

Committee Chair:

Barbara Little
Deerfield

LAKE COUNTY COUNCIL OF MAYORS

Members:

Antioch
Bannockburn
Beach Park
Buffalo Grove
Deerfield
Deer Park
Fox Lake
Grayslake
Green Oaks
Gurnee
Hainesville
Hawthorn Woods
Highland Park
Highwood
Indian Creek
Island Lake
Kildeer
Lake Barrington
Lake Bluff
Lake Forest
Lake Villa
Lake Zurich
Libertyville
Lincolnshire
Lindenhurst
Long Grove
Mettawa
Mundelein
North Barrington
North Chicago
Old Mill Creek
Park City
Riverwoods
Round Lake
Round Lake Beach
Round Lake Heights
Round Lake Park
Third Lake
Tower Lakes
Vernon Hills
Volo
Wadsworth
Wauconda
Waukegan
Winthrop Harbor
Zion
County of Lake

Transportation Committee

Time: 9:00 a.m.
Date: April 19, 2018
Location: Lake County Division of Transportation
Main Conference Room
600 W. Winchester Road
Libertyville, Illinois

AGENDA

Action Requested

- | | |
|--|------------------|
| 1) Opening of Meeting/Introductions | Call to Order |
| 2) Approval of Minutes | Approval |
| a. January 18, 2018 Meeting (Attachment 1) | |
| 3) Agency Reports | |
| a. IDOT Bureau of Programming | Katie Herdus |
| b. IDOT Bureau of Local Roads and Streets (Attachment 2) | Alex Househ |
| c. ISTHA Report | Vicky Czuprynski |
| d. Metra Report | Rick Mack |
| e. CMAP Report | Kama Dobbs |
| f. Pace Report | Tim Dilsaver |
| g. RTA Report | Andy Plummer |
| 4) Functional Classification Change Requests | Approval |
| a. Deer Park- Field Parkway (Attachment 3) | |
| b. Deer Park- Deer Park Blvd (Attachment 4) | |
| c. Deer Park-Plum Grove Rd (Attachment 5) | |
| 5) Cost Change Request-Village of Buffalo Grove | |
| a. Brandywyn and Thompson (Attachment 6) | |
| 6) Resolution 042618LCC-01 | Approval |
| A resolution regarding the disposition of federal transportation planning funds and professional staff assistance (Attachment 7) | |
| 7) Lake Council STP Program (Attachment 8) | Information Only |
| 8) STP Project Selection Committee Update | Discussion |
| a. Active Program Management Draft (Attachment 9) | |
| b. Shared Fund Development Proposal (Attachment 10) | |
| 9) Lake Council of Mayors Draft STP Guidebook (Attachment 11) | Discussion |
| a. Project Categories/Funding Rules for STP Funding | |
| 10) Other Business | |
| a. Transportation Committee Chair | |
| 11) Next Meeting | |
| July 26, 2018 | |
| 12) Adjournment | |

LAKE COUNTY COUNCIL OF MAYORS

Minutes of January 18, 2018 Transportation Committee Meeting at the Lake County Division of Transportation

Attendance

<u>Name</u>	<u>Position</u>	<u>Representing</u>
Leon Rockingham (via phone)	Mayor	North Chicago
Glenn Ryback	Mayor	Wadsworth
Steve Lentz	Mayor	Mundelein
Scott Coren	City Manager	Highwood
Mike May	Village Administrator	Volo
Michael Talbett	Chief Village Officer	Kildeer
Pam Newton	Chief Operating Officer	Hawthorn Woods
Kerry Martin	Village Trustee	Bannockburn
Maria Lasday	Village Administrator	Bannockburn
David Kilbane	Village Administrator	Round Lake Beach
Ann Marrin	Village Administrator	Fox Lake
Barbara Little	Director of Public Works/Engineering	Deerfield
Bob Phillips	Dep. Dir. of Public Works/Engineering	Deerfield
Tyler Dickinson	Staff Engineer	Deerfield
Paul Kendzior	Director of Public Works	Libertyville
Adam Boeche	Director of Public Works	Mundelein
Ed Wilmes	Director of Public Works	North Chicago
Erika Frable	Director of Public Works/ Village Engineer	Hawthorn Woods
Bill Heinz	Director of Public Works/ Village Engineer	Grayslake
Darren Monico	Village Engineer	Buffalo Grove
David Brown	Director of Public Works	Vernon Hills
Ramesh Kanapareddy	Director of Public Works	Highland Park
Glenn McCollum	Director of Public Works	Lake Villa
Robert Ells	Superintendent of Engineering	Lake Forest
Manny Gomez	City Engineer	Highland Park
Ron Colangelo	Public Works Director/ Village Engineer	Zion
Ray Roberts	Engineering Technician	Zion
Jeff Hansen	Village Engineer	Lake Bluff
Marty Neal	Township Highway Commissioner	Libertyville Township
Jeff Cooper	Village Engineer	Libertyville
Fred Chung	Senior Engineer	Libertyville
Taylor Wegrzyn	Planner	Mundelein
Linda Soto	Pace Board Member	Pace Bus - Lake County
Tim Dilsaver	Community Relations Representative	Pace Bus
Alex Househ	Field Engineer	IDOT BLRS
Rick Mack	Community Relations Representative	Metra

LAKE COUNTY COUNCIL OF MAYORS

Katie Renteria	Community Relations Representative	Metra
Vicky Czuprynski	Community Relations Representative	Tollway
Kevin Carrier	Dir. Of Planning and Programming	LCDOT
Andy Plummer	Community Relations Consultant	RTA
Doug Ferguson	Senior Planner	CMAP
Jon Nelson	Engineer of Traffic	LCDOT
Emily Karry	Council Liaison	Lake Council
Mike Klemens	Council Liaison	Lake Council
Frank Furlan		Consultant
Jon Vana		Consultant
Dan Brinkman		Consultant
Greg Gruen		Consultant
Lee Fell		Consultant
Harry Gilmore		Consultant
Matt Washkowiak		Consultant
Steve Cieslica		Consultant
Andrea Larson		Consultant

1.& 2. Call to Order

Barbara Little called the meeting to order at 9:07am.

Those in attendance gave self-introductions

Approval of the Minutes

With a First from Mr. Kanapareddy and a second from Mr. Brown, on a voice vote the minutes of the March 7th, 2017 meeting were approved unanimously. With a First from Mr. Talbett and a second from Mr. Kanapareddy, the minutes of the combined Transportation Committee and Council meeting August 24th 2017 were approved unanimously by voice vote.

3. Agency Reports

Tollway Report- Ms. Czuprynski from the Tollway discussed the recent revision to the Move Over Law, you are required to both move over and slow down for vehicles working on the side of the road, they have a new campaign called "Give Them Space". As of January 1st, the Tollway will no longer be accepting video tolling for using the tollway system, if you do not have a transponder in your car you will be charged the full cash rate now. An account can have as many vehicles as you like on it, the tollway is encouraging everyone to have a transponder in each vehicle.

Metra Report- Rick Mack from Metra informed the committee that Metra has undertaken a fair structure study and will be having an open house in Libertyville on February 13th from 4-7pm. Metra currently has a fare zone system based on every 5 miles and is looking to update that system. Mr. Mack also discussed upcoming 2018 construction projects in Lake County including the Libertyville Station, Prairie Crossing, Vernon Hills, and Grayslake -Washington Street Station.

CMAP Report- Doug Ferguson from CMAP gave the committee information on the local STP program for the region, FY2018 is looking to be a banner year for the region. CMAQ does not have much funding obligated so far in the

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LAKE COUNTY COUNCIL OF MAYORS

fiscal year but has an aggressive goal for projects to be obligated. CMAP will be releasing a Call for Projects for a pilot project for Local Pavement Management Plans where communities can obtain engineering services to develop pavement management plans. This is the first time CMAP has offered this program. The call for projects will be released through the January 19th CMAP weekly newsletter, with applications due March 2nd. CMAP is contracting with the vendor, there will not be cash exchanging hands between CMAP and the selected communities, and there will also not need to be a local match. Mr. Gomez asked if this pavement testing will be used for determining the local allocation for STP funds and if CMAP will use data that the municipalities already have. Mr. Ferguson indicated that they would like to use available data as long as it is in a format that will translate to the data they are collecting, they would like to avoid duplicating collection if it is possible.

Pace- Tim Dilsaver from Pace presented to the committee. He left a handout for committee members to take with them as well. Pace has partnered with IDOT to expand the Bus on Shoulder program on the Edens Expressway from Foster Ave to Lake-Cook Road and the buses will be utilizing the right outside shoulder. Pace will be looking to start this route in the spring. Pace has many shelters planned this year in Beach Park, Gurnee and Hainesville. Mr. Dilsaver mentioned the Lake County Market Study for Paratransit open houses later this month. Pace has also installed a real time transit tracking sign at the Lake Cook Road Metra station and it tracks shuttle bus buses and pace buses.

RTA- Andy Plummer from the RTA presented on the budget that was approved in December of 2017. The RTA board is approving the strategic plan as the committee meets. The RTA anticipates that the operational budget will be balanced, however the projected revenues for the RTA are down for the first time in a decade. The RTA had a 10% reduction in state funds, they are also forced to pay a 2% service fee to the state like other governments this year and the sales tax revenue has dropped as well. The RTA will be continuing its program to encourage Transit Oriented Development projects throughout the region. The RTA would like to begin a working relationship with the next startups and technology companies that are operating in the transit space today.

IDOT Local Roads- Alex Househ reviewed the copy of the IDOT status sheets, Mr. Househ discussed the current status of projects in Lake County both STP funded projects as well as CMAQ funded projects that are targeting a 2018 letting.

4. Municipal Traffic Signal Joint Purchasing Opportunity

Jon Nelson, LCDOT Engineer of Traffic, discussed an opportunity to do a joint bid/joint purchase to upgrade municipal traffic signals to LED signals. Anyone who is interested in this opportunity can contact Mr. Nelson. LCDOT will facilitate the bidding process and then each municipality can contract individually with the vendor and handle the contract on their own. LCDOT does not have any more signals to upgrade, this is being offered solely as an opportunity for local municipalities to save some money by grouping the signals together into a joint purchase.

5. Qualification Based Selection

Emily Karry gave the committee a reminder that IDOT has updated the QBS selection process as of the end of November 2017. Communities are now required to have their own QBS process in order to use federal funding. Ms. Karry informed the committee that in BLRS Chapter 5 section 5-5.07 IDOT has an example that communities can use for developing their own QBS selection process. A question was asked if this applied to only construction engineering phases. Ms. Karry informed the committee that QBS is for any engineering phase of a project that will utilize federal funding. The committee had a discussion on what the requirements are for selecting consultants for phase III engineering for design work that was done by another firm. Mr. Klemens informed the committee that municipalities are allowed to select a consultant for multiple phases as long as their selection meets the QBS requirements and that

The logo for the Lake County Council of Mayors features the text "LAKE COUNTY COUNCIL OF MAYORS" in a blue, sans-serif font, centered within a light blue background that has a subtle, repeating geometric pattern of overlapping circles and lines.

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the advertisement spells out that it is a selection for each phase. The point in the project process when a community decides to do the QBS process is up to each community, so long as the requirements of Chapter 5 of the BLRS Manual are met. Mr. Househ from IDOT offered to collect questions from the communities and get answers back from IDOT's central office in Springfield.

6. Functional Classification Change Requests

a. City of Highwood- Bank Lane, this request was attachment number 3 in the meeting packet, the City has requested to reclassify Bank Lane from Sheridan Road to Washington Avenue from a local road to a minor collector. Mr. Kanapareddy asked if there would be any intersection modifications on Sheridan Road. Mr. Coren from the City of Highwood responded that the city would eventually like to reconstruct the road as it connects their Metra station and several popular non-profit groups, he did not anticipate any intersection changes at this time. With a first from Mr. Kanapareddy and a second from Ms. Marrin, on a voice vote the committee unanimously approved forwarding the request to the full Council of Mayors for approval.

b. Libertyville Township-Casey Road, this request was attachment 4 in the meeting packet, the township has requested changing Casey Road between US 45 and IL Route 21 to change the classification from a Minor Arterial to a Major Collector to better reflect the land uses along the route. With a first from Mr. Brown and a second from Mr. Colangelo, on a voice vote the committee unanimously approved forwarding the request to the full Council of Mayors for approval.

7. New STP memorandum of Agreement

Ms. Karry informed the committee that since the last meeting the STP Agreement has been approved and included a copy in the meeting packet so that members of the committee understand where the changes to the local STP program are coming from.

8. Lake Council STP Program

Mr. Klemens discussed the current status of the Council's program and thanked communities for getting in status update sheets back to him to help keep the council program up to date. He informed the committee that those status update sheets are important for staff to keep IDOT and CMAP up to date, especially while the region is using a single pot of regional STP funds. Having current schedule information allows council staff to make sure the TIP and IDOT stay up to date and that funding will be available when projects are ready. Mr. Klemens also reminded the committee that the amount of federal funding in the current program is serving as a Not to Exceed amount because during this transition period the local council does not have the ability to grant cost increases. A question was asked about what the process would be to request a cost increase through the Council of Mayors Executive committee at CMAP. Ms. Karry informed the committee that the request would need to be sent to Council staff and placed on a Lake County Council of Mayors agenda and then it would be forwarded on to CMAP for the Council of Mayors Executive Committee.

9. STP Project Selection Committee Update

Mr. Klemens informed the committee that in addition to the council developing new rules for selecting projects, there is a committee that was formed at CMAP as a part of the new STP Memorandum of Agreement. The committee is called the STP Project Selection Committee and it will be working at the same time as our council to develop rules for active program management and the new STP shared fund. Mayor Rockingham is one of the 3 suburban mayors on the STP committee and the plan is to use this agenda item to discuss the work of the committee and to provide the Mayor feedback that he can use when the STP committee meets.

10. Lake Council of Mayors Draft STP Guidebook

LAKE COUNTY COUNCIL OF MAYORS

Mr. Klemens walked the committee through the draft of the STP guidebook that was included in the meeting packet. He began by asking the committee members to think about the draft in two ways, to think about what would be best for the Lake County region, and to think about the specific projects that they would like to utilize STP funding to complete. Mr. Klemens informed the committee that the draft was simply that, a draft, and not intended to be a final document; the plan is to spend most of 2018 going through the process of revising the draft until there is a system and set of rules in place that works for all members of the council. The goal at the end of process is to be able to rank each project that applies for funding with a score. The list of projects with their scores would be presented to the council showing how each projected scored and how many projects there would be funding for. The committee had some conversation during the discussion of the draft with suggestions and concerns about the draft proposal. A question was raised about the pavement preservation ranking system and if it should prioritize roads that are in worse conditions if the goal is to not let roads get into bad shape. Concerns from the council were raised about making sure that communities that have more resources would not preclude communities with fewer resources from accessing the funding. The concern was heard from several committee members. Mr. Klemens responded that the goal is to have a system that works for everyone and that is as equitable as possible. Mr. Klemens discussed each of the points of the draft and provided some background on where each item originated and what the thought process is behind including each item. Most of the items within the draft document are up to the Lake County Council of Mayors to decide, the rest are either federal regulations or will be determined by CMAP's STP Project Selection Committee. Mr. Klemens informed the committee that the plan is break up the sections of the draft guidebook to discuss in detail at future meetings and the committee will begin the process of revising the draft at the April committee meeting.

11. Other Business

Mr. Klemens informed the committee that CMAP will be doing a call for projects for CMAQ and TAP funding for projects in January of 2019. In order to apply for those programs Phase I engineering must be substantially complete, with a final PDR being submitted to IDOT by June 1st of 2019. Mr. Klemens informed the committee that if they had projects they were thinking of applying for during that call, now is the time to begin the engineering. Ms. Little asked if anyone had heard about when ITEP applications would be announced for funding, Mr. Househ informed the committee that they should be announced some time in March or April, and that IDOT was currently reviewing the applications.

Mr. Klemens informed the committee that beginning in September of 2017 staff began using GovDelivery to send out council email and asked for committee members to share any feedback they had on those emails. A council website is also being developed along with a logo and those will be shared with the committee as they are developed.

Ms. Karry reminded the committee that any agency obtaining state or federal funding needs to complete the Grant Accountability and Transparency Act (GATA) registration process with the state and the System for Award Management (SAM) registration process with the federal government.

Ms. Karry informed the committee that LCDOT will be hosting a series of public open house-style meetings throughout the county for the Lake County Market Study for Paratransit in January.

Ms. Karry also informed the committee that a handout was included at the meeting that included the 2018 meeting schedule.

Mr. Colangelo announced that he was retiring from the City of Zion this spring and thanked the Committee and Chair Little for helping the City implement several projects over the years.

12. Next Meeting

The next meeting of the Transportation Committee is scheduled for April 19th, 2018 at 9am.

13. Adjournment

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A motion to adjourn was made by Mayor Ryback and seconded by Ms. Newton, the meeting adjourned at 11:02am.

Selections: RCO: 10	Engineer
Fund: stu	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
 LOCATED IN THE CMAP LAKE REGIONAL COUNCIL

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested Est/Act CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
1 ANTIOCH 000004400RS 31	- Lake Street St. Peter Street to Main Street/IL 83 RESURFACING		10-99-0100 E1: / / / / E2: / / / / RW: / / / / C: MYB / STPL / 332,000 / 233,000 /	CE 2	NR		no	E	1/1/2019	AH CR Clark Diet		* * * * * * * * * *
2 ANTIOCH 000004500FP 32	- McMillen/Anita Depot Street to IL 173 WIDENING & RESURFACING		10-99-0102 E1: / / / / E2: / / / / RW: / / / / C: MYB / STPL / 721,000 / 505,000 /	CE 2	NR		yes E	E	1/1/2019	AH CR Clark Diet		* * * * * * * * * *
3 BUFFALO GROVE 070009400PV 1674	FAU2665 - Weiland Road Lake-Cook Road to IL Route 22 ADDITIONAL LANES RECONSTRUCTION	31,090,000	10-94-0021 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 17,294,166 / 10,373,449 /	CE 2	E		Yes		1/18/2019	AH CR Civiltech		* * * * * * * * * *
4 FOX LAKE 040001800FP 972	- Sayton Road FAU151: US 12 to Rollins to FAU152:Rollins-Industrial RECONSTRUCTION BIKEWAYS	2,821,280	10-03-0015 E1: / / / / E2: / / / / RW: / / / / C: FFY17 / STPL / 2,821,280 / 2,053,024 /	CE 1	E		Yes		4/27/2018	AH CR Clark Diet	NR	* * * * * * * * * *

Selections: RCO: 10	Engineer
Fund: stu	Tip Fund:

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5 HAWTHORNE WOOD 170001800RS 2788	FAU0900 - Schwerman Rd Fairfield Rd to Gilmer Rd RESURFACING	594,000	10-17-0014 E1: / / / / E2: / / / / RW: / / / / C: FFY18 / STPL / 594,000 / 475,200 /	CE 1	NR		No		3/9/2018	AH CR CBBEL	NR	* NR * * * * * * * * * *
REMARKS: Kick-off meeting held 8-14-17. Also in Fremont Twp (IGA). Need PPI.												
6 HIGHLAND PARK 150012500PV 2532	- Clavey Rd US Route 41 to Green Bay Rd RECONSTRUCTION BRIDGE RECONSTRUCTION	11,050,000	10-15-0026 E1: FFY16 / BRPP / 160,000 / 128,000 / A E2: FFY18 / BRP2 / 200,000 / 160,000 / RW: / / / / C: FFY19 / BRP / 2,250,000 / 1,800,000 / / STPL / 8,800,000 / 6,600,000 /	CE 2	NR		E 3/31/2018		3/8/2019	AH CR Robinson	NR	* NR * * * * * * * * * *
REMARKS: STU for Roadway. STP-Br for Bridge 049-6586 over Skokie River.												
7 LAKE 080009012ES 2235	FAU364 - Quentin Rd US12 to IL22 ADDITIONAL LANES	23,562,256	10-96-0005 E1: / / / / E2: / / / / RW: / / / / C: FFY18 / STPL / 23,562,256 / 18,849,804 /	CE 2	NR		Yes A 11/30/2017 A 5/13/2013		1/19/2018	AH CR CivilTech	NR	* NR * * * * * * * * * *
REMARKS: Item No. 105.												
8 LAKE 090017405CH 1520	FAP305 - Hart Road At US Route 14 (NW Hwy) INTERSECTION IMPROVEMENT	7,875,000	10-00-0129 E1: / / / / E2: FFY13 / CMAQ / 927,604 / 742,083 / A RW: FFY14 / CMAQ / 322,000 / 258,000 / A C: FFY18 / STPL / 5,760,000 / 4,380,000 / / CMAQ / 2,875,000 / 2,300,000 /	CE 2	E		Yes A 2/11/2013		6/15/2018	AH CR Transyste	Exempt E	* Exempt * * * * * * * * * *
REMARKS: PE1-Barrington (Local Only) 8-84-PV. PE2 kick-off held 7-10-13. STP-Lfrom NW. CMAQ thru Lake Co. P DR Add appr 8/25/15.												

Selections: RCO: 10	Engineer
Fund: stu	Tip Fund:

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13 LIBERTYVILLE 170011900RS 2743	FAU1241 - Golf Rd Butterfield Rd to Milwaukee Av RESURFACING	1,729,700	10-17-0003 E1: / / / / E2: FFY17 / STPL / 101,454 / 81,163 / A RW: / / / / C: FFY18 / STPL / 1,729,700 / 1,383,760 /	CE 1 2/22/2017	NR		No		4/27/2018	AH CR Civiltech	NR	* * * * * * * * * *	
													REMARKS: Max STP-L: \$1,504,080 (E2/C/CE). PE2 kick-off held 9-20-17.
14 LIBERTYVILLE TP 161013002WR 2762	FAU1239 - Rockland Rd Des Plaines River to St Mary's Rd RECONSTRUCTION RESURFACING	2,750,000	10-16-0033 E1: / / / / E2: FFY18 / STPL / 330,000 / 266,400 / RW: / / / / C: FFY19 / STPL / 2,750,000 / 2,120,000 /	CE 2 11/16/2017	NR		No		1/18/2019	AH CR Civiltech	NR	* * * * * * * * * *	
													REMARKS: Adjacent to Libertyville project. DA under L'vl 16-00116-00-PV.
15 ROUND LK BEACH 150007800PV 2536	FAU1048 - Orchard Ln Monaville Rd to Rollins Rd RECONSTRUCTION	3,090,354	10-15-0010 E1: / / / / E2: FFY17 / STPL / 213,000 / 171,000 / RW: / / / / C: FFY18 / STPL / 3,090,354 / 2,472,283 /	CE 1 5/26/2017	NR		No		11/9/2018	AH CR Gewalt Ha	NR	* * * * * * * * * *	
													REMARKS:
16 VOLO 170000800RS 2823	Var - Volo Village Rd IL 120 to US 12/IL 59 RESURFACING	313,550	10-17-0005 E1: / / / / E2: / / / / RW: / / / / C: FFY18 / STPL / 313,550 / 220,000 /	CE 1	NR		No		6/15/2018	AH CR Manhard	NR	* * * * * * * * * *	
													REMARKS: Kick-off meeting held 8/11/17. 6/15/18 letting requires pre-final plans to be submitted by 1/5/18.

Selections: RCO: 10	Engineer
Fund: stu	Tip Fund:

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17 ZION 170008800RS	2 Rts - 21st & 29th St 21st: Sheridan to Edina to 29th: Lewis to Galilee RESURFACING	713,000	10-17-0011 E1: / / / / E2: / / / / RW: / / / / C: FFY18 / STPL / 713,000 / 570,400 /	CE 1 3 /24/2017	NR	No			1/19/2018	AH CR CBBEL	NR No	* NR * * * * * * * * * *
2752						REMARKS: Max STP-L: \$570,400 (C/CE). Item No. 89.						

Selections: RCO: 10 Engineer
Fund: sta Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
LOCATED IN THE CMAP LAKE REGIONAL COUNCIL

Record id	Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environmental Approval	Public Hearing Status	Design Appv Requested DT CD	ROW Req CD Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *	
1	LAKE 080010408CH	FAU0109 - Fairfield Rd IL 134 INTERSECTION IMPROVEMENT	1,556,250	10-00-0117 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / CMAQ / 1,556,250 / 669,000 /	CE 2 6 /16/2016	NR	A 6 /16/2016	Yes		3/8/2019	AH CR HDR	NR	* NR * * * * * * * * * *	
	2694						REMARKS: Max CMAQ: \$698,996 (ROW/C/CE). PE2 kick-off meeting held 9-16-16.							
2	LAKE 090017405CH	FAP305 - Hart Road At US Route 14 (NW Hwy) INTERSECTION IMPROVEMENT	7,875,000	10-00-0129 E1: / / / / E2: FFY13 / CMAQ / 927,604 / 742,083 / A RW: FFY14 / CMAQ / 322,000 / 258,000 / A C: FFY18 / STPL / 5,760,000 / 4,380,000 / / CMAQ / 2,875,000 / 2,300,000 /	CE 2 2 /11/2013	E	A 2 /11/2013	Yes		6/15/2018	AH CR Transyste	E Yes	Exempt * Exempt * * * * * * * * *	
	1520						REMARKS: PE1-Barrington (Local Only) 8-84-PV. PE2 kick-off held 7-10-13. STP-Lfrom NW. CMAQ thru Lake Co. P DR Add appr 8/25/15.							
3	LAKE 120099926TL	FAP0334 - Rand Rd IL176 to Miller Rd MODERNIZE TRAFFIC SIGNALS SIGNAL TIMING/PROGRESSION	2,296,200	10-16-0004 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / CMAQ / 2,296,200 / 1,936,960 /	CE 1 10/13/2017	NR		No		1/19/2018	AH CR CBBEL	NR	* NR * * * * * * * * * *	
	2654						REMARKS: Max CMAQ: \$1,836,960. Item No. 92.							
4	LAKE 120099930TL	FAU1215 - Sunset/Golf McAree Rd to Greenwood Av MODERNIZE TRAFFIC SIGNALS SIGNAL TIMING/PROGRESSION	1,785,404	10-16-0005 E1: / / / / E2: / / / / RW: FFY19 / CMAQ / 100,000 / 80,000 / C: FFY19 / CMAQ / 1,785,404 / 1,428,323 /	CE 1	NR	E 10/31/2018	Yes		1/1/2019	AH CR GHA	NR	* NR * * * * * * * * * *	
	2653						REMARKS: Also Greenwood from Golf to Sheridan. Max CMAQ: \$1,508,323. Kick-off meeting held 7-14-16 . Need schedule (12-22-17).							

Selections: RCO: 10	Engineer
Fund: sta	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
 LOCATED IN THE CMAP LAKE REGIONAL COUNCIL

10

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environmental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
5 MUNDELEIN 120009700BR	- McKinley Av CN RR to at Metra Station PEDESTRIAN OVERPASS	4,200,000	10-16-0006 E1: / / / / E2: FFY18 / CMAQ / 400,000 / 320,000 / RW: / / / / C: FFY19 / CMAQ / 4,200,000 / 1,360,000 /	CE 1 3 / 4 / 2013	NR				4/26/2019	AH CR HR Green		* * * * * * * * * * *
2220						REMARKS: SN: 049-P004.						
6 MUNDELEIN 150010100BT	FAU1238 - Maple Av Midlothian Rd to Lake St BIKEWAYS	1,174,674	10-16-0001 E1: / / / / E2: FFY17 / CMAQ / 73,326 / 58,661 / A RW: / / / / C: FFY18 / CMAQ / 1,174,674 / 939,739 /	CE 1 5 / 24 / 2016	NR		No		4/27/2018	AH CR HR Green	NR	* NR * * * * * * * * * *
2640						REMARKS: Max CMAQ: \$998,400 (E2/C/CE). PE2 kick-off meeting held 3-6-17. 4/27/2018 earliest letting due to PSI (9-28-17).						
7 NORTH CHICAGO 130017600BT	FAP0352 - Sheridan Rd 24th Street to MLK Jr Dr BIKEWAYS	311,300	10-13-0015 E1: FFY14 / CMAQ / 22,244 / 17,795 / A E2: FFY18 / CMAQ / 33,856 / 27,085 / RW: / / / / C: FFY19 / CMAQ / 311,300 / 249,040 /	CE 1	NR		Yes		1/1/2019	AH CR Ciorba	NR	* NR * * * * * * * * * *
2329						REMARKS: PE1 kick-off meeting held 9-3-14. May become Lake Co project (8-29-17). LPA working on verifying BP location (12-22-17).		E 10/31/2018				

*4/3/2018

Selections: RCO: 10 Engineer
Fund: stu Tip Fund:

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10

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested Est/Act CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
1 ANTIOCH 000004400RS 31	- Lake Street St. Peter Street to Main Street/IL 83 RESURFACING		10-99-0100 E1: / / / / E2: / / / / RW: / / / / C: MYB / STPL / 332,000 / 233,000 /	CE 2	NR		no	E	1/1/2019	AH CR Clark Diet		* * * * * * * * * *
2 ANTIOCH 000004500FP 32	- McMillen/Anita Depot Street to IL 173 WIDENING & RESURFACING		10-99-0102 E1: / / / / E2: / / / / RW: / / / / C: MYB / STPL / 721,000 / 505,000 /	CE 2	NR		yes E	E	1/1/2019	AH CR Clark Diet		* * * * * * * * * *
3 BUFFALO GROVE 070009400PV 1674	FAU2665 - Weiland Road Deerfield Pkwy to Aptakistic ADDITIONAL LANES RECONSTRUCTION	31,090,000	10-94-0021 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 13,004,540 / 10,373,449 /	CE 2	E		Yes		1/18/2019	AH CR Civiltech		* * * * * * * * * *
4 BUFFALO GROVE 160010600RS 2853	FAU2060 - Brandywine Ln Deerfield Rd to Prairie Rd RECONSTRUCTION WIDENING & RESURFACING	2,543,000	10-16-0038 E1: / / / / E2: FFY18 / STPL / 155,000 / 124,000 / RW: / / / / C: FFY20 / STPL / 2,543,000 / 2,034,400 /	CE 1	NR		Yes		1/1/2020	AH CR Ciorba	NR	* * * * * * * * * *

Selections: RCO: 10	Engineer
Fund: stu	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
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Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested Est/Act CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
5 BUFFALO GROVE 160010700RS 2854	FAU3260 - Thompson Blvd Arlington Heights Rd to Weiland Rd RECONSTRUCTION WIDENING & RESURFACING	3,910,000	10-16-0039 E1: / / / / E2: FFY18 / STPL / 204,000 / 163,200 / RW: / / / / C: FFY20 / STPL / 3,910,000 / 3,128,000 /	CE 1 3/23/2018	NR		Yes		1/1/2020	AH CR Ciorba	NR	* NR * * * * * * * * * *
6 FOX LAKE 040001800FP 972	- Sayton Road FAU151: US 12 to Rollins to FAU152: Rollins-Industrial RECONSTRUCTION BIKEWAYS	2,406,129	10-03-0015 E1: / / / / E2: / / / / RW: / / / / C: FFY18 / STPL / 2,406,129 / 1,724,103 /	CE 1 1/28/2015	E PM		Yes A 3/8/2018		4/27/2018	AH CR Clark Diet	NR	* NR * * * * * * * * * *
7 HAWTHORNE WOOD 170001800RS 2788	FAU0900 - Schwerman Rd Fairfield Rd to Gilmer Rd RESURFACING	594,000	10-17-0014 E1: / / / / E2: / / / / RW: / / / / C: FFY18 / STPL / 594,000 / 475,200 /	CE 1 8/24/2017	NR		No		3/9/2018 430,262	AH CR CBBEL	NR	* NR * * * * * * * * * *
8 HIGHLAND PARK 150012500PV 2532	- Clavey Rd US Route 41 to Green Bay Rd RECONSTRUCTION BRIDGE RECONSTRUCTION	11,050,000	10-15-0026 E1: FFY16 / BRPP / 160,000 / 128,000 / A E2: FFY18 / BRP2 / 200,000 / 160,000 / RW: / / / / C: FFY19 / BRP / 2,250,000 / 1,800,000 / / STPL / 8,800,000 / 6,600,000 /	CE 2	NR		E 7/31/2018		3/8/2019	AH CR Robinson	NR	* NR * * * * * * * * * *

Selections: RCO: 10	Engineer
Fund: stu	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
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Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DTCD Est/Act CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * * * * * * * * *
13 LAKE 990026001WR 2695	FAU1228 - 14th St Green Bay Rd to Sheridan Rd RESURFACING RECONSTRUCTION	15,962,400	10-99-0116 E1: / / / / E2: / / / / RW: / / / / C: FFY21 / STPL / 15,962,400 / 12,769,920 /	CE 2 12/15/2016	NR	A 12/15/2016	Yes		1/18/2019	AH CR Civiltech	NR	* NR * * * * * * * * *
				REMARKS: Max STP-L: \$11,988,000. PE2 kick-off meeting held 9-15-16.								
14 LAKE BLUFF 160003600RS 2824	FAU2758 - Moffet Rd Sheridan Rd to Center Av RESURFACING; CULVERT RPR C & G; PVMNT MARKINGS	1,250,000	10-16-0028 E1: / / / / E2: / / / / RW: / / / / C: FFY18 / STPL / 1,250,000 / 1,000,000 /	CE 1 1/26/2018	NR		No		6/15/2018	AH CR B & W	NR Yes	* NR * * * * * * * * *
				REMARKS: PE2-Local. PE2 kick-off meeting held 1-2-18.								
15 LAKE FOREST 110009100CH 2850	Var - Everett/IL43 Telegraph to Mar Lane Dr to at Everett RECONSTRUCTION; LIGHTING MODERNIZE TRAFFIC SIGNALS	2,518,469	10-17-0016 E1: / / / / E2: FFY18 / STPL / 328,981 / 262,981 / RW: / / / / C: FFY19 / STPL / 2,518,469 / 1,932,938 /	CE 1 2/9/2015	NR		Yes		6/14/2019	AH CR Civiltech	NR No	* NR * * * * * * * * *
				REMARKS: Max STP-L: \$2,195,919.								
16 LIBERTYVILLE 160011600PV 2763	FAU1239 - Rockland Rd Milwaukee Av to Des Plaines River RECONSTRUCTION RESURFACING	7,268,600	10-97-0029 E1: / / / / E2: FFY18 / STPL / 337,100 / 269,680 / RW: / / / / C: FFY19 / STPL / 2,750,000 / 2,200,000 /	CE 2 11/16/2017	NR	A 11/16/2017	No		1/18/2019	AH CR Civiltech	NR No	* NR * * * * * * * * *
				REMARKS: Includes DA for L'vi Twp 16-10130-02-WR. Adjacent to L'vi Twp project.								

Selections: RCO: 10	Engineer
Fund: stu	Tip Fund:

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Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environmental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
Record id												
17	LIBERTYVILLE 170011900RS 2743	FAU1241 - Golf Rd Butterfield Rd to Milwaukee Av RESURFACING	1,729,700 E1: / / / / E2: FFY17 / STPL / 101,454 / 81,163 / A RW: / / / / C: FFY18 / STPL / 1,729,700 / 1,383,760 /	10-17-0003 2/22/2017	CE 1 NR	No			4/27/2018	AH CR Civiltech	NR	* NR * * * * * * * * * *
						REMARKS: Max STP-L: \$1,504,080 (E2/C/CE). Item No. 164.						
18	LIBERTYVILLE TP 161013002WR 2762	FAU1239 - Rockland Rd Des Plaines River to St Mary's Rd RECONSTRUCTION RESURFACING	2,750,000 E1: / / / / E2: FFY18 / STPL / 332,555 / 266,044 / RW: / / / / C: FFY19 / STPL / 2,750,000 / 2,120,000 /	10-16-0033 11/16/2017	CE 2 NR	No	A 11/16/2017		1/18/2019	AH CR Civiltech	NR	* NR * * * * * * * * * *
						REMARKS: Adjacent to Libertyville project. DA under L'vl 16-00116-00-PV.						
19	ROUND LK BEACH 150007800PV 2536	FAU1048 - Orchard Ln Monaville Rd to Rollins Rd RECONSTRUCTION	3,090,354 E1: / / / / E2: FFY17 / STPL / 213,000 / 171,000 / RW: / / / / C: FFY18 / STPL / 3,090,354 / 2,472,283 /	10-15-0010 5/26/2017	CE 1 NR	No			11/9/2018	AH CR Gewalt Ha	NR	* NR * * * * * * * * * *
						REMARKS:						
20	VOLO 170000800RS 2823	Var - Volo Village Rd IL 120 to US 12/IL 59 RESURFACING	268,793 E1: / / / / E2: / / / / RW: / / / / C: FFY18 / STPL / 268,793 / 215,034 /	10-17-0005 3/9/2018	CE 1 NR	No			6/15/2018	AH CR Manhard	NR	* NR * * * * * * * * * *
						REMARKS: Kick-off meeting held 8/11/17. 6/15/18 letting requires pre-final plans to be submitted by 1/5/18.						

Selections: RCO: 10	Engineer
Fund: sta	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
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Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *	
1 LAKE 080010408CH	FAU0109 - Fairfield Rd IL 134 INTERSECTION IMPROVEMENT	1,556,250	10-00-0117 E1: / / / / E2: / / / / RW: / / / / C: MYB / CMAQ / 1,556,250 / 669,000 /	CE 2 6 /16/2016	NR		Yes		1/1/2022	AH CR HDR	NR	* NR * * * * * * * * *	
2694													
2 LAKE 090017405CH	FAP305 - Hart Road At US Route 14 (NW Hwy) INTERSECTION IMPROVEMENT	8,315,684	10-00-0129 E1: / / / / E2: FFY13 / CMAQ / 927,604 / 742,083 / A RW: FFY14 / CMAQ / 749,875 / 599,900 / A C: FFY19 / STPL / 5,000,000 / 4,000,000 / / CMAQ / 3,315,684 / 2,063,917 /	CE 2 2 /11/2013	E		Yes		1/18/2019	AH CR Transyste	E	Exempt * * * * * * * * *	
1520													
3 LAKE 120099930TL	FAU1215 - Sunset/Golf McAree Rd to Greenwood Av MODERNIZE TRAFFIC SIGNALS SIGNAL TIMING/PROGRESSION	1,785,404	10-16-0005 E1: / / / / E2: / / / / RW: FFY19 / CMAQ / 100,000 / 80,000 / C: FFY19 / CMAQ / 1,785,404 / 1,428,323 /	CE 1	NR		Yes		1/18/2019	AH CR GHA	NR	* NR * * * * * * * * *	
2653													
4 LAKE VILLA 140003100SW	Var - Cedr/Lake/Cntrl IL83 to CN RR/Cdr to IL83 to Cedar to IL132 SIDEWALKS	310,000	10-16-0013 E1: / / / / E2: FFY18 / CMAQ / 24,945 / 16,000 / RW: / / / / C: FFY19 / CMAQ / 310,000 / 248,000 /	CE 1 11/7 /2014	NR		No		1/18/2019	AH CR Applied T	NR	* NR * * * * * * * * *	
2849													

*4/3/2018

Selections: RCO: 10	Engineer
Fund: sta	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS

10

LOCATED IN THE CMAP LAKE REGIONAL COUNCIL

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5 MUNDELEIN 120009700BR	- McKinley Av CN RR to at Metra Station PEDESTRIAN OVERPASS	4,200,000	10-16-0006 E1: / / / / E2: FFY18 / CMAQ / 400,000 / 320,000 / RW: / / / / C: FFY19 / CMAQ / 4,200,000 / 1,360,000 /	CE 1 3 /4 /2013	NR				4/26/2019	AH CR HR Green		* * * * * * * * * *
2220						REMARKS: SN: 049-P004.						
6 MUNDELEIN 150010100BT	FAU1238 - Maple Av Midlothian Rd to Lake St BIKEWAYS	1,174,674	10-16-0001 E1: / / / / E2: FFY17 / CMAQ / 73,326 / 58,661 / A RW: / / / / C: FFY18 / CMAQ / 1,174,674 / 939,739 /	CE 1 5 /24 /2016	NR		No		8/3/2018	AH CR HR Green	NR	* NR * * * * * * * * *
2640						REMARKS: Max CMAQ: \$998,400 (E2/C/CE). PE2 kick-off meeting held 3-6-17. 8/3/2018 earliest letting due to PSI per LA (2-13-18).						
7 NORTH CHICAGO 130017600BT	FAP0352 - Sheridan Rd 24th Street to MLK Jr Dr BIKEWAYS	311,300	10-13-0015 E1: FFY14 / CMAQ / 22,244 / 17,795 / A E2: FFY18 / CMAQ / 33,856 / 27,085 / RW: / / / / C: FFY19 / CMAQ / 311,300 / 249,040 /	CE 1	NR		Yes		1/1/2019	AH CR Ciorba	NR	* NR * * * * * * * * *
2329						REMARKS: PE1 kick-off meeting held 9-3-14. May become Lake Co project (8-29-17). LPA working on verifying BP location (12-22-17).		E 10/31/2018				



March 21, 2018

Lake County Council of Mayors
600 Winchester Road
Libertyville, IL 60048

Attention: Emily Karry
Subject: Village of Deer Park
Functional Classification Revision

Dear Mrs. Karry,

The Village of Deer Park is submitting two copies of the Functional Classification Revision Application for the following routes:

Route Name	Termini	Length (miles)
N. Plum Grove Road	N. Rand Road to W. Lake Cook Road	0.25
N. Deer Park Boulevard	N. Rand Road to W. Lake Cook Road	0.5
W. Field Parkway	N. Quentin Road to Plum Grove Road	0.51

The routes listed above are collector routes that serve as intermediate links between the arterial system and points of origin and destination. These routes include the following characteristics:

- Provide both access and traffic circulation within residential neighborhoods and commercial areas.
- Extend thru residential neighborhoods to collect and distribute trips to and from the arterial system.
- Are spaced approximately for collector streets.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Dale Sands
Village President

Appendix A

Functional Classification Revision Request Template

1. Name(s) of proposed roadway to be reclassified:

W. Field Pkwy.

2. Name of agency requesting revision (roadway jurisdiction):

(An agency should not request reclassification of a roadway that is not under its own jurisdiction without the support of the maintaining jurisdiction. For a township-maintained street within a municipality, the township should agree to the change prior to Council of Mayors consideration.)

Village of Deer Park

3. Contact information (name, title, address, phone and email):

Lee M. Fell, Assistant Department Head – Civil Engineering Design, 9575 W. Higgins Rd., Rosemont, IL, (847)-823-0500

4. Council(s) of Mayors:

Lake County Council of Mayors

5. County(ies) containing roadway proposed to be reclassified:

Lake

6. Township(s) containing roadway proposed to be reclassified:

Ela Township

7. Additional roadway jurisdiction(s), if any, containing the roadway proposed to be reclassified:

N/A

8. Current functional classification for this roadway, as classified by IDOT:

Local Road or Street

9. Proposed functional classification for this roadway:

Minor Collector

10. The IDOT [key route designation](#) number for this roadway:

(This number is available on the IDOT [Getting Around Illinois](#) website. The key route designation number is the Key Route Type, a hyphen, and the Key Route Number from the map.)

0-14



11. Endpoints of proposed roadway to be reclassified

- North or West endpoint:

N. Quentin Rd. (West)

- North or West endpoint road's functional classification:

Other Principal Arterial

- South or East endpoint:

N. Plum Grove Rd. (East)

- South or East endpoint road's functional classification:

Local Road or Street (to be reclassified as Minor Collector)

12. Length of proposed roadway to be reclassified:

0.51 Miles

13. Current Average Annual Daily Traffic (AADT):

(Provide AADT by segment if the AADT is not consistent along the entire route. Indicate the source and year of the AADT. Some AADT values are available on the IDOT [Getting Around Illinois](#) website. If the AADT is not from a published source, supply raw field data and provide the date(s), the day(s) of week, the hours of collection, and the type of equipment used to collect the traffic data. HI-STAR or equivalent technology is preferred.)

1913 (provided by Quality Counts, LLC – 2018)

14. Spacing:

- Provide the name of and distance to the next adjacent roadway (to the north or east) with the same classification as the subject road's proposed functional classification:
N. Kennicott Ave. (3.06 Miles East)

- Provide the name of and distance to the next adjacent roadway (to the south or west) with the same classification as the subject road's proposed functional classification:
Deerpath Rd. (0.95 Miles West)

15. Indicate whether the proposed revision also requires a change (downgrade) to the functional classification of any adjacent roadways to accommodate the spacing requirements for this proposed functional classification revision:

N/A

(Provide [key route designation](#) number and endpoints as well as road name and proposed change.)

16. Access Management:

- How does the municipality or other jurisdiction plan to manage access along the road? Examples would be an access management ordinance, subdivision ordinance, or



planned development ordinance.

N/A

- How many driveways now exist along the right-of-way?

8

- Are left-turns controlled by raised or barrier-protected medians?

No

17. Provide current and planned Traffic Signalization along proposed route:

(Mark locations on the map with a rectangle with three circles inside it, or similar; use the same symbol and write "future" by planned signals.)

See attached exhibit

18. Provide current and planned Stop Sign Control on proposed route and on the cross-streets:

(Mark locations on the map with an octagon or similar; use the same symbols and write "future" by planned signs.)

See attached exhibit

19. Major Traffic Generators along the proposed reclassified route:

Deer Park mall, Robert Half International, Motorola Automotive, and Continental Automotive

20. Justification for the proposed revision based on definitions, characteristics and spacing guidance provided:

Distributes traffic from N. Quentin Road and W. Lake Cook Road to local business complexes. This roadway also provides secondary access to the Deer Park mall, Robert Half International, and Continental Automotive.

("To establish federal funding eligibility" is NOT a justification.)

21. Provide any additional (optional) information or justification:

N/A

22. Attach Support Resolutions & Letters:

1. Local Council(s) of Mayors resolution(s) of support (required)
2. Affected neighboring jurisdictions' letters of support (required)
3. Requesting municipality's resolution of request (optional)



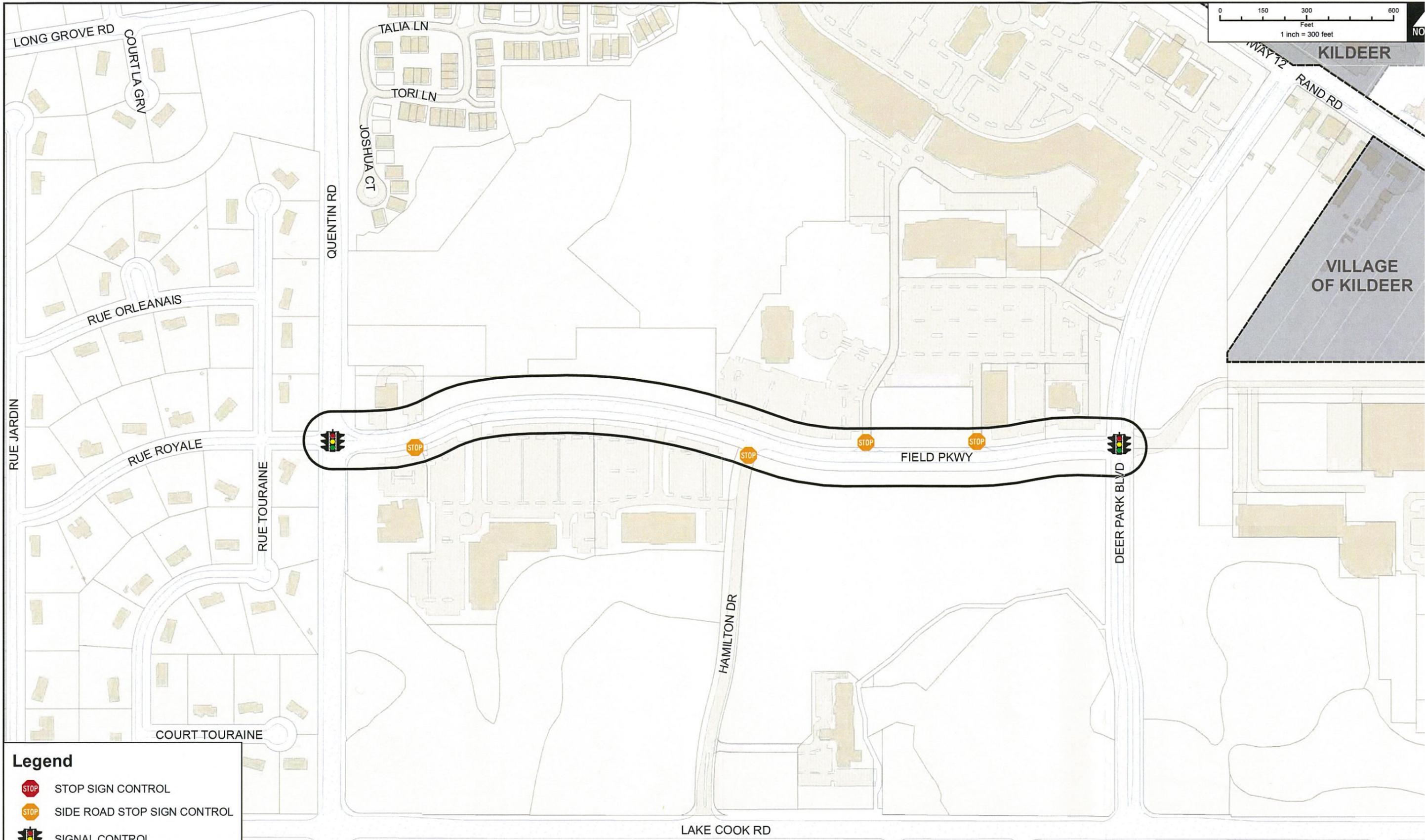
PROJECT LOCATION MAP



Path: N:\DEERPARK\160491\GIS\Exhibits\Field Pkwy Location Map.mxd

CLIENT: 	TITLE: FIELD PARKWAY PROJECT LOCATION MAP	PROJ. NO. 160491
		DATE: 01/23/18
 CHRISTOPHER B. BURKE ENGINEERING, LTD. 9575 W. Higgins Road, Suite 600 · Rosemont, Illinois 60018 · (847) 823-0500	DSGN.	SCALE: 1:12,000
	DWN. DRW	AUTHOR: DWALTERS
	CHKD.	PLOT DATE: 1/23/2018
FILE: Field Pkwy Location Map		SHEET 1 OF 1 DRAWING NO. EXH

STOP SIGN / TRAFFIC SIGNAL CONTROL



Legend

-  STOP SIGN CONTROL
-  SIDE ROAD STOP SIGN CONTROL
-  SIGNAL CONTROL

BCB **CHRISTOPHER B. BURKE** ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

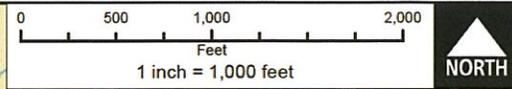
CLIENT:  **VILLAGE OF DEER PARK**
 ESTABLISHED 1937

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:	ArcGIS 10.4.1
FILE NAME	Field Pkwy Stop Control				
PATH	N:\DEERPARK\160491\GIS\Exhibits\Field Pkwy Stop Control.mxd				
DSGN.			DWN:	DRW	
CHKD.			SCALE:	1:3,600	
PLOT DATE	1/23/2018				

TITLE: **FIELD PARKWAY**
QUENTIN RD TO DEER PARK BLVD

PROJ. NO. 160491
 DATE: 10-10-17
 SHEET 0 OF
 DRAWING NO.
EXH

PROPOSED FUNCTIONAL CLASSIFICATION



PROPOSED MINOR COLLECTOR

- Functional Class**
- Interstate
 - Freeway and Expressway
 - Other Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Local Road or Street

CLIENT:  VILLAGE OF DEER PARK ESTABLISHED 1957

TITLE: **FIELD PARKWAY FUNCTIONAL CLASS MAP**

PROJ. NO. 160491
 DATE: 01/23/18
 SHEET 1 OF 1
 DRAWING NO.

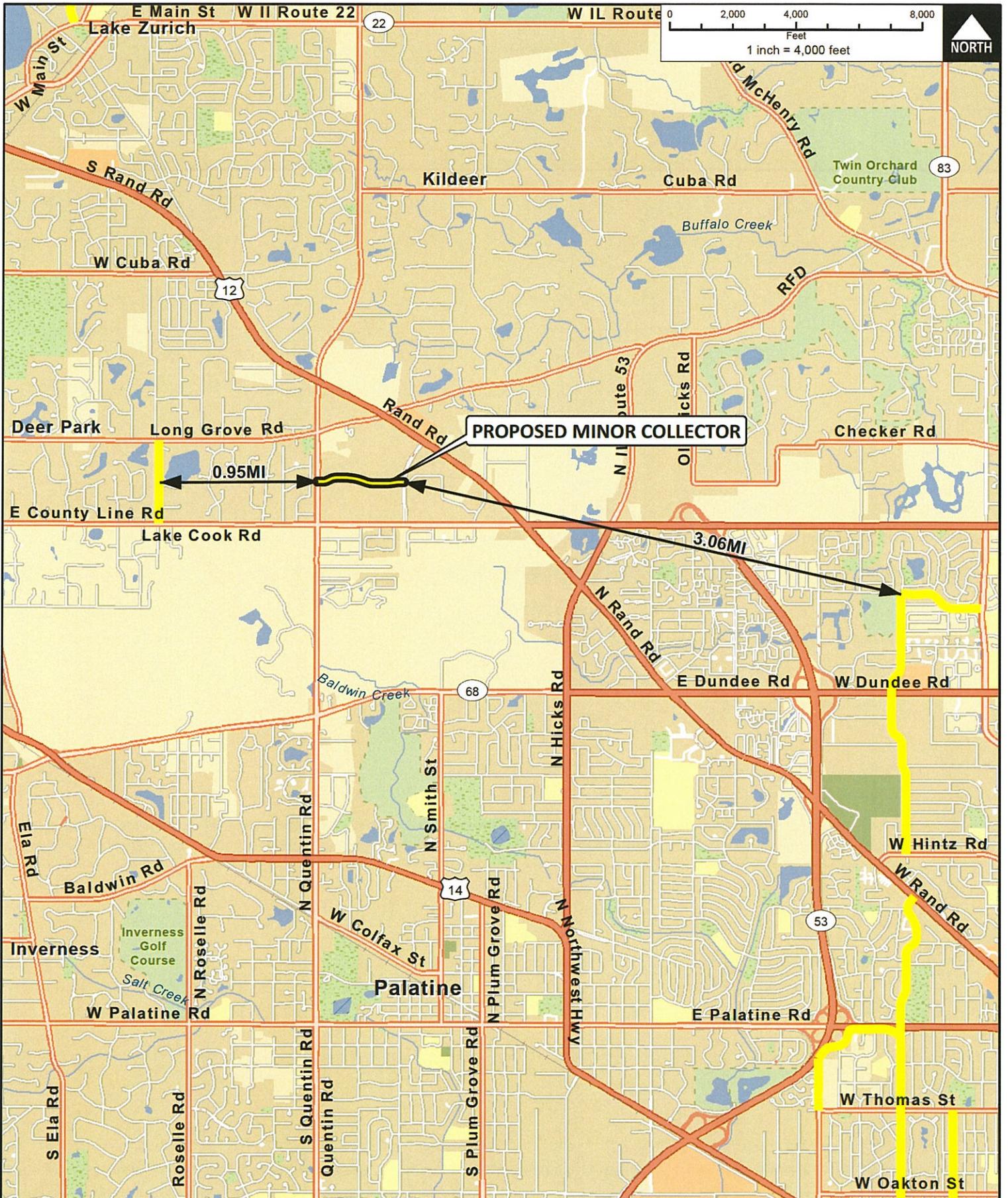
CHRISTOPHER P. RUDKE ENGINEERING LTD.

DSGN.		SCALE:	1:12,000
DWN	DRW	AUTHOR:	DWALTERS

EXH

D:\DEERPARK\160491\GIS\EXHIBITS\Field Pkwy Classification Map.mxd

EASTERLY AND WESTERLY SPACING OF NEARBY MINOR COLLECTORS



CLIENT:



TITLE:

**FIELD PARKWAY
FUNCTIONAL CLASS MAP**

PROJ. NO. 160491

DATE: 01/23/18

SHEET 1 OF 1

DRAWING NO.

DSGN.	SCALE:	1:48,000
DWN	AUTHOR:	DWAITERS
DRW		

EXH

TRAFFIC COUNTS (PROVIDED BY QUALITY COUNTS, LLC. - 2018

LOCATION: W Field Parkway W of Hamilton Pkwy							QC JOB #: 14610704			
SPECIFIC LOCATION: W Field Parkway W of Hamilton Pkwy							DIRECTION: EB			
CITY/STATE: Deer Park, IL							DATE: Feb 15 2018 - Feb 15 2018			
Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				0		0			0	
12:15 AM				0		0			0	
12:30 AM				0		0			0	
12:45 AM				0		0			0	
1:00 AM				0		0			0	
1:15 AM				0		0			0	
1:30 AM				0		0			0	
1:45 AM				0		0			0	
2:00 AM				0		0			0	
2:15 AM				0		0			0	
2:30 AM				0		0			0	
2:45 AM				0		0			0	
3:00 AM				0		0			0	
3:15 AM				0		0			0	
3:30 AM				1		1			1	
3:45 AM				0		0			0	
4:00 AM				0		0			0	
4:15 AM				0		0			0	
4:30 AM				2		2			2	
4:45 AM				1		1			1	
5:00 AM				0		0			0	
5:15 AM				2		2			2	
5:30 AM				0		0			0	
5:45 AM				3		3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: W Field Parkway W of Hamilton Pkwy							QC JOB #: 14610704			
SPECIFIC LOCATION: W Field Parkway W of Hamilton Pkwy							DIRECTION: EB			
CITY/STATE: Deer Park, IL							DATE: Feb 15 2018 - Feb 15 2018			
Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				8		8			8	
6:15 AM				6		6			6	
6:30 AM				14		14			14	
6:45 AM				26		26			26	
7:00 AM				18		18			18	
7:15 AM				17		17			17	
7:30 AM				19		19			19	
7:45 AM				16		16			16	
8:00 AM				27		27			27	
8:15 AM				19		19			19	
8:30 AM				24		24			24	
8:45 AM				23		23			23	
9:00 AM				18		18			18	
9:15 AM				14		14			14	
9:30 AM				20		20			20	
9:45 AM				16		16			16	
10:00 AM				10		10			10	
10:15 AM				10		10			10	
10:30 AM				11		11			11	
10:45 AM				14		14			14	
11:00 AM				21		21			21	
11:15 AM				17		17			17	
11:30 AM				23		23			23	
11:45 AM				26		26			26	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: W Field Parkway W of Hamilton Pkwy							QC JOB #: 14610704			
SPECIFIC LOCATION: W Field Parkway W of Hamilton Pkwy							DIRECTION: EB			
CITY/STATE: Deer Park, IL							DATE: Feb 15 2018 - Feb 15 2018			
Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				24		24			24	
12:15 PM				17		17			17	
12:30 PM				24		24			24	
12:45 PM				23		23			23	
1:00 PM				29		29			29	
1:15 PM				19		19			19	
1:30 PM				14		14			14	
1:45 PM				11		11			11	
2:00 PM				22		22			22	
2:15 PM				18		18			18	
2:30 PM				15		15			15	
2:45 PM				21		21			21	
3:00 PM				10		10			10	
3:15 PM				16		16			16	
3:30 PM				15		15			15	
3:45 PM				15		15			15	
4:00 PM				13		13			13	
4:15 PM				21		21			21	
4:30 PM				18		18			18	
4:45 PM				22		22			22	
5:00 PM				21		21			21	
5:15 PM				20		20			20	
5:30 PM				33		33			33	
5:45 PM				22		22			22	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: W Field Parkway W of Hamilton Pkwy							QC JOB #: 14610704			
SPECIFIC LOCATION: W Field Parkway W of Hamilton Pkwy							DIRECTION: EB			
CITY/STATE: Deer Park, IL							DATE: Feb 15 2018 - Feb 15 2018			
Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				13		13			13	
6:15 PM				22		22			22	
6:30 PM				15		15			15	
6:45 PM				23		23			23	
7:00 PM				13		13			13	
7:15 PM				11		11			11	
7:30 PM				11		11			11	
7:45 PM				10		10			10	
8:00 PM				7		7			7	
8:15 PM				1		1			1	
8:30 PM				4		4			4	
8:45 PM				3		3			3	
9:00 PM				3		3			3	
9:15 PM				3		3			3	
9:30 PM				4		4			4	
9:45 PM				6		6			6	
10:00 PM				2		2			2	
10:15 PM				1		1			1	
10:30 PM				2		2			2	
10:45 PM				1		1			1	
11:00 PM				3		3			3	
11:15 PM				0		0			0	
11:30 PM				1		1			1	
11:45 PM				0		0			0	
Day Total				1048		1048			1048	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 27		8:00 AM 27			8:00 AM 27	
PM Peak Volume				5:30 PM 33		5:30 PM 33			5:30 PM 33	
<i>Comments:</i>										

LOCATION: W Field Parkway W of Hamilton Pkwy							QC JOB #: 14610704			
SPECIFIC LOCATION: W Field Parkway W of Hamilton Pkwy							DIRECTION: EB/WB			
CITY/STATE: Deer Park, IL							DATE: Feb 15 2018 - Feb 15 2018			
Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				3		3			3	█
12:15 AM				3		3			3	█
12:30 AM				1		1			1	█
12:45 AM				0		0			0	█
1:00 AM				1		1			1	█
1:15 AM				0		0			0	█
1:30 AM				0		0			0	█
1:45 AM				0		0			0	█
2:00 AM				0		0			0	█
2:15 AM				0		0			0	█
2:30 AM				0		0			0	█
2:45 AM				0		0			0	█
3:00 AM				0		0			0	█
3:15 AM				0		0			0	█
3:30 AM				1		1			1	█
3:45 AM				0		0			0	█
4:00 AM				0		0			0	█
4:15 AM				0		0			0	█
4:30 AM				3		3			3	█
4:45 AM				2		2			2	█
5:00 AM				0		0			0	█
5:15 AM				2		2			2	█
5:30 AM				0		0			0	█
5:45 AM				5		5			5	█
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: W Field Parkway W of Hamilton Pkwy							QC JOB #: 14610704			
SPECIFIC LOCATION: W Field Parkway W of Hamilton Pkwy							DIRECTION: EB/WB			
CITY/STATE: Deer Park, IL							DATE: Feb 15 2018 - Feb 15 2018			
Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				8		8			8	
6:15 AM				7		7			7	
6:30 AM				17		17			17	
6:45 AM				30		30			30	
7:00 AM				24		24			24	
7:15 AM				19		19			19	
7:30 AM				25		25			25	
7:45 AM				21		21			21	
8:00 AM				33		33			33	
8:15 AM				27		27			27	
8:30 AM				31		31			31	
8:45 AM				31		31			31	
9:00 AM				21		21			21	
9:15 AM				18		18			18	
9:30 AM				26		26			26	
9:45 AM				21		21			21	
10:00 AM				18		18			18	
10:15 AM				18		18			18	
10:30 AM				24		24			24	
10:45 AM				23		23			23	
11:00 AM				28		28			28	
11:15 AM				25		25			25	
11:30 AM				35		35			35	
11:45 AM				33		33			33	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: W Field Parkway W of Hamilton Pkwy							QC JOB #: 14610704			
SPECIFIC LOCATION: W Field Parkway W of Hamilton Pkwy							DIRECTION: EB/WB			
CITY/STATE: Deer Park, IL							DATE: Feb 15 2018 - Feb 15 2018			
Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				45		45			45	
12:15 PM				36		36			36	
12:30 PM				44		44			44	
12:45 PM				40		40			40	
1:00 PM				43		43			43	
1:15 PM				32		32			32	
1:30 PM				27		27			27	
1:45 PM				40		40			40	
2:00 PM				36		36			36	
2:15 PM				31		31			31	
2:30 PM				33		33			33	
2:45 PM				41		41			41	
3:00 PM				39		39			39	
3:15 PM				34		34			34	
3:30 PM				38		38			38	
3:45 PM				30		30			30	
4:00 PM				32		32			32	
4:15 PM				42		42			42	
4:30 PM				42		42			42	
4:45 PM				48		48			48	
5:00 PM				43		43			43	
5:15 PM				42		42			42	
5:30 PM				54		54			54	
5:45 PM				46		46			46	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: W Field Parkway W of Hamilton Pkwy							QC JOB #: 14610704			
SPECIFIC LOCATION: W Field Parkway W of Hamilton Pkwy							DIRECTION: EB/WB			
CITY/STATE: Deer Park, IL							DATE: Feb 15 2018 - Feb 15 2018			
Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				29		29			29	
6:15 PM				33		33			33	
6:30 PM				25		25			25	
6:45 PM				40		40			40	
7:00 PM				25		25			25	
7:15 PM				17		17			17	
7:30 PM				25		25			25	
7:45 PM				25		25			25	
8:00 PM				20		20			20	
8:15 PM				11		11			11	
8:30 PM				10		10			10	
8:45 PM				9		9			9	
9:00 PM				9		9			9	
9:15 PM				24		24			24	
9:30 PM				29		29			29	
9:45 PM				19		19			19	
10:00 PM				6		6			6	
10:15 PM				11		11			11	
10:30 PM				3		3			3	
10:45 PM				6		6			6	
11:00 PM				9		9			9	
11:15 PM				1		1			1	
11:30 PM				5		5			5	
11:45 PM				0		0			0	
Day Total				1913		1913			1913	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:30 AM 35		11:30 AM 35			11:30 AM 35	
PM Peak Volume				5:30 PM 54		5:30 PM 54			5:30 PM 54	
Comments:										

LOCATION: W Field Parkway W of Hamilton Pkwy							QC JOB #: 14610704			
SPECIFIC LOCATION: W Field Parkway W of Hamilton Pkwy							DIRECTION: WB			
CITY/STATE: Deer Park, IL							DATE: Feb 15 2018 - Feb 15 2018			
Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				3		3			3	
12:15 AM				3		3			3	
12:30 AM				1		1			1	
12:45 AM				0		0			0	
1:00 AM				1		1			1	
1:15 AM				0		0			0	
1:30 AM				0		0			0	
1:45 AM				0		0			0	
2:00 AM				0		0			0	
2:15 AM				0		0			0	
2:30 AM				0		0			0	
2:45 AM				0		0			0	
3:00 AM				0		0			0	
3:15 AM				0		0			0	
3:30 AM				0		0			0	
3:45 AM				0		0			0	
4:00 AM				0		0			0	
4:15 AM				0		0			0	
4:30 AM				1		1			1	
4:45 AM				1		1			1	
5:00 AM				0		0			0	
5:15 AM				0		0			0	
5:30 AM				0		0			0	
5:45 AM				2		2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: W Field Parkway W of Hamilton Pkwy							QC JOB #: 14610704			
SPECIFIC LOCATION: W Field Parkway W of Hamilton Pkwy							DIRECTION: WB			
CITY/STATE: Deer Park, IL							DATE: Feb 15 2018 - Feb 15 2018			
Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				0		0			0	
6:15 AM				1		1			1	
6:30 AM				3		3			3	
6:45 AM				4		4			4	
7:00 AM				6		6			6	
7:15 AM				2		2			2	
7:30 AM				6		6			6	
7:45 AM				5		5			5	
8:00 AM				6		6			6	
8:15 AM				8		8			8	
8:30 AM				7		7			7	
8:45 AM				8		8			8	
9:00 AM				3		3			3	
9:15 AM				4		4			4	
9:30 AM				6		6			6	
9:45 AM				5		5			5	
10:00 AM				8		8			8	
10:15 AM				8		8			8	
10:30 AM				13		13			13	
10:45 AM				9		9			9	
11:00 AM				7		7			7	
11:15 AM				8		8			8	
11:30 AM				12		12			12	
11:45 AM				7		7			7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: W Field Parkway W of Hamilton Pkwy							QC JOB #: 14610704			
SPECIFIC LOCATION: W Field Parkway W of Hamilton Pkwy							DIRECTION: WB			
CITY/STATE: Deer Park, IL							DATE: Feb 15 2018 - Feb 15 2018			
Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				21		21			21	
12:15 PM				19		19			19	
12:30 PM				20		20			20	
12:45 PM				17		17			17	
1:00 PM				14		14			14	
1:15 PM				13		13			13	
1:30 PM				13		13			13	
1:45 PM				29		29			29	
2:00 PM				14		14			14	
2:15 PM				13		13			13	
2:30 PM				18		18			18	
2:45 PM				20		20			20	
3:00 PM				29		29			29	
3:15 PM				18		18			18	
3:30 PM				23		23			23	
3:45 PM				15		15			15	
4:00 PM				19		19			19	
4:15 PM				21		21			21	
4:30 PM				24		24			24	
4:45 PM				26		26			26	
5:00 PM				22		22			22	
5:15 PM				22		22			22	
5:30 PM				21		21			21	
5:45 PM				24		24			24	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: W Field Parkway W of Hamilton Pkwy
 SPECIFIC LOCATION: W Field Parkway W of Hamilton Pkwy
 CITY/STATE: Deer Park, IL

QC JOB #: 14610704
 DIRECTION: WB
 DATE: Feb 15 2018 - Feb 15 2018

Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				16		16			16	
6:15 PM				11		11			11	
6:30 PM				10		10			10	
6:45 PM				17		17			17	
7:00 PM				12		12			12	
7:15 PM				6		6			6	
7:30 PM				14		14			14	
7:45 PM				15		15			15	
8:00 PM				13		13			13	
8:15 PM				10		10			10	
8:30 PM				6		6			6	
8:45 PM				6		6			6	
9:00 PM				6		6			6	
9:15 PM				21		21			21	
9:30 PM				25		25			25	
9:45 PM				13		13			13	
10:00 PM				4		4			4	
10:15 PM				10		10			10	
10:30 PM				1		1			1	
10:45 PM				5		5			5	
11:00 PM				6		6			6	
11:15 PM				1		1			1	
11:30 PM				4		4			4	
11:45 PM				0		0			0	
Day Total				865		865			865	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				10:30 AM 13		10:30 AM 13			10:30 AM 13	
PM Peak Volume				1:45 PM 29		1:45 PM 29			1:45 PM 29	

Comments:

LETTERS OF SUPPORT

February 28, 2018

Lake County Council of Mayors
600 W. Winchester Rd.
Libertyville IL, 60048

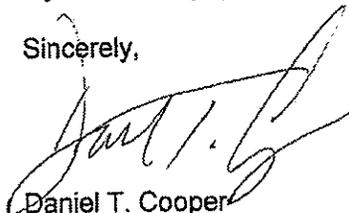
Attention: Emily Karry, Planning Liaison
Subject: Village of Deer Park
Functional Classification Revision
W. Field Pkwy.

Dear Mrs. Karry:

We understand the Village of Deer Park is requesting to change the functional classification of W. Field Pkwy. (N. Quentin Rd. to Plum Grove Rd.) to a minor collector. 90 North Real Estate Partners feels with the existing traffic and accessibility of this roadway between N. Quentin Road and Plum Grove Road and the proximity to the businesses this would be an excellent roadway to be added. Based on this, we at 90 North Real Estate Partners support the request for the change in classification of W. Field Pkwy.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Daniel T. Cooper
90 North Real Estate Partners LLC
dcooper@90northgroup.com
(312) 803-6963

cc: Beth McAndrews – Village of Deer Park
Lee M. Fell – CBBEL

HAMILTON PARTNERS, INC.
800 Hart Road
Barrington, Illinois 60010-2630
847.382.6133 Fax: 847.382.6164

March 7, 2018

Lake County Council of Mayors
600 W. Winchester Rd.
Libertyville IL, 60048

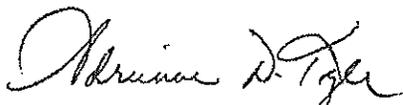
Attention: Emily Karry, Planning Liaison
Subject: Village of Deer Park
Functional Classification Revision
W. Field Pkwy.

Dear Mrs. Karry:

We understand the Village of Deer Park is requesting to change the functional classification of W. Field Pkwy. (N. Quentin Rd. to Plum Grove Rd.) to a minor collector. Hamilton Partners feels with the existing traffic and accessibility of this roadway between N. Quentin Road and Plum Grove Road and the proximity to the businesses this would be an excellent roadway to be added. Based on this, we at Hamilton Partners support the request for the change in classification of W. Field Pkwy.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Adrienne D. Kyle, RPA FMA
Asset Manager

HAMILTON PARTNERS

:adk

cc: Beth McAndrews – Village of Deer Park
Lee M. Fell – CBBEL

February 27, 2018

Lake County Council of Mayors
600 W. Winchester Rd.
Libertyville IL, 60048

Attention: Emily Karry, Planning Liaison
Subject: Village of Deer Park
Functional Classification Revision
W. Field Pkwy.

Dear Mrs. Karry:

We understand the Village of Deer Park is requesting to change the functional classification of W. Field Pkwy. (N. Quentin Rd. to Plum Grove Rd.) to a minor collector. **Hampton Inn & Suites Chicago Deer Park** feels with the existing traffic and accessibility of this roadway between N. Quentin Road and Plum Grove Road and the proximity to the businesses this would be an excellent roadway to be added. Based on this, we at **Hampton Inn & Suites Chicago Deer Park** supports the request for the change in classification of W. Field Pkwy.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Hampton Inn & Suites Chicago Deer Park

cc: Beth McAndrews – Village of Deer Park
Lee M. Fell – CBBEL

Appendix A

Functional Classification Revision Request Template

1. Name(s) of proposed roadway to be reclassified:

N. Deer Park Blvd.

2. Name of agency requesting revision (roadway jurisdiction):

(An agency should not request reclassification of a roadway that is not under its own jurisdiction without the support of the maintaining jurisdiction. For a township-maintained street within a municipality, the township should agree to the change prior to Council of Mayors consideration.)

Village of Deer Park

3. Contact information (name, title, address, phone and email):

Lee M. Fell, Assistant Department Head – Civil Engineering Design, 9575 W. Higgins Rd., Rosemont, IL, (847)-823-0500

4. Council(s) of Mayors:

Lake County Council of Mayors

5. County(ies) containing roadway proposed to be reclassified:

Lake

6. Township(s) containing roadway proposed to be reclassified:

Ela Township

7. Additional roadway jurisdiction(s), if any, containing the roadway proposed to be reclassified:

N/A

8. Current functional classification for this roadway, as classified by IDOT:

Local Road or Street

9. Proposed functional classification for this roadway:

Minor Collector

10. The IDOT [key route designation](#) number for this roadway:

(This number is available on the IDOT [Getting Around Illinois](#) website. The key route designation number is the Key Route Type, a hyphen, and the Key Route Number from the map.)

0-15



11. Endpoints of proposed roadway to be reclassified

- North or West endpoint:

N. Rand Rd. (North)

- North or West endpoint road's functional classification:

Other Principal Arterial

- South or East endpoint:

W. Lake Cook Rd. (South)

- South or East endpoint road's functional classification:

Other Principal Arterial

12. Length of proposed roadway to be reclassified:

0.50 Miles

13. Current Average Annual Daily Traffic (AADT):

(Provide AADT by segment if the AADT is not consistent along the entire route. Indicate the source and year of the AADT. Some AADT values are available on the IDOT [Getting Around Illinois](#) website. If the AADT is not from a published source, supply raw field data and provide the date(s), the day(s) of week, the hours of collection, and the type of equipment used to collect the traffic data. HI-STAR or equivalent technology is preferred.)

3529 (provided by Quality Counts, LLC – 2018)

14. Spacing:

- Provide the name of and distance to the next adjacent roadway (to the north or east) with the same classification as the subject road's proposed functional classification:
N. Kennicott Ave. (3.01 Miles East)

- Provide the name of and distance to the next adjacent roadway (to the south or west) with the same classification as the subject road's proposed functional classification:
Deerpath Rd. (1.41 Miles West)

15. Indicate whether the proposed revision also requires a change (downgrade) to the functional classification of any adjacent roadways to accommodate the spacing requirements for this proposed functional classification revision:

N/A

(Provide [key route designation](#) number and endpoints as well as road name and proposed change.)

16. Access Management:

- How does the municipality or other jurisdiction plan to manage access along the road?
Examples would be an access management ordinance, subdivision ordinance, or



planned development ordinance.

N/A

- How many driveways now exist along the right-of-way?

3

- Are left-turns controlled by raised or barrier-protected medians?

Yes – raised landscape median which prohibits lefts at the northern most mall entrance and has breaks at the other existing access points.

17. Provide current and planned Traffic Signalization along proposed route:

(Mark locations on the map with a rectangle with three circles inside it, or similar; use the same symbol and write "future" by planned signals.)

See attached exhibit

18. Provide current and planned Stop Sign Control on proposed route and on the cross-streets:

(Mark locations on the map with an octagon or similar; use the same symbols and write "future" by planned signs.)

See attached exhibit

19. Major Traffic Generators along the proposed reclassified route:

Deer Park mall

20. Justification for the proposed revision based on definitions, characteristics and spacing guidance provided:

Distributes traffic from W. Lake Cook Road and Rand Road to local business complexes. This roadway also provides secondary access to the Deer Park mall.

("To establish federal funding eligibility" is NOT a justification.)

21. Provide any additional (optional) information or justification:

N/A

22. Attach Support Resolutions & Letters:

1. Local Council(s) of Mayors resolution(s) of support (required)
2. Affected neighboring jurisdictions' letters of support (required)
3. Requesting municipality's resolution of request (optional)



PROJECT LOCATION MAP



CLIENT:  VILLAGE OF DEER PARK
ESTABLISHED 1957

TITLE: **DEER PARK BLVD PROJECT LOCATION MAP**

PROJ. NO. 160491
DATE: 01/23/18
SHEET 1 OF 1
DRAWING NO.

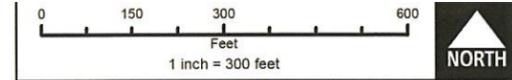
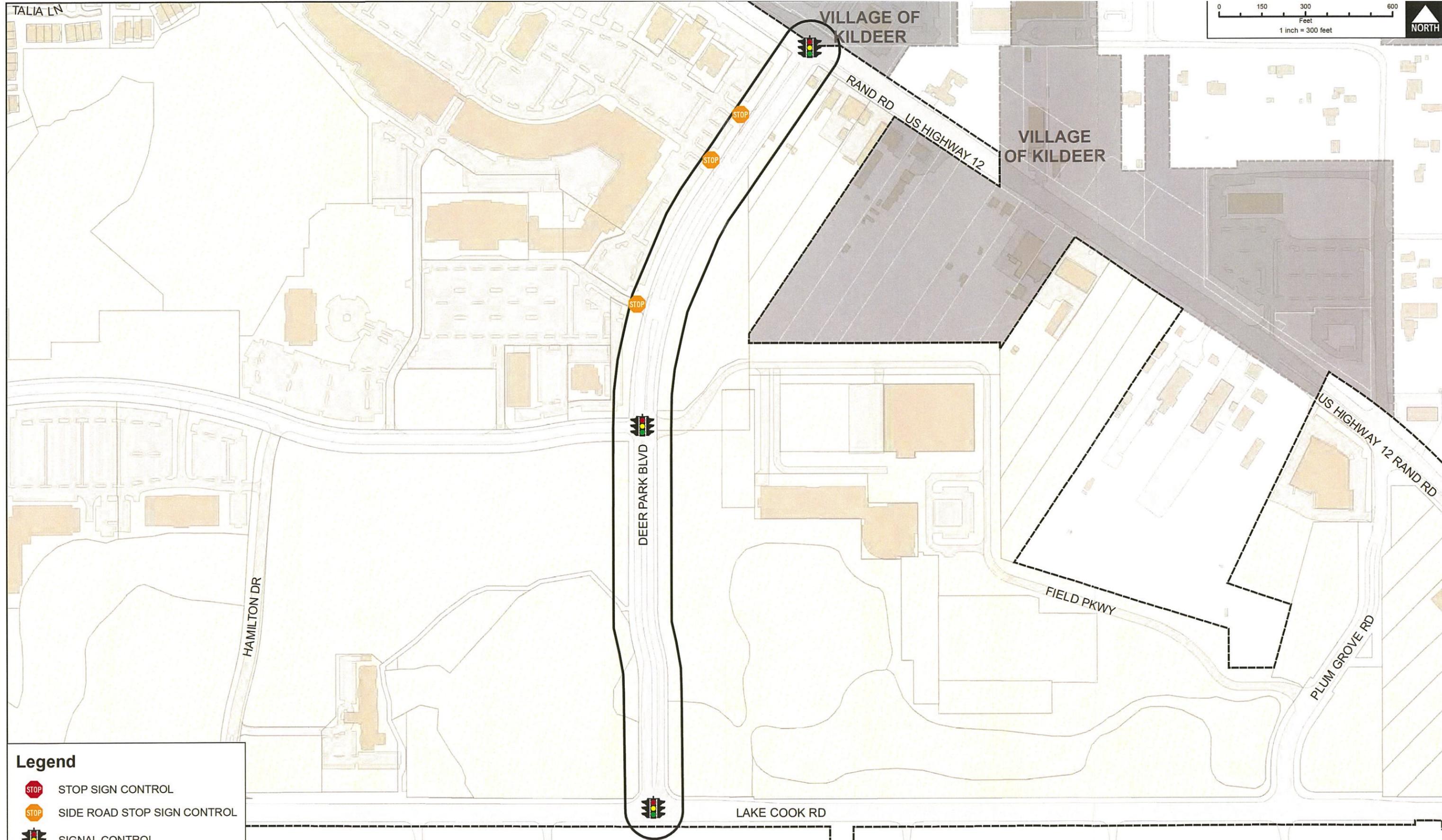
 **CHRISTOPHER B. BURKE ENGINEERING, LTD.**
9575 W. Higgins Road, Suite 600 · Rosemont, Illinois 60018 · (847) 823-0500

DSGN.		SCALE:	1:12,000
DWN.	DRW	AUTHOR:	DWALTERS
CHKD.		PLOT DATE:	1/23/2018
FILE:	Deer Park Blvd Location Map		

EXH

Path: N:\DEERPARK\160491\GIS\Exhibits\Deer Park Blvd Location Map.mxd

STOP SIGN / TRAFFIC SIGNAL CONTROL



- Legend**
- STOP SIGN CONTROL
 - SIDE ROAD STOP SIGN CONTROL
 - SIGNAL CONTROL

CB **CHRISTOPHER B. BURKE** ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500



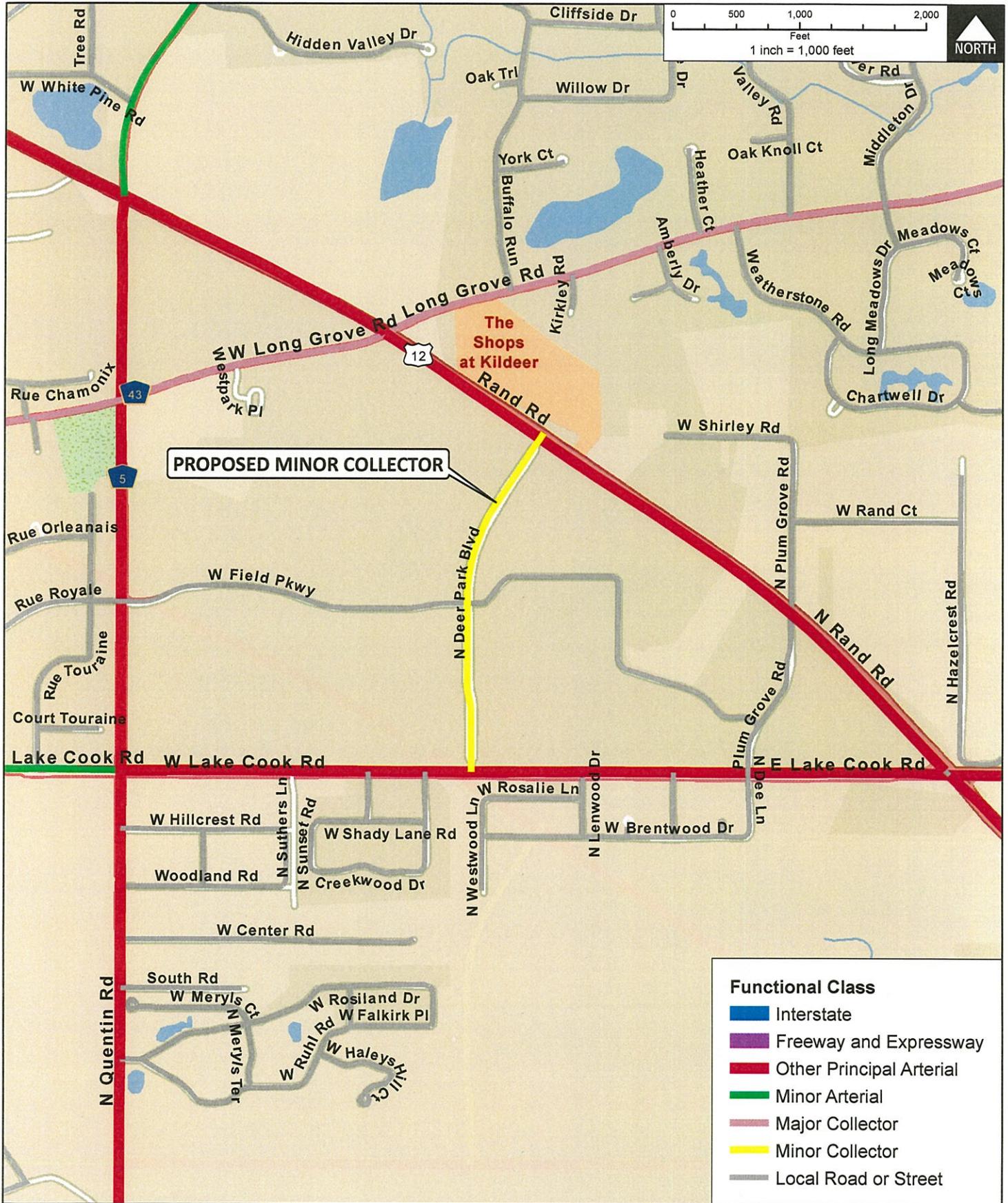
NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:	ArcGIS 10.4.1
FILE NAME	Deer Park Blvd Stop Control				
PATH	N:\DEERPARK\160491\GIS\Exhibits\Deer Park Blvd Stop Control.mxd				
DSGN.	DWN:	DRW	SCALE:	1:3,600	
CHKD.	PLOT DATE 1/23/2018				

TITLE:

**DEER PARK BLVD
 RAND RD TO LAKE COOK RD**

PROJ. NO. 160491
 DATE: 10-10-17
 SHEET 0 OF 0
 DRAWING NO.
EXH

PROPOSED FUNCTIONAL CLASSIFICATION



Path: N:\DEERPARK\160491\GIS\Exhibits\Deer Park Blvd Classification Map.mxd

CLIENT:



TITLE:

DEER PARK BLVD FUNCTIONAL CLASS MAP

PROJ. NO. 160491

DATE: 01/23/18

SHEET 1 OF 1

DRAWING NO.

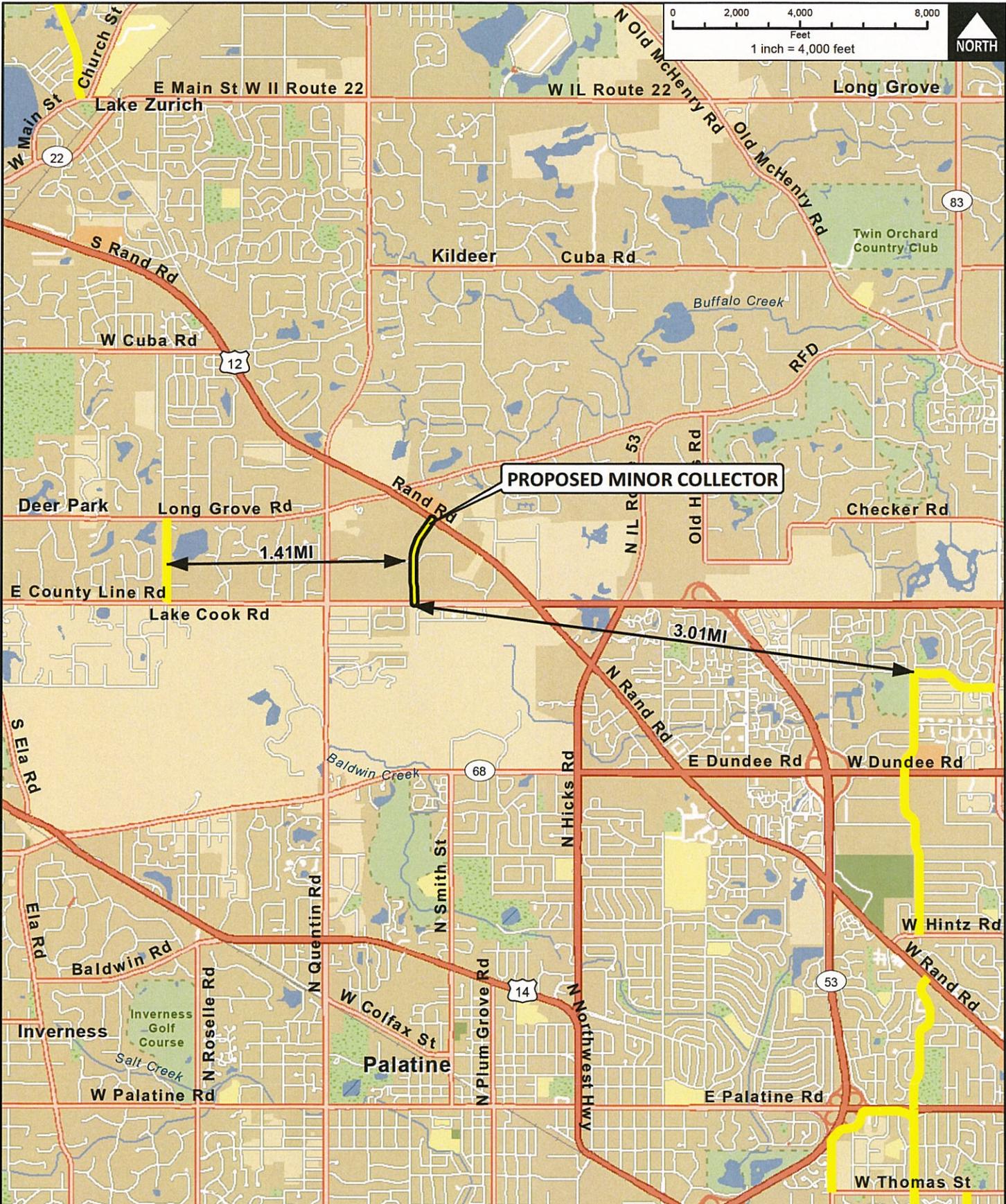


CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600 · Rosemont, Illinois 60018 · (847) 823-0500

DSGN.		SCALE:	1:12,000
DWN.	DRW	AUTHOR:	DWALTERS
CHKD.		PLOT DATE:	2/8/2018
FILE:	Deer Park Blvd Classification Map		

EXH

EASTERLY AND WESTERLY SPACING OF NEARBY MINOR COLLECTORS



CLIENT:



TITLE:

**DEER PARK BLVD
FUNCTIONAL CLASS MAP**

PROJ. NO. 160491

DATE: 01/23/18

SHEET 1 OF 1

DRAWING NO.



CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600 · Rosemont, Illinois 60018 · (847) 823-0500

DSGN.		SCALE:	1:48,000
DWN.	DRW	AUTHOR:	DWALTERS
CHKD.		PLOT DATE:	2/16/2018
FILE:	Deer Park Blvd Classification Map - Distance		

EXH

TRAFFIC COUNTS (PROVIDED BY QUALITY COUNTS, LLC. - 2018

Type of report: Tube Count - Volume Data

LOCATION: N Deer Park Blvd NB/SB
 QC JOB #: 14610703
 DIRECTION: NB
 SPECIFIC LOCATION: N Deer Park Blvd NB/SB
 DATE: Feb 15 2018 - Feb 15 2018
 CITY/STATE: Deer Park, IL

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				0		0			0	
12:15 AM				3		3			3	
12:30 AM				0		0			0	
12:45 AM				1		1			1	
1:00 AM				0		0			0	
1:15 AM				0		0			0	
1:30 AM				0		0			0	
1:45 AM				0		0			0	
2:00 AM				0		0			0	
2:15 AM				0		0			0	
2:30 AM				1		1			1	
2:45 AM				0		0			0	
3:00 AM				0		0			0	
3:15 AM				0		0			0	
3:30 AM				0		0			0	
3:45 AM				0		0			0	
4:00 AM				1		1			1	
4:15 AM				1		1			1	
4:30 AM				3		3			3	
4:45 AM				4		4			4	
5:00 AM				1		1			1	
5:15 AM				1		1			1	
5:30 AM				4		4			4	
5:45 AM				5		5			5	

Day Total	% Weekday Average	% Week Average	AM Peak Volume	PM Peak Volume	Comments:

Type of report: Tube Count - Volume Data

LOCATION: N Deer Park Blvd NB/SB
 SPECIFIC LOCATION: N Deer Park Blvd NB/SB
 CITY/STATE: Deer Park, IL

QC JOB #: 14610703

DIRECTION: NB

DATE: Feb 15 2018 - Feb 15 2018

Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				4		4			4	
6:15 AM				1		1			1	
6:30 AM				4		4			4	
6:45 AM				8		8			8	
7:00 AM				12		12			12	
7:15 AM				15		15			15	
7:30 AM				17		17			17	
7:45 AM				17		17			17	
8:00 AM				16		16			16	
8:15 AM				16		16			16	
8:30 AM				10		10			10	
8:45 AM				18		18			18	
9:00 AM				20		20			20	
9:15 AM				25		25			25	
9:30 AM				13		13			13	
9:45 AM				30		30			30	
10:00 AM				22		22			22	
10:15 AM				29		29			29	
10:30 AM				26		26			26	
10:45 AM				24		24			24	
11:00 AM				30		30			30	
11:15 AM				39		39			39	
11:30 AM				50		50			50	
11:45 AM				37		37			37	

Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Type of report: Tube Count - Volume Data

LOCATION: N Deer Park Blvd NB/SB
 SPECIFIC LOCATION: N Deer Park Blvd NB/SB
 CITY/STATE: Deer Park, IL

QC JOB #: 14610703

DIRECTION: NB

DATE: Feb 15 2018 - Feb 15 2018

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				58		58			58	
12:15 PM				50		50			50	
12:30 PM				50		50			50	
12:45 PM				42		42			42	
1:00 PM				47		47			47	
1:15 PM				43		43			43	
1:30 PM				43		43			43	
1:45 PM				35		35			35	
2:00 PM				26		26			26	
2:15 PM				26		26			26	
2:30 PM				29		29			29	
2:45 PM				27		27			27	
3:00 PM				29		29			29	
3:15 PM				30		30			30	
3:30 PM				33		33			33	
3:45 PM				48		48			48	
4:00 PM				33		33			33	
4:15 PM				27		27			27	
4:30 PM				37		37			37	
4:45 PM				34		34			34	
5:00 PM				39		39			39	
5:15 PM				51		51			51	
5:30 PM				59		59			59	
5:45 PM				37		37			37	

Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Type of report: Tube Count - Volume Data

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				40		40			40	
6:15 PM				49		49			49	
6:30 PM				30		30			30	
6:45 PM				40		40			40	
7:00 PM				33		33			33	
7:15 PM				20		20			20	
7:30 PM				17		17			17	
7:45 PM				24		24			24	
8:00 PM				18		18			18	
8:15 PM				11		11			11	
8:30 PM				14		14			14	
8:45 PM				8		8			8	
9:00 PM				10		10			10	
9:15 PM				10		10			10	
9:30 PM				20		20			20	
9:45 PM				1		1			1	
10:00 PM				5		5			5	
10:15 PM				5		5			5	
10:30 PM				2		2			2	
10:45 PM				1		1			1	
11:00 PM				3		3			3	
11:15 PM				1		1			1	
11:30 PM				1		1			1	
11:45 PM				2		2			2	
Day Total				1806		1806			1806	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:30 AM 50		11:30 AM 50			11:30 AM 50	
PM Peak Volume				5:30 PM 59		5:30 PM 59			5:30 PM 59	
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

LOCATION: N Deer Park Blvd NB/SB
 QC JOB #: 14610703
 DIRECTION: NB/SB
 SPECIFIC LOCATION: N Deer Park Blvd NB/SB
 CITY/STATE: Deer Park, IL
 DATE: Feb 15 2018 - Feb 15 2018

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				1		1			1	
12:15 AM				3		3			3	
12:30 AM				0		0			0	
12:45 AM				1		1			1	
1:00 AM				0		0			0	
1:15 AM				0		0			0	
1:30 AM				0		0			0	
1:45 AM				0		0			0	
2:00 AM				1		1			1	
2:15 AM				0		0			0	
2:30 AM				1		1			1	
2:45 AM				0		0			0	
3:00 AM				0		0			0	
3:15 AM				0		0			0	
3:30 AM				0		0			0	
3:45 AM				0		0			0	
4:00 AM				1		1			1	
4:15 AM				1		1			1	
4:30 AM				3		3			3	
4:45 AM				5		5			5	
5:00 AM				1		1			1	
5:15 AM				2		2			2	
5:30 AM				8		8			8	
5:45 AM				8		8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Type of report: Tube Count - Volume Data

LOCATION: N Deer Park Blvd NB/SB
 SPECIFIC LOCATION: N Deer Park Blvd NB/SB
 CITY/STATE: Deer Park, IL

QC JOB #: 14610703

DIRECTION: NB/SB

DATE: Feb 15 2018 - Feb 15 2018

Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				7		7			7	
6:15 AM				6		6			6	
6:30 AM				9		9			9	
6:45 AM				13		13			13	
7:00 AM				24		24			24	
7:15 AM				20		20			20	
7:30 AM				20		20			20	
7:45 AM				25		25			25	
8:00 AM				21		21			21	
8:15 AM				28		28			28	
8:30 AM				22		22			22	
8:45 AM				24		24			24	
9:00 AM				36		36			36	
9:15 AM				34		34			34	
9:30 AM				22		22			22	
9:45 AM				40		40			40	
10:00 AM				32		32			32	
10:15 AM				50		50			50	
10:30 AM				44		44			44	
10:45 AM				39		39			39	
11:00 AM				53		53			53	
11:15 AM				68		68			68	
11:30 AM				79		79			79	
11:45 AM				72		72			72	

Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Type of report: Tube Count - Volume Data

LOCATION: N Deer Park Blvd NB/SB
 SPECIFIC LOCATION: N Deer Park Blvd NB/SB
 CITY/STATE: Deer Park, IL

QC JOB #: 14610703

DIRECTION: NB/SB

DATE: Feb 15 2018 - Feb 15 2018

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				99		99			99	
12:15 PM				93		93			93	
12:30 PM				88		88			88	
12:45 PM				87		87			87	
1:00 PM				93		93			93	
1:15 PM				91		91			91	
1:30 PM				82		82			82	
1:45 PM				80		80			80	
2:00 PM				68		68			68	
2:15 PM				58		58			58	
2:30 PM				56		56			56	
2:45 PM				68		68			68	
3:00 PM				59		59			59	
3:15 PM				63		63			63	
3:30 PM				59		59			59	
3:45 PM				71		71			71	
4:00 PM				65		65			65	
4:15 PM				57		57			57	
4:30 PM				69		69			69	
4:45 PM				77		77			77	
5:00 PM				70		70			70	
5:15 PM				80		80			80	
5:30 PM				99		99			99	
5:45 PM				75		75			75	

Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: N Deer Park Blvd NB/SB
 SPECIFIC LOCATION: N Deer Park Blvd NB/SB
 CITY/STATE: Deer Park, IL

QC JOB #: 14610703
 DIRECTION: NB/SB
 DATE: Feb 15 2018 - Feb 15 2018

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				80		80			80	
6:15 PM				81		81			81	
6:30 PM				66		66			66	
6:45 PM				78		78			78	
7:00 PM				83		83			83	
7:15 PM				59		59			59	
7:30 PM				51		51			51	
7:45 PM				64		64			64	
8:00 PM				52		52			52	
8:15 PM				54		54			54	
8:30 PM				50		50			50	
8:45 PM				29		29			29	
9:00 PM				24		24			24	
9:15 PM				30		30			30	
9:30 PM				31		31			31	
9:45 PM				14		14			14	
10:00 PM				15		15			15	
10:15 PM				11		11			11	
10:30 PM				5		5			5	
10:45 PM				3		3			3	
11:00 PM				10		10			10	
11:15 PM				3		3			3	
11:30 PM				2		2			2	
11:45 PM				3		3			3	
Day Total				3529		3529			3529	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:30 AM 79		11:30 AM 79			11:30 AM 79	
PM Peak Volume				12:00 PM 99		12:00 PM 99			12:00 PM 99	
Comments:										

QC JOB #: 14610703
 DIRECTION: SB
 DATE: Feb 15 2018 - Feb 15 2018
 LOCATION: N Deer Park Blvd NB/SB
 SPECIFIC LOCATION: N Deer Park Blvd NB/SB
 CITY/STATE: Deer Park, IL

Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				1		1			1	
12:15 AM				0		0			0	
12:30 AM				0		0			0	
12:45 AM				0		0			0	
1:00 AM				0		0			0	
1:15 AM				0		0			0	
1:30 AM				0		0			0	
1:45 AM				0		0			0	
2:00 AM				1		1			1	
2:15 AM				0		0			0	
2:30 AM				0		0			0	
2:45 AM				0		0			0	
3:00 AM				0		0			0	
3:15 AM				0		0			0	
3:30 AM				0		0			0	
3:45 AM				0		0			0	
4:00 AM				0		0			0	
4:15 AM				0		0			0	
4:30 AM				0		0			0	
4:45 AM				1		1			1	
5:00 AM				0		0			0	
5:15 AM				1		1			1	
5:30 AM				4		4			4	
5:45 AM				3		3			3	

Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Type of report: Tube Count - Volume Data

LOCATION: N Deer Park Blvd NB/SB
 SPECIFIC LOCATION: N Deer Park Blvd NB/SB
 CITY/STATE: Deer Park, IL

QC JOB #: 14610703

DIRECTION: SB

DATE: Feb 15 2018 - Feb 15 2018

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				3		3			3	
6:15 AM				5		5			5	
6:30 AM				5		5			5	
6:45 AM				5		5			5	
7:00 AM				12		12			12	
7:15 AM				5		5			5	
7:30 AM				3		3			3	
7:45 AM				8		8			8	
8:00 AM				5		5			5	
8:15 AM				12		12			12	
8:30 AM				12		12			12	
8:45 AM				6		6			6	
9:00 AM				16		16			16	
9:15 AM				9		9			9	
9:30 AM				9		9			9	
9:45 AM				10		10			10	
10:00 AM				10		10			10	
10:15 AM				21		21			21	
10:30 AM				18		18			18	
10:45 AM				15		15			15	
11:00 AM				23		23			23	
11:15 AM				29		29			29	
11:30 AM				29		29			29	
11:45 AM				35		35			35	
Day Total										

% Weekday Average	
% Week Average	
AM Peak Volume	
PM Peak Volume	
Comments:	

Type of report: Tube Count - Volume Data

LOCATION: N Deer Park Blvd NB/SB		QC JOB #: 14610703								
SPECIFIC LOCATION: N Deer Park Blvd NB/SB		DIRECTION: SB								
CITY/STATE: Deer Park, IL		DATE: Feb 15 2018 - Feb 15 2018								
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				41		41			41	
12:15 PM				43		43			43	
12:30 PM				38		38			38	
12:45 PM				45		45			45	
1:00 PM				46		46			46	
1:15 PM				48		48			48	
1:30 PM				39		39			39	
1:45 PM				45		45			45	
2:00 PM				42		42			42	
2:15 PM				32		32			32	
2:30 PM				27		27			27	
2:45 PM				41		41			41	
3:00 PM				30		30			30	
3:15 PM				33		33			33	
3:30 PM				26		26			26	
3:45 PM				23		23			23	
4:00 PM				32		32			32	
4:15 PM				30		30			30	
4:30 PM				32		32			32	
4:45 PM				43		43			43	
5:00 PM				31		31			31	
5:15 PM				29		29			29	
5:30 PM				40		40			40	
5:45 PM				38		38			38	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

LOCATION: N Deer Park Blvd NB/SB
 SPECIFIC LOCATION: N Deer Park Blvd NB/SB
 CITY/STATE: Deer Park, IL

QC JOB #: 14610703

DIRECTION: SB

DATE: Feb 15 2018 - Feb 15 2018

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				40		40			40	
6:15 PM				32		32			32	
6:30 PM				36		36			36	
6:45 PM				38		38			38	
7:00 PM				50		50			50	
7:15 PM				39		39			39	
7:30 PM				34		34			34	
7:45 PM				40		40			40	
8:00 PM				34		34			34	
8:15 PM				43		43			43	
8:30 PM				36		36			36	
8:45 PM				21		21			21	
9:00 PM				14		14			14	
9:15 PM				20		20			20	
9:30 PM				11		11			11	
9:45 PM				13		13			13	
10:00 PM				10		10			10	
10:15 PM				6		6			6	
10:30 PM				3		3			3	
10:45 PM				2		2			2	
11:00 PM				7		7			7	
11:15 PM				2		2			2	
11:30 PM				1		1			1	
11:45 PM				1		1			1	
Day Total				1723		1723			1723	

% Weekday Average				100.0%		100.0%				
% Week Average				100.0%		100.0%				
AM Peak Volume				11:45 AM 35		11:45 AM 35			11:45 AM 35	
PM Peak Volume				7:00 PM 50		7:00 PM 50			7:00 PM 50	

Comments:

LETTERS OF SUPPORT

February 28, 2018

Lake County Council of Mayors
600 W. Winchester Rd.
Libertyville IL, 60048

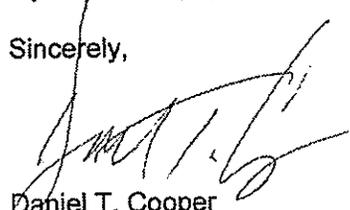
Attention: Emily Karry, Planning Liaison
Subject: Village of Deer Park
Functional Classification Revision
N. Deer Park Blvd.

Dear Mrs. Karry:

We understand the Village of Deer Park is requesting to change the functional classification of N. Deer Park Blvd. (N. Rand Rd. to W. Lake Cook Rd.) to a minor collector. 90 North Real Estate Partners feels with the existing traffic and accessibility of this roadway between N. Rand Road and W. Lake Cook Road and the proximity to the businesses this would be an excellent roadway to be added. Based on this, we at 90 North Real Estate Partners support the request for the change in classification of N. Deer Park Blvd.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Daniel T. Cooper
90 North Real Estate Partners LLC
dcooper@90northgroup.com
(312) 803-6963

cc: Beth McAndrews – Village of Deer Park
Lee M. Fell – CBBEL

HAMILTON PARTNERS, INC.
800 Hart Road
Barrington, Illinois 60010-2630
847.382.6133 Fax: 847.382.6164

March 7, 2018

Lake County Council of Mayors
600 W. Winchester Rd.
Libertyville IL, 60048

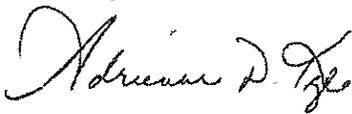
Attention: Emily Karry, Planning Liaison
Subject: Village of Deer Park
Functional Classification Revision
N. Deer Park Blvd.

Dear Mrs. Karry:

We understand the Village of Deer Park is requesting to change the functional classification of N. Deer Park Blvd. (N. Rand Rd. to W. Lake Cook Rd.) to a minor collector. Hamilton Partners feels with the existing traffic and accessibility of this roadway between N. Rand Road and W. Lake Cook Road and the proximity to the businesses this would be an excellent roadway to be added. Based on this, we at Hamilton Partners support the request for the change in classification of N. Deer Park Blvd.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Adrienne D. Kyle, RPA FMA
Asset Manager

HAMILTON PARTNERS

:adk

cc: Beth McAndrews – Village of Deer Park
Lee M. Fell – CBBEL

February 27, 2018

Lake County Council of Mayors
600 W. Winchester Rd.
Libertyville IL, 60048

Attention: Emily Karry, Planning Liaison

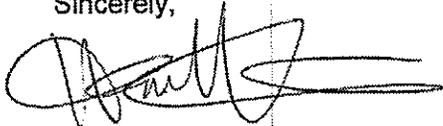
Subject: Village of Deer Park
Functional Classification Revision
N. Deer Park Blvd.

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If you have any questions, please do not hesitate to contact me.

Sincerely,



Hampton Inn & Suites Chicago Deer Park

cc: Beth McAndrews – Village of Deer Park
Lee M. Fell – CBBEL

Appendix A

Functional Classification Revision Request Template

1. Name(s) of proposed roadway to be reclassified:

N. Plum Grove Road

2. Name of agency requesting revision (roadway jurisdiction):

(An agency should not request reclassification of a roadway that is not under its own jurisdiction without the support of the maintaining jurisdiction. For a township-maintained street within a municipality, the township should agree to the change prior to Council of Mayors consideration.)

Village of Deer Park

3. Contact information (name, title, address, phone and email):

Lee M. Fell, Assistant Department Head – Civil Engineering Design, 9575 W. Higgins Rd., Rosemont, IL, (847)-823-0500

4. Council(s) of Mayors:

Lake County Council of Mayors

5. County(ies) containing roadway proposed to be reclassified:

Lake

6. Township(s) containing roadway proposed to be reclassified:

Ela Township

7. Additional roadway jurisdiction(s), if any, containing the roadway proposed to be reclassified:

N/A

8. Current functional classification for this roadway, as classified by IDOT:

Local Road or Street

9. Proposed functional classification for this roadway:

Minor Collector

10. The IDOT [key route designation](#) number for this roadway:

(This number is available on the IDOT [Getting Around Illinois](#) website. The key route designation number is the Key Route Type, a hyphen, and the Key Route Number from the map.)

0-16



11. Endpoints of proposed roadway to be reclassified

- North or West endpoint:

N. Rand Rd. (North)

- North or West endpoint road's functional classification:
Other Principal Arterial

- South or East endpoint:

W. Lake Cook Rd. (South)

- South or East endpoint road's functional classification:
Other Principal Arterial

12. Length of proposed roadway to be reclassified:

0.25 Miles

13. Current Average Annual Daily Traffic (AADT):

(Provide AADT by segment if the AADT is not consistent along the entire route. Indicate the source and year of the AADT. Some AADT values are available on the IDOT [Getting Around Illinois](#) website. If the AADT is not from a published source, supply raw field data and provide the date(s), the day(s) of week, the hours of collection, and the type of equipment used to collect the traffic data. HI-STAR or equivalent technology is preferred.)

1100 (provided by Quality Counts, LLC – 2018)

14. Spacing:

- Provide the name of and distance to the next adjacent roadway (to the north or east) with the same classification as the subject road's proposed functional classification:
N. Kennicott Ave. (2.58 Miles East)

- Provide the name of and distance to the next adjacent roadway (to the south or west) with the same classification as the subject road's proposed functional classification:
Deerpath Rd. (1.89 Miles West)

15. Indicate whether the proposed revision also requires a change (downgrade) to the functional classification of any adjacent roadways to accommodate the spacing requirements for this proposed functional classification revision:

N/A

(Provide [key route designation](#) number and endpoints as well as road name and proposed change.)

16. Access Management:

- How does the municipality or other jurisdiction plan to manage access along the road?
Examples would be an access management ordinance, subdivision ordinance, or



planned development ordinance.

N/A

- How many driveways now exist along the right-of-way?

1

- Are left-turns controlled by raised or barrier-protected medians?

Yes – raised landscape median which has breaks at the existing access points.

17. Provide current and planned Traffic Signalization along proposed route:

(Mark locations on the map with a rectangle with three circles inside it, or similar; use the same symbol and write "future" by planned signals.)

See attached exhibit

18. Provide current and planned Stop Sign Control on proposed route and on the cross-streets:

(Mark locations on the map with an octagon or similar; use the same symbols and write "future" by planned signs.)

See attached exhibit

19. Major Traffic Generators along the proposed reclassified route:

Local strip mall (Yamaha and Berland's Tools) at southwest corner of Plum Grove Rd. and Rand Rd. along with Continental Automotive near Plum Grove Rd. and Field Pkwy.

20. Justification for the proposed revision based on definitions, characteristics and spacing guidance provided:

Distributes traffic from W. Lake Cook Road and Rand Road to local business complexes.

("To establish federal funding eligibility" is NOT a justification.)

21. Provide any additional (optional) information or justification:

N/A

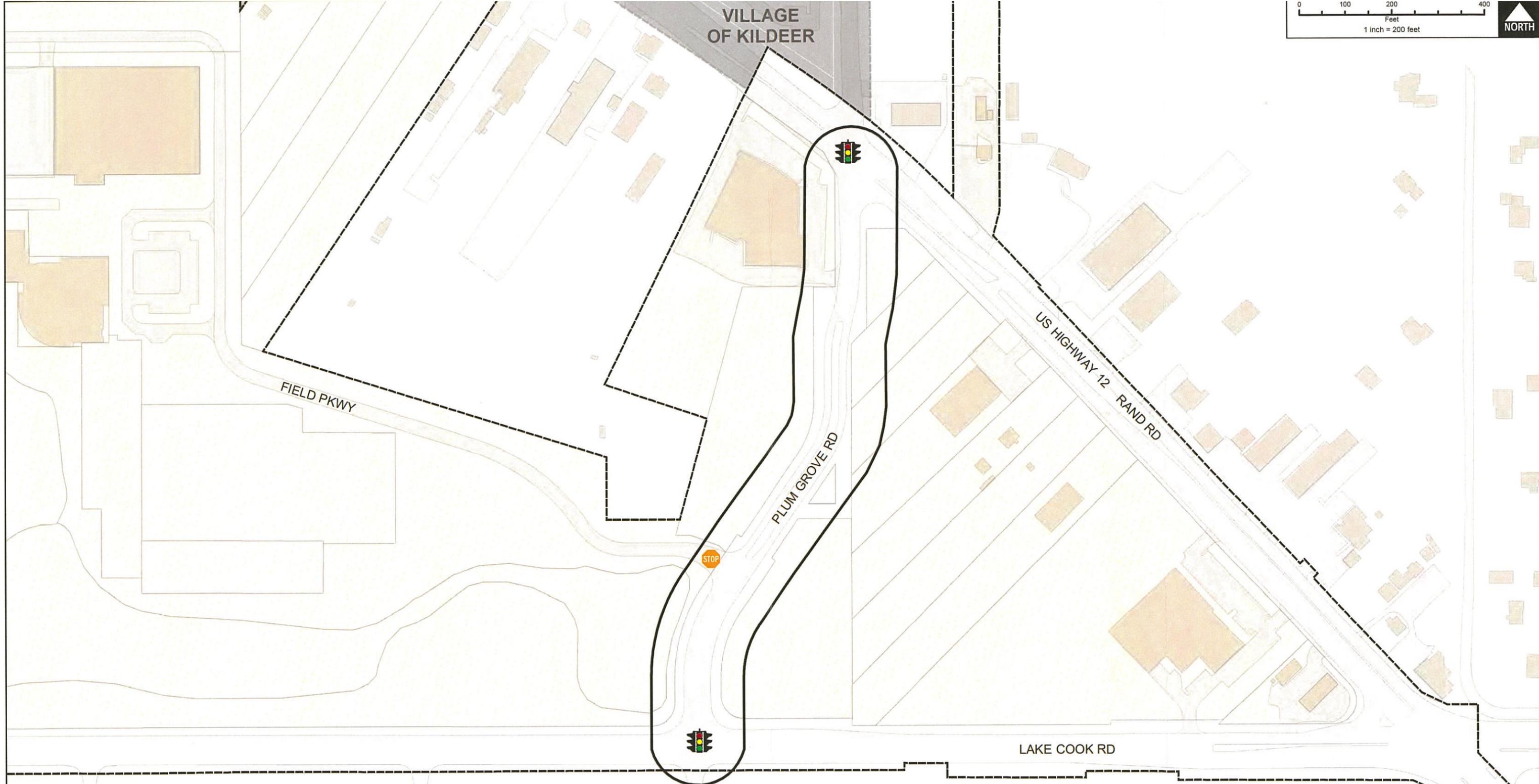
22. Attach Support Resolutions & Letters:

1. Local Council(s) of Mayors resolution(s) of support (required)
2. Affected neighboring jurisdictions' letters of support (required)
3. Requesting municipality's resolution of request (optional)



PROJECT LOCATION MAP

STOP SIGN / TRAFFIC SIGNAL CONTROL



Legend

-  STOP SIGN CONTROL
-  SIDE ROAD STOP SIGN CONTROL
-  SIGNAL CONTROL

CB **CHRISTOPHER B. BURKE** ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

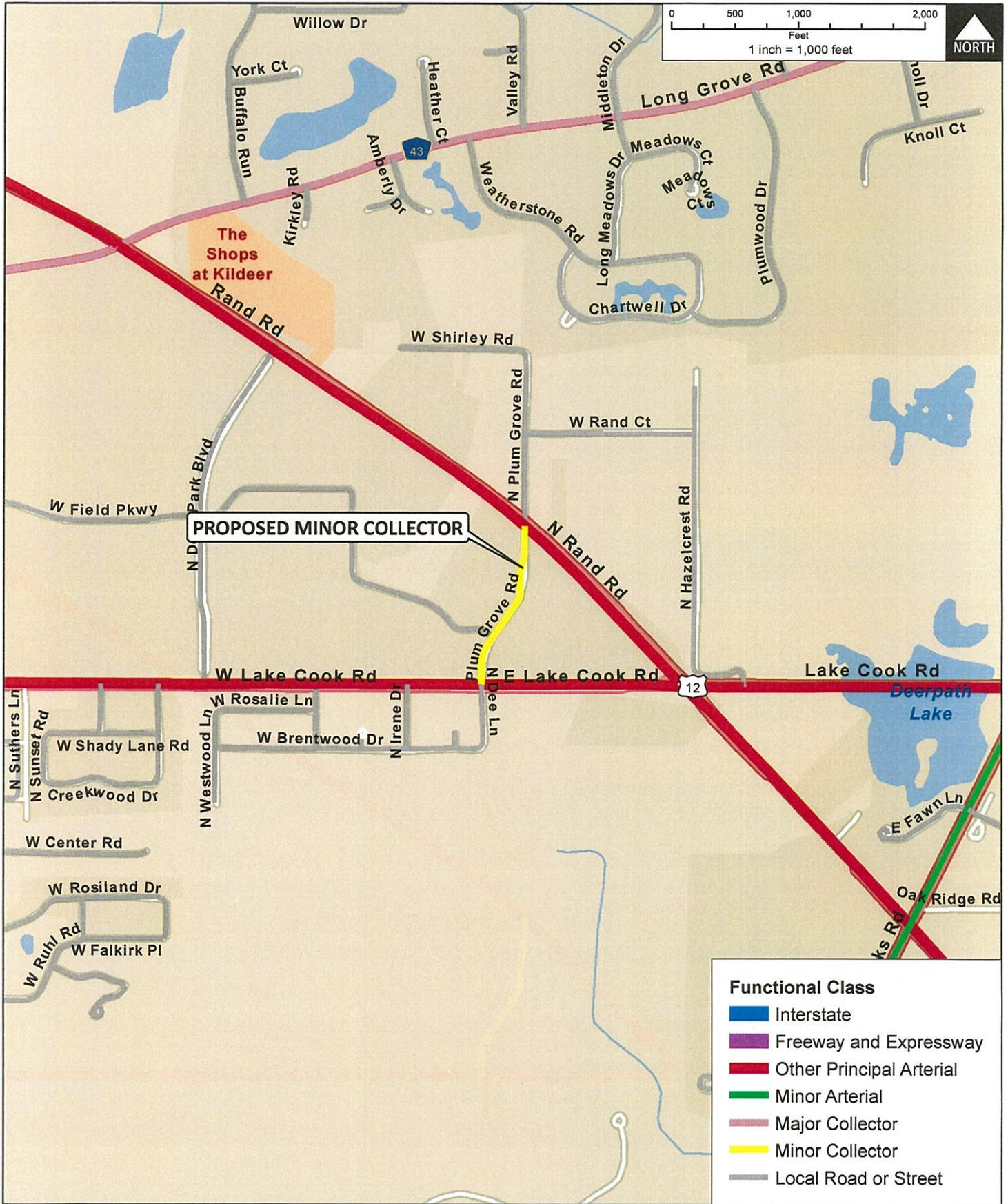
CLIENT:  **VILLAGE OF DEER PARK**
ESTABLISHED 1957

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:	ArcGIS 10.4.1
FILE NAME	Plum Grove Stop Control				
PATH	N:\DEERPARK\160491\GIS\Exhibits\Plum Grove Stop Control.mxd				
DSGN.	DRW	CHKD.	SCALE:	1:2,400	
			PLOT DATE	1/23/2018	

TITLE: **PLUM GROVE RD
RAND RD TO LAKE COOK RD**

PROJ. NO. 160491
DATE: 10-10-17
SHEET 0 OF 0
DRAWING NO. **EXH**

PROPOSED FUNCTIONAL CLASSIFICATION

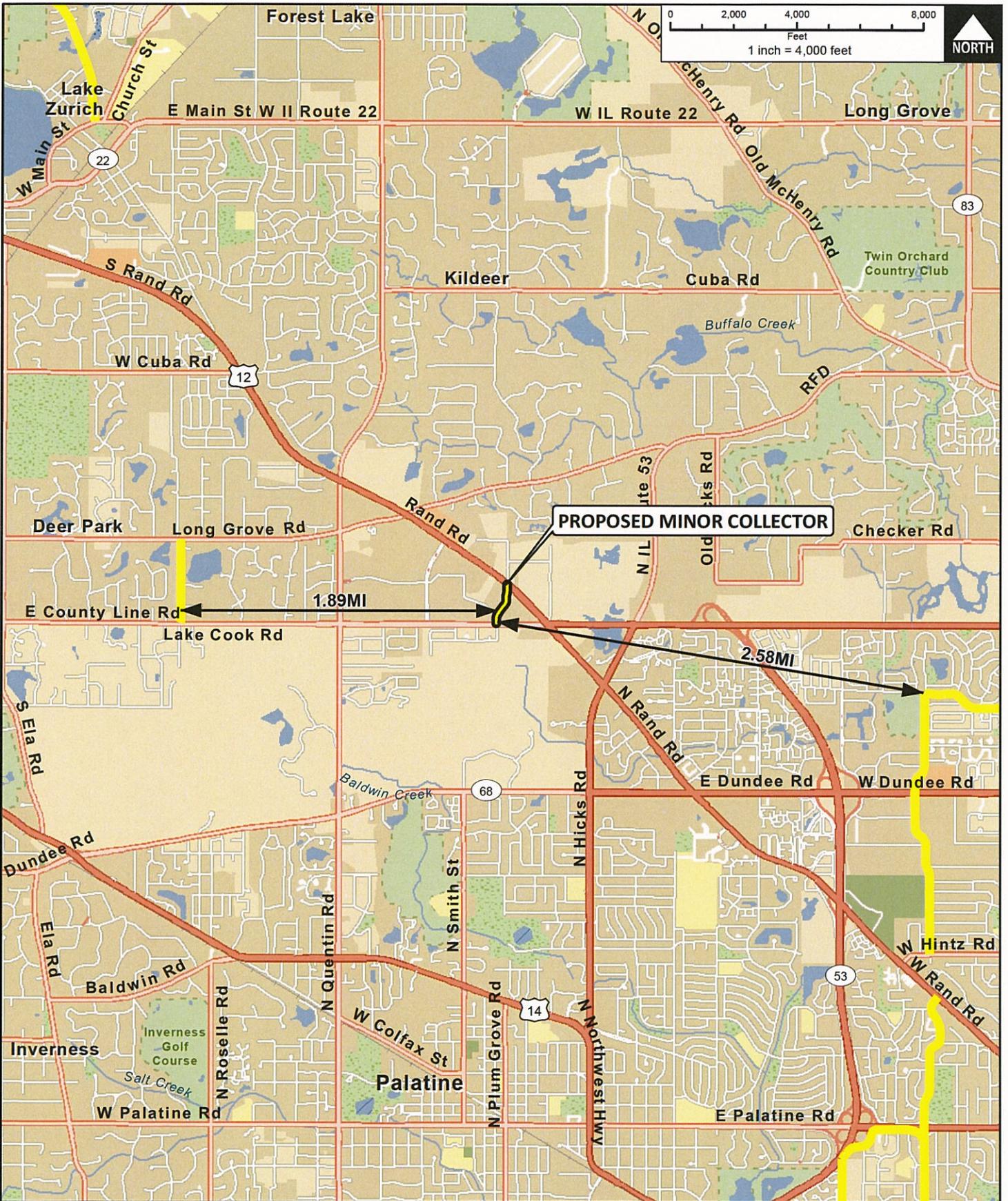


Functional Class	
█	Interstate
█	Freeway and Expressway
█	Other Principal Arterial
█	Minor Arterial
█	Major Collector
█	Minor Collector
█	Local Road or Street

Path: N:\DEERPARK\160491\GIS\Exhibits\Plum Grove Rd Classification Map.mxd

CLIENT: 	TITLE: <h2 style="margin: 0;">PLUM GROVE RD FUNCTIONAL CLASS MAP</h2>	PROJ. NO. 160491 DATE: 01/23/18 SHEET 1 OF 1 DRAWING NO.																
CHRISTOPHER B. BURKE ENGINEERING, LTD. 9575 W. Higgins Road, Suite 600 • Rosemont, Illinois 60018 • (847) 823-0500		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DSGN.</td> <td></td> <td>SCALE:</td> <td>1:12,000</td> </tr> <tr> <td>DWN.</td> <td>DRW</td> <td>AUTHOR:</td> <td>DWALTERS</td> </tr> <tr> <td>CHKD.</td> <td></td> <td>PLOT DATE:</td> <td>2/8/2018</td> </tr> <tr> <td>FILE:</td> <td colspan="3">Plum Grove Rd Classification Map</td> </tr> </table>	DSGN.		SCALE:	1:12,000	DWN.	DRW	AUTHOR:	DWALTERS	CHKD.		PLOT DATE:	2/8/2018	FILE:	Plum Grove Rd Classification Map		
DSGN.		SCALE:	1:12,000															
DWN.	DRW	AUTHOR:	DWALTERS															
CHKD.		PLOT DATE:	2/8/2018															
FILE:	Plum Grove Rd Classification Map																	
		EXH																

EASTERLY AND WESTERLY SPACING OF NEARBY MINOR COLLECTORS



Path: N:\DEERPARK\160491\GIS\EXHIBITS\Plum Grove Rd Classification Map - Distance.mxd

CLIENT:



TITLE:

**PLUM GROVE RD
FUNCTIONAL CLASS MAP**

PROJ. NO. 160491

DATE: 01/23/18

SHEET 1 OF 1

DRAWING NO.

EXH

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600 · Rosemont, Illinois 60018 · (847) 823-0500

DSGN.		SCALE:	1:48,000
DWN.	DRW	AUTHOR:	DWALTERS
CHKD.		PLOT DATE:	2/16/2018
FILE:	Plum Grove Rd Classification Map - Distance		

TRAFFIC COUNTS (PROVIDED BY QUALITY COUNTS, LLC. - 2018

LOCATION: N Plum Grove Rd South of N Rand Rd SPECIFIC LOCATION: N Plum Grove Rd South of N Rand Rd CITY/STATE: Deer Park, IL						QC JOB #: 14610701 DIRECTION: NB DATE: Feb 15 2018 - Feb 15 2018				
Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				1		1			1	
1:00 AM				2		2			2	
2:00 AM				1		1			1	
3:00 AM				1		1			1	
4:00 AM				2		2			2	
5:00 AM				6		6			6	
6:00 AM				12		12			12	
7:00 AM				24		24			24	
8:00 AM				18		18			18	
9:00 AM				20		20			20	
10:00 AM				30		30			30	
11:00 AM				50		50			50	
12:00 PM				47		47			47	
1:00 PM				46		46			46	
2:00 PM				35		35			35	
3:00 PM				38		38			38	
4:00 PM				43		43			43	
5:00 PM				40		40			40	
6:00 PM				40		40			40	
7:00 PM				19		19			19	
8:00 PM				9		9			9	
9:00 PM				6		6			6	
10:00 PM				1		1			1	
11:00 PM				0		0			0	
Day Total				491		491			491	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 50		11:00 AM 50			11:00 AM 50	
PM Peak Volume				12:00 PM 47		12:00 PM 47			12:00 PM 47	
<i>Comments:</i>										

LOCATION: N Plum Grove Rd South of N Rand Rd SPECIFIC LOCATION: N Plum Grove Rd South of N Rand Rd CITY/STATE: Deer Park, IL						QC JOB #: 14610701 DIRECTION: SB DATE: Feb 15 2018 - Feb 15 2018				
Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				1		1			1	
1:00 AM				2		2			2	
2:00 AM				1		1			1	
3:00 AM				1		1			1	
4:00 AM				2		2			2	
5:00 AM				2		2			2	
6:00 AM				8		8			8	
7:00 AM				27		27			27	
8:00 AM				38		38			38	
9:00 AM				37		37			37	
10:00 AM				36		36			36	
11:00 AM				47		47			47	
12:00 PM				60		60			60	
1:00 PM				51		51			51	
2:00 PM				55		55			55	
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4:00 PM				65		65			65	
5:00 PM				41		41			41	
6:00 PM				28		28			28	
7:00 PM				21		21			21	
8:00 PM				18		18			18	
9:00 PM				9		9			9	
10:00 PM				6		6			6	
11:00 PM				3		3			3	
Day Total				609		609			609	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 47		11:00 AM 47			11:00 AM 47	
PM Peak Volume				4:00 PM 65		4:00 PM 65			4:00 PM 65	
<i>Comments:</i>										

LOCATION: N Plum Grove Rd South of N Rand Rd **QC JOB #:** 14610701
SPECIFIC LOCATION: N Plum Grove Rd South of N Rand Rd **DIRECTION:** NB/SB
CITY/STATE: Deer Park, IL **DATE:** Feb 15 2018 - Feb 15 2018

Start Time	Mon	Tue	Wed	Thu 15-Feb-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
1:00 AM				4		4			4	
2:00 AM				2		2			2	
3:00 AM				2		2			2	
4:00 AM				4		4			4	
5:00 AM				8		8			8	
6:00 AM				20		20			20	
7:00 AM				51		51			51	
8:00 AM				56		56			56	
9:00 AM				57		57			57	
10:00 AM				66		66			66	
11:00 AM				97		97			97	
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8:00 PM				27		27			27	
9:00 PM				15		15			15	
10:00 PM				7		7			7	
11:00 PM				3		3			3	
Day Total				1100		1100			1100	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				11:00 AM		11:00 AM			11:00 AM	
Volume				97		97			97	
PM Peak				4:00 PM		4:00 PM			4:00 PM	
Volume				108		108			108	

Comments:

LETTERS OF SUPPORT

February 28, 2018

Lake County Council of Mayors
600 W. Winchester Rd.
Libertyville IL, 60048

Attention: Emily Karry, Planning Liaison

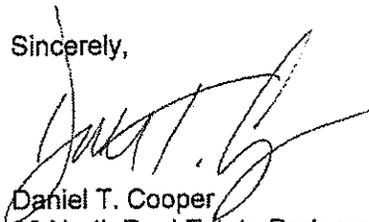
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Daniel T. Cooper
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dcooper@90northgroup.com
(312) 803-6963

cc: Beth McAndrews
Lee M. Fell - CBBEL

HAMILTON PARTNERS, INC.
800 Hart Road
Barrington, Illinois 60010-2630
847.382.6133 Fax: 847.382.6164

March 7, 2018

Lake County Council of Mayors
600 W. Winchester Rd.
Libertyville IL, 60048

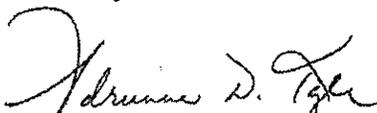
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Sincerely,



Adrienne D. Kyle, RPA FMA
Asset Manager

HAMILTON PARTNERS

:adk

cc: Beth McAndrews
Lee M. Fell - CBBEL

February 27, 2018

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600 W. Winchester Rd.
Libertyville IL, 60048

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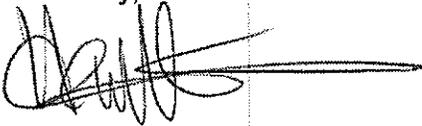
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Functional Classification Revision
N. Plum Grove Rd.

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If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lee M. Fell', with a long horizontal line extending to the right.

Hampton Inn & Suites Chicago Deer Park

cc: Beth McAndrews – Village of Deer Park
Lee M. Fell - CBBEL

From the Village:

The Village of Buffalo Grove is seeking a cost increase for the Thompson Blvd. and Brandywyn Ln. projects (TIP ID#s 10-16-0038 and 10-16-0039) respectively. On January 9th, 2017 at the FHWA/Local Coordination Meeting we requested a design exception to use B-4.12 curb and gutter to appropriately mirror the current profile. B-6.12 could not be utilized due to flat parkways, therefore requiring the roadway to be lowered approximately 4 inches. Due to this exception not being granted and the existing thickness of the roadway not permitting the change, the limits of reconstruction had to be significantly altered.

The requested cost increases are as follows (in terms of STP funds only):

	Thompson Blvd (10-16-0038)	Brandywyn Ln (10-16-0039)
Approved Phase II Eng	\$204,000	\$155,000
Revised Phase II Eng	\$320,000	\$240,000
Additional Phase II Eng Funds Requested	\$116,000	\$85,000
Approved Const & Const Eng	\$3,910,000	\$2,543,000
Revised Approved Const & Const Eng	\$5,725,000	\$3,658,000
Additional Const & Const Eng Funds Requested	\$1,815,000	\$1,115,000

Originally our planned construction schedule was to begin work in 2020 and phase the work over a three year period. The Village may now look to phase the work over a two year period as we explore the new limits of each construction type. We wish to package the work in the most cost effective and convenient manner for the residents.

LCCOM Staff comments:

As discussed at previous Council meetings in January and February 2018, the Lake County Council of Mayors cannot exclusively grant cost increase requests as in the past. During the FY2018-FY2020 STP Transition years, these requests must be sent by the Council to CMAP staff and possibly to the CMAP Council of Mayors Executive Committee. If the Transportation Committee and the Council agree to forward the request to CMAP staff, LCCOM staff will coordinate next steps with the Village and CMAP.

LAKE COUNTY COUNCIL OF MAYORS

RESOLUTION 042618LCC-01 A RESOLUTION OF INTENT AND CONCURRENCE REGARDING THE DISPOSITION OF FY 2019 FEDERAL TRANSPORTATION PLANNING FUNDS AND PROFESSIONAL STAFF ASSISTANCE TO THE LAKE COUNTY COUNCIL OF MAYORS

WHEREAS, the members of the Lake County Council of Mayors are duly elected Local Officials as defined in the Federal Highway Acts of 1970, 1973, 1976; the Surface Transportation Assistance Acts of 1978, and 1982; the Surface Transportation and Uniform Relocation Assistance Act of 1987; the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991; the Transportation Equity Act for the 21st Century (TEA-21) of 1998; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005; the Moving Ahead for Progress in the 21st Century (MAP-21) of 2012; the Fixing Americas Surface Transportation Act (FAST-Act) of 2015; and represent forty-seven (47) municipalities and the County of Lake; and,

WHEREAS, the Lake County Council of Mayors receive an allocation of Federal Transportation Planning Funds to support professional staff assistance to provide effective liaison with the various regional transportation agencies, to provide professional technical assistance to units of local government and to the County of Lake, to develop and administer the annual and multi-year STP programs and to perform transit and planning activities; and,

WHEREAS, the Lake County Council of Mayors is desirous to continue to receive professional transportation planning assistance and requests that the County of Lake by and through the Lake County Division of Transportation, continue to provide said professional transportation planning assistance to the Council of Mayors, as heretofore described; and,

WHEREAS, the Chicago Metropolitan Agency for Planning (hereinafter CMAP) has mandated certain required work tasks to be undertaken to be eligible to receive Federal Transportation Planning Funds; and,

WHEREAS, to accomplish said work tasks in a timely and effective manner the Lake County Division of Transportation is willing to provide said professional and technical assistance to the Lake County Council of Mayors;

NOW, THEREFORE BE IT RESOLVED that the Lake County Council of Mayors hereby agrees to reallocate its FY 2019 Federal Transportation Planning Funds and

make said funds available to the Lake County Division of Transportation to provide the professional and technical transportation assistance to perform such work tasks and responsibilities included in the FY'19 Planning Liaison Scope of Services as may be required by CMAP;

BE IT FURTHER RESOLVED that the Federal Transportation Planning Funds to be used for said professional and technical transportation assistance may be utilized in a manner acceptable to the Lake County Division of Transportation and CMAP to accomplish said required work tasks and responsibilities;

BE IT FURTHER RESOLVED that copies of this resolution be forwarded to the Lake County Director of Transportation/County Engineer and the Executive Director of CMAP to make them aware of the desires and intentions of the Lake County Council of Mayors.

APPROVED AND ADOPTED this 26th Day of April, A.D. 2018.

Leon Rockingham, Jr.
Chair
Lake County Council of Mayors
and
Mayor, City of North Chicago

LAKE COUNTY COUNCIL OF MAYORS

FY '18 STP Program

Municipality =====	Roadway =====	TIP ID# =====	Project Type =====	Total \$ =====	Federal \$ =====	Letting	TIP
<u>Phase II Engineering</u>							
Round Lk Beach	Orchard Lane - Monaville Rd to Rollins Rd	10-15-0010	Eng II	213,201	170,651	11/1/2017	18
Libertyville TWP	Rockland Rd - Des Plaines Riv to St Mary's Rd	10-16-0033	Eng II	333,000	266,400	3/1/2018	18
Libertyville	Rockland Rd - IL 21 to Des Plaines Riv	10-97-0029	Eng II	337,100	269,680	3/1/2018	18
Lake Forest	Everett Road at Waukegan Road	10-17-0016	Eng II	328,726	262,981	5/1/2018	18
Highland Park	Greenbay Rd - Central Ave to Clavey Rd	10-16-0037	Eng II	700,000	560,000	7/1/2018	18
Vernon Hills	Lakeview Pkwy - Center Rd to Fairway Dr.	10-03-0012	Eng II	474,000	379,200	8/1/2018	18
Highland Park	West Park Ave - US 41 to west of Skokie River	10-14-0002	Eng II	75,000	60,000	8/1/2018	MYB
Buffalo Grove	Brandywyn Ln - Deerfield Pkwy to Prairie Rd	10-16-0038	Eng II	155,000	124,000	8/1/2018	18
Buffalo Grove	Thompson Blvd - Arl Hghts Rd to Weiland Rd	10-16-0039	Eng II	204,000	163,200	8/1/2018	18
Long Grove	N. Krueger Road - IL 22 to Gilmer Road	10-15-0024	Eng II	128,000	102,400	9/1/2018	18
Fox Lake	Nippersink BLVD - Oak St to Grand Ave	10-16-0035	Eng II	150,000	120,000	11/1/2018	18
<u>Construction Projects</u>							
Zion	21st Street - Sheridan Rd to Edina Blvd	10-17-0011	Resurface	713,000	570,400	1/19/2018	18
	29th Street - Lewis Avenue to Galilee Avenue						
Hawthorn Woods	Schwerman Rd - Fairfield Rd to Gilmer Rd	10-17-0014	Resurface	594,000	475,200	3/9/2018	18
Lake County	Quentin Road - White Pine to IL 22 (Stage1)	10-96-0005	Add Lanes	25,918,481	20,734,784	4/27/2018	18
Lake County	Quentin Road - White Pine to IL 22 (Stage1)	10-96-0005	Utility Relocation	5,600,000	4,480,000	4/27/2018	18
Libertyville	Golf Road - Butterfield Road to Milwaukee Ave	10-17-0003	Resurface	1,729,700	1,383,760	4/27/2018	18
Fox Lake	Sayton Road - US 12 to Rollins Rd	10-03-0015	Reconstruction	2,821,280	2,053,024	4/27/2018	18
Volo	Volo Village Rd West - Belvidere Rd to Rand Rd	10-17-0005	Resurface	275,000	220,000	6/15/2018	18
Lake Bluff	Moffett Road - Sheridan Rd to Center Ave	10-16-0028	Resurface	1,250,000	1,000,000	6/15/2018	18
Buffalo Grove	Weiland Rd - Lake Cook Rd to Deerfield Pkwy (Stg 2)	10-94-0021	Add Lanes	10,786,660	8,629,328	8/3/2018	18
Round Lk Bch	Orchard Lane - Monaville Rd to Rollins Rd	10-15-0010	Reconstruction	3,090,354	2,472,283	11/9/2018	18
			Total	55,876,502	44,497,291		

LAKE COUNTY COUNCIL OF MAYORS

FY '19 STP Program

Municipality =====	Roadway =====	TIP ID# =====	Project Type =====	Total \$ =====	Federal \$ =====	Letting	
Round Lake Bch	Hook Dr Extension - Rollins Rd to Orchard Lane	10-18-0005	Eng II	389,180	311,344	1/1/2019	MYB
Libertyville	Rockland Rd. - IL 21 to Des Plaines River	10-97-0029	Reconstruction	2,750,000	2,200,000	1/18/2019	MYB
Libertyville TWP	Rockland Rd. - Des Plaines R to St Marys Rd	10-16-0032	Reconstruction	2,750,000	2,120,000	1/18/2019	MYB
North Chicago	14th Street - Green Bay Rd to Jackson	10-99-0116	Reconstruction	15,962,400	12,769,920	1/18/2019	19
Buffalo Grove	Weiland Rd - Deerfield Pkwy to Aptakisic R (Stg 3)	10-94-0021	Add Lanes	13,004,540	10,373,449	1/18/2019	19
Lake Forest	Everett Road at Waukegan Road	10-17-0016	Int Imp	2,518,469	1,932,938	1/18/2019	MYB
Highland Park	Clavey Rd - US 41 to Green Bay Road	10-15-0026	Reconstruction	8,250,000	6,600,000	3/8/2019	MYB
Deerfield	Greenwood Rd - Wilmot Rd to Waukegan Rd	10-17-0004	Recon/Resurface	1,287,000	1,029,600	4/26/2019	MYB
Fox Lake	Grand Ave - Rollins Road to IL 59	10-15-0002	Resurface	1,353,000	1,082,400	6/14/2019	MYB
Long Grove	N. Krueger Road - IL 22 to Gilmer Road	10-15-0024	Reconstruction	1,408,000	1,126,400	8/2/2019	MYB
Fox Lake	Sayton Rd - Industrial Ave to Rand Rd	10-15-0001	Reconstruction	600,000	480,000	8/2/2019	MYB
Fox Lake	Nippersink BLVD - Oak St to Grand Ave	10-16-0035	Reconstruction	1,667,000	1,333,600	11/8/2019	MYB
Grant Township	Fish Lake Rd - Nippersink Rd to IL 120	10-15-0021	Reconstruction	1,500,000	1,200,000	11/8/2019	MYB
Round Lake Bch	Hook Dr Extension - Rollins Rd to Orchard Lane	10-18-0005	Road Extension	4,358,816	3,487,053	11/8/2019	MYB
Total				57,798,405	46,046,704		

LAKE COUNTY COUNCIL OF MAYORS

FY '20 STP Program

Municipality =====	Roadway =====	TIP ID# =====	Project Type =====	Total \$ =====	Federal \$ =====	Letting	
Highland Park	West Park Ave - US 41 to west of Skokie River	10-14-0002	Resurface	862,000	690,000	1/1/2020	MYB
Vernon Hills	Lakeview Pkwy - Center Rd to Fairway Dr.	10-03-0012	Intersection Imp.	5,100,000	4,040,800	1/1/2020	MYB
Highland Park	Green Bay Road - Central Ave to Clavey Rd	10-16-0037	Reconstruction	11,560,000	9,248,000	1/1/2020	MYB
Buffalo Grove	Brandywyn Ln - Deerfield Pkwy to Prairie Rd	10-16-0038	Recon/Resurface	2,543,000	2,034,400	1/1/2020	MYB
Buffalo Grove	Thompson Blvd - Arl Hgts Rd to Weiland Rd	10-16-0039	Recon/Resurface	3,910,000	3,128,000	1/1/2020	MYB
Round Lake Bch	Hook Drive - Orchard Lane to Rollins Road	10-18-0007	Resurfacing	1,182,879	946,303	1/1/2020	MYB
Long Grove	Cuba Road - S. Krueger Rd to Old McHenry Rd	10-15-0025	Reconstruction	1,685,591	1,348,473	8/1/2020	MYB
Total				26,843,470	21,435,976		
FFY18-20 Totals				140,518,377	111,979,971		

STP Active Program Management:

Initial Policy Framework for STP
PSC Discussion

March 28, 2018

Today's goals

- **Review agreement provisions**
- **Review issues & options**
- **Discuss draft policy framework**
- **Determine next steps in policy development**

Review: Agreement Provisions

- **“The Council and City agree to use a uniform active program management system for the shared fund and local distributions to ensure projects are obligated in a timely manner...”**
- **“The active program management system will be developed in coordination with CMAP staff and agreed upon by the Shared Fund Project Selection Committee... and will contain, at a minimum:**
 - a. deadlines for projects to be initiated;
 - b. deadlines for project phases to be obligated;
 - c. grace periods for local reprogramming of funds;
 - d. policies for project and phase eligibility; and
 - e. policies for re-distribution of unobligated funds.”

Review: Issues & Options

ISSUES

- Projects don't start on time
- Lagging projects or phases
- Agreement delays
- Funds are “reserved” for projects that are delayed
- ROW delays can be significant and are not controlled by sponsor
- Changing local priorities/politics
- Lack of awareness of project status by decision/policy makers
- Early phases using local funds make construction “come out of nowhere”
- Balance keeping funding local vs. replenishing the shared fund

OPTIONS

- Realistic programming
- Project sunsets
- Frequent status updates
- Active reprogramming
- Regular and uniform calls for projects
- Standardized implementation procedures

Overview

- **Proposal applies to Local Programs (Councils and CDOT) and the Shared Fund**
- **Four components:**
 - Program Development
 - Project Management
 - Program Management
 - Additional Provisions

Proposal: Program Development

- **Calls for Projects**
- **Active Programs**
- **Contingency Programs**

Proposal: Program Development Calls for Projects

- **Uniform schedule, every 2 years**
 - Consistency
 - Transparency
 - Ability to “plan ahead”
- **Calls open in January and close in March**
- **2 - 3 months for staff review and ranking**
- **2 – 3 months for committee debate & public comment**
- **Final programs submitted as TIP amendment for MPO approval in October**

Proposal: Program Development

Active Programs

- **Fiscally constrained, five-year program**
- **“Current Year” and four “Out Years”**
- **Current Year – Subject to Obligation Deadlines**
- **Out Years – No Deadlines**
- **Projects expire only due to inactivity, as long as sponsor commitment continues**

Proposal: Program Development Contingency Programs

- Ranked projects from regular calls
- Sponsors committed to keeping active
- Not a guarantee of future funding
- Expire with each subsequent call for projects

Proposal: Project Management

- Training
- Designated Project Managers
- Status Updates

Proposal: Project Management Training

- Suggested by stakeholders
- CMAP in partnership with FHWA, IDOT, and Councils
- Requirements at discretion of each Council, CDOT, and STP PSC

Proposal: Project Management

Designated Project Managers

- **Technical Project Manager**
- **Financial Project Manager**
- **Consultant Project Manager (if applicable)**

Proposal: Project Management Status Updates

- **Milestone based (estimated/actual dates)**
- **Central, online reporting**
 - Convenient
 - Accessible to implementation stakeholders
 - Identify regional patterns to address or adjust expectations
- **Quarterly, at a minimum**

Proposal: Program Management

- **Obligation Deadlines**

- Options for current year delays, including extensions

- **Active Reprogramming**

- Alternatives for current year reprogramming
- Out year reprogramming
- Each call for projects

- **Carryover Limitations and Redistribution of Unobligated Funding**

Proposal: Program Management

Obligation Deadlines

- **Project phases in the current FFY must obligate funds (start the phase) by 9/30**
- **Milestones to meet in order to reach obligation**
 - agreements and pre-final plans
- **Use status updates to identify delay risk in early spring**
- **Sponsor chooses a course of action, based on risk**
 - Request an extension
 - Move from active to contingency program
 - Proceed at their own risk

Proposal: Program Management

Active Reprogramming

- **Can occur at any time, with publication of revised active and contingency programs**
- **Can occur as part of a call for projects**
- **Current year funds can be actively reprogrammed for:**
 - Cost changes for programmed or already obligated phases
 - Accelerating phases programmed in out years of the active program that are ready to obligate
 - Accelerating phases included in the contingency program that are ready to obligate
- **Out year reprogramming subject only to maintaining fiscal constraint**

Proposal: Program Management

Carryover Limitations & Redistribution of Unobligated Funding

- No more than the annual allotment can be carried over at the end of each FFY
 - Carryover can be from:
 - Obligation Remainders
 - Funds programmed for a project(s) granted an extension
 - Carryover cannot be from:
 - Unprogrammed funds
 - Projects that proceeded at their own risk
- Unobligated funds not carried over will be redistributed to the shared fund for immediate use

Proposal: Additional Provisions

- **Grant Accountability and Transparency Act (GATA)**
- **Qualifications Based Selection (QBS)**
- **Assistance for Disadvantaged Communities**
- **Methodology Considerations**
 - Points for project readiness/current status
 - Pavement Management System provisions
 - Minimum scoring to receive funding
- **Special Provisions for Initial Calls for Projects**
 - Grandfathering existing projects



Proposal: Calls for Projects

(see handout 1)

■ Uniform schedule

- Consistency
- Transparency
- Ability to “Plan Ahead”

	Shared Fund	Council Programs	CDOT Programs
Call for Projects Issued	January 2019	January 2020	n/a - internal
Project Applications Due	March 2019	March 2020	n/a - internal
Project evaluation and ranking	April – August 2019	April – August 2020	April – August 2020
Staff recommended active and contingency programs published for review	CMAP staff and the STP Project Selection Committee	Council staff and Council Committees	CDOT staff and internal CDOT committee(s)
Committee reviews			
Public Comment			
Committee approvals of final active program for inclusion in the CMAP TIP and final contingency program			
CMAP TIP Amendment (excluding contingency projects, and projects requiring conformity analysis) considered			
Final Approval of TIP Amendment	October 2019 MPO Policy Committee	October 2020 MPO Policy Committee	October 2020 MPO Policy Committee
<i>If needed:</i> Semi-annual conformity analysis release for public comment	January 2020 CMAP Transportation Committee	January 2021 CMAP Transportation Committee	January 2021 CMAP Transportation Committee
<i>If needed:</i> Approval of semi-annual conformity analysis	March 2020 MPO Policy Committee	March 2021 MPO Policy Committee	March 2021 MPO Policy Committee

Proposal: Active Programs

- **Fiscally constrained, five-year program**
 - Year 1 = “Current Year”
 - Years 2 – 5 = “Out Years”
- **Included in TIP**
- **Current Year – Subject to Obligation Deadlines**
- **Out Years – No Deadlines**
- **Out Years - Projects expire only due to inactivity, as long as sponsor commitment continues via:**
 - Project(s) included in an adopted Capital Improvements Program (CIP)
 - Resolution of Village Board/City Council
 - Letter from highest official (mayor/manager/commissioner)

Proposal: Contingency Programs

- **A mechanism for “over programming” or “building a pipeline”**
 - Next highest ranked projects that couldn’t be funded due to constraint
 - Sponsors committed to keeping projects active
- **Not a guarantee of future funding**
 - Expires with each subsequent call for projects
 - Could receive points for completed/in-progress phases, but no “automatic” reprogramming from contingency to active

Sample: Project Ranking

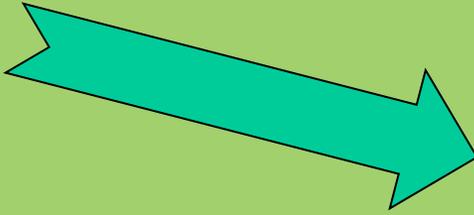
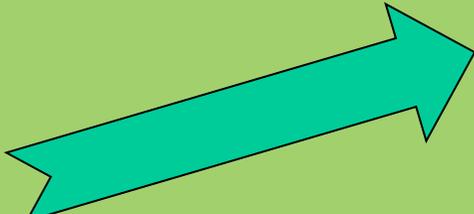
(see handout 2)

SAMPLE							
FFY 21-25 Surface Transportation Program (STP) Call for Projects							
Project Ranking							
Projects	Phase	Sponsor	FFY	Total Cost	STP Request	Points	Rank
Project 1	E1	Sponsor E	2019	\$ 285,000	Local	98	1
Project 1	E2	Sponsor E	2021	\$ 285,000	Local	98	1
Project 1	CON/CE	Sponsor E	2022	\$ 3,563,000	\$ 2,850,000	98	1
Project 2	E1	Sponsor G	2023	\$ 250,000	\$ 200,000	95	2
Project 2	E2	Sponsor G	2024	\$ 250,000	\$ 200,000	95	2
Project 2	CON/CE	Sponsor G	2025	\$ 2,500,000	\$ 2,000,000	95	2
Project 3	E1	Sponsor C	2018	\$ 400,000	Local	90	3
Project 3	E2	Sponsor C	2021	\$ 480,000	\$ 360,000	90	3
Project 3	ROW	Sponsor C	2019	\$ 2,000,000	Local	90	3
Project 3	CON/CE	Sponsor C	2021	\$ 4,800,000	\$ 3,600,000	90	3
Project 4	E1	Sponsor D	2017	\$ 118,546	\$ 94,837	88	4
Project 4	E2	Sponsor D	2019	\$ 115,000	Local	88	4
Project 4	CON/CE	Sponsor D	2021	\$ 1,536,800	\$ 1,150,000	88	4
Project 5	E1	Sponsor A	2019	\$ 580,000	Local	87	5
Project 5	E2	Sponsor A	2021	\$ 954,000	\$ 690,000	87	5
Project 5	ROW	Sponsor A	2022	\$ 324,000	\$ 250,000	87	5
Project 5	CON/CE	Sponsor A	2023	\$ 5,874,000	\$ 4,699,200	87	5
Project 6	E1	Sponsor A	2018	\$ 208,550	Local	85	6
Project 6	E2	Sponsor A	2020	\$ 210,000	Local	85	6
Project 6	CON/CE	Sponsor A	2021	\$ 2,625,000	\$ 2,100,000	85	6
Project 7	E1	Sponsor C	2020	\$ 200,000	Local	70	7
Project 7	E2	Sponsor C	2021	\$ 200,000	Local	70	7
Project 7	CON/CE	Sponsor C	2022	\$ 2,475,000	\$ 1,900,000	70	7
Project 8	E1	Sponsor B	2018	\$ 79,850	Local	65	8
Project 8	E2	Sponsor B	2019	\$ 80,000	Local	65	8
Project 8	CON/CE	Sponsor B	2021	\$ 1,347,800	\$ 700,000	65	8
Project 9	E1	Sponsor H	2020	\$ 180,000	Local	62	9
Project 9	E2	Sponsor H	2021	\$ 187,500	\$ 150,000	62	9
Project 9	ROW	Sponsor H	2022	\$ 1,000,000	\$ 800,000	62	9
Project 9	CON/CE	Sponsor H	2023	\$ 1,875,000	\$ 1,500,000	62	9
Project 10	E1	Sponsor K	2021	\$ 180,000	Local	61	10
Project 10	E2	Sponsor K	2022	\$ 180,000	Local	61	10
Project 10	CON/CE	Sponsor K	2023	\$ 2,250,000	\$ 1,800,000	61	10
Project 11	E1	Sponsor I	2023	\$ 625,000	\$ 500,000	60	11
Project 12	E1	Sponsor J	2019	\$ 400,000	Local	58	12
Project 12	E2	Sponsor J	2020	\$ 400,000	Local	58	12
Project 12	ROW	Sponsor J	2021	\$ 3,200,000	Local	58	12
Project 12	CON/CE	Sponsor J	2023	\$ 5,000,000	\$ 4,000,000	58	12
Project 13	E1	Sponsor B	2021	\$ 1,000,000	\$ 800,000	55	13
Project 14	E1	Sponsor C	2021	\$ 500,000	\$ 400,000	48	14
Project 14	E2	Sponsor C	2022	\$ 500,000	\$ 400,000	48	14
Project 14	CON/CE	Sponsor C	2023	\$ 5,000,000	\$ 4,000,000	48	14
Project 15	E1	Sponsor C	2024	\$ 800,000	\$ 640,000	47	15
Project 15	E2	Sponsor C	2025	\$ 800,000	\$ 640,000	47	15
Project 15	CON/CE	Sponsor C	2026	\$ 5,000,000	\$ 4,000,000	47	15
Project 16	E1	Sponsor J	2022	\$ 400,000	Local	45	16
Project 16	E2	Sponsor J	2023	\$ 400,000	Local	45	16
Project 16	ROW	Sponsor J	2023	\$ 3,200,000	Local	45	16
Project 16	CON/CE	Sponsor J	2024	\$ 5,000,000	\$ 4,000,000	45	16
Project 17	CON/CE	Sponsor K	2025	\$ 3,000,000	\$ 2,350,000	40	17

Sample: Ranking Sorted

(see handout 3)

SAMPLE							
FFY 21-25 Surface Transportation Program (STP) Call for Projects							
Project Ranking							
Projects	Phase	Sponsor	FFY	Total Cost	STP Request	Points	Rank
Project 1	E1	Sponsor E	2019	\$ 285,000		Local 98	1
Project 1	E2	Sponsor E	2021	\$ 285,000		Local 98	1
Project 1	CON/CE	Sponsor E	2022	\$ 3,563,000	\$ 2,850,000	98	1
Project 2	E1	Sponsor G	2023	\$ 250,000	\$ 200,000	95	2
Project 2	E2	Sponsor G	2024	\$ 250,000	\$ 200,000	95	2
Project 2	CON/CE	Sponsor G	2025	\$ 2,500,000	\$ 2,000,000	95	2
Project 3	E1	Sponsor C	2018	\$ 400,000		Local 90	3
Project 3	E2	Sponsor C	2021	\$ 480,000	\$ 360,000	90	3
Project 3	ROW	Sponsor C	2019	\$ 2,000,000		Local 90	3
Project 3	CON/CE	Sponsor C	2021	\$ 4,800,000	\$ 3,600,000	90	3
Project 4	E1	Sponsor D	2017	\$ 118,546	\$ 94,837	88	4
Project 4	E2	Sponsor D	2019	\$ 115,000		Local 88	4
Project 4	CON/CE	Sponsor D	2021	\$ 1,536,800	\$ 1,150,000	88	4
Project 5	E1	Sponsor A	2019	\$ 580,000		Local 87	5
Project 5	E2	Sponsor A	2021	\$ 954,000	\$ 690,000	87	5
Project 5	ROW	Sponsor A	2022	\$ 324,000	\$ 250,000	87	5
Project 5	CON/CE	Sponsor A	2023	\$ 5,874,000	\$ 4,699,200	87	5
Project 6	E1	Sponsor A	2018	\$ 208,550		Local 85	6
Project 6	E2	Sponsor A	2020	\$ 210,000		Local 85	6
Project 6	CON/CE	Sponsor A	2021	\$ 2,625,000	\$ 2,100,000	85	6
Project 7	E1	Sponsor C	2020	\$ 200,000		Local 70	7
Project 7	E2	Sponsor C	2021	\$ 200,000		Local 70	7
Project 7	CON/CE	Sponsor C	2022	\$ 2,475,000	\$ 1,900,000	70	7
Project 8	E1	Sponsor B	2018	\$ 79,850		Local 65	8
Project 8	E2	Sponsor B	2019	\$ 80,000		Local 65	8
Project 8	CON/CE	Sponsor B	2021	\$ 1,347,800	\$ 700,000	65	8
Project 9	E1	Sponsor H	2020	\$ 180,000		Local 62	9
Project 9	E2	Sponsor H	2021	\$ 187,500	\$ 150,000	62	9
Project 9	ROW	Sponsor H	2022	\$ 1,000,000	\$ 800,000	62	9
Project 9	CON/CE	Sponsor H	2023	\$ 1,875,000	\$ 1,500,000	62	9
Project 10	E1	Sponsor K	2021	\$ 180,000		Local 61	10
Project 10	E2	Sponsor K	2022	\$ 180,000		Local 61	10
Project 10	CON/CE	Sponsor K	2023	\$ 2,250,000	\$ 1,800,000	61	10
Project 11	E1	Sponsor I	2023	\$ 625,000	\$ 500,000	60	11
Project 12	E1	Sponsor J	2019	\$ 400,000		Local 58	12
Project 12	E2	Sponsor J	2020	\$ 400,000		Local 58	12
Project 12	ROW	Sponsor J	2021	\$ 3,200,000		Local 58	12
Project 12	CON/CE	Sponsor J	2023	\$ 5,000,000	\$ 4,000,000	58	12
Project 13	E1	Sponsor B	2021	\$ 1,000,000	\$ 800,000	55	13
Project 14	E1	Sponsor C	2021	\$ 500,000	\$ 400,000	48	14
Project 14	E2	Sponsor C	2022	\$ 500,000	\$ 400,000	48	14
Project 14	CON/CE	Sponsor C	2023	\$ 5,000,000	\$ 4,000,000	48	14
Project 15	E1	Sponsor C	2024	\$ 800,000	\$ 640,000	47	15
Project 15	E2	Sponsor C	2025	\$ 800,000	\$ 640,000	47	15
Project 15	CON/CE	Sponsor C	2026	\$ 5,000,000	\$ 4,000,000	47	15
Project 16	E1	Sponsor J	2022	\$ 400,000		Local 45	16
Project 16	E2	Sponsor J	2023	\$ 400,000		Local 45	16
Project 16	ROW	Sponsor J	2023	\$ 3,200,000		Local 45	16
Project 16	CON/CE	Sponsor J	2024	\$ 5,000,000	\$ 4,000,000	45	16
Project 17	CON/CE	Sponsor K	2025	\$ 3,000,000	\$ 2,350,000	40	17



Group by requested FFY

SAMPLE							
FFY 21-25 Surface Transportation Program (STP) Call for Projects							
Project Ranking							
Projects	Phase	Sponsor	FFY	Total Cost	STP Request	Cumulative	Rank
<u>FFY 2021</u>							
Project 3	E2	Sponsor C	2021	\$ 480,000	\$ 360,000	\$ 360,000	3
Project 4	CON/CE	Sponsor D	2021	\$ 1,536,800	\$ 1,150,000	\$ 1,510,000	4
Project 5	E2	Sponsor A	2021	\$ 954,000	\$ 690,000	\$ 2,200,000	5
Project 6	CON/CE	Sponsor A	2021	\$ 2,625,000	\$ 2,100,000	\$ 4,300,000	6
Project 8	CON/CE	Sponsor B	2021	\$ 1,347,800	\$ 700,000	\$ 5,000,000	8
Project 9	E2	Sponsor H	2021	\$ 187,500	\$ 150,000	\$ 5,150,000	9
Project 13	E1	Sponsor B	2021	\$ 1,000,000	\$ 800,000	\$ 5,950,000	13
Project 14	E1	Sponsor C	2021	\$ 500,000	\$ 400,000	\$ 6,350,000	14
<u>FFY 2022</u>							
Project 1	CON/CE	Sponsor E	2022	\$ 3,563,000	\$ 2,850,000	\$ 2,850,000	1
Project 3	CON/CE	Sponsor C	2022	\$ 4,800,000	\$ 2,000,000	\$ 4,850,000	3
Project 5	ROW	Sponsor A	2022	\$ 324,000	\$ 250,000	\$ 5,100,000	5
Project 7	CON/CE	Sponsor C	2022	\$ 2,475,000	\$ 1,900,000	\$ 7,000,000	7
Project 9	ROW	Sponsor H	2022	\$ 1,000,000	\$ 800,000	\$ 7,800,000	9
Project 14	E2	Sponsor C	2022	\$ 500,000	\$ 400,000	\$ 8,200,000	14
<u>FFY 2023</u>							
Project 2	E1	Sponsor G	2023	\$ 250,000	\$ 200,000	\$ 200,000	2
Project 5	CON/CE	Sponsor A	2023	\$ 5,874,000	\$ 4,699,200	\$ 4,899,200	5
Project 9	CON/CE	Sponsor H	2023	\$ 1,875,000	\$ 1,500,000	\$ 6,399,200	9
Project 10	CON/CE	Sponsor K	2023	\$ 2,250,000	\$ 1,800,000	\$ 8,199,200	10
Project 11	E1	Sponsor I	2023	\$ 625,000	\$ 500,000	\$ 8,699,200	11
Project 12	CON/CE	Sponsor J	2023	\$ 5,000,000	\$ 4,000,000	\$ 12,699,200	12
Project 14	CON/CE	Sponsor C	2023	\$ 5,000,000	\$ 4,000,000	\$ 16,699,200	14
<u>FFY 2024</u>							
Project 2	E2	Sponsor G	2024	\$ 250,000	\$ 200,000	\$ 200,000	2
Project 15	E1	Sponsor C	2024	\$ 800,000	\$ 640,000	\$ 840,000	15
Project 16	CON/CE	Sponsor J	2024	\$ 5,000,000	\$ 4,000,000	\$ 4,840,000	16
<u>FFY 2025</u>							
Project 2	CON/CE	Sponsor G	2025	\$ 2,500,000	\$ 2,000,000	\$ 2,000,000	2
Project 15	E2	Sponsor C	2025	\$ 800,000	\$ 640,000	\$ 2,640,000	15
Project 17	E2	Sponsor K	2025	\$ 3,000,000	\$ 2,350,000	\$ 4,990,000	17
<u>Beyond Program Years</u>							
Project 15	CON/CE	Sponsor C	2026	\$ 5,000,000	\$ 4,000,000	\$ 4,000,000	15

Sample: Apply marks

(see handout 4)

- If \$5M per year: highlighted phases make up Active Program
- Remaining projects are Contingency Program candidates

SAMPLE							
FFY 21-25 Surface Transportation Program (STP) Call for Projects							
Project Ranking							
Projects	Phase	Sponsor	FFY	Total Cost	STP Request	Cumulative	Rank
<u>FFY 2021</u>							
Project 3	E2	Sponsor C	2021	\$ 480,000	\$ 360,000	\$ 360,000	3
Project 4	CON/CE	Sponsor D	2021	\$ 1,536,800	\$ 1,150,000	\$ 1,510,000	4
Project 5	E2	Sponsor A	2021	\$ 954,000	\$ 690,000	\$ 2,200,000	5
Project 6	CON/CE	Sponsor A	2021	\$ 2,625,000	\$ 2,100,000	\$ 4,300,000	6
Project 8	CON/CE	Sponsor B	2021	\$ 1,347,800	\$ 700,000	\$ 5,000,000	8
Project 9	E2	Sponsor H	2021	\$ 187,500	\$ 150,000	\$ 5,150,000	9
Project 13	E1	Sponsor B	2021	\$ 1,000,000	\$ 800,000	\$ 5,950,000	13
Project 14	E1	Sponsor C	2021	\$ 500,000	\$ 400,000	\$ 6,350,000	14
<u>FFY 2022</u>							
Project 1	CON/CE	Sponsor E	2022	\$ 3,563,000	\$ 2,850,000	\$ 2,850,000	1
Project 3	CON/CE	Sponsor C	2022	\$ 4,800,000	\$ 2,000,000	\$ 4,850,000	3
Project 5	ROW	Sponsor A	2022	\$ 324,000	\$ 250,000	\$ 5,100,000	5
Project 7	CON/CE	Sponsor C	2022	\$ 2,475,000	\$ 1,900,000	\$ 7,000,000	7
Project 9	ROW	Sponsor H	2022	\$ 1,000,000	\$ 800,000	\$ 7,800,000	9
Project 14	E2	Sponsor C	2022	\$ 500,000	\$ 400,000	\$ 8,200,000	14
<u>FFY 2023</u>							
Project 2	E1	Sponsor G	2023	\$ 250,000	\$ 200,000	\$ 200,000	2
Project 5	CON/CE	Sponsor A	2023	\$ 5,874,000	\$ 4,699,200	\$ 4,899,200	5
Project 9	CON/CE	Sponsor H	2023	\$ 1,875,000	\$ 1,500,000	\$ 6,399,200	9
Project 10	CON/CE	Sponsor K	2023	\$ 2,250,000	\$ 1,800,000	\$ 8,199,200	10
Project 11	E1	Sponsor I	2023	\$ 625,000	\$ 500,000	\$ 8,699,200	11
Project 12	CON/CE	Sponsor J	2023	\$ 5,000,000	\$ 4,000,000	\$ 12,699,200	12
Project 14	CON/CE	Sponsor C	2023	\$ 5,000,000	\$ 4,000,000	\$ 16,699,200	14
<u>FFY 2024</u>							
Project 2	E2	Sponsor G	2024	\$ 250,000	\$ 200,000	\$ 200,000	2
Project 15	E1	Sponsor C	2024	\$ 800,000	\$ 640,000	\$ 840,000	15
Project 16	CON/CE	Sponsor J	2024	\$ 5,000,000	\$ 4,000,000	\$ 4,840,000	16
<u>FFY 2025</u>							
Project 2	CON/CE	Sponsor G	2025	\$ 2,500,000	\$ 2,000,000	\$ 2,000,000	2
Project 15	E2	Sponsor C	2025	\$ 800,000	\$ 640,000	\$ 2,640,000	15
Project 17	E2	Sponsor K	2025	\$ 3,000,000	\$ 2,350,000	\$ 4,990,000	17
<u>Beyond Program Years</u>							
Project 15	CON/CE	Sponsor C	2026	\$ 5,000,000	\$ 4,000,000	\$ 4,000,000	15

Sample: Active Program

(see handout 4)

SAMPLE FFY 21-25 Surface Transportation Program (STP) Call for Projects Project Ranking							
Projects	Phase	Sponsor	FFY	Total Cost	STP Request	Cumulative	Rank
FFY 2021							
Project 3	E2	Sponsor C	2021	\$ 480,000	\$ 360,000	\$ 360,000	3
Project 4	CON/CE	Sponsor D	2021	\$ 1,536,800	\$ 1,150,000	\$ 1,510,000	4
Project 5	E2	Sponsor A	2021	\$ 954,000	\$ 690,000	\$ 2,200,000	5
Project 6	CON/CE	Sponsor A	2021	\$ 2,625,000	\$ 2,100,000	\$ 4,300,000	6
Project 8	CON/CE	Sponsor B	2021	\$ 1,347,800	\$ 700,000	\$ 5,000,000	8
Project 9	E2	Sponsor H	2021	\$ 187,500	\$ 150,000	\$ 5,150,000	9
Project 13	E1	Sponsor B	2021	\$ 1,000,000	\$ 800,000	\$ 5,950,000	13
Project 14	E1	Sponsor C	2021	\$ 500,000	\$ 400,000	\$ 6,350,000	14
FFY 2022							
Project 1	CON/CE	Sponsor E	2022	\$ 3,563,000	\$ 2,850,000	\$ 2,850,000	1
Project 3	CON/CE	Sponsor C	2022	\$ 4,800,000	\$ 2,000,000	\$ 4,850,000	3
Project 5	ROW	Sponsor A	2022	\$ 324,000	\$ 250,000	\$ 5,100,000	5
Project 7	CON/CE	Sponsor C	2022	\$ 2,475,000	\$ 1,900,000	\$ 7,000,000	7
Project 9	ROW	Sponsor H	2022	\$ 1,000,000	\$ 800,000	\$ 7,800,000	9
Project 14	E2	Sponsor C	2022	\$ 500,000	\$ 400,000	\$ 8,200,000	14
FFY 2023							
Project 2	E1	Sponsor G	2023	\$ 250,000	\$ 200,000	\$ 200,000	2
Project 5	CON/CE	Sponsor A	2023	\$ 5,874,000	\$ 4,699,200	\$ 4,899,200	5
Project 9	CON/CE	Sponsor H	2023	\$ 1,875,000	\$ 1,500,000	\$ 6,399,200	9
Project 10	CON/CE	Sponsor K	2023	\$ 2,250,000	\$ 1,800,000	\$ 8,199,200	10
Project 11	E1	Sponsor I	2023	\$ 625,000	\$ 500,000	\$ 8,699,200	11
Project 12	CON/CE	Sponsor J	2023	\$ 5,000,000	\$ 4,000,000	\$ 12,699,200	12
Project 14	CON/CE	Sponsor C	2023	\$ 5,000,000	\$ 4,000,000	\$ 16,699,200	14
FFY 2024							
Project 2	E2	Sponsor G	2024	\$ 250,000	\$ 200,000	\$ 200,000	2
Project 15	E1	Sponsor C	2024	\$ 800,000	\$ 640,000	\$ 840,000	15
Project 16	CON/CE	Sponsor J	2024	\$ 5,000,000	\$ 4,000,000	\$ 4,840,000	16
FFY 2025							
Project 2	CON/CE	Sponsor G	2025	\$ 2,500,000	\$ 2,000,000	\$ 2,000,000	2
Project 15	E2	Sponsor C	2025	\$ 800,000	\$ 640,000	\$ 2,640,000	15
Project 17	E2	Sponsor K	2025	\$ 3,000,000	\$ 2,350,000	\$ 4,990,000	17
Beyond Program Years							
Project 15	CON/CE	Sponsor C	2026	\$ 5,000,000	\$ 4,000,000	\$ 4,000,000	15



Sort by target date

SAMPLE FFY 21-25 Surface Transportation Program (STP) Program Active Program - October 2020							
Federal Fiscal Year 21 Oct 1, 2020 - Sept 30, 2021				FFY21 Estimated Mark		\$ 5,000,000	
				FFY20 Carryover		+ \$ -	
				FFY21 Estimated Balance		\$ 5,000,000	
FFY21 Projects							
	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>	<u>Total Cost</u>	<u>Pgm STP</u>	<u>Notes</u>	
Project 6	CON/CE	Sponsor A	3/1/2021	\$ 2,625,000	\$ 2,100,000	Ob Deadline: 9/30/21	
Project 8	CON/CE	Sponsor B	4/1/2021	\$ 1,347,800	\$ 700,000	Ob Deadline: 9/30/21	
Project 3	E2	Sponsor C	6/1/2021	\$ 480,000	\$ 360,000	Ob Deadline: 9/30/21	
Project 4	CON/CE	Sponsor D	6/1/2021	\$ 1,536,800	\$ 1,150,000	Ob Deadline: 9/30/21	
Project 5	E2	Sponsor A	8/1/2021	\$ 954,000	\$ 690,000	Ob Deadline: 9/30/21	
				Total FFY21 Program	\$ 6,943,600	\$ 5,000,000	
				FFY21 Unprogrammed Balance	\$ -		
Federal Fiscal Year 22 Oct 1, 2021 - Sept 30, 2022				FFY22 Estimated Mark		\$ 5,000,000	
				FFY21 Carryover		+ \$ -	
				FFY22 Estimated Balance		\$ 5,000,000	
FFY22 Projects							
	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>	<u>Total Cost</u>	<u>Pgm STP</u>	<u>Notes</u>	
Project 5	ROW	Sponsor A	11/1/2021	\$ 324,000	\$ 250,000		
Project 1	CON/CE	Sponsor E	1/1/2022	\$ 3,563,000	\$ 2,850,000		
Project 3	CON/CE	Sponsor C	6/1/2022	\$ 4,800,000	\$ 1,900,000	Req. \$2M - constrained	
				Total FFY22 Program	\$ 8,687,000	\$ 5,000,000	
				FFY22 Unprogrammed Balance	\$ -		



Proposal: Project Management

- Training
- Designated Project Managers
- Status Updates

Proposal: Training

- **Suggested by stakeholders**
- **CMAP in partnership with FHWA, IDOT, and Councils**
- **Requirements at discretion of each Council, CDOT, and STP PSC**

Proposal: Designated Project Managers

■ **Technical Project Manager**

- Public Works Director, Village Engineer, City Manager, or similar
- Responsible for overseeing project implementation and communicating project information

■ **Financial Project Manager**

- Budget/Finance Director, Clerk, Village Administrator, or similar
- Responsible for ensuring required match is budgeted and available and communicating project information

■ **Consultant Project Manager (if applicable)**

- Responsible for completing and communicating implementation to other managers and stakeholders

■ **Formally designated**

■ **Responsible for timely and accurate status updates**

■ **Points of contact for stakeholders**

■ **Familiar with federal and state processes**

Proposal: Status Updates

- **Milestone based (estimated/actual dates)**
- **Central, online reporting**
- **Quarterly (Dec, Mar, Jun, Sep), at a minimum**
 - More frequent at discretion of selecting bodies
 - No penalty for voluntarily submitting more often
- **Required throughout life of projects, regardless of phase(s) funded with STP**
- **Missing updates affects programming status**
 - Reporting “no changes” will not be considered missing a required update

	If required updates are not submitted...
Projects with any phase programmed in the current FFY	The project phase, and all subsequent phases, will be moved from the active program to the contingency program.
Projects with any phase(s) programmed in an out year (years 2 – 5)	The project phase, and all subsequent phases, will be removed from the active program. Out year projects removed will not be placed in the contingency program, and must re-apply for funding during the next CFP.
Contingency projects	The project phase, and all subsequent phases, will be removed from the contingency program, and must re-apply for funding during the next CFP.

(see handout 6)



Proposal: Program Management

- **Obligation Deadlines**

- Options for current year delays, including extensions

- **Active Reprogramming**

- Alternatives for current year reprogramming
- Out year reprogramming
- Each call for projects

- **Carryover Limitations and Redistribution of Unobligated Funding**

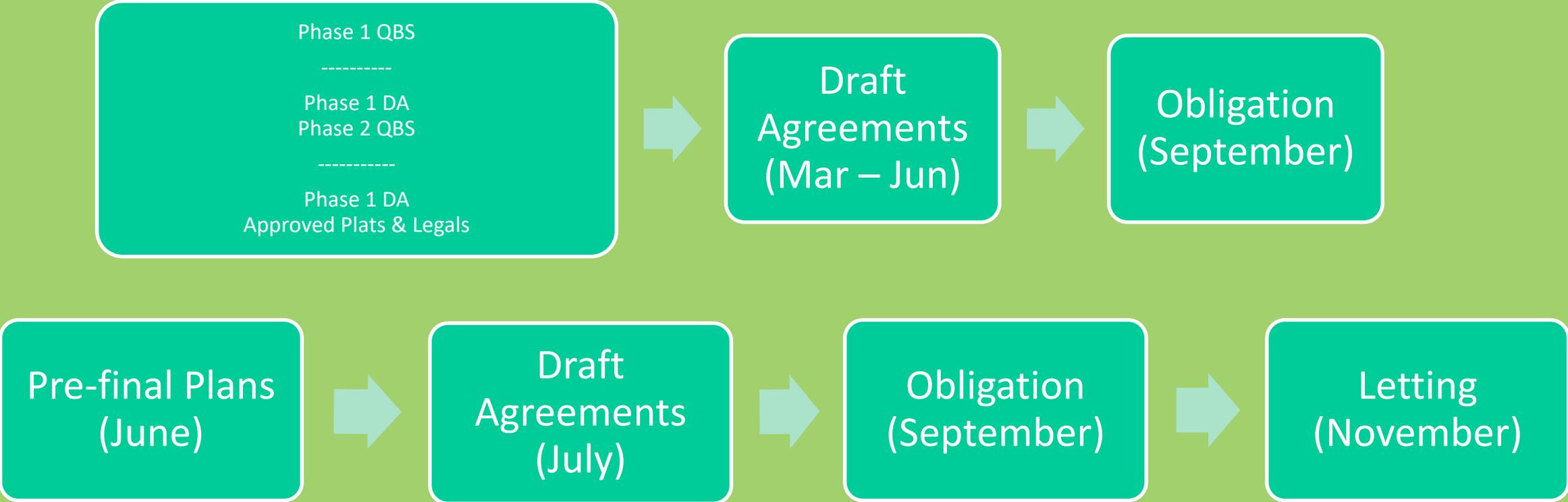
Proposal: Obligation Deadlines

What is an obligation?

- **Obligations occur when IDOT requests federal funds for a project**
- **Requests follow execution of funding agreements**
- **Obligation occurs at the beginning of each phase**
- **Obligations can be delayed by:**
 - Delayed completion of previous phases
 - Missing requirements: Consultants selected via QBS (Eng), approved “plats and legals” (ROW), etc.
 - Delay in executing funding agreements

Proposal: Obligation Deadlines

- Project phases in the current FFY must obligate funds by 9/30
- Milestones to meet in order to reach obligation



Proposal: Obligation Deadlines

- **Use status updates to identify delay risk in early Spring**
- **Sponsor chooses a course of action, based on risk**
 - Request an extension
 - Move from active to contingency program
 - Proceed at their own risk

Proposal: Obligation Deadlines

Extensions

- **Phase 1 or Phase 2 Engineering or Right of Way: 3 months (to Dec 31)**
- **Construction: 6 months (to the date associated with the April state letting)**
- **Must request by TBD date in April**
- **Selecting body staff decides, based on ability to meet extended deadline**
- **If request denied, can appeal or select other options**
- **If approved, programmed funds will be carried over (subject to limits)**
- **If not obligated by deadline:**
 - Project moved to contingency program
 - Programmed funds are withdrawn from balance

Proposal: Obligation Deadlines

Move to Contingency or proceed at own risk

- **Request (no later than TBD date in April) current and subsequent phases be moved to contingency program**
 - Stops the clock on the delayed phase
 - When ready, move back to active program if funds available
 - Programmed funds remain in the current year (cannot be carried over)
 - Programmed funds **can** be actively reprogrammed

- **Proceed at your own risk (local programs only)**
If funds not obligated by Sept 30:
 - Programmed funds withdrawn from selecting body's programming mark
 - Project removed from active program
 - Sponsor must reapply in next call or complete project with other funding (if not completed, sponsor must repay any federal funds used for the project)

Proposal: Active Reprogramming

- **Can occur at any time, with publication of revised active and contingency programs**
 - Using status updates as a guide, move phases forward or backward as appropriate
- **Can occur as part of a call for projects**
 - Existing project schedules confirmed or adjusted when sponsor reaffirms commitment
 - If phase 1 has not started since prior call, sponsor must re-apply unless:
 - The project is for pavement preservation techniques that align with pavement management system recommendations; or
 - Only phase 1 was programmed in the prior CFP
- **Out year reprogramming subject only to maintaining fiscal constraint**

Proposal: Active Reprogramming

Current Year Funding

- **Reprogramming in the current year can occur when funds become available due to:**
 - Obligation remainders
 - Projects voluntarily moving to the contingency program
- **Funds can be actively reprogrammed for:**
 - Cost changes for programmed (current year) or already obligated (current or past) phases
 - Accelerating phases programmed in out years of the active program that are ready to obligate
 - Accelerating phases included in the contingency program that are ready to obligate

Proposal: Program Management

Carryover Limitations & Redistribution of Unobligated Funding

- No more than the annual allotment can be carried over at the end of each FFY
- Carryover can be from:
 - Obligation Remainders
 - Funds programmed for a project(s) granted an extension
- Carryover cannot be from:
 - Unprogrammed funds
 - Projects that proceeded at their own risk
- Unobligated funds not carried over will be redistributed to the shared fund for immediate use



Proposal: Additional Provisions

- **Grant Accountability and Transparency Act (GATA)**
- **Qualifications Based Selection (QBS)**
- **Assistance for Disadvantaged Communities**
- **Methodology Considerations**
 - Points for project readiness/current status
 - Pavement Management System provisions
 - Minimum scoring to receive funding
- **Special Provisions for Initial Calls for Projects**
 - Grandfathering existing projects

GATA & QBS Requirements

- Must complete Illinois GATA pre-qualification and Fiscal and Administrative Risk Assessment (ICQ) prior to submitting an application
- Must maintain qualified status each subsequent year
- Must complete the GATA Programmatic Risk assessment by the first day (Oct 1) of the federal fiscal year in which the first federally funded phase is programmed
 - Must agree to and comply with any special conditions that are imposed as a result of the assessment.
- Must use Qualifications Based Selection (QBS) procedures for hiring the consultant for each federally funded engineering

Assistance for Disadvantaged Communities

Proposal: Use of TDCs (Toll Credits) for local match

- **Municipal capacity measures determine eligibility (like LTA, CMAQ, TAP-L)**
 - Median income
 - Tax base per capita
 - Total tax base
 - Population
- **Cannot be used for ROW phase**
- **Must be requested on application and included in approved program**
 - Credits result in obligation of additional federal funds that must be included in program
- **At discretion of councils (local program) and STP PSC (shared fund)**
- **Requires changes to IDOT policies**

Methodology Considerations

- **Consider points for project readiness/current status as an incentive for making progress**
- **Consider Pavement Management System provisions**
- **Consider minimum scoring to receive funding**

Special Provisions for Initial Calls for Projects

Proposal: Grandfathering existing projects

- **Programmed projects started during transition period should be completed**
 - Option: Use readiness or current status as part of project rankings
 - Option: Give “bonus points” to these projects when ranking
- **Projects programmed, but not started during transition should reapply**
 - Reaffirms local commitment
 - Provides opportunity for consideration of use of TDCs (where eligible)
- **Grandfathered status expires with next call for projects**
 - All other APM policies (status updates, obligation deadlines, extension options, etc.) apply



Active Program Management System development timeline

- **Selection Committee discussion**

- Jan 2018: issues & options
- Mar 2018: initial proposal
- May 2018: revised proposal
- Summer 2018: council and partner feedback
- Sep 2018: Approval

- **Discussion of shared fund methodology continues in April and June**

- **Programming cycle begins with call for shared fund projects in Jan 2019 and local program projects in Jan 2020**

Thank you

Staff Contact:

Kama Dobbs

kdobbs@cmap.illinois.gov

312-386-8710

STP Active Program Management:

Sample Program and Active
Reprogramming Techniques

March 28, 2018

Sample: Active Program (see handout 4)

SAMPLE						
FFY 21-25 Surface Transportation Program (STP) Program						
<u>Active Program - October 2020</u>						
Federal Fiscal Year 21		FFY21 Estimated Mark			\$	5,000,000
Oct 1, 2020 - Sept 30, 2021		FFY20 Carryover			+	\$ -
		FFY21 Estimated Balance				\$ 5,000,000
<u>FFY21 Projects</u>	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>	<u>Total Cost</u>		<u>Pgm STP</u> <u>Notes</u>
Project 6	CON/CE	Sponsor A	3/1/2021	\$ 2,625,000		\$ 2,100,000 Ob Deadline: 9/30/21
Project 8	CON/CE	Sponsor B	4/1/2021	\$ 1,347,800		\$ 700,000 Ob Deadline: 9/30/21
Project 3	E2	Sponsor C	6/1/2021	\$ 480,000		\$ 360,000 Ob Deadline: 9/30/21
Project 4	CON/CE	Sponsor D	6/1/2021	\$ 1,536,800		\$ 1,150,000 Ob Deadline: 9/30/21
Project 5	E2	Sponsor A	8/1/2021	\$ 954,000		\$ 690,000 Ob Deadline: 9/30/21
		Total FFY21 Program		\$ 6,943,600		\$ 5,000,000
		FFY21 Unprogrammed Balance				\$ -
Federal Fiscal Year 22		FFY22 Estimated Mark				\$ 5,000,000
Oct 1, 2021 - Sept 30, 2022		FFY21 Carryover			+	\$ -
		FFY22 Estimated Balance				\$ 5,000,000
<u>FFY22 Projects</u>	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>	<u>Total Cost</u>		<u>Pgm STP</u> <u>Notes</u>
Project 5	ROW	Sponsor A	11/1/2021	\$ 324,000		\$ 250,000
Project 1	CON/CE	Sponsor E	1/1/2022	\$ 3,563,000		\$ 2,850,000
Project 3	CON/CE	Sponsor C	6/1/2022	\$ 4,800,000		\$ 1,900,000 Req. \$2M - constrained
		Total FFY22 Program		\$ 8,687,000		\$ 5,000,000
		FFY22 Unprogrammed Balance				\$ -

Sample: March Status Update Summary

(see handout 6)

SAMPLE						
FFY 21-25 Surface Transportation Program (STP) Program						
March Status Updates Summary						
FFY21 Projects	Phase	March Status	Rev Tgt	Rev Total	Rev STP	Action Requested
Project 6	CON/CE	Let	1/1/2021	\$ 2,887,500	\$ 2,310,000	\$210,000 increase
Project 8	CON/CE	E2 Delayed	9/1/2021	\$ 1,347,800	\$ 700,000	Proceed at own risk
Project 3	E2	E1 Delayed	8/1/2021	\$ 480,000	\$ 360,000	Proceed at own risk
Project 4	CON/CE	E2 Delayed	11/1/2021	\$ 1,536,800	\$ 1,150,000	6 month extension
Project 5	E2	E1 Delayed (env)	1/1/2022	\$ 954,000	\$ 690,000	Move to contingency
FFY22 Projects	Phase	March Status	Rev Tgt	Rev Total	Rev STP	Action Requested
Project 5	ROW	E1 Delayed (env)	11/1/2022	\$ 324,000	\$ 250,000	Move to contingency
Project 1	CON/CE	E2 Complete	7/1/2021	\$ 3,563,000	\$ 2,850,000	Move to FFY 2021
Project 3	CON/CE	E1 Delayed	8/1/2022	\$ 4,800,000	\$ 2,000,000	Tgt change only
FFY23 Projects	Phase	March Status	Rev Tgt	Rev Total	Rev STP	Action Requested
Project 2	E1	Not Started	5/1/2024	\$ 375,000	\$ 300,000	Move to FFY 2024
Project 5	CON/CE	E1 Delayed (env)	6/1/2024	\$ 5,874,000	\$ 4,699,200	Move to contingency
FFY24 Projects	Phase	March Status	Rev Tgt	Rev Total	Rev STP	Action Requested
Project 2	E2	Not Started	5/1/2025	\$ 250,000	\$ 200,000	Move to FFY 2025
Project 15	E1	Not Started	1/1/2024	\$ 800,000	\$ 640,000	No change
Project 16	CON/CE	Not Started	3/1/2024	\$ 5,000,000	\$ 4,000,000	No change
FFY25 Projects	Phase	March Status	Rev Tgt	Rev Total	Rev STP	Action Requested
Project 2	CON/CE	Not Started	6/1/2026	\$ 2,500,000	\$ 2,000,000	Move to FFY 2026
Project 15	E2	Not Started	3/1/2025	\$ 800,000	\$ 640,000	No change
Project 17	E2	Not Started	8/1/2025	\$ 3,000,000	\$ 2,350,000	No change
Contingency Projects	Phase	March Status	Rev Tgt	Rev Total	Rev STP	Action Requested
Project 7	CON/CE	E2 Underway	1/1/2022	\$ 2,475,000	\$ 1,900,000	None
Project 9	E2	DA Received	6/1/2021	\$ 187,500	\$ 150,000	Move to active program
Project 9	ROW	DA Received	9/1/2021	\$ 1,000,000	\$ 800,000	Move to active program
Project 9	CON/CE	DA Received	11/1/2022	\$ 1,875,000	\$ 1,500,000	None
Project 11	E1	Not Started	2023	\$ 625,000	\$ 500,000	None
Project 13	E1	Not Started	9/1/2021	\$ 1,000,000	\$ 800,000	Move to active program
Project 14	E1	Not Started	9/1/2021	\$ 500,000	\$ 400,000	Move to active program
Project 14	E2	Not Started	2022	\$ 500,000	\$ 400,000	None
Project 14	CON/CE	Not Started	2023	\$ 5,000,000	\$ 4,000,000	None

- Project 6 was let, but bids were high by \$210K
- Projects 8 and 3 are proceeding at own risk – *ineligible for carryover*
- Project 4 requests extension (CON – 6 mos)
- Project 5 requests move to contingency
- Project 1 requests move to FFY 21
- Project 2 requests move all phases out 1 year
- Projects 9 (E2 and ROW), 13 and 14 (E1) request move to active

Sample: Revised Programs – April (see handout 7)

Active Program - Updated April 2021						
FFY21 Projects	Phase	Sponsor	Tgt Let/Ob	Total Cost	Pgm STP	Notes
Project 6	CON/CE	Sponsor A	Let	\$ 2,887,500	\$ 2,100,000	Req. \$210K increase
Project 3	E2	Sponsor C	8/1/2021	\$ 480,000	\$ 360,000	Deadline: 9/30/21
Project 8	CON/CE	Sponsor B	9/1/2021	\$ 1,347,800	\$ 700,000	Deadline: 9/30/21
Project 4	CON/CE	Sponsor D	11/1/2021	\$ 1,536,800	\$ 1,150,000	Deadline: 3/31/22
Total FFY21 Program				\$ 6,252,100	\$ 4,310,000	
FFY21 Unprogrammed Balance					\$ 690,000	
FFY22 Projects	Phase	Sponsor	Tgt Let/Ob	Total Cost	Pgm STP	Notes
Project 1	CON/CE	Sponsor E	7/1/2021	\$ 3,563,000	\$ 2,850,000	Req. move to FFY 2021
Project 3	CON/CE	Sponsor C	8/1/2022	\$ 4,800,000	\$ 2,000,000	Add'l \$100K added
Total FFY22 Program				\$ 8,363,000	\$ 4,850,000	
FFY22 Unprogrammed Balance					\$ 150,000	
Contingency Program - Updated April 2021 - Expires 9/30/2022						
Projects	Phase	Sponsor	Tgt Let/Ob	Total Cost	Pgm STP	Notes
Project 5	E2	Sponsor A	1/1/2022	\$ 954,000	\$ 690,000	
Project 5	ROW	Sponsor A	11/1/2022	\$ 324,000	\$ 250,000	
Project 7	CON/CE	Sponsor C	1/1/2022	\$ 2,475,000	\$ 1,900,000	
Project 9	E2	Sponsor H	6/1/2021	\$ 187,500	\$ 150,000	Notified of potential funding
Project 9	ROW	Sponsor H	9/1/2021	\$ 1,000,000	\$ 800,000	Notified of potential funding
Project 9	CON/CE	Sponsor H	11/1/2022	\$ 1,875,000	\$ 1,500,000	
Project 11	E1	Sponsor I	2023	\$ 625,000	\$ 500,000	
Project 13	E1	Sponsor B	9/1/2021	\$ 1,000,000	\$ 800,000	Notified of potential funding
Project 14	E1	Sponsor C	9/1/2021	\$ 500,000	\$ 400,000	Notified of potential funding
Project 14	E2	Sponsor C	2022	\$ 500,000	\$ 400,000	
Project 14	CON/CE	Sponsor C	2023	\$ 5,000,000	\$ 4,000,000	
Project 2	CON/CE	Sponsor G	6/1/2026	\$ 2,500,000	\$ 2,000,000	Not guar: beyond active years
Project 5	CON/CE	Sponsor A	6/1/2024	\$ 5,874,000	\$ 4,699,200	Must reapply next CFP
FFY21 Potential Obligations				\$ 1,687,500	\$ 1,350,000	
FFY22 Potential Obligations				\$ 5,253,000	\$ 4,040,000	
Other Potential Obligations				\$ 7,500,000	\$ 6,000,000	

- **Project 5: moved to contingency program \$690K from 2021 \$250K from 2022 \$4.7M from 2023**
- **Projects 6, 3, 8: No change**
- **Project 3 (CON): Additional funds added due to project 5 move**
- **Project 4: deadline now 3/2022**
- **Project 2: out years \$300K from 2023 to 2024 \$200K from 2024 to 2025 \$2M moved beyond program**
- **Projects 9, 13, 14: notified of potential funding**

Sample: Reprogramming Options (see handout 8)

FFY21 Projects	Phase	Sponsor	Tgt Let/Ob	Total Cost	Pgm STP	Notes
Project 6	CON/CE	Sponsor A	Let	\$ 2,887,500	\$ 2,100,000	Req. \$210K increase
Scenario A: Priority to highest ranking projects that fit available funding						
FFY21 Projects	Phase	Sponsor	Tgt Let/Ob	Total Cost	Pgm STP	Notes
Project 6	CON/CE	Sponsor A	Let	\$ 2,887,500	\$ 2,310,000	\$210 increase provided
Project 9	E2	Sponsor H	6/1/2021	\$ 187,500	\$ 150,000	From cont. Deadline: 9/30/21
Project 3	E2	Sponsor C	8/1/2021	\$ 480,000	\$ 360,000	Deadline: 9/30/21
Project 8	CON/CE	Sponsor B	9/1/2021	\$ 1,347,800	\$ 700,000	Deadline: 9/30/21
Project 4	CON/CE	Sponsor D	11/1/2021	\$ 1,536,800	\$ 1,150,000	Deadline: 3/31/22
Total FFY21 Program				\$ 6,439,600	\$ 4,670,000	
FFY21 Unprogrammed Balance					\$ 330,000	
Contingency Projects	Phase	Sponsor	Tgt Let/Ob	Total Cost	Pgm STP	Notes
Project 9	ROW	Sponsor H	9/1/2021	\$ 1,000,000	\$ 800,000	Notified of potential funding
Project 13	E1	Sponsor B	9/1/2021	\$ 1,000,000	\$ 800,000	Notified of potential funding
Project 14	E1	Sponsor C	9/1/2021	\$ 500,000	\$ 400,000	Notified of potential funding
Project 9	ROW	Sponsor H	9/1/2021	\$ 1,000,000	\$ 800,000	Notified of potential funding
Project 13	E1	Sponsor B	9/1/2021	\$ 1,000,000	\$ 800,000	Notified of potential funding
Project 9	ROW	Sponsor H	9/1/2021	\$ 1,000,000	\$ 800,000	Notified of potential funding
Project 13	E1	Sponsor B	9/1/2021	\$ 1,000,000	\$ 800,000	Notified of potential funding

■ Scenario A: Priority to highest ranking projects that fit available funding

- Project 6 granted \$210,000 increase
- Project 9 E2 phase moved from contingency to active
- \$330,000 unprogrammed

■ Scenario B: Active are first priority; Maximize funding use from contingency

- Project 6 granted \$210,000 increase
- Project 14 moved from contingency to active
- \$80,000 unprogrammed

■ Scenario C: Maximize number of projects and funding use

- Project 6 granted partial (\$140,000) increase
- Project 9 E2 phase moved from contingency to active
- Project 14 moved from contingency to active
- \$0 unprogrammed

Sample: Revised programs – June (see handout 9)

Active Program - Updated June 2021

FFY21 Projects	Phase	Sponsor	Tgt Let/Ob	Total Cost	Pgm STP	Notes
Project 6	CON/CE	Sponsor A	Let	\$ 2,887,500	\$ 2,310,000	Received \$210K increase
Project 9	E2	Sponsor H	6/1/2021	\$ 187,500	\$ 150,000	Deadline: 9/30/21; agreements at IDOT
Project 8	CON/CE	Sponsor B	9/1/2021	\$ 1,347,800	\$ 700,000	Deadline: 9/30/21; pre-finals at IDOT
Project 3	E2	Sponsor C	9/15/2021	\$ 480,000	\$ 360,000	Deadline: 9/30/21; at risk
Project 4	CON/CE	Sponsor D	1/1/2022	\$ 1,536,800	\$ 1,150,000	Deadline: 3/31/22
Total FFY21 Program				\$ 6,439,600	\$ 4,670,000	
FFY21 Unprogrammed Balance					\$ 330,000	

FFY22 Projects	Phase	Sponsor	Tgt Let/Ob	Total Cost	Pgm STP	Notes
Project 1	CON/CE	Sponsor E	1/1/2022	\$ 3,563,000	\$ 2,850,000	Not able to advance, Tgt changed
Project 3	CON/CE	Sponsor C	8/1/2022	\$ 4,800,000	\$ 2,000,000	
Total FFY22 Program				\$ 8,363,000	\$ 4,850,000	
FFY22 Unprogrammed Balance					\$ 150,000	

Contingency Program - Updated June 2021 - Expires 9/30/2022

Contingency Projects	Phase	Sponsor	Tgt Let/Ob	Total Cost	Pgm STP	Notes
Project 5	E2	Sponsor A	1/1/2022	\$ 954,000	\$ 690,000	
Project 5	ROW	Sponsor A	11/1/2022	\$ 324,000	\$ 250,000	
Project 7	CON/CE	Sponsor C	1/1/2022	\$ 2,475,000	\$ 1,900,000	
Project 9	ROW	Sponsor H	3/1/2022	\$ 1,000,000	\$ 800,000	Not able to fund; Tgt changed
Project 9	CON/CE	Sponsor H	11/1/2022	\$ 1,875,000	\$ 1,500,000	
Project 11	E1	Sponsor I	2023	\$ 625,000	\$ 500,000	
Project 13	E1	Sponsor B	10/1/2021	\$ 1,000,000	\$ 800,000	Not able to fund; Tgt changed
Project 14	E1	Sponsor C	10/1/2021	\$ 500,000	\$ 400,000	Not able to fund; Tgt changed
Project 14	E2	Sponsor C	2022	\$ 500,000	\$ 400,000	
Project 14	CON/CE	Sponsor C	2023	\$ 5,000,000	\$ 4,000,000	
FFY22 Potential Obligations				\$ 6,753,000	\$ 5,240,000	
Other Potential Obligations				\$ 7,500,000	\$ 6,000,000	

- Project 6 received increase
- Projects 9 (E2) and 8 are progressing
- Project 3 remains at risk
- Project 4 has changed target date – will be carried over
- Projects 1, 9 (ROW), 13 and 14 have updated targets due to not advancing to FFY 21

Sample: Revised programs – Sept (see handout 10)

Active Program - Updated September 2021						
FFY21 Projects	Phase	Sponsor	Tgt Let/Ob	Total Cost	Pgm STP	Notes
Project 6	CON/CE	Sponsor A	Let	\$ 2,887,500	\$ 2,310,000	
Project 9	E2	Sponsor H	Ob	\$ 175,000	\$ 140,000	\$10K remainder - carry over
Project 8	CON/CE	Sponsor B	Ob	\$ 1,347,800	\$ 700,000	
Project 3	E2	Sponsor C	9/15/2021	\$ 480,000	\$ 360,000	To be removed - funds lost
Project 4	CON/CE	Sponsor D	1/1/2022	\$ 1,536,800	\$ 1,150,000	To be carried over
Total FFY21 Program				\$ 6,427,100	\$ 4,660,000	
FFY21 Unprogrammed Balance					\$ 340,000	
Amount Obligated					\$ 3,150,000	
Eligible for Carryover					\$ 1,160,000	(Proj 4; Proj 9 remainder)
Ineligible for Carryover					\$ 690,000	(Proj 3; unprogrammed)
FFY22 Projects	Phase	Sponsor	Tgt Let/Ob	Total Cost	Pgm STP	Notes
Project 1	CON/CE	Sponsor E	1/1/2022	\$ 3,563,000	\$ 2,850,000	First letting of FFY 2022
Project 3	CON/CE	Sponsor C	1/1/2023	\$ 4,800,000	\$ 2,000,000	Remove - E2 did not obligate
Total FFY22 Program				\$ 8,363,000	\$ 4,850,000	
FFY22 Unprogrammed Balance					\$ 1,310,000	
Contingency Program - Updated September 2021 - Expires 9/30/2022						
Contingency Projects	Phase	Sponsor	Tgt Let/Ob	Total Cost	Pgm STP	Notes
Project 5	E2	Sponsor A	1/1/2022	\$ 954,000	\$ 690,000	Ready
Project 5	ROW	Sponsor A	11/1/2022	\$ 324,000	\$ 250,000	
Project 7	CON/CE	Sponsor C	3/1/2022	\$ 2,475,000	\$ 1,900,000	
Project 9	ROW	Sponsor H	3/1/2022	\$ 1,000,000	\$ 800,000	Ready
Project 9	CON/CE	Sponsor H	11/1/2022	\$ 1,875,000	\$ 1,500,000	
Project 11	E1	Sponsor I	2023	\$ 625,000	\$ 500,000	
Project 13	E1	Sponsor B	10/1/2021	\$ 1,000,000	\$ 800,000	Ready
Project 14	E1	Sponsor C	10/1/2021	\$ 500,000	\$ 400,000	Ready
Project 14	E2	Sponsor C	2023	\$ 500,000	\$ 400,000	
Project 14	CON/CE	Sponsor C	2024	\$ 5,000,000	\$ 4,000,000	

- Project 9 obligated less than programmed – difference can carry over
- Project 4 extended – funds can carry over
- Project 3 did not obligate – project to be moved to contingency program – funds not carried over
- \$340,000 not programmed – funds not carried over

Sample: Revised programs – FFY 2022

(see handout 11)

SAMPLE						
FFY 21-25 Surface Transportation Program (STP) Program						
Active Program - Approved October 2021						
Federal Fiscal Year 22		FFY22 Estimated Mark			\$	5,000,000
Oct 1, 2021 - Sept 30, 2022		FFY21 Carryover		+	\$	1,160,000
		FFY22 Estimated Balance			\$	6,160,000
<u>FFY22 Projects</u>	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>		<u>Total Cost</u>	<u>Pgm STP</u> <u>Notes</u>
Project 1	CON/CE	Sponsor E	1/1/2022	\$	3,563,000	\$ 2,850,000 Ob Deadline: 9/30/22
Project 4	CON/CE	Sponsor D	1/1/2022	\$	1,536,800	\$ 1,150,000 Ob Deadline: 3/31/22
Project 5	E2	Sponsor A	1/1/2022	\$	954,000	\$ 690,000 Ob Deadline: 9/30/22
Project 9	ROW	Sponsor H	3/1/2022	\$	1,000,000	\$ 800,000 Ob Deadline: 9/30/22
Project 14	E1	Sponsor C	10/1/2021	\$	500,000	\$ 400,000 Ob Deadline: 9/30/22
Project 5	ROW	Sponsor A	11/1/2022	\$	324,000	\$ 250,000 Ob Deadline: 9/30/22
		Total FFY22 Program		\$	2,778,000	\$ 6,140,000
		FFY22 Unprogrammed Balance				\$ 20,000
<u>FFY23 Projects</u>	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>		<u>Total Cost</u>	<u>Pgm STP</u> <u>Notes</u>
Project 2	E1	Sponsor G	5/1/2023	\$	375,000	\$ 300,000 Moved from FFY 24
		Total FFY23 Program		\$	375,000	\$ 300,000
		FFY23 Unprogrammed Balance				\$ 4,700,000
<u>FFY24 Projects</u>	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>		<u>Total Cost</u>	<u>Pgm STP</u> <u>Notes</u>
Project 15	E1	Sponsor C	1/1/2024	\$	800,000	\$ 640,000
Project 16	CON/CE	Sponsor J	3/1/2024	\$	5,000,000	\$ 4,000,000
		Total FFY24 Program		\$	5,800,000	\$ 4,640,000
		FFY24 Unprogrammed Balance				\$ 360,000
<u>FFY25 Projects</u>	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>		<u>Total Cost</u>	<u>Pgm STP</u> <u>Notes</u>
Project 2	E2	Sponsor G	5/1/2024	\$	250,000	\$ 200,000
Project 15	E2	Sponsor C	3/1/2025	\$	800,000	\$ 640,000
Project 17	E2	Sponsor K	8/1/2025	\$	3,000,000	\$ 2,350,000
		Total FFY25 Program		\$	4,050,000	\$ 3,190,000
		FFY25 Unprogrammed Balance				\$ 1,810,000

Sample: Revised programs – FFY 2022

(see handout 11)

SAMPLE						
FFY 21-25 Surface Transportation Program (STP) Program						
<u>Contingency Program - Approved October 2021 - Expires 9/30/2022</u>						
<u>Contingency Projects</u>	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>	<u>Total Cost</u>	<u>Pgm STP</u>	<u>Notes</u>
Project 3	E2	Sponsor C	1/1/2022	\$ 480,000	\$ 360,000	Not eligible for extensions
Project 3	CON/CE	Sponsor C	1/1/2023	\$ 4,800,000	\$ 2,000,000	
Project 7	CON/CE	Sponsor C	3/1/2022	\$ 2,475,000	\$ 1,900,000	
Project 9	CON/CE	Sponsor H	11/1/2022	\$ 1,875,000	\$ 1,500,000	
Project 11	E1	Sponsor I	2023	\$ 625,000	\$ 500,000	
Project 14	E2	Sponsor C	2023	\$ 500,000	\$ 400,000	
Project 14	CON/CE	Sponsor C	2024	\$ 5,000,000	\$ 4,000,000	
Project 2	CON/CE	Sponsor G	6/1/2026	\$ 2,500,000	\$ 2,000,000	Beyond active years
Project 5	CON/CE	Sponsor A	6/1/2024	\$ 5,874,000	\$ 4,699,200	Beyond active years
		FFY22 Potential Obligations		\$ 2,975,000	\$ 3,400,000	
		Other Potential Obligations		\$ 11,499,000	\$ 9,599,200	

Sample: FFY 2023-27 CFP

Potential Funding for January CFP (2023-27)	
FFY 23 Unprogrammed Balance	\$ 4,700,000
FFY 24 Unprogrammed Balance	\$ 360,000
FFY 25 Unprogrammed Balance	\$ 1,810,000
FFY 26 Estimated Allotment	\$ 5,000,000
FFY 27 Estimated Allotment	\$ 5,000,000
	<hr/>
	\$ 16,870,000

- **Based on status of program at time of call**
- **Subject to change throughout the year**
- **Provides some guidance for potential applicants**



Active Program Management System development timeline

- **Selection Committee discussion**

- Jan 2018: issues & options
- Mar 2018: initial proposal
- May 2018: revised proposal
- Summer 2018: council and partner feedback
- Sep 2018: Approval

- **Discussion of shared fund methodology continues in April and June**

- **Programming cycle begins with call for shared fund projects in Jan 2019 and local program projects in Jan 2020**

Thank you

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312-386-8710

STP Shared Local Fund: Program Structure and Project Eligibility

February 28, 2017

ONTARIO 2050

Review

- **New STP agreement calls for shared fund of approximately \$40 m/year**
- **Meant for larger projects that Council allotments cannot readily fund**
- **Shared Fund Project Selection Committee oversees program**
- **CMAP staff to make recommendations on program design for the Shared Fund**

Shared Fund Development Timeline

**February
2018**
*Project
eligibility
and
program
structure*

April
Draft
selection
criteria
and
scoring
proposal

June
Revised
selection
criteria
and
scoring
proposal

Summer
Council
and
partner
feedback

September
Committee
approval

**January
2019**
Call for
projects

Today

- **Goals and project types**
- **Establishing what is a regional project**
- **Running the call for projects**
- **Phase eligibility**

Future meetings

- **Project scoring system**
- **Supporting disadvantaged communities' participation in STP-L program**

Shared fund + active program management

- Active program management was the focus of January meeting, upcoming March meeting
- Shared fund will have active program management
- Goals of active program management for shared fund:
 - *Program projects that will be ready to obligate in programmed year*
 - *Build a pipeline of projects for future calls*

Considerations for priority project types

- **Previously discussed Principles for Programming**
- **ON TO 2050 implementation**
- **Potential demand from currently unfunded local projects**
- **Leveraging and filling gaps between other fund sources**

Previously discussed: Principles for programming

From agreement: “Make large and lasting contributions to regional priorities” specifically:

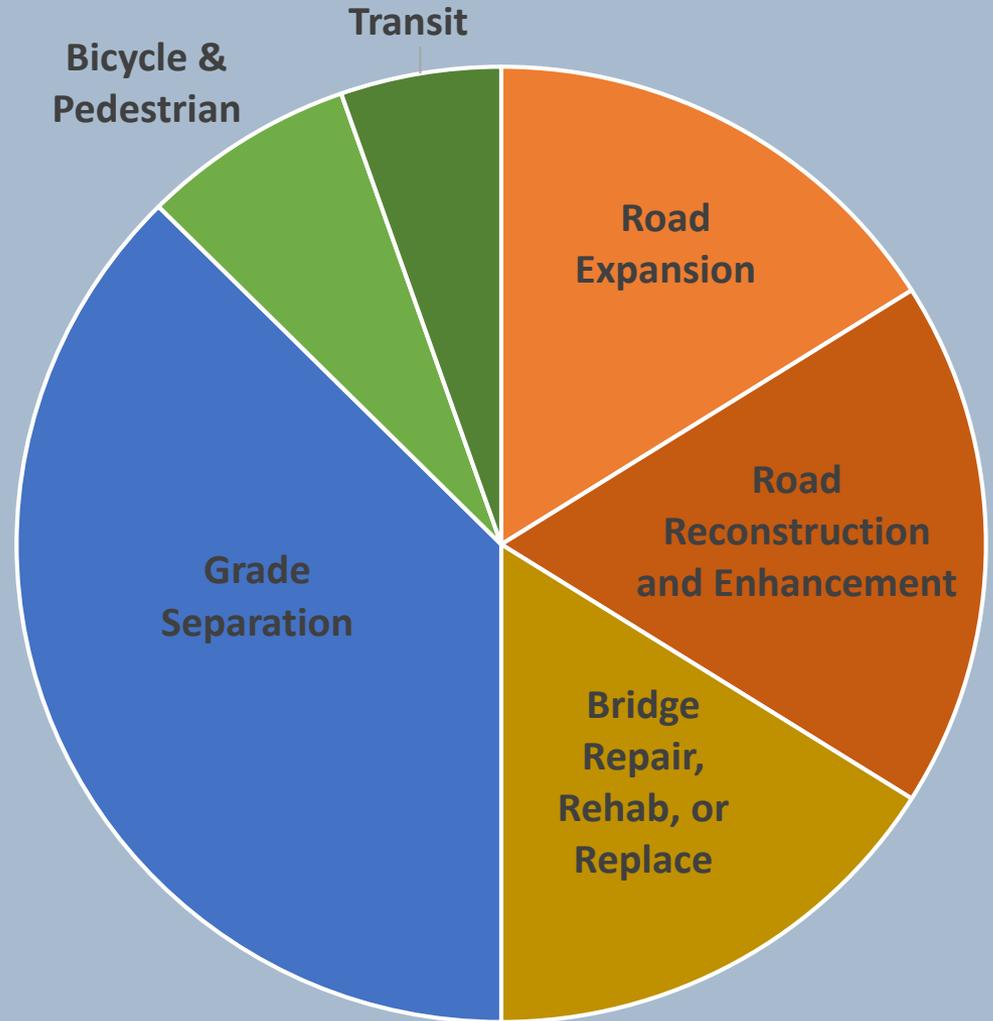
- **Improve transportation system condition using asset management principles**
- **Support local planning priorities**
- **Improve transit access and service quality**
- **Improve infrastructure in areas of economic distress**
- **Reduce congestion**
- **Promote economic growth**
- **Support natural resources**
- **Improve safety**

ON TO 2050 Mobility recommendations (draft)

- **Harness technology to improve travel and anticipate future needs**
- **Make transit more competitive**
- **Leverage the transportation network for inclusive growth**
- **Eliminate traffic fatalities**
- **Improve the resilience of the transportation network**
- **Retain the region's status as North America's freight hub**
- **Fully fund the region's transportation system**
- **Build regionally significant transportation projects**

Potential demand

- Developed sample of unfunded projects
- Reviewed:
 - Councils' TIP projects with funding in MYB/Future Fiscal Year
 - Unfunded applications from council calls for projects



Note: only projects \$5 million and above included

Leveraging and filling gaps between other fund sources

- CMAQ – no new highway capacity, no maintenance projects
- TAP-L – only bicycle trails
- Invest in Cook -- could help engineer projects to ready them for STP Shared Fund or provide match
- IDOT local programs (HSIP, TARP, ITEP, etc.) – either narrowly focused or oversubscribed
- FTA programs – focused on transit state of good repair, stretched very thin
- STP local distribution – tends to be smaller projects

Staff recommendation- priority project types:

- Road reconstructions with complete streets
- Transit station reconstructions
- Bridge replacement and reconstruction
- Grade separations
- Road expansion with transit preference and/or ITS improvements
- *Bus speed improvements*
- *Corridor-level or small area safety improvements*
- *Truck route improvements*

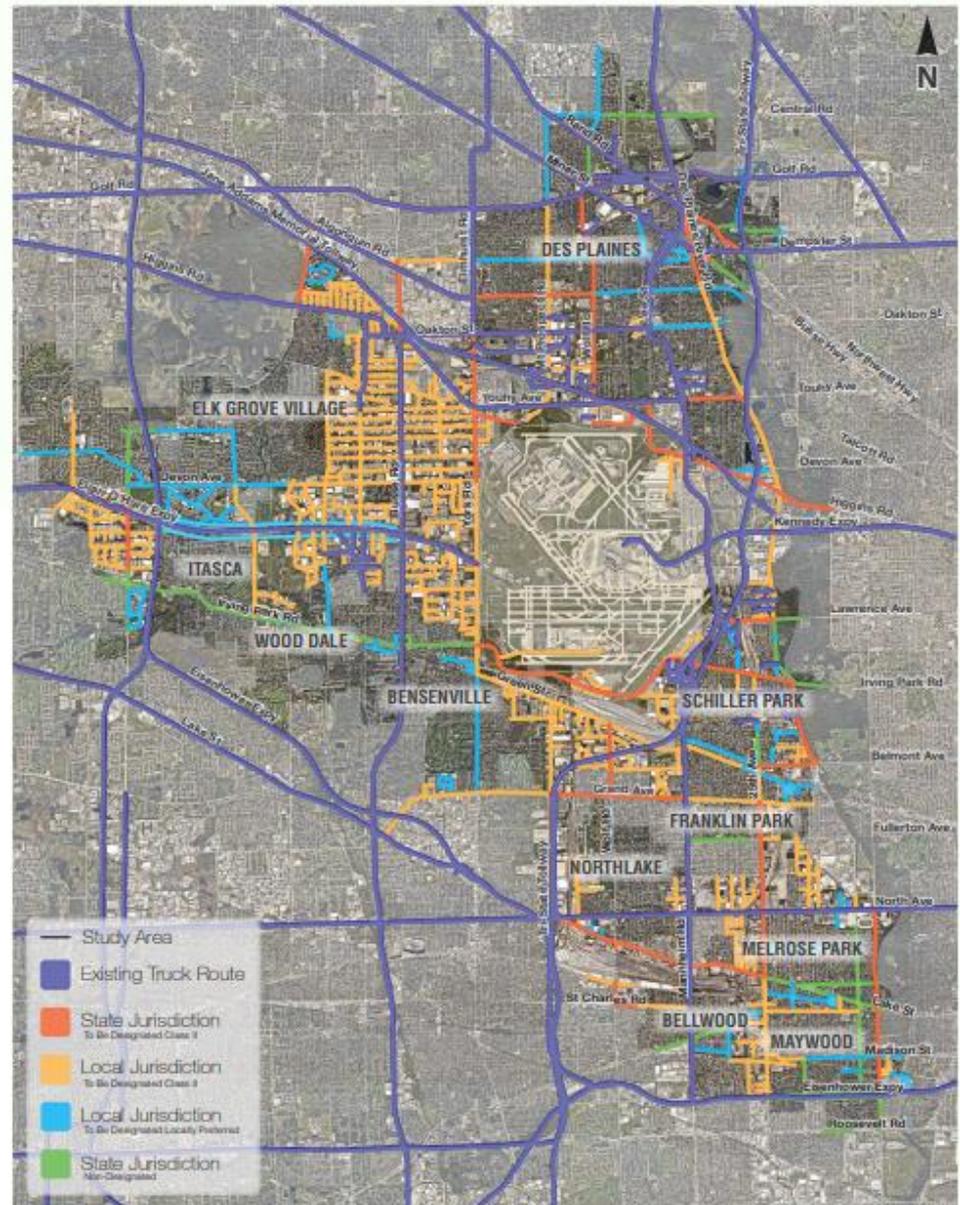
Example of less-developed project type:

Truck route improvements

Table A.1 Identified Capital Improvements on the A/B Truck Route Network

Municipality / Agency	TIP ID or Project Name	Location	Project Type and Description	Truck Route Level	Cost	Year
Bellwood	Mannheim Rd. Streetscaping	Mannheim Rd. Streetscape between I-290 and St. Charles Rd.	Median landscaping, gateways	A	TBD	TBD
Bellwood	Mannheim Rd. Intersection Improvements (Butterfield Rd. and Warren Rd./Prairie Path)	Mannheim Rd. and Butterfield Rd. and Mannheim Rd. and Butterfield Rd. intersections	Mannheim Rd. & Butterfield Rd.: calm Butterfield Rd. - cut off access. Mannheim Rd. & Warren Rd. (Prairie Path) - add signal	A	TBD	TBD
Bellwood	Diverging Diamond Interchange Concept	I-290 at 25 th Ave.	Signature street which includes pedestrian improvements, gateway elements, street lighting, and signage to make attractive.	B	TBD	TBD
Bensenville	2017 Village St. Program – Downtown Phase I	York Rd.	Streetscape on York Rd.	B – Depends on exact location of project	1,189	2017
Cook County	Map ID 47	County Line Rd. from I-294 to North Ave.	New Roadway construction, pavement reconstruction, and intersection reconfiguration	B	32,646	2017
Des Plaines	03-09-0061	U.S. 14 at Broadway St.	Intersection/Interchange Improvement	B	3,093	2017
Des Plaines	03-14-0004	Cumberland Circle	Convert traffic circle to modern roundabout; resurface and ADA improvements on Wolf Rd.	B	4,376	2017

Proposed Truck Route Network - Implementation



DRAFT ONLY - NOT FOR NAVIGATION

What defines a “regional project” for the shared fund?

Options:

- **Minimum project cost threshold**
- **Multi-jurisdictional applications**
- **Council support requirements**

Option: minimum cost threshold

- **Positives:**

- Simple and clear
- Encourages larger projects
- Encourages collaboration among municipalities

- **Challenges:**

- Fairness for projects just under the cost threshold
- Enabling equal access to funding for communities with smaller local allocations

Option: multi-jurisdictional requirement

- **Positives:**

- Encourages collaboration among municipalities
- More “programs of projects”

- **Challenges:**

- Defining multi-jurisdictional (how many communities? Counties? IDOT? Transit agencies?)
- Keeping projects coordinated and moving through process

Option: council support

- **Positives:**

- Offers councils opportunity for additional local prioritization
- Potentially fewer projects to evaluate at regional selection stage

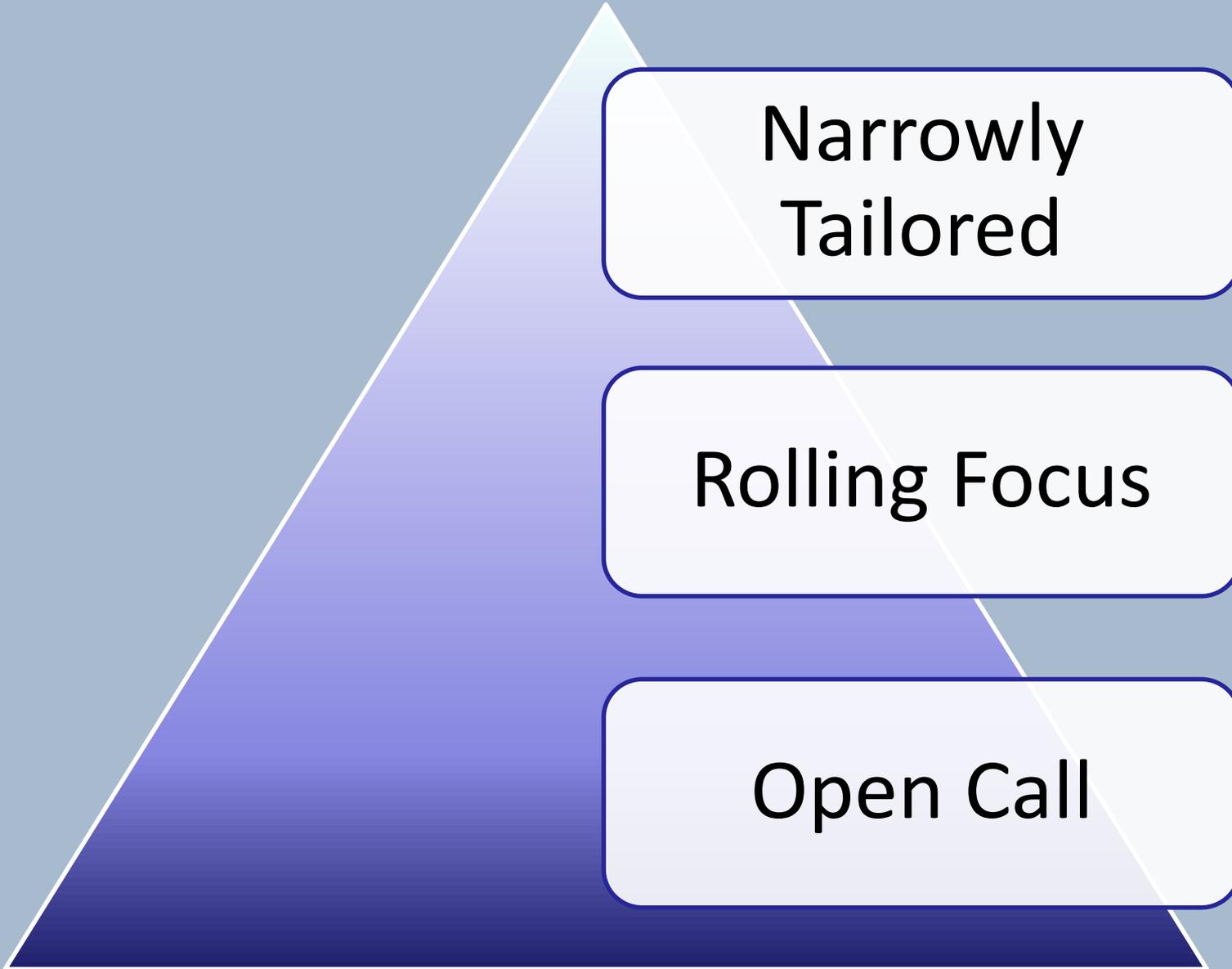
- **Challenges:**

- Could eliminate projects with high regional benefit
- Differences between council selection processes

Staff proposal

- **Minimum project cost: \$5 million in total project cost**
- OR**
- **Multijurisdictional: joint application from at least 3 local parties**
- **Whether there is City/Council support should be a part of project scoring, not eligibility**

Options for Program Structure



Narrowly
Tailored

Rolling Focus

Open Call

Option: Open Call, Wide Eligibility

■ Positives:

- Support all programming principles
- Many potential projects
- Easy for implementers to plan around

■ Challenges:

- risks spreading resources thinly across many projects and goals
- complicated and time consuming evaluation process
- difficult to emphasize/weight highest priority principles or project types

Table 16. Expressway project planning priorities

RSP ID	Project	Δ Congested VHT for Heavy Trucks in Region (100's daily hours)	Δ Congested VHT for Heavy Trucks in Corridor (100's daily hours)	Freight Needs	Δ Greenhouse Gas Emissions (metric tons/day in 2050)	Δ Development Pressure in Conservation Areas (count of new households)	Δ Development Pressure in Scarce Groundwater Areas (# of households)	Δ Impervious Area (acres)	Project Use by Residents of EDAs (% of VMT)	Δ Fine Particulate Matter Emissions in EDAs (g/day in 2050)	Δ in Access to Low Barrier Jobs for Economically Disconnected Areas	Economic Impact Due to Industry Clustering (\$M)	Support of Infill Development	Benefit to Key Industries	Benefits to Areas with Industrial Vacancy
3	McHenry-Lake Corridor	-8	-4	35	5.7	285	0	556	2	146	NB	\$1.6	21	7	6
21	I-290/IL 53 Interchange Improvement	-2	0	94	-0.2	0	0	0	7	250	37	\$0.8	69	72	50
22	I-294/I-57 Interchange Addition	4	3	100	10.7	0	0	0	11	678	122	\$1.1	22	36	31

Option: Narrowly Tailored Program

■ Positives:

- Opportunity to make focused impact
- Could emphasize projects that don't have another dedicated funding source
- Compare apples to apples in project evaluation

■ Challenges:

- Small universe of potential projects
- Difficulty of reaching consensus on project type priority
- Less flexibility

Completion of Regional Greenways and Trails Plan (30 points max)	
30 Points	Connects two existing trail sections
25	Extends an existing regional trail
20	Builds a new isolated section of planned regional trail
10	Builds a new facility that intersects an existing regional trail
Population + Employment Density within Buffer Area [proxy for usage] (30 max)	
30	Top quartile of region
24	Second quartile
16	Third quartile
8	Lowest quartile
Facility Design Quality (30 max)	
(Score after less score before) * 6	Safety/attractiveness rating improvement: 0: Impassable barrier for walking and bicycling 1: Arterial road with no bike/ped accommodation 2: Arterial road with some bike/ped accommodation, including marked shared lanes, and collector streets with no accommodation; 3: Low-speed, local streets with no bike/ped accommodation 4: Unprotected bike lane; local and collector streets with full accommodation 5: Trail or arterial sidepath, cycletrack, protected bike lane, or buffered bike lane
Bonus (10 max)	
5	No ROW to acquire or Phase II Engineering complete
5	Sponsor match at least 30%
100	Points total

Staff Proposal: Rolling Focus Program

■ Positives:

- Balances targeted investment and support of multiple priorities
- Provides opportunity to encourage priority project types that aren't currently ready to apply
- Transparency and the ability to plan ahead

■ Challenges:

- Establishing and communicating future program focuses with sufficient lead time for implementers
- Predicting future regional needs

Staff Proposal for rolling focus program

	First call (2019)	second call (2021)	third call (2023)	fourth call (2025)
Program years:	2020-2024	2025-2026	2027-2028	2029-2030
Amount	\$200M	\$80M	\$80M	\$80M
Focus areas:	Transit station reconstruction	Truck route improvements	grade separation	truck route improvements
	Road reconstruction with complete streets	Road expansion with transit facilities or ITS improvements	Road reconstruction with complete streets	Bridge replacement/reconstruction
	Grade separation	Bus speed improvements	Corridor/small area safety improvements	Transit station reconstruction
	Bridge replacement/reconstruction			

Staff proposal

- **First priority: projects in focus areas of call**
- **Second priority: projects in upcoming focus areas**

Considerations for engineering eligibility

Should engineering be eligible for funding?

- **Positives:**

- Locals may be reluctant to fund engineering for larger projects
- Particularly challenging for low-capacity communities

- **Challenges:**

- Requiring Phase I to be finished removes source of project delay in program and defines project scope/cost better
- Consistency: other CMAP funding programs require local funding of Phase I

Phase eligibility

Staff proposal

- High need communities are eligible for Phase I funding
- Additional phases may not be programmed until phase I is complete
- further discussion about ways to incentivize completion of phase I as part of active program management and evaluation methods

Looking Ahead: Evaluation Methods

Evaluation approach should:

- Be quantitative and leverage available data
- Be transparent
- Tie to federal performance measures
- Incorporate qualitative information (ex: council support, ability to deliver project)
- Address cost effectiveness

Priorities	Measures
Transit Rail Project Buffer: ½ mile Bus Project Buffer: ¼ mile	<ul style="list-style-type: none"> • Number of accessible jobs • Increase in jobs • Number of low to moderate income persons • Existing transit ridership • Presence of transit deserts • Number of acres of vacant land • Traffic congestion/delay
Transportation Alternatives Pedestrian Project Buffer: ½ mile Bicycle Project Buffer: 1 mile	<ul style="list-style-type: none"> • Number of existing jobs • Number of low to moderate income persons* • Number of bike/pedestrian crashes • Connections to bicycle trip generators • Miles of existing trails
Freight Transportation Freight Project Buffer: 1 mile	<ul style="list-style-type: none"> • Increase in jobs • Proximity to industrial uses • Number of low to moderate income persons* • Number of accessible jobs • Number of acres of vacant industrialized land • Truck and/or train traffic count (IDOT or locally generated) • Traffic congestion/delay
Equal Access to Opportunity Buffer determined by project mode	<ul style="list-style-type: none"> • Number of low to moderate income persons* • Number of accessible jobs • Presence of transit deserts* • Transportation asset's condition • Reduction in rail crossing delay*
Maintain and Modernize Roadway Project Buffer: 1 mile Fatality and Injury Buffer: 100 Ft	<ul style="list-style-type: none"> • Increase in jobs • Number of low to moderate income persons* • Number of accessible jobs • Transportation asset's condition • Segment fatalities and serious injuries • Number of acres of vacant land • Traffic congestion and delay
Invest in Transportation	<ul style="list-style-type: none"> • Leverage ratio • Availability of full funding for the requested project phase

* Please refer to maps provided on the Invest in Cook homepage for visualizations of transit deserts and disadvantaged community locations

Next steps

- Any additional thoughts/comments about topics discussed today?
- Any initial thoughts about evaluation measures?

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Implementation of rolling focus

- **Options:**
 - **Only projects in focus areas are eligible for funding**
 - **At least X projects per focus area**
 - **Target funding levels for each focus area**
 - **Additional priority given to projects in each focus area in the scoring system**

STP Program Implementation Policy

Project Proposals

Any member of the Lake County Council of Mayors Transportation Committee may propose a project to be funded through the STP program, provided:

- A. The project is on a STP eligible route (or will qualify as an STP eligible route) and has logical termini, as determined by the LCCOM and concurred by IDOT, in accordance with FHWA requirements;
- B. The project is a STP eligible project type as specified in the current federal transportation program bill, and on LCCOM eligible project list;
- C. The project sponsor(s) can fund the required local match and adopts a resolution/ordinance. Multi-jurisdictional projects must specify which municipality will be responsible for each component or phase of the project.
- D. The project sponsor completes the proper Project Application.
- E. The project sponsor is a member of the Lake County Council of Mayors

Any township within Lake County or any transit agency that wishes to apply for a project must have a Lake County Council of Mayors municipal member as a co-sponsor.

Funding Rules

Project Phase	Phase 1 Engineering	Phase 2 Engineering	ROW Acquisition	Construction	Phase III Construction Engineering
Federal	0%	80%	0%	80%	80%
Local	100%	20%	100%	20%	20%

Phase I Engineering and Land Acquisition will be a 100% local responsibility. Land acquisition must be accomplished in accordance with federal land acquisition requirements. Phase II and III Engineering and Construction will be matched at a ratio of 80% federal, 20% local. Wetland mitigation/purchase of wetland credits for STP funded projects are considered part of Phase II Engineering and therefore are eligible costs.

The LCCOM has decided that Pavement Preservation projects are to receive up to 20% of the Councils STP funding on an annual basis, and Pavement Preservation projects will be ranked separately from other project types.

Maximum Federal Funding Cap

The maximum federal funding available for any single project will be 80% of the LCCOM's annual allotment of STP funds. Based on the current annual allotment of STP funds; the current maximum federal funding is \$7,500,000; requiring a 20 percent local match of \$1,875,000. Any costs above the \$9,375,000 (federal funding+ local match) will be the responsibility of the local agency.

An agency which receives over \$4,000,000 in federal funding for a single project, will not be eligible to apply for another project during the next round of call for projects. The maximum federal funding for a pavement preservation project will be \$500,000.

Funding Increases

Projects that have received the maximum federal funding are not eligible for a funding increase. All funding increases above the original approved funding level will require the project sponsor to submit a request for approval to be voted upon at a Transportation Committee meeting. All project increases greater than 20% of the cost estimate developed at the time of Phase I engineering approval, will be the sole responsibility of the project sponsor. Funding increase requests for the construction phase of STP projects shall not be considered until Phase I engineering has been approved.

Eligible Routes

The routes eligible for STP funding should be those routes, which promote regional and/or sub-regional travel. Currently the functional classification of a road determines its eligibility for federal funding. Roads classified as Arterial (Principal or minor) or collectors (major or minor) are eligible to receive funding. STP routes must serve more than a local land access function. The Lake County Council of Mayors members may propose additions or deletions to the map (along with justification for the addition or deletion). Additions or deletions to the system will be considered by LCCOM members via a written request from the local agency sponsor with jurisdiction of the route. The Lake County Council of Mayors will forward its recommendations for additions and deletions to IDOT for a final determination in consultation with FHWA.

Eligible Projects

The improvement of STP system routes will require strict adherence to federal and state standards and policies. For example, a STP project adding capacity may be required to go through a regional clean air conformity analysis by CMAP before the project can be added to the Transportation Improvement Program (TIP). This list is subject to change and may be revised based on subsequent interpretation of the current federal transportation, clean air, or other related Acts and the priorities of the LCCOM. The following categories of projects are eligible for STP funding through the LCCOM:

Roadways and Intersections

- Intersection Channelization
- Roadway Widening
- Traffic Signals, Modifications and/or Modernization
- New Roadway Construction
- Roadway Reconstruction
- Bicycle or Pedestrian Facilities
- Lighting
- Signing and Pavement Markings
- Modern Roundabout
- Structures (Waterway, Railroad, Highway, Pedestrian, Bikeway)

Pavement Preservation

- Local Agency Functional Overlay (LAFO)
- Local Agency Structural Overlay (LASO)
- Micro surfacing
- Pavement rejuvenation.

The Pavement Preservation category addresses the repair and resurfacing of existing roadways and is intended to provide interim improvement until rehabilitation or reconstruction improvements can be funded. Pavement Preservation projects submitted for federal funding by a local agency must be projects that result from a Pavement Management System. The pavement management system must show that the proposed improvement will provide an adequate service life and cost/benefit ratio.

Transportation Control Measures (TCM's)

The projects in this category are recognized as TCM's. They include: ride-sharing, van-pooling, flexible work hours, parking fees, improved public transit, high occupancy vehicle (HOV) lanes, regional motor fuel tax increase, coordination of land use, roadway planning or feasibility studies. Every effort will be made to rank TCM category projects, however given the unique nature of the category, projects will be considered for funding by the Transportation Committee on a case by case basis.

Project Selection Process

Project applications can only be submitted to LCCOM staff in response to a specific call for projects announced by the Council. Applications must be submitted by the date approved by the LCCOM to be considered for funding. Project applicants need to provide complete information to allow LCCOM Staff to apply the approved rating system to submitted projects. All projects in the Roadways and Intersections Category will be rated using the LCCOM Roadways and Intersections Project Selection Methodology. Pavement Preservation will be ranked using the LCCOM Pavement Preservation Methodology. Transportation Control measure Projects will be considered by the Transportation Committee on a case by case basis.

LCCOM staff will rate each project using the appropriate selection methodology based on project category adopted by the Council. The full list of project rankings will be presented to the Council for approval. The Council will fund the highest ranked projects until the projected federal funds are exhausted.

Exceptions to the Ranking/Programming System

The project selection methodology is used in the selection of the Council's Five-year Program. If a community would like a project considered for reasons beyond those listed in the ranking system, a written justification must be provided to the Council on why the project should be approved. A 2/3-majority vote of the Lake County Council of Mayors is required to approve a project for reasons outside of the ranking system.

Project Programming

Once a project has been accepted into the LCCOM Program it can be programmed in CMAP's Transportation Improvement Program (TIP). Council staff will send out quarterly update forms to maintain an accurate and fiscally constrained program. Projects will be programmed using the milestones below on a "first ready-first funded" basis, so long as sufficient funding exists. Programming will not be based on when projects were accepted into the LCCOM's STP Program. The project sponsor and/or their consultant must follow the IDOT agreement process for federally funded projects. This process can be found on the IDOT and CMAP website. The following milestones will be used for the programming of projects in the TIP:

- Projects will be given a TIP ID number when a PPI is submitted to LCCOM staff for processing by IDOT; all phases of the project will be put into MYB. A PPI must be processed to initiate an agreement with IDOT.
- Sponsors/Consultants must request to LCCOM staff that Phase 2 Engineering be moved from MYB to the current Fiscal Year after the project has received Phase I design approval from IDOT.
- Construction Sponsors/Consultants must request to LCCOM staff that Phase III Construction line items are moved from MYB to the current fiscal year when Phase II Pre-Final Plans are submitted to IDOT.

It is important to note that for FHWA to authorize the funding for each phase, it must be included in the TIP in the current Federal Fiscal Year, it cannot be in MYB.

Deferral

Should a project show no progress in four consecutive quarterly reports, the sponsor must come to the Transportation Committee and present why the project is not moving forward. The sponsor should address the specific issue(s) delaying the projects, like ROW, environmental problems, etc. Failure to appear at the Transportation Committee meeting to explain the project delay may result in a committee vote to remove the project from the program or demote it to a B-list.

Scope or Location Changes

Once a project has been accepted into the LCCOM program all changes in project scope or work type must be approved by the Transportation Committee. LCCOM STP funding is awarded to a specific project and cannot be reallocated from the awarded project to another project.