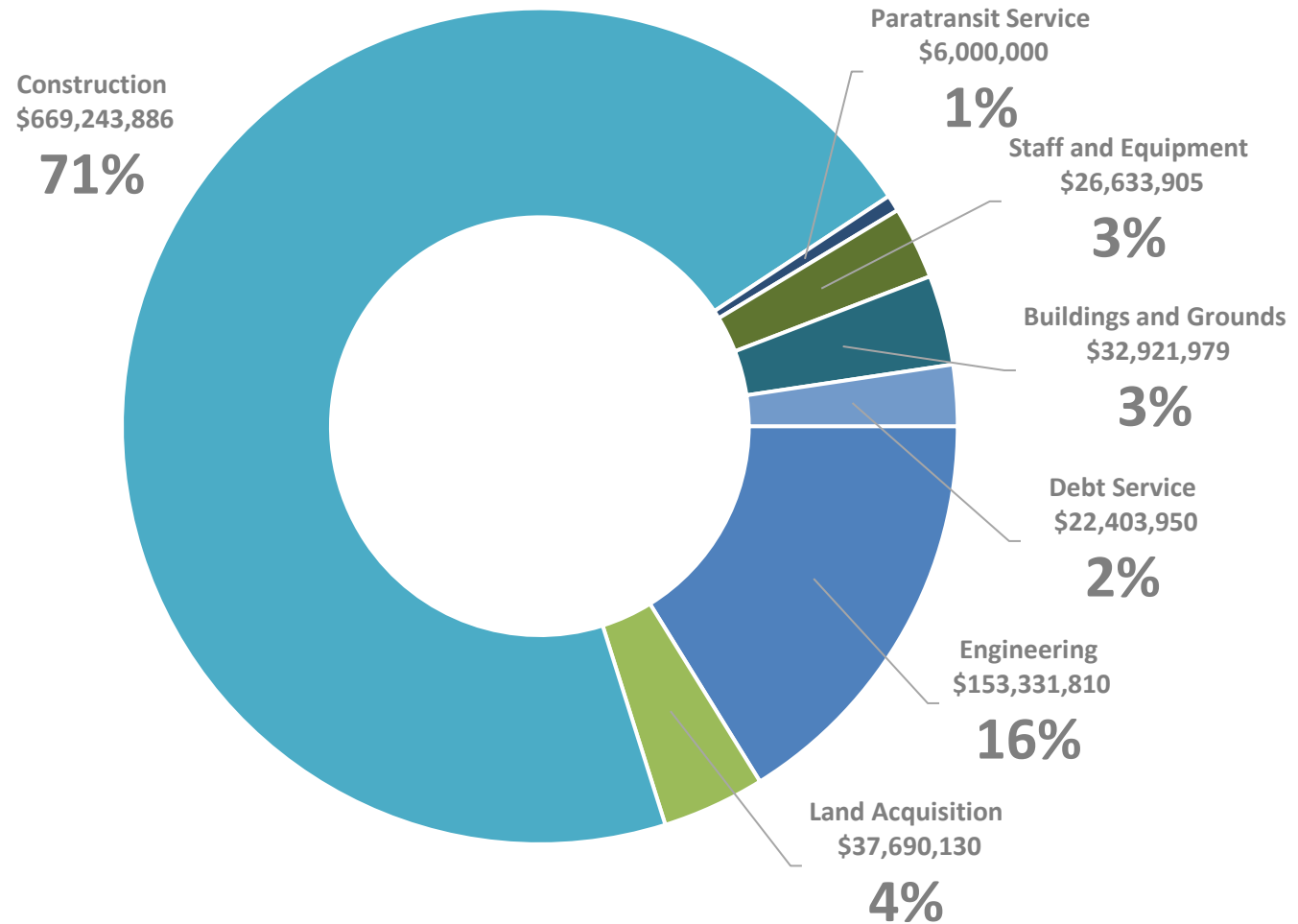
PROGRAM TOTAL
\$948
million

(includes carryover revenue
from previous years)



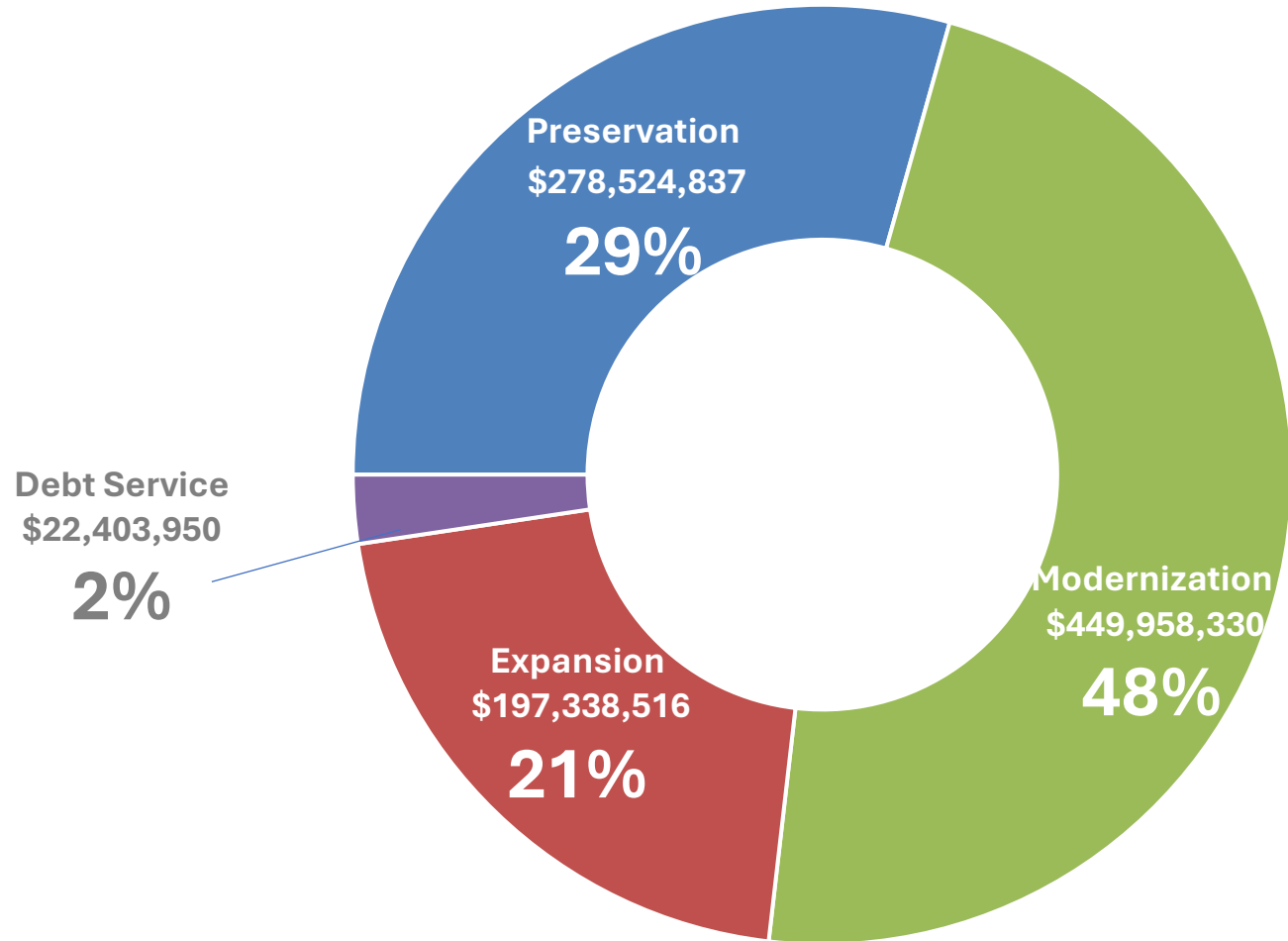
Fund Distribution by Purpose: 2026-2031 Program

PROGRAM TOTAL
\$948
million



Fund Distribution by Project Type: 2026-2031 Program Totals

PROGRAM TOTAL
\$948
million



Program Priorities

1. Preservation

- Keep roads, bridges, drainage systems, and other assets in a state of good repair

2. Modernization

- Reduce delays and increase safety
- Non-motorized accommodation
- Technology enhancements

3. Expansion

- Accommodate regional traffic and economic development

What's Annual in Preservation?

Annual Work at Various Locations:

- Bridge inspections/repairs
- Crack sealing
- Pavement patching
- Pavement markers
- Pavement markings
- Drainage system cleaning
- Culvert repair or replacement
- Retaining wall repair or replacement
- Roadway signs
- Curb and gutter repair or replacement
- Rumble strips
- Sidewalk and ADA curb ramps
- Guardrail repair or replacement
- Township road district projects



What's New in Preservation?

- Kelsey Road Bridge Rehabilitation over Flint Creek
- Lake Avenue Bridge Rehabilitations over North/South Channel
- Deerfield Road over North Branch Middle Fork Chicago River
- North Avenue Rehabilitation (Deep Lake to Nelson Rd)
- Duffy Lane Structural Improvements at I-94
- Invasive Buckthorn Removal in Right-of-Way (Pilot)

Preservation

Primary Goal: Maintain the structural integrity of our existing system.

Key Focus Areas:
Resurfacing, bridge repairs, culverts, and annual roadway maintenance.

Highlighted Output: 74.5 miles of renewed pavement.

What's New in Modernization?

New Corridor Improvement:

- Delany Rd (US41 to Sunset Ave)

New Shared Use Paths:

- Cuba Rd Path (US12 to Cuba Marsh Forest Preserve)
- Sand Lake Rd/Stearns School Rd Path (IL132-Hunt Club Rd)

New Traffic Signal Projects:

- Traffic Signal Modernization (Various Locations)
- Snow Proof Visor Retrofits (Various Locations)

Additional Project Funding:

- Lewis Ave Reconstruction & Road Diet (Belvidere Rd-IL137) \$29M
- Cedar Lake Rd Improvements (IL120-IL60) \$10M
- Lewis Avenue Improvements (Sunset Ave to IL173) \$7M

Modernization

Primary Goal: Upgrade existing infrastructure for smarter, safer traffic flow.

Key Focus Areas: ITS PASSAGE technology, roundabouts, intersection upgrades, and non-motorized

Highlighted Output: 119 miles of new active transportation infrastructure.

What's New in Expansion?

Additional Project Funding:

- Old McHenry Crossing (Segment 1&2): \$47.5M
- Old McHenry Crossing (Segment 3 & 4) \$10.5M
- Cedar Lake Rd Realignment: \$5M
- Ride Lake County Paratransit Annual Operatations: \$1M

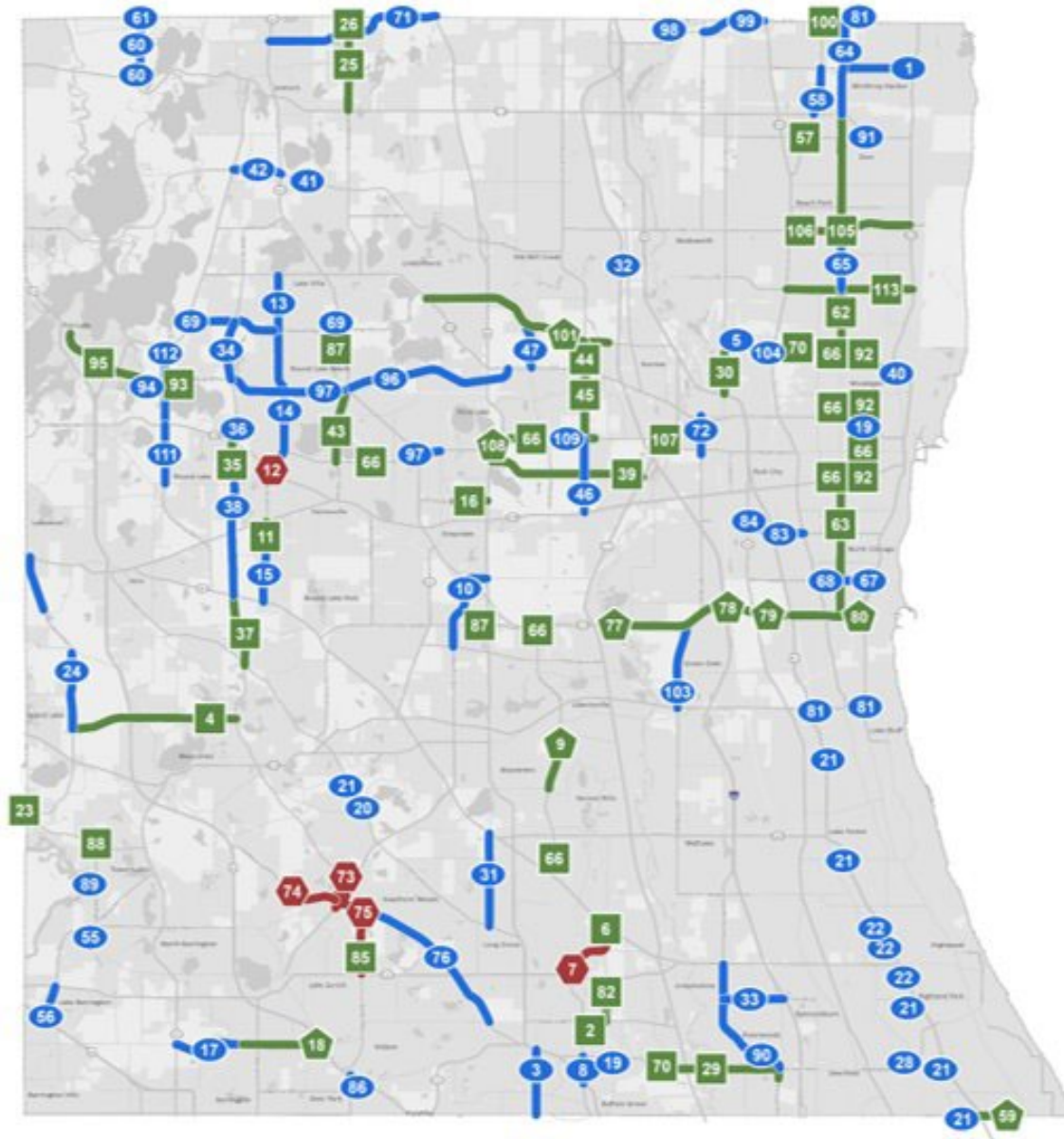
Expansion

Primary Goal: Grow capacity and separate multi-modal traffic in highly congested corridors.

Key Focus Areas: Grade separations, roadway realignments, and paratransit support.

Highlighted Output: Major corridor transformations like Old McHenry Crossing.

Programmed Projects | 2026 - 2031



-  Expansion Projects
-  Modernization Projects
 -  Shared Use Path
-  Preservation Projects

Note: Map shows County-led projects only

Digital Transparency: Project Tracker Online

1 Project Tracking:
View specific phase schedules from preliminary engineering to final construction.

The screenshot shows the website interface for project tracking. At the top, there are filters for 'Project Category' (All), 'Project Status' (All), and 'Phase System' (All). The main content is divided into three sections:

- Project List:** A table listing various projects with columns for ID, Municipality, Lead Agency, and Project Title.
- Map:** A map showing the location of a specific project (B-61452) in North Chicago, with a red pin and a circular footprint.
- Funding Breakdown:** A table showing the funding sources for the selected project, categorized by phase (Preliminary Engineering, Final Design, Construction, etc.) and funding source (Local, State, Federal).

2 Funding Transparency:
See exact breakdowns of Local, State, and Federal allocations per project.

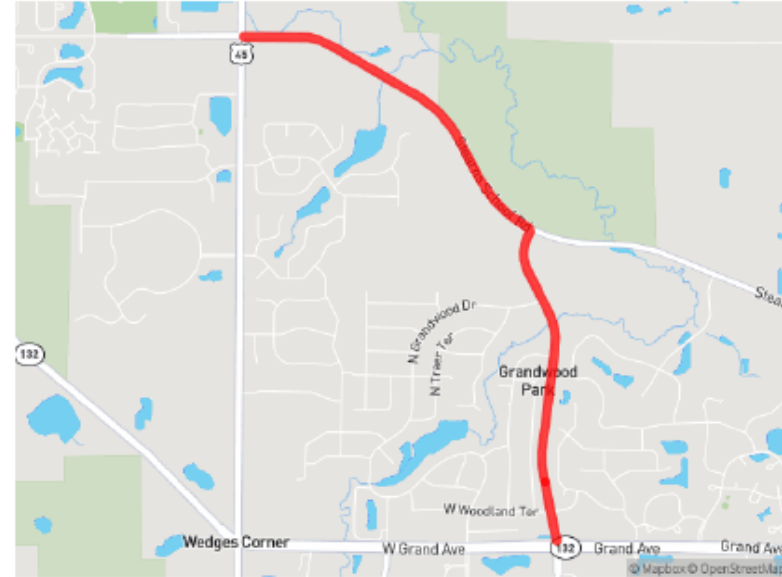
3 Interactive Mapping:
Locate granular project footprints and anticipated impacts in your specific municipality.

lcdot.ecointeractive.com

Example: Project Programming Details

B-01676 - Hutchins Road/ Stearns School Road Resurfacing (US45 to Hutchins and IL132 to Stearns School)

Lead Agency	LCDOT
Department	Design
Project Manager	-
Design Engineer	Dan Smith
Project Category	Preservation
Project Type	Highway/Road - Resurface (With No Lane Widening)
Project Status	Scoping
Route/Road Name	Hutchins Road, Stearns School Road
Letting Date	01/01/2027
Total Cost	\$2,893,233
Project Description	Resurfacing of Hutchins Road from IL132 to Stearns School, Mill 4.50", 4.50" HMA Overlay and of Stearns School from US45 to Hutchins; Mill 2.50" Mill, 4.50" HMA Overlay; New sidewalk from Woodland Terrance to Edgewood Drive



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Design Engineering	Matching Tax	-	\$175,000	-	-	-	-	-	-	\$175,000
Total Design Engineering		-	\$175,000	-	-	-	-	-	-	\$175,000
Construction	Matching Tax	-	-	-	\$952,949	\$1,765,284	-	-	-	\$2,718,233
Total Construction		-	-	-	\$952,949	\$1,765,284	-	-	-	\$2,718,233
Total Programmed		-	\$175,000	-	\$952,949	\$1,765,284	-	-	-	\$2,893,233

Program Highlight: Non-Motorized Investments

\$153 Million Dedicated to Bike & Pedestrian Accommodations (16% of total program)

Path Length



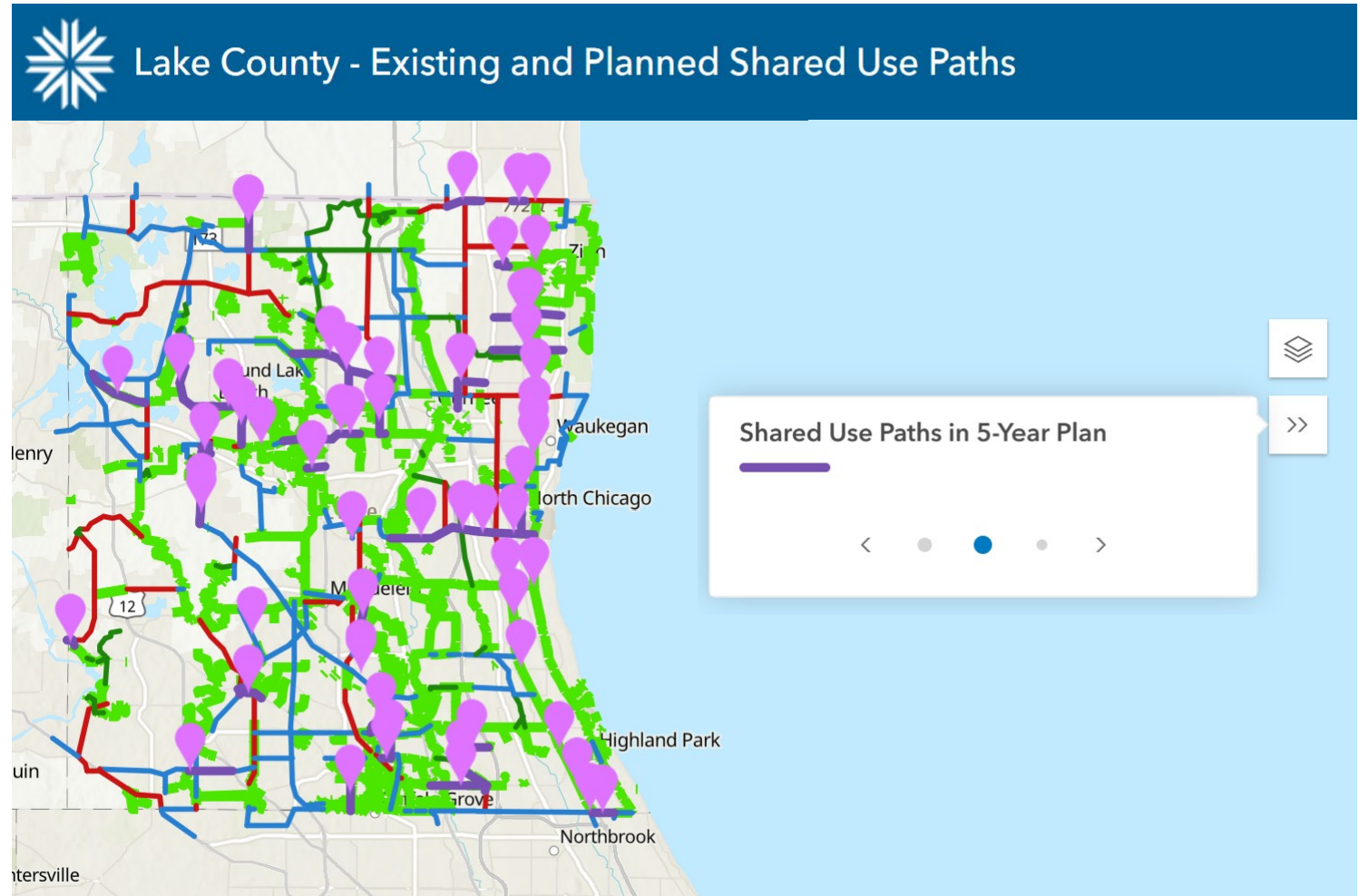
Strategic Initiatives

- ✓ **Explore Lake County:** A comprehensive bike path wayfinding signage program to unify the network.
- ✓ **Future Proofing:** 10 distinct feasibility studies underway to identify and eliminate non-motorized travel priority gaps.

Expanding the bike and pedestrian network enhances safety & strengthens connectivity throughout the County.

Programmed Non-motorized Improvements

- View the interactive map at lakecountyil.gov/pathplans



Project Highlight: DOT Facility Replacement

- Underway: Feasibility and Space Study
- Goals:
 - Modern space that meets current and future operational needs
 - Energy efficient, EV-ready
 - Consolidate existing spaces: truck storage, maintenance garages, parts room, snow command, sign shop
 - Loading dock for Libertyville campus
- Next Step: Consider advancing building design



Project Highlight: Bridge Rehabilitation Program

- **Focus:**
 - Replace aging Precast, Prestressed Concrete Deck Beams
 - Bridge deck repairs to extend life
- **Locations:**
 - Deerfield Road over North Branch Middle Fork Chicago River
 - Dilley's Road over Mill Creek
 - Kelsey Road over Flint Creek
 - Lake Avenue over North/South Channel
 - Russell Road over Des Plaines River
 - Pulaski Drive over US41
 - Deerfield Road over I-94



Project Highlight: Lewis Avenue (Belvidere Rd to IL137)

- Reconstruction, road diet, shared use path, sidewalk
- Road diets reduce speeding and angle crashes up to 47%
- Connection to future Patriot Path
- Access to regional destinations such as schools, parks, forest preserve, McClory Path, Lovell Federal Health Care Center and Great Lakes Naval Station
- Additional funding programmed in 2026-2031 TIP
- \$58M Construction Cost (fully funded)

Road Diet Example: Audrey Nixon Boulevard



Before (2018)



After (2021)

Project Highlight: Roundabouts

Open to Traffic - 11 Locations

Under Construction - 3 Locations:

- Deep Lake at Depot
- Russell at Kenosha
- Russell at Lewis

In Design Engineering - 3 Locations:

- Hunt Club at Stearns School
- Deep Lake at North
- Kenosha at 21st

Under Evaluation - 17 Locations:

- Center at Atkinson
- Cedar Lake at Townline
- Darrell at Roberts
- Rollins at Wilson
- Fairfield at Chardon
- Gages Lake Corridor (7 locations)
- Bonner Road Corridor (5 locations)

**Roundabouts
reduce fatal &
serious injury
crashes by up
to 82%**



Project Highlight: Hunt Club Road at Stearns School Road

- LCDOT's first multi-lane roundabout
- Nearly 30,000 vehicles daily
- Reduce delay while increasing safety
- New shared-use path
 - Fills a gap east to the I-94 bridge
 - Fills a gap south to Dada Drive
- Flashing beacons enhance pedestrian crossings at the roundabout
- Overhead signage ease multi-lane roundabout navigation



Project Highlight: Two Way Center Turn Lane Installations

- **Selection Criteria:**

- Traffic volumes, driveway density, speed limit, crash analysis

- **Benefits:**

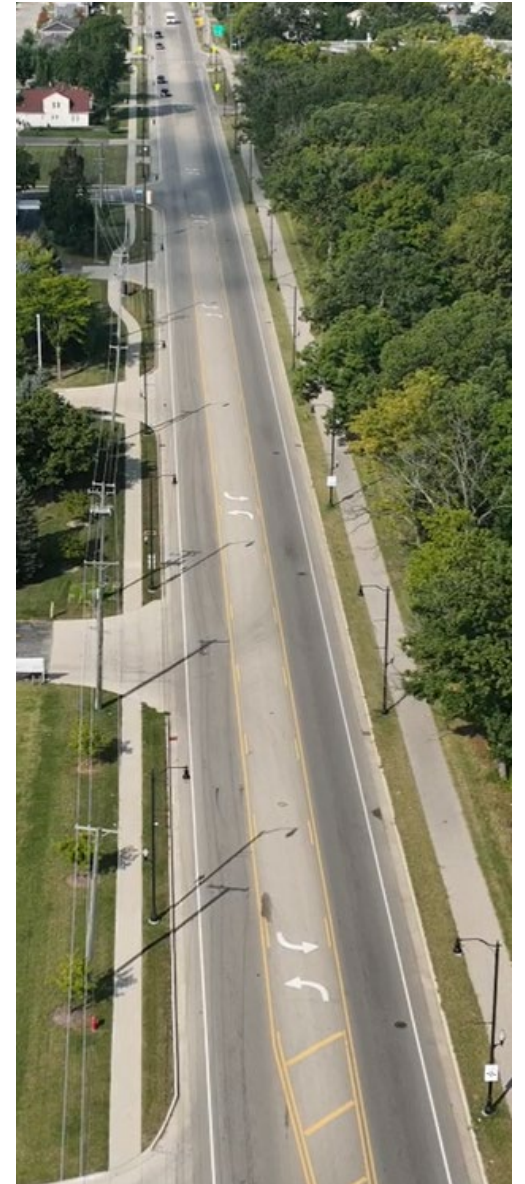
- Improve traffic flow, reduce injury crashes up to 33% and rear-end crashes up to 40%

- **Corridors in Design:**

- Deerfield Road (IL21/US45-Saunders Rd)
- Wadsworth Road (IL131 to Sheridan Rd)
- York House Road (IL131 to Sheridan Rd)
- Hainesville Road (Rollins Rd to Washington St)
- Rollins Road (Grand Ave to Washington St)
- Quentin Road (Old McHenry Rd to IL22)

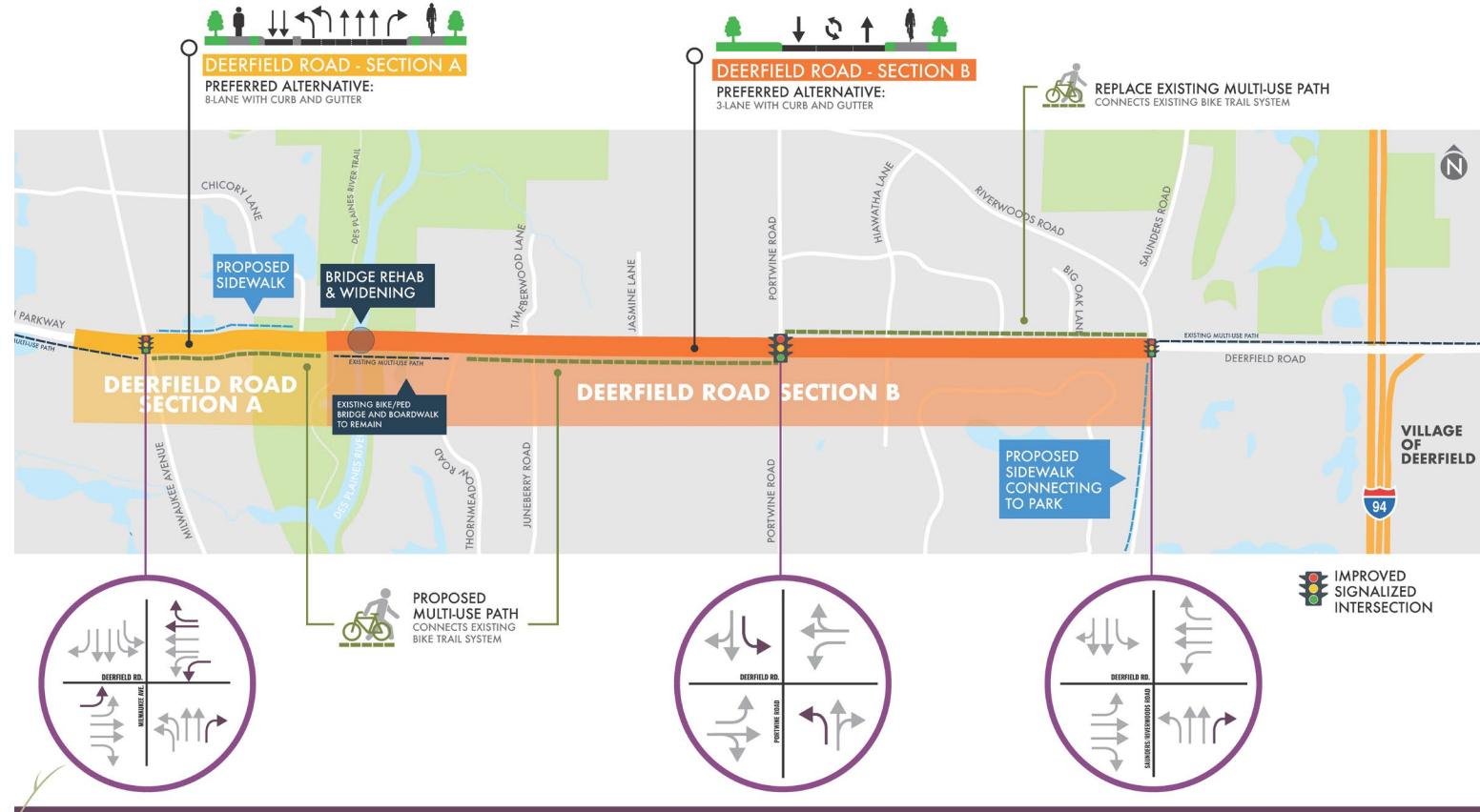
- **Corridors Under Evaluation:**

- Gages Lake Road (US 45 to IL21)
- Bonner Road (US12 to Fairfield Rd)



Project Highlight: Deerfield Rd Corridor (IL 21 to Saunders Rd)

- Reconstruction, center turn lane, shared-use path, intersection improvements
- 70% delay reduction at Milwaukee Avenue intersection
- Projected 50% reduction in injury crashes
- \$29M in Federal Funding Awarded
- \$46M Construction Cost



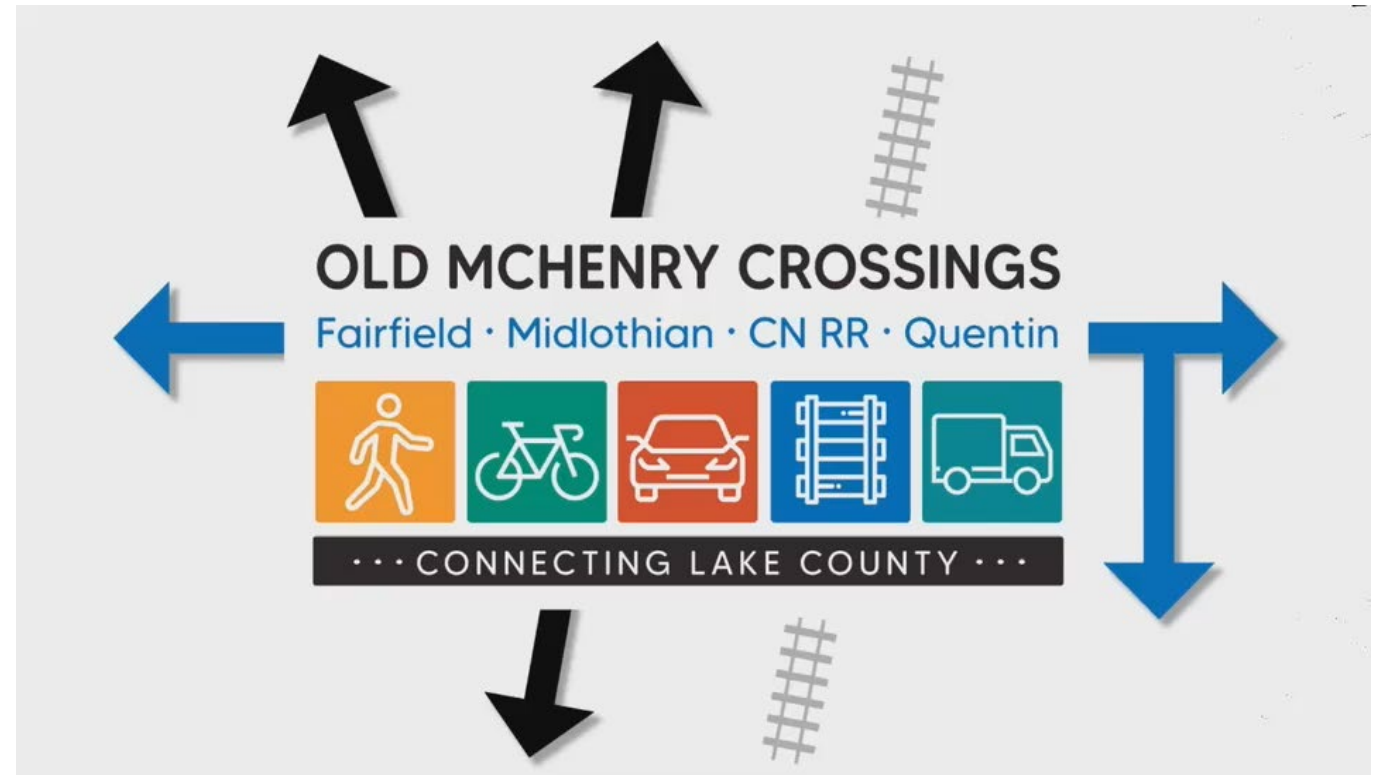
Project Highlight: Cedar Lake Road Realignment

- Realigns roadway, replaces all-way stop with traffic signal, new sidewalk, shared use path, improved drainage
- Expands connections to downtown district
- Fills key gap on Millennium Trail
- Metra station improvement (new platform, warming shelters, parking lot & bus access)
- \$18.8M RAISE Grant from USDOT; \$32.3M in total awarded Federal Funding
- \$52M Construction Cost



Project Highlight: Old McHenry Crossings

- Congested corridor with 30,000 daily vehicles and 20 daily freight trains
- Grade separation, intersection improvements, shared use paths
- Phase II engineering ongoing
- Land Acquisition anticipated to begin in later this year
- Total Estimated Cost: \$151M (\$39M unfunded in current TIP)



Return on Investment: Quality of Life



Less Time in Traffic:
Easing congestion through intelligent modernization and critical expansion.



Safer Journeys:
Aggressively targeting the High Injury Network to protect all road users.



More Ways to Travel:
Expanding freedom of movement via unprecedented bike, pedestrian, rail, and paratransit investments.



A Resilient Future:
Maximizing local tax dollars with federal grants to preserve our infrastructure for the next generation.

Questions?



Contact us!

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