

Committee Chair:

Robert Phillips
Deerfield

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: January 24, 2019
Location: Lake County Division of Transportation
Main Conference Room
600 W. Winchester Road
Libertyville, Illinois

AGENDA

	<u>Action Requested</u>
1) Opening of Meeting/Introductions	Call to Order
2) Approval of Minutes	Approval
a. September 27, 2018 Meeting (Attachment 1)	
3) Functional Classification Request- Lake Villa	Approval
a. Painted Lakes Boulevard (Attachment 2)	
b. Park Avenue (Attachment 3)	
c. Winddance Dr/Savanna Springs Drive (Attachment 4)	
4) Functional Classification Request-Beach Park	Approval
a. Adams Road/ Major Road (Attachment 5)	
b. Cambridge Boulevard (Attachment 6)	
c. Wakefield Drive (Attachment 7)	
d. Talmage Avenue (Attachment 8)	
e. North Avenue (Attachment 9)	
5) Lake County State Highway Consensus Plan	Discussion
6) Current Lake Council STP Program (Attachment 10)	Discussion
7) LCCOM STP Guidebook: Sub-Committee Proposal Presentation	Discussion
a. Revised STP Methodology Guidebook (Attachment 11)	
8) Other Business	
a. CMAP Update (Attachment 12)	Information Only
9) Public Comment	
10) Next Meeting April 25, 2019	
11) Adjournment	



LAKE COUNTY COUNCIL OF MAYORS

Minutes of July 26th, 2018 Transportation Committee Meeting
at the Lake County Division of Transportation

Meeting Attendance

<u>Name</u>	<u>Position</u>	<u>Representing</u>
Glenn Ryback	Mayor	Wadsworth
Dan MacGillis	Mayor	Round Lake
Shane Schneider	County Engineer	Lake County
Steve Shields	Village Administrator	Round Lake
Anne Marrin	Village Administrator	Fox Lake
Michael Talbett	Chief Village Officer	Kildeer
Thomas Maillard	Mayors Office	Waukegan
Bob Phillips	Acting Dir. of Public Works/Engineering	Deerfield
Paul Kendzior	Director of Public Works	Libertyville
Erika Frable	Director of Public Works/ Engineering	Hawthorn Woods
Marty Neal	Township Highway Commissioner	Libertyville Township
Jeff Hansen	Village Engineer	Lake Bluff
Robert Ells	Village Engineer	Lake Forest
Darren Monico	Village Engineer	Buffalo Grove
Mike Brown	Director of Public Works	Lake Zurich
Ron Milanesio	Civil Engineer	Highland Park
Tim Dilsaver	Community Relations Representative	Pace Bus
Gerardo Fierro	Assistant Field Engineer	IDOT BLRS
Katie Herdus	Area Programmer	IDOT Programming
Vicky Czuprynski	Community Relations	Illinois Tollway
Kevin Carrier	Dir. Of Planning and Programming	LCDOT
Barbara Zubek	Associate Planner	CMAP
Emily Karry	Council Liaison	Lake Council
Mike Klemens	Council Liaison	Lake Council
Jon Vana		Consultant
Dan Brinkman		Consultant
Peter Stoehr		Consultant
Clint Ferguson		Consultant
Lee Fell		Consultant
John Ambrose		Consultant

1. Call to Order

Bob Phillips called the meeting to order at 9:03am.
Those in attendance gave self-introductions

2. Approval of the Minutes

With a first from Mr. Brown and a second from Mr. Talbett, on a voice vote the minutes of the July 26, 2018 meeting were approved unanimously.



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3. Agency Reports

IDOT Programming Report- Ms. Herdus from IDOT Programming in District One had a handout for the committee that has been updated to reflect the current status of projects. Ms. Herdus informed the committee that IDOT programming is going to be looking at projects in 2019 that Local Roads, and the County are planning to try and minimize the number of parallel roads under construction in 2019 so that the construction season is less painful for motorists. Ms. Herdus also updated the committee on the status of ongoing projects in the county. The IL 120 bridges should be completed in 2018. IL 120 resurfacing, eastbound paving is complete, westbound paving should be done in the next two weeks and pavement markings and shoulder work should be complete in October. Regarding the project at US 41 and Grand Avenue, the northbound entrance ramp and southbound exit ramp from Grand Avenue to US 41 should be open in about 2 weeks. The contractor is working to complete the structure work this year if possible. The Grand Avenue resurfacing from US 45 to I-94 is about halfway complete; west of Hunt Club to US 45 should be finished at the end of September. The section from Hunt Club to I-94 should be completed by the end of October. For the resurfacing of Grand Avenue between I-94 and Green Bay Road, contractor currently working on concrete repairs and the resurfacing work will carry into next year. IL 176 resurfacing work is finishing up this week/next week. The US 12 bridge over IL 59 should be completed and open by mid-November. Work on the Millburn Bypass has now begun.

Mr. Schneider asked about the status of the Metra retaining wall that collapsed onto US 45, Ms. Herdus said she would look into it and would follow up after the meeting.

IDOT Local Roads Report- Gerardo Fierro presented the Local Road project handouts to the committee. Mr. Fierro discussed changes to the status sheets that had changed since the committee's last meeting.

Mr. Fierro reported to the committee that when doing environmental survey requests, cultural clearances require pictures of all buildings that are 40 years old and older. Central Office in Springfield informed the District that if Google Maps street view is up to date, then actual field pictures would not need to be submitted. Designated historic areas will still require pictures for documentation, but non-historic areas can use google street view.

A question was asked on what up to date means for street view, Mr. Fierro did not have additional guidance from Central Office on that but said he would try to follow up after the meeting.

CMAQ Report- Barbara Zubek from CMAP gave the committee information on the local STP program for the region, FY2018 is continuing to be a banner year for the region. Ms. Zubek informed the committee that CMAQ has obligated \$112 million of the \$128 million goal for the region for federal fiscal year 2018. The next call for projects for CMAQ and TAP will be in January of 2019. In FY2018, \$165 million for the local STP program was obligated so far in the year and it looks like FY2019 will be an even bigger year. It is very important for project sponsors to stay in communications with their Planning Liaisons to keep project schedule information accurate in the TIP. The STP Project Selection Committee approved the Active Program Management Rules and the STP Shared Fund Scoring System and application book. CMAP's Local Technical Assistance (LTA) and the RTA's Community Planning call for projects is now open with applications due October 26th. The CMAP ON TO 2050 launch event will be held in Millennium Park on October 10th and is currently standing room only with over 1,000 registered attendees. CMAP is also conducting a My Daily Travel survey and participants will receive \$50, information on the survey are on the CMAP website.

Pace Report- Tim Dilsaver from Pace informed the committee that the City of North Chicago is applying for an RTA Access to Transit grant to improve a pedestrian crossing and bus pad on IL 137 in front of the Lovell Federal Health



LAKE COUNTY COUNCIL OF MAYORS

Care Facility. Pace will be rescheduling a fleet dedication for the new fleet of buses in the Waukegan garage in the second week of October. Pace has dedicated the first inline park and ride facility on I-90 at Barrington Road. Pace is looking at all options for “greening the fleet” including electric and CNG buses. In July Pace dedicated the Markham Garage to a CNG fleet. Mr. Dilsaver informed the committee that there is a soldier field express bus from Rolling Meadows and it is \$4.50 each way.

Metra Report- no report today

Illinois Tollway Report- Vicky Czuprynski from the Tollway provided an update to the committee. Ms. Czuprynski informed the committee that the Bradley Road bridge is now expected to be closed through the spring because of materials issues. The Edens Spur is down to one lane in each direction and is expected to be that way through 2020 while bridges are reconstructed. The Tri-County Access project is currently scoping to identify the issues to be addressed as a part of the EIS process. There is a stakeholder group and website set up for feedback and public comment to be provided. A question was asked about the timing of bridges on the Edens Spur. A comment was made for coordination with the Illinois 68 project in Northbrook which will be closed in 2019 east of Waukegan Road, combined with the Edens Spur bridges there will be a large strain on Lake-Cook Road.

4. Functional Classification Change Request-Village of Round Lake

Mr. Phillips and Ms. Karry presented the Village of Round Lake’s request to the committee. Mr. Phillips gave the committee background on the roadways where the changes are being requested. The first roadway is Wildspring Road from IL Route 120 to Cedar Lake Road about 2.1 miles in length, it is currently classified as a local road and is being requested to be classified as a minor collector. A motion was made by Mr. Brown and a second by Mr. Monico. The motion passed on a voice vote with the Village of Round Lake abstaining.

The second request is for Townline Road from Cedar Lake Road to Wildspring Road, it is roughly a half a mile long. It is currently a local road and is proposed to be a minor collector. A motion was made by Ms. Marrin with a second by Mr. Talbett. The motion passed on a voice vote with the Village of Round Lake abstaining.

5. Lake Council STP Program

Mr. Klemens discussed the current status of the Council’s program and highlighted that on the updated status sheets the construction and construction engineering line items have been separated so they can be tracked as individual expenditures. The program sheets are updated with the latest status information, but as new status updates come in the program is being updated to reflect them. Mr. Klemens informed the committee that the Lake County Council spent nearly 4 years’ worth of the Council’s previous annual allotment in FFY 2018, which is a banner year. The Lake County Council spent nearly 30% of the entire suburban region’s STP funding, which is great for the Lake County area. FFY 2019 looks to be an even larger year, however the region as a whole is spending STP funding at a faster rate than in previous fiscal years, so it will be a tight year for the region’s funding. It is possible that projects targeting a letting at the end of FFY2019 might get pushed back a letting or two if the region runs out of funding for FFY2019 until the new FFY2020 funding can be accessed.

A question was asked if there is any carry over funding from FFY2018 into FFY2019. Mr. Klemens informed the committee that the region has spent through the unobligated balance from pre-2018 and the new 2018 allotment and so there is not carryover funding from 2018 to 2019.

6. STP Project Selection Committee



LAKE COUNTY COUNCIL OF MAYORS

Ms. Karry provided the committee an update on what was approved on September 26th, by the CMAP project selection committee (PSC). She thanked the committee for their feedback and participation in the process that led up to the approval of the policies. The PSC approved policies for the STP Shared Fund scoring system and for Active Program Management Rules. Ms. Karry informed the committee that the Council did submit a letter with comments in mid-September to CMAP staff. CMAP did respond to all of the comments that were received and put together a document summarizing all the comments that will be sent out to all the committee members. After reviewing all of the comments, CMAP staff did make around 5 changes to the proposal. 2 of the changes were based on comments included in the letter from the Lake County Council of Mayors. One of the changes made has to do with conformity projects, projects that add new capacity and need air quality conformity determination will be able to be placed on the contingency list if they are not selected for the active program of projects. Another issue raised had to do with complete streets. While the council is supportive of complete streets not every roadway is the right context for pedestrian facilities, so if a project has evaluated complete streets elements and decided not to include them for a justified reason, they will still receive complete streets points. There was also a small change to the Phase II project readiness scoring criteria for the shared fund. CMAP staff will review project plans for completeness to determine the points for scoring the project rather than a sponsor having to submit plans to IDOT for review when trying to seek funding.

Mr. Klemens also informed the committee that there was a small change made for granting projects extensions in the Active Program Management rules to account for delays in processing at IDOT. If a project receives a 6-month extension and the only reason the funds haven't been obligated at the end of the 6 months is because agreements are being processed at IDOT, an additional 3 months will be automatically added to the extension.

7. Lake Council of Mayors Draft STP Guidebook

Mr. Phillips informed the committee that the STP Sub-Committee has met twice since the last committee meeting. The group is working on the scoring system and funding rules and making sure to enable access for all in the scoring system. Mr. Klemens highlighted some of the issues that the group has been discussing at the sub-committee meetings. The committee is expected to continue to meet in the fall and later in the year to finalize a proposal before bringing the draft proposal to the full transportation committee.

Mr. Klemens also provided a handout with a proposed timeline for adoption of the new STP rules for the LCCOM. The sub-committee's draft recommendation will be presented to the Transportation Committee in January of 2019. Feedback and comments will be asked for. After the January meeting staff will revise the proposal based on comments and bring revisions back to the committee in April. Staff will present the revised proposal to the full council in May of 2019. Any further revisions can be made in late spring and early summer and then the Transportation Committee and Full Council will be asked to adopt the new policies and scoring system at their July and August meetings respectively.

Mr. Klemens also gave the committee a brief overview of how the active program management will work beginning in Federal Fiscal year 2021. A more detailed presentation on active program management and the council rules and methodology will be made at the January 2019 Transportation Committee meeting.

10. Other Business

a. 2019 LCCOM Transportation Committee Schedule: Included in the agenda packet was an attachment with proposed dates for 2019 meetings. A motion was made by Mayor Ryback and seconded by Mayor MacGillis.

Mr. Klemens informed the committee the FCC voted on September 26th to issue a final order and determination on new requirements for small cell wireless facilities that supersedes any local ordinances that may be in place. It sets



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limits on review time, costs and aesthetic requirements. More information can be found on the National League of Cities website under their Cities Speak Blog.

Mr. Klemens also informed the committee that staff will be sending out IDOT's new BDE PESA form which is now a fillable PDF and not an excel spreadsheet. It will be included as an attachment within an email in the email that goes out to the council.

Ms. Karry reminded the committee that the LTA and RTA Community Planning Call for Projects is open until October 26th. Ms. Karry also informed the committee that IDOT has announced a local rail safety grade crossing funding call for projects and details are available on IDOT's website and will be include in the council email.

11. Next Meeting

The next meeting of the Transportation Committee is scheduled for January 24, 2019 at 9am.

12. Adjournment

A motion to adjourn was made Mayor MacGillis and seconded by Mr. Talbett, the meeting adjourned at 9:59am.

James McDonald, Mayor

Mary Konrad, Clerk

Lori Heitman, Treasurer



VILLAGE OF LAKE VILLA

DISCOVER THE OPPORTUNITIES

Trustees:
Allena Barbato
Scott Bartlett
Karen Harms
Kevin Kruckeberg
Jeff Nielsen
Tom O'Reilly

January 7, 2019

Lake County Council of Mayors
 Attention: Emily Karry
 600 Winchester Road
 Libertyville, IL 60048



RE: Village of Lake Villa
 Functional Classification Revisions

Dear Ms. Karry;

The Village of Lake Villa is submitting two copies of the Functional Classification Revision Application for the follow routes:

Route Name & IDOT Key Route Designation	Termini	Length (miles)
Painted Lakes Boulevard 0-0018	Grass Lake Road (A10) to Deep Lake Road (V67)	0.81
Park Avenue 0-1007	Grand Avenue (IL Route 132) to Milwaukee Ave (IL Route 83)	0.75
Winddance Dr 0-0062 Savanna Springs Drive 0-0074	Cedar Lake Road (V63) to Monaville Road (A18)	0.80

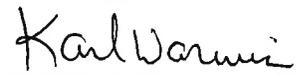
The routes listed above are currently local roads or streets that serve as intermediate links between the arterial system and the points of origin and destination. The Village requests these routes be revised to minor collectors. The routes include the following characteristics:

- Provide both access and traffic circulation with residential neighborhoods and commercial areas.
- Extend through residential neighborhoods or commercial areas to collect and distribute trips to and from the arterial system.
- Are spaced appropriately for collector streets.

Enclosed for your review are the appropriate application forms and documentation supporting our requests. We appreciate your assistance and respectfully request that you prepare resolutions supporting the classification change for action at the next available Council meeting.

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

Sincerely,

A handwritten signature in black ink that reads "Karl Warwick". The signature is written in a cursive style with a large, prominent 'K'.

Karl Warwick
Village of Lake Villa Administrator

Appendix A

Functional Classification Revision Request Template

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

Painted Lakes Boulevard

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 Lake Villa

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

Karl Warwick, Village Administrator, 65 Cedar Ave, Lake Villa, IL 60046
(847) 356-6100

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:

Lake Villa Township

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

None, Village of Lake Villa only.

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.)

0-0018

11. Endpoints of proposed roadway to be reclassified

- North or West endpoint:

Grass Lake Road (A10) (North); Key Route Designation: 9-0174

- North or West endpoint road's functional classification:

Minor Arterial

- South or East endpoint:

Deep Lake Road (V67) (East); Key Route Designation: 9-0205

- South or East endpoint road's functional classification:

Minor Arterial

12. Length of proposed roadway to be reclassified:

0.81 Miles

13. Current Average Annual Daily Traffic (AADT):

**5576 (provided by Traffic Engineering Services, Inc., 2018)
see attached traffic data**

(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.)



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:

W Gelden Rd:05-0066 (A11) (50' east, across Deep Lake Rd from Painted Lakes Blvd) - see spacing map

- 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:

N Rena Ave:09-0145 (3 miles west) - see spacing map

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:

No Change

(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?

None

- 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.)

No future signalization anticipated.

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 exhibit "hqt"gz kumpi "uvqr "eqpvtqn "pq "hwwt g"uvqr "eqpvtqn ku'r rpppgf "cv'yj ku'vko g

19. Major Traffic Generators along the proposed reclassified route:

Surrounding neighborhoods.

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

Painted Lakes Boulevard distributes traffic and provides access from local streets to minor arterials and serves as an intermediate link between points of origin/destination and major roadways in the area. Destinations include the elementary and high schools and school and Village sport facilities.

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

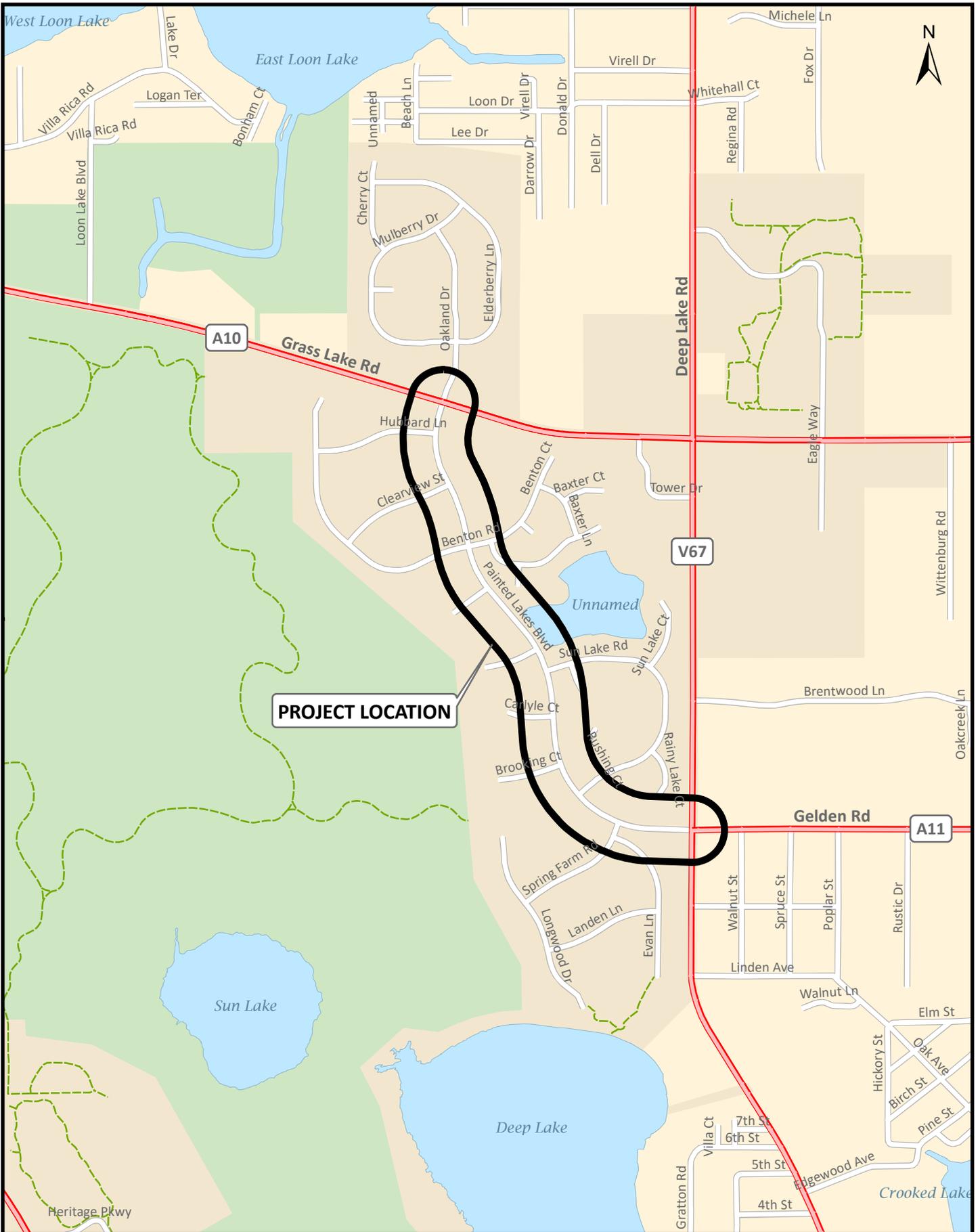
21. Provide any additional (optional) information or justification:

None

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)

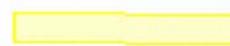
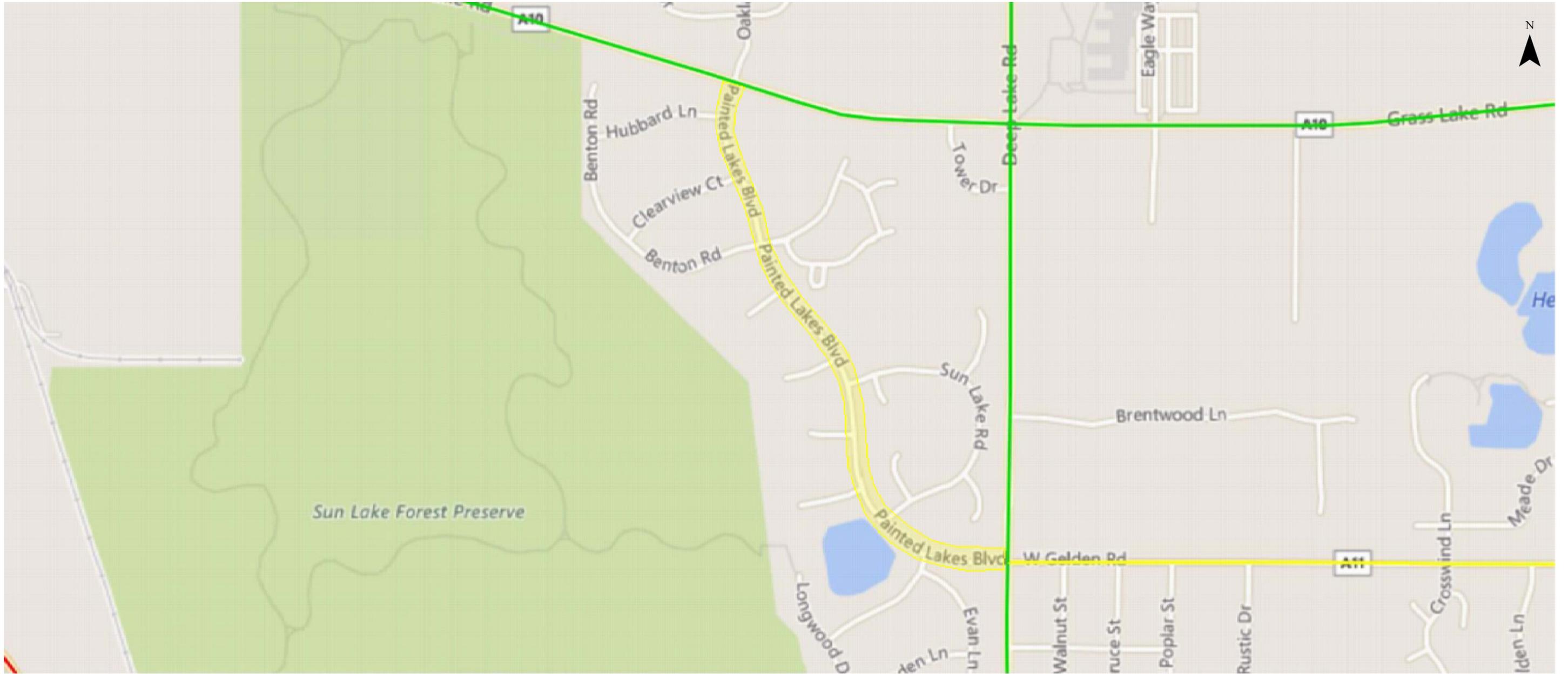




PROJECT LOCATION

0 250 500 1,000 1,500 2,000 Feet

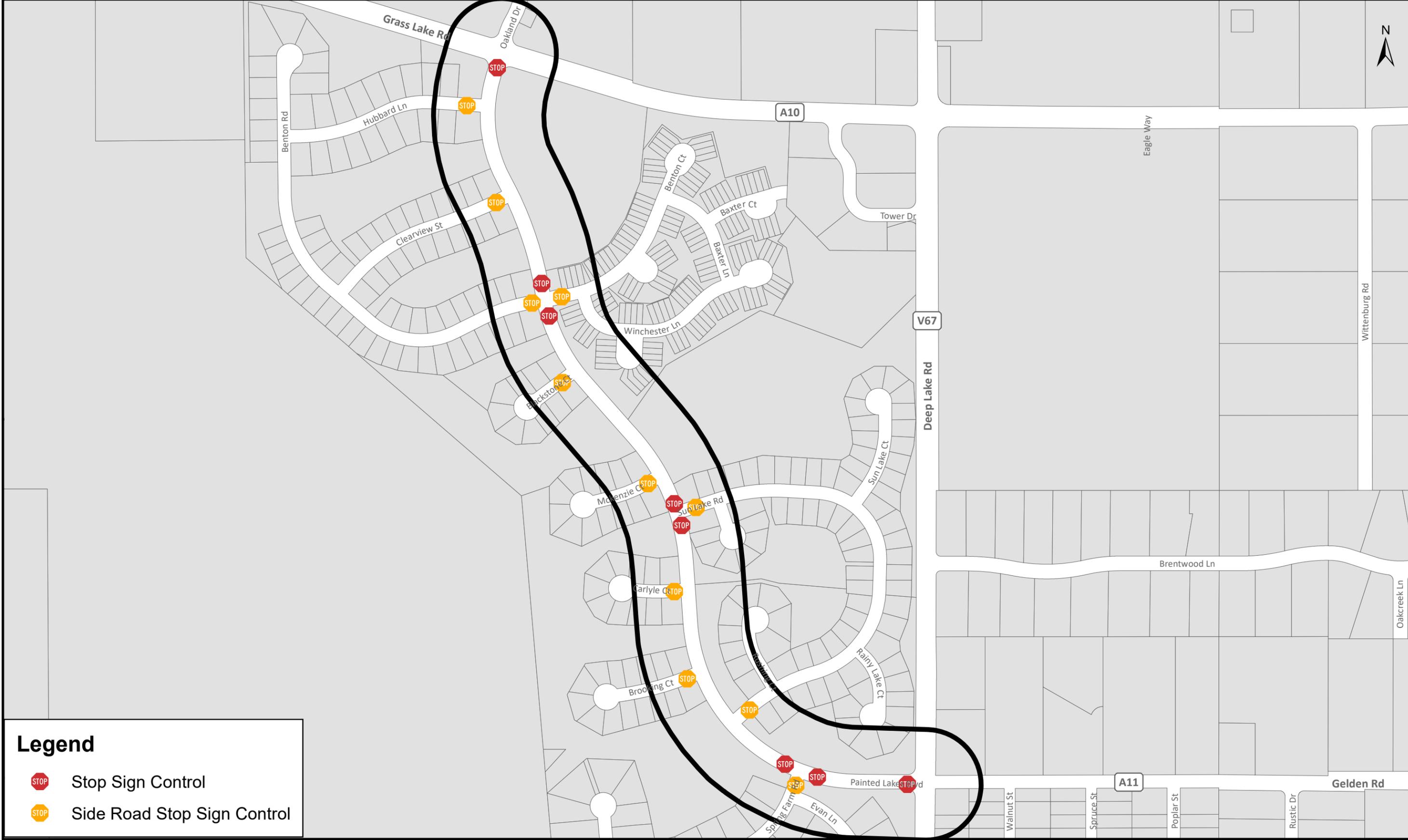
PROJECT LOCATION MAP
PAINTED LAKES BOULEVARD
IDOT KEY ROUTE DESIGNATION 0-0018
Village of Lake Villa



**PROPOSED MINOR COLLECTOR
PAINTED LAKES BOULEVARD**



Document Path: J:\6199 - LV Rout Classify\11.0 Graphics\11.4 GIS\Class Spacing - Painted Lakes.mxd



Legend

-  Stop Sign Control
-  Side Road Stop Sign Control



Village of Lake Villa

Report Type: Tube Count - Volume Data
 Location: Painted Lakes Blvd West of Deep Lake Rd
 City/State: Lake Villa, IL
 Traffic Engineering Services, Inc.
 DB File : 4.DB
 Station: Site #4

Last Connected Device Type : Unic-L
 Version Number : 1.30
 Serial Number :
 Number of Lanes : 2
 Direction: EB/WB
 Day, Date: Thu, 17-May-18

Volume Data From: 00:00 - 05/17/2018 To: 24:00 - 05/17/2018

Date	Painted Lakes Blvd			
17-May-18	EB	WB	Total	
Thu	Start Time			
	12:00:00 AM	2	0	2
	12:15:00 AM	11	12	23
	12:30:00 AM	9	13	22
	12:45:00 AM	0	2	2
	1:00:00 AM	4	4	8
	1:15:00 AM	4	3	7
	1:30:00 AM	4	5	9
	1:45:00 AM	3	6	9
	2:00:00 AM	4	12	16
	2:15:00 AM	0	0	0
	2:30:00 AM	3	3	6
	2:45:00 AM	4	5	9
	3:00:00 AM	0	2	2
	3:15:00 AM	4	0	4
	3:30:00 AM	2	0	2
	3:45:00 AM	0	0	0
	4:00:00 AM	4	0	4
	4:15:00 AM	6	4	10
	4:30:00 AM	12	0	12
	4:45:00 AM	12	0	12
	5:00:00 AM	14	0	14
	5:15:00 AM	16	5	21
	5:30:00 AM	18	2	20
	5:45:00 AM	27	5	32
	6:00:00 AM	34	10	44
	6:15:00 AM	54	12	66
	6:30:00 AM	48	8	56
	6:45:00 AM	72	21	93
	7:00:00 AM	82	27	109
	7:15:00 AM	67	21	88
	7:30:00 AM	50	10	60
	7:45:00 AM	47	15	62
	8:00:00 AM	47	27	74
	8:15:00 AM	57	28	85
	8:30:00 AM	37	18	55
	8:45:00 AM	57	20	77
	9:00:00 AM	36	41	77
	9:15:00 AM	14	21	35
	9:30:00 AM	32	25	57
	9:45:00 AM	34	23	57
	10:00:00 AM	25	26	51
	10:15:00 AM	43	37	80
	10:30:00 AM	35	23	58
	10:45:00 AM	22	26	48
	11:00:00 AM	29	20	49
	11:15:00 AM	28	39	67

Village of Lake Villa

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Date	Painted Lakes Blvd			Total
	17-May-18	EB	WB	
Thu	Start Time			
	11:30:00 AM	46	32	78
	11:45:00 AM	26	41	67
	12:00:00 PM	41	31	72
	12:15:00 PM	37	51	88
	12:30:00 PM	46	39	85
	12:45:00 PM	33	28	61
	1:00:00 PM	32	41	73
	1:15:00 PM	45	43	88
	1:30:00 PM	32	21	53
	1:45:00 PM	25	40	65
	2:00:00 PM	40	31	71
	2:15:00 PM	26	38	64
	2:30:00 PM	33	56	89
	2:45:00 PM	21	32	53
	3:00:00 PM	50	82	132
	3:15:00 PM	53	59	112
	3:30:00 PM	46	53	99
	3:45:00 PM	52	68	120
	4:00:00 PM	23	57	80
	4:15:00 PM	42	47	89
	4:30:00 PM	42	71	113
	4:45:00 PM	32	60	92
	5:00:00 PM	56	76	132
	5:15:00 PM	51	60	111
	5:30:00 PM	44	87	131
	5:45:00 PM	58	85	143
	6:00:00 PM	45	92	137
	6:15:00 PM	31	45	76
	6:30:00 PM	34	55	89
	6:45:00 PM	36	76	112
	7:00:00 PM	38	57	95
	7:15:00 PM	34	50	84
	7:30:00 PM	23	91	114
	7:45:00 PM	39	61	100
	8:00:00 PM	16	46	62
	8:15:00 PM	22	54	76
	8:30:00 PM	30	50	80
	8:45:00 PM	29	55	84
	9:00:00 PM	20	43	63
	9:15:00 PM	28	40	68
	9:30:00 PM	16	28	44
	9:45:00 PM	19	24	43
	10:00:00 PM	14	22	36
	10:15:00 PM	11	14	25
	10:30:00 PM	11	16	27

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 Day, Date: Thu, 17-May-18

Volume Data From: 00:00 - 05/17/2018 To: 24:00 - 05/17/2018

Date		Painted Lakes Blvd		
17-May-18		EB	WB	Total
Thu	Start Time			
	10:45:00 PM	9	22	31
	11:00:00 PM	3	7	10
	11:15:00 PM	8	15	23
	11:30:00 PM	5	18	23
	11:45:00 PM	8	11	19
	Day Total :	2674	2902	5576

	Time	Volume
AM Peak 15 Minute Volume	7:00:00 AM	109
PM Peak 15 Minute Volume	5:45:00 PM	143
AM Peak 1 Hour Volume	6:45:00 AM	350
PM Peak 1 Hour Volume	5:15:00 PM	522

Appendix A

Functional Classification Revision Request Template

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

Park Avenue

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 Lake Villa

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

Karl Warwick, Village Administrator, 65 Cedar Ave, Lake Villa, IL 60046
(847) 356-6100

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:

Lake Villa Township

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

None, Village of Lake Villa only.

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.)

0-1007

11. Endpoints of proposed roadway to be reclassified

- North or West endpoint:

Grand Avenue - IL Route 132 (North); Key Route Designation: 2-0541

- North or West endpoint road's functional classification:

Other Principal Arterial

- South or East endpoint:

Milwaukee Avenue - IL Route 83 (East); Key Route Designation: 2-0866

- South or East endpoint road's functional classification:

Other Principal Arterial

12. Length of proposed roadway to be reclassified:

0.75 Miles

13. Current Average Annual Daily Traffic (AADT):

**1538 (provided by Traffic Engineering Services, Inc., 2018)
see traffic data**

(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.)



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:

W Gelden Road: 5-0066 (1.41 miles north); see spacing map

- 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:

Country Walk Drive: 0-0015 (1.27 miles south); see spacing map

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:

No Change

(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?

37

- 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.)

No future signalization anticipated.

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 exhibit for existing stop control, no future stop control is planned.

19. Major Traffic Generators along the proposed reclassified route:

Ameritech Maintenance Facility, Lake Villa Community Consolidated School District #41 Bus Depot, Walgreens, C&F Packing, and various other commercial development.

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

Provides access for business to and from Grand Ave and Milwaukee Ave.

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

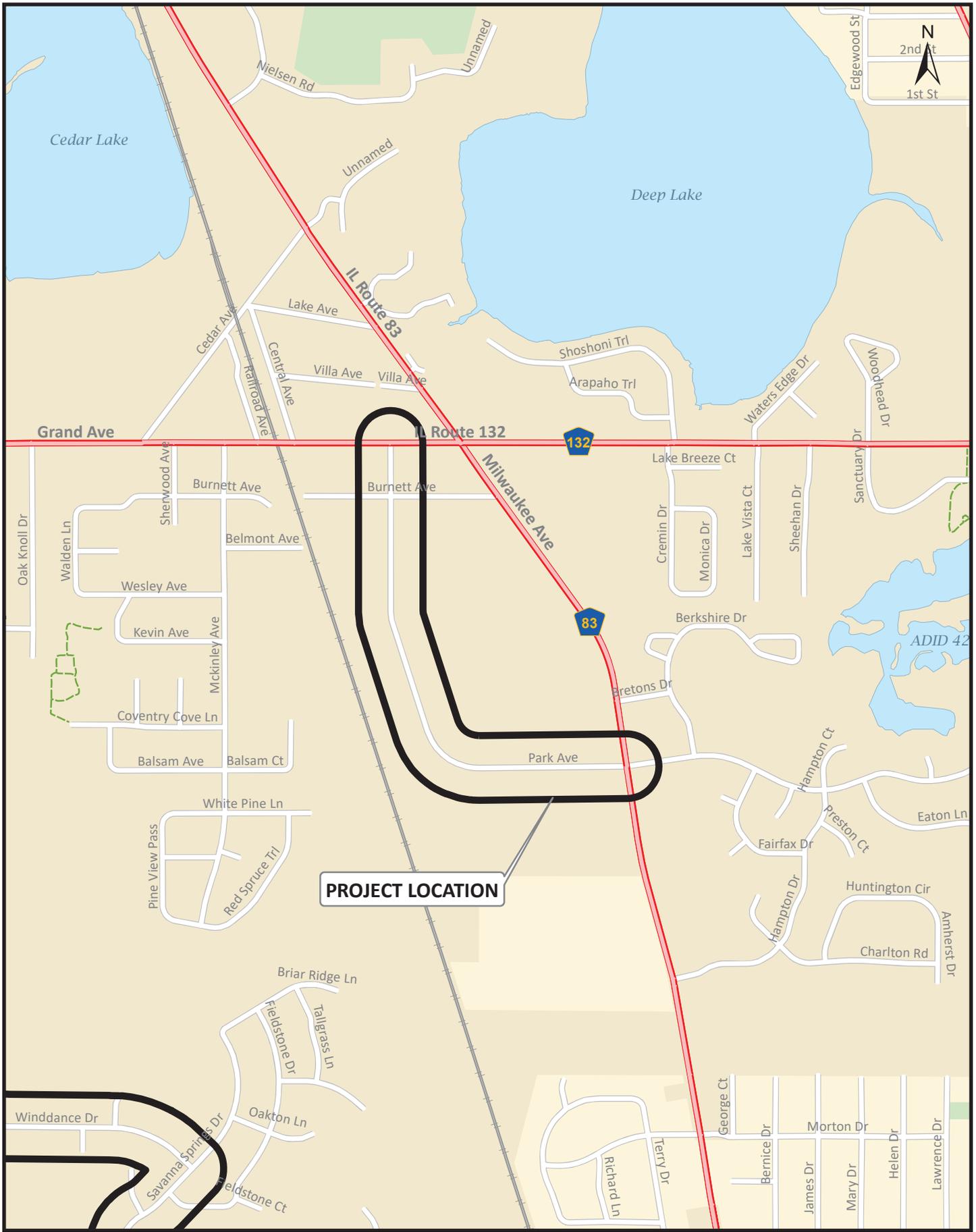
21. Provide any additional (optional) information or justification:

The business park has undeveloped lots that, when built out, will add to the traffic loading. Currently two of the largest industrial use buildings are vacant, when occupied these too would add to the traffic counts.

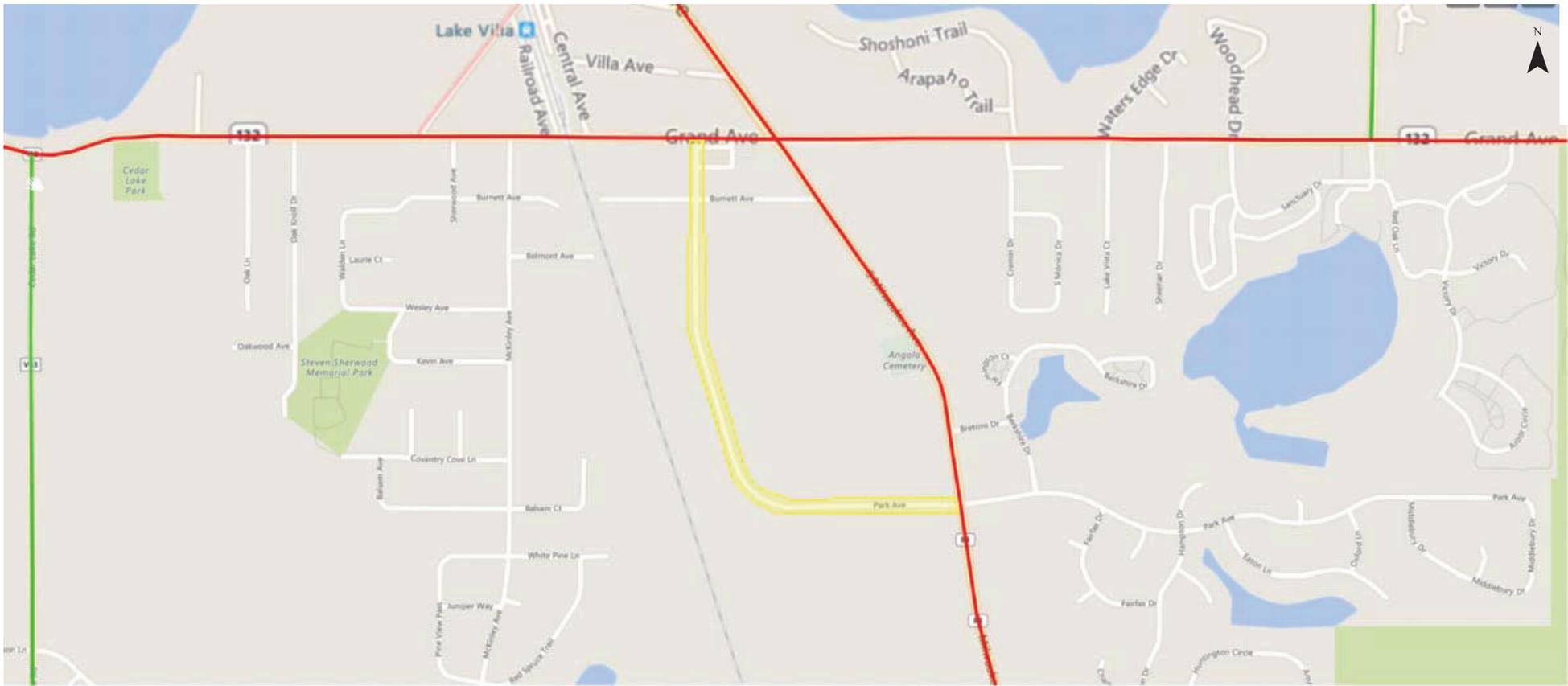
22. Attach Support Resolutions & Letters:

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)

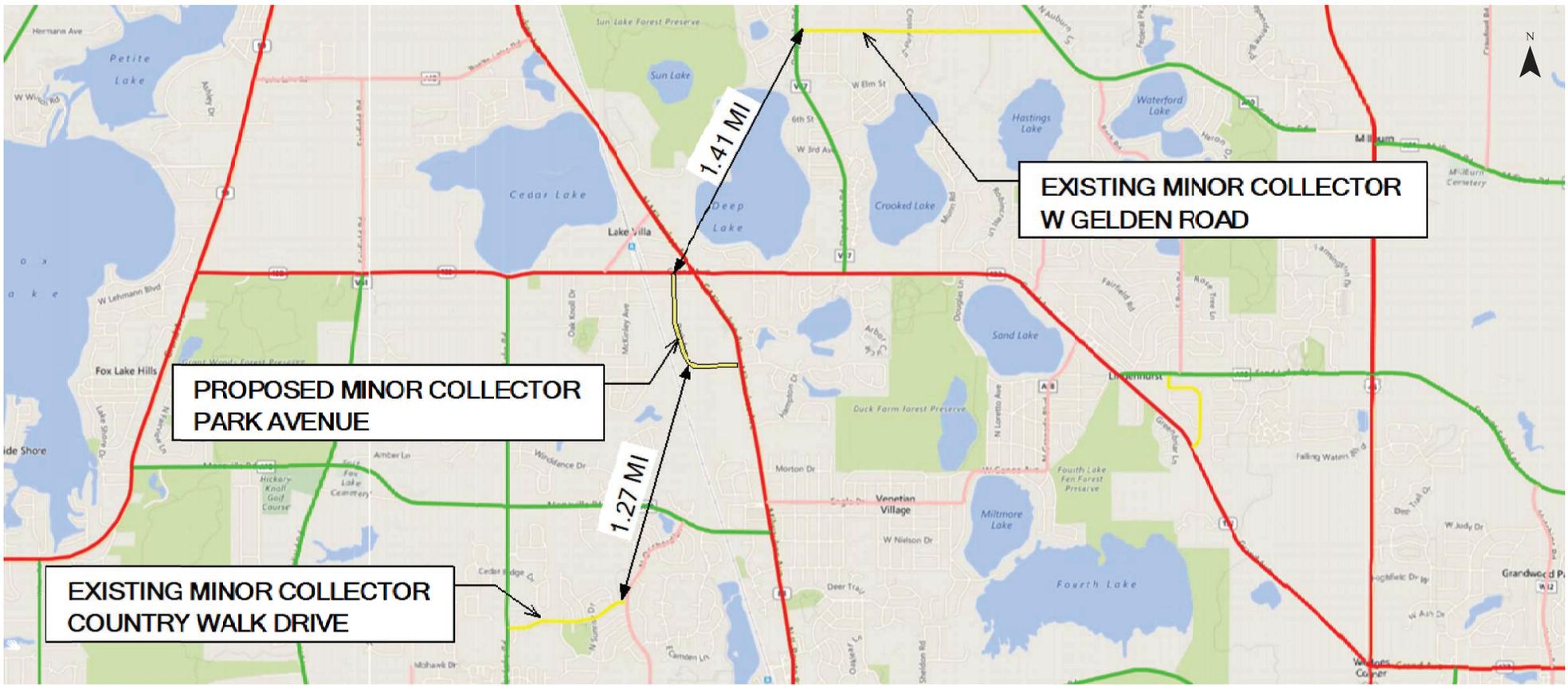




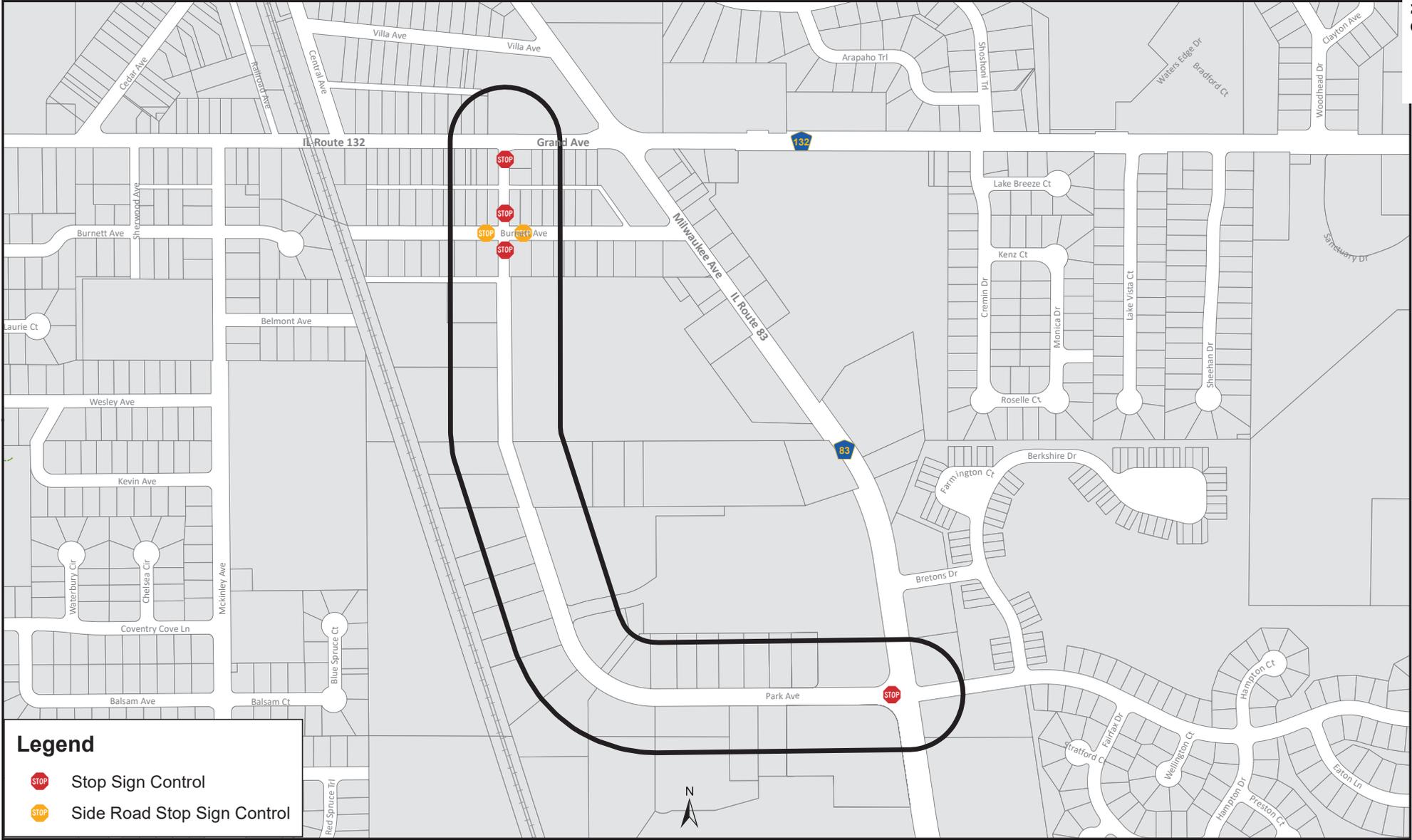
Document Path: J:\6199 - LV Rout Classify\11.0 Graphics\11.4 GIS\Location - Park Ave.mxd



 PROPOSED MINOR COLLECTOR
PARK AVENUE

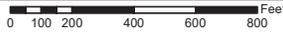


Document Path: J:\61999 - LV Rout Class\111.0 Graphical\1.4 GIS Class Spacing - Park Ave.mxd



Legend

-  Stop Sign Control
-  Side Road Stop Sign Control



STOP CONTROL MAP
PARK AVENUE
 IDOT KEY ROUTE DESIGNATION 0-1007
 Village of Lake Villa

Village of Lake Villa

Report Type: Tube Count - Volume Data
 Location: Park Ave West of Hwy 83
 City/State: Lake Villa, IL
 Traffic Engineering Services, Inc.
 DB File : 2.DB
 Station: Site #2

Last Connected Device Type Unic-L
 Version Number : 1.51
 Serial Number : 60974
 Number of Lanes : 2
 Direction: EB/WB
 Day, Date: Wed, 16-May-18

Volume Data From: 00:00 - 05/16/2018 To: 24:00 - 05/16/2018

Date 16-May-18 Wed	Start Time	Park Ave		Total
		EB	WB	
	12:00:00 AM	0	0	0
	12:15:00 AM	1	1	2
	12:30:00 AM	0	3	3
	12:45:00 AM	5	6	11
	1:00:00 AM	2	0	2
	1:15:00 AM	0	0	0
	1:30:00 AM	3	5	8
	1:45:00 AM	1	4	5
	2:00:00 AM	6	1	7
	2:15:00 AM	2	1	3
	2:30:00 AM	4	1	5
	2:45:00 AM	3	0	3
	3:00:00 AM	1	0	1
	3:15:00 AM	1	2	3
	3:30:00 AM	6	1	7
	3:45:00 AM	1	0	1
	4:00:00 AM	0	1	1
	4:15:00 AM	1	0	1
	4:30:00 AM	0	4	4
	4:45:00 AM	2	9	11
	5:00:00 AM	2	6	8
	5:15:00 AM	0	9	9
	5:30:00 AM	2	24	26
	5:45:00 AM	3	41	44
	6:00:00 AM	4	9	13
	6:15:00 AM	10	4	14
	6:30:00 AM	2	15	17
	6:45:00 AM	4	23	27
	7:00:00 AM	15	10	25
	7:15:00 AM	13	9	22
	7:30:00 AM	17	16	33
	7:45:00 AM	13	18	31
	8:00:00 AM	14	9	23
	8:15:00 AM	16	13	29
	8:30:00 AM	12	9	21
	8:45:00 AM	5	11	16
	9:00:00 AM	14	16	30
	9:15:00 AM	10	13	23
	9:30:00 AM	12	11	23

Village of Lake Villa

Report Type: Tube Count - Volume Data
 Location: Park Ave West of Hwy 83
 City/State: Lake Villa, IL
 Traffic Engineering Services, Inc.
 DB File : 2.DB
 Station: Site #2

Last Connected Device Type Unic-L
 Version Number : 1.51
 Serial Number : 60974
 Number of Lanes : 2
 Direction: EB/WB
 Day, Date: Wed, 16-May-18

Volume Data From: 00:00 - 05/16/2018 To: 24:00 - 05/16/2018

Date 16-May-18 Wed	Start Time	Park Ave		Total
		EB	WB	
	9:45:00 AM	11	12	23
	10:00:00 AM	11	15	26
	10:15:00 AM	6	9	15
	10:30:00 AM	15	8	23
	10:45:00 AM	9	9	18
	11:00:00 AM	20	14	34
	11:15:00 AM	15	11	26
	11:30:00 AM	8	18	26
	11:45:00 AM	12	11	23
	12:00:00 PM	11	12	23
	12:15:00 PM	11	12	23
	12:30:00 PM	18	11	29
	12:45:00 PM	10	19	29
	1:00:00 PM	16	15	31
	1:15:00 PM	12	11	23
	1:30:00 PM	10	19	29
	1:45:00 PM	14	25	39
	2:00:00 PM	22	16	38
	2:15:00 PM	14	12	26
	2:30:00 PM	34	12	46
	2:45:00 PM	10	21	31
	3:00:00 PM	10	13	23
	3:15:00 PM	15	19	34
	3:30:00 PM	28	16	44
	3:45:00 PM	12	18	30
	4:00:00 PM	19	16	35
	4:15:00 PM	13	10	23
	4:30:00 PM	26	7	33
	4:45:00 PM	19	4	23
	5:00:00 PM	20	5	25
	5:15:00 PM	10	5	15
	5:30:00 PM	7	4	11
	5:45:00 PM	5	6	11
	6:00:00 PM	6	2	8
	6:15:00 PM	6	4	10
	6:30:00 PM	5	3	8
	6:45:00 PM	3	4	7
	7:00:00 PM	2	3	5
	7:15:00 PM	4	4	8

Village of Lake Villa

Report Type: Tube Count - Volume Data
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Date 16-May-18 Wed	Start Time	Park Ave		Total
		EB	WB	
	7:30:00 PM	2	4	6
	7:45:00 PM	4	5	9
	8:00:00 PM	5	2	7
	8:15:00 PM	3	6	9
	8:30:00 PM	1	6	7
	8:45:00 PM	3	2	5
	9:00:00 PM	2	2	4
	9:15:00 PM	6	3	9
	9:30:00 PM	2	1	3
	9:45:00 PM	1	0	1
	10:00:00 PM	5	2	7
	10:15:00 PM	0	1	1
	10:30:00 PM	1	2	3
	10:45:00 PM	0	1	1
	11:00:00 PM	7	1	8
	11:15:00 PM	1	3	4
	11:30:00 PM	2	1	3
	11:45:00 PM	1	4	5
	Day Total :	752	786	1538

	Time	Volume
AM Peak 15 Minute Volume	5:45:00 AM	44
PM Peak 15 Minute Volume	2:30:00 PM	46
AM Peak 1 Hour Volume	5:30:00 AM	97
PM Peak 1 Hour Volume	1:45:00 PM	149

Appendix A

Functional Classification Revision Request Template

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

Savanna Springs Drive & Winddance Drive

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 Lake Villa

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

Karl Warwick, Village Administrator, 65 Cedar Ave, Lake Villa, IL 60046
(847) 356-6100

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:

Lake Villa Township

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

None, Village of Lake Villa only.

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.)

Winddance Drive 0-0062; Savannah Springs Drive 0-0074

11. Endpoints of proposed roadway to be reclassified

- North or West endpoint:

Cedar Lake Road (V63) (West); Key Route Designation: 9-0192

- North or West endpoint road's functional classification:

Minor Arterial

- South or East endpoint:

Monaville Road (A18) (South); Key Route Designation: 9-0177

- South or East endpoint road's functional classification:

Minor Arterial

12. Length of proposed roadway to be reclassified:

0.8 Miles

13. Current Average Annual Daily Traffic (AADT):

**4080 (provided by Traffic Engineering Services, Inc., 2018)
see traffic data**

(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.)



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:

W Gelden Road; 5-0066 - 2.58 miles north; see spacing map

- 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:

County Walk Drive; 0-0015 - 0.51 miles south; see spacing map

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:

No Change

(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?

49

- 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.)

No future signalization anticipated.

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 exhibit for existing stop control, no future stop control is planned.

19. Major Traffic Generators along the proposed reclassified route:

Surrounding neighborhoods

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

These roadways distribute traffic and provide access from local streets to minor arterials and serve as an intermediate link between points of origin/destination and major roadways in the area.

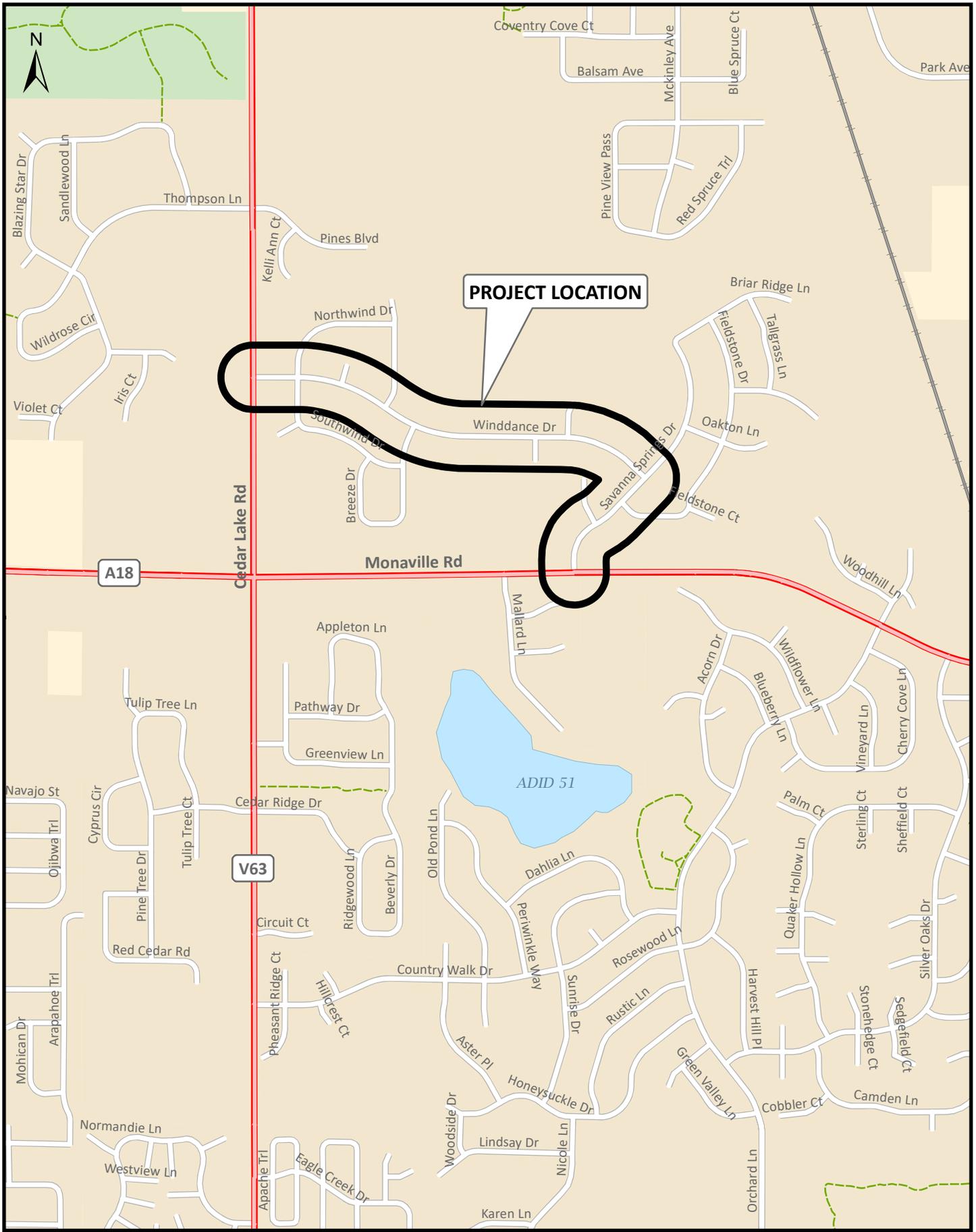
("To establish federal funding eligibility" is NOT a justification.

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

None

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)





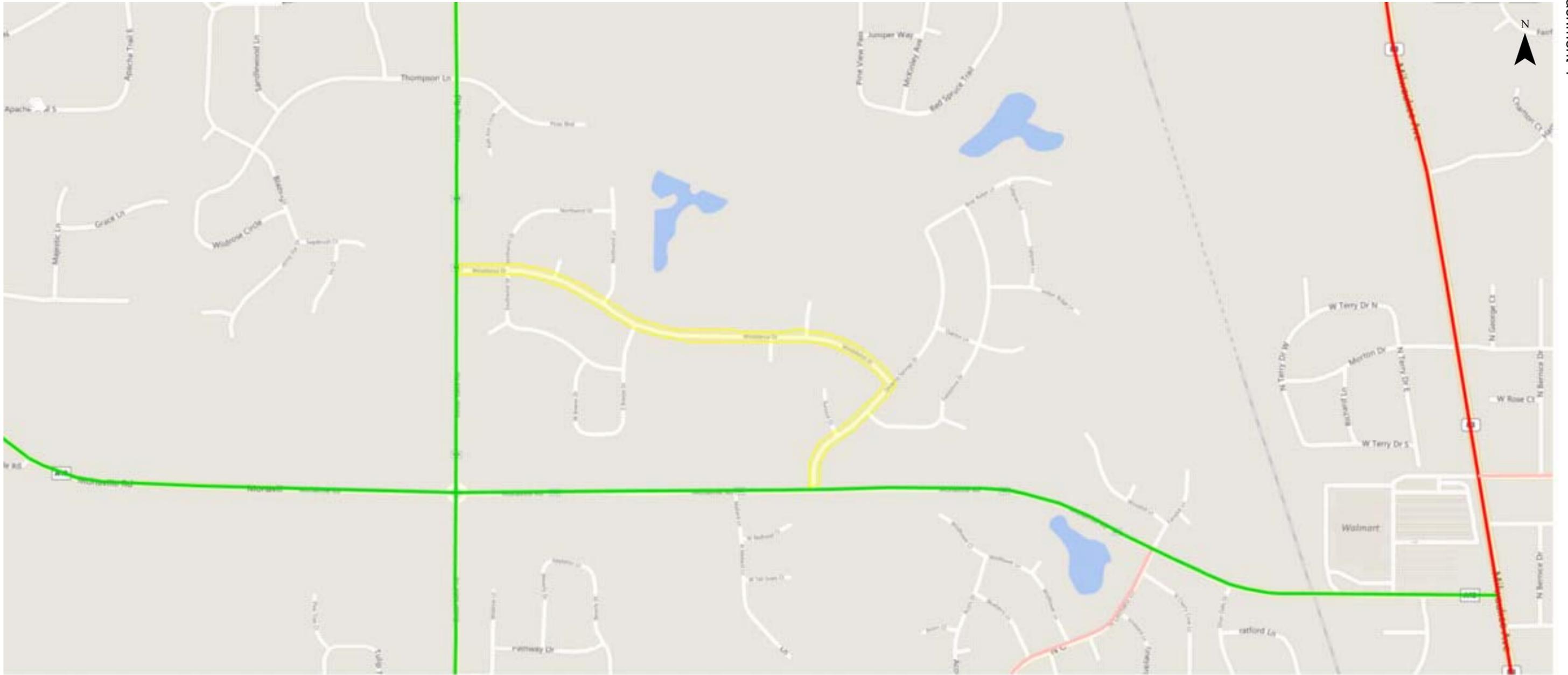
PROJECT LOCATION

A18

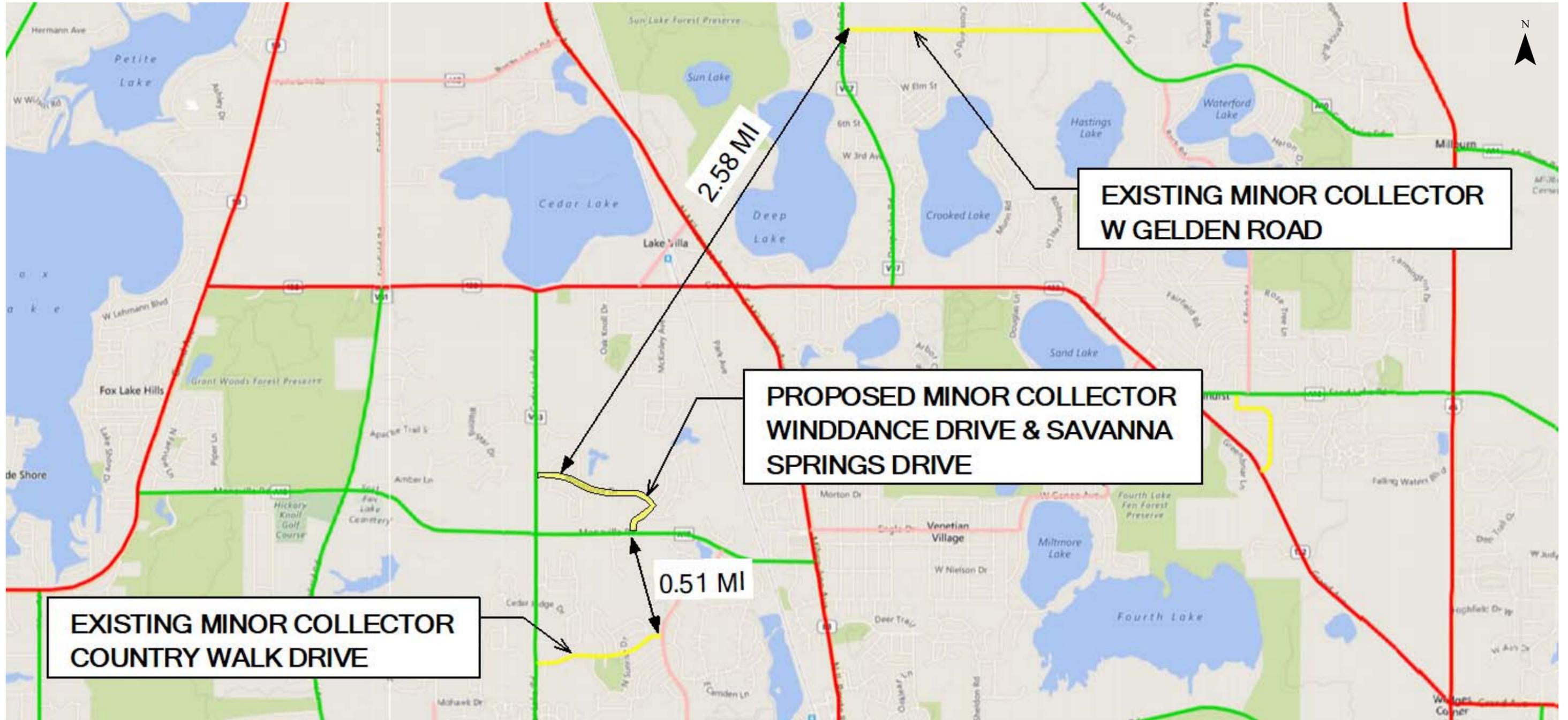
V63

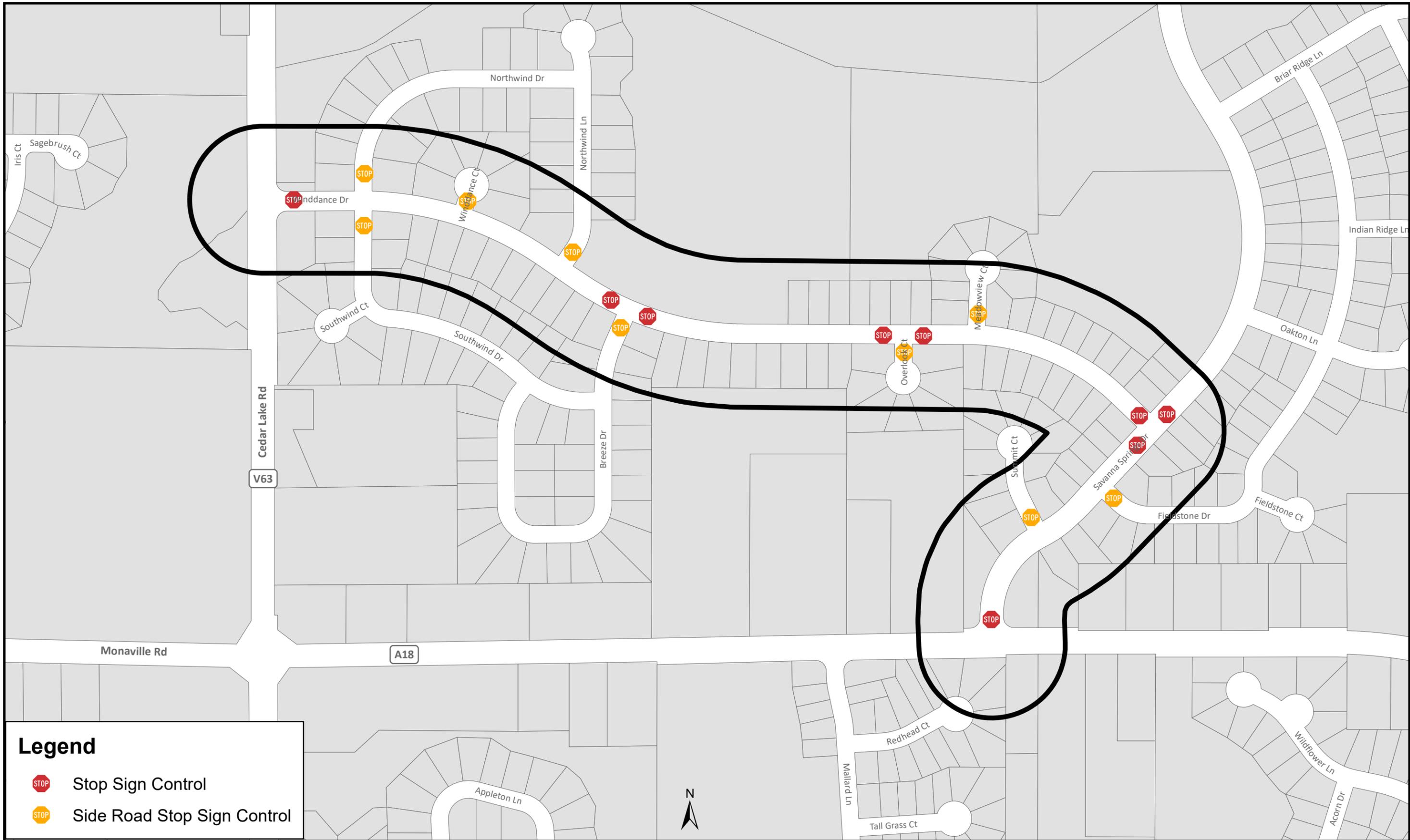
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0 250 500 1,000 1,500 2,000 Feet



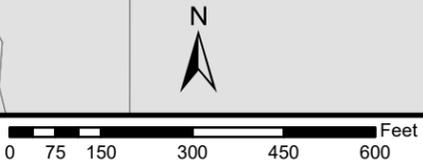
**PROPOSED MINOR COLLECTOR
WINDDANCE DRIVE
SAVANNA SPRINGS DRIVE**





Legend

-  Stop Sign Control
-  Side Road Stop Sign Control



Village of Lake Villa

Report Type: Tube Count - Volume Data
 Location: Savanna Springs Drive North of Monaville Road
 City/State: Lake Villa, IL
 Traffic Engineering Services, Inc.
 DB File : 7.DB
 Station: Site #7

Last Connected Device Type : Unic-L
 Version Number : 1.30
 Serial Number : 86316
 Number of Lanes : 2
 Direction: NB/SB
 Day, Date: Thur, 17-May-18

Volume Data From: 00:00 - 05/17/2018 To: 24:00 - 05/17/2018

Date		Savanna Springs Dr		
17-May-18		NB	SB	Total
Thu	Start Time			
	12:00:00 AM	6	2	8
	12:15:00 AM	4	0	4
	12:30:00 AM	0	0	0
	12:45:00 AM	4	5	9
	1:00:00 AM	0	0	0
	1:15:00 AM	2	2	4
	1:30:00 AM	0	0	0
	1:45:00 AM	0	0	0
	2:00:00 AM	4	2	6
	2:15:00 AM	4	0	4
	2:30:00 AM	0	0	0
	2:45:00 AM	0	0	0
	3:00:00 AM	2	2	4
	3:15:00 AM	0	4	4
	3:30:00 AM	1	4	5
	3:45:00 AM	0	0	0
	4:00:00 AM	0	0	0
	4:15:00 AM	0	2	2
	4:30:00 AM	0	6	6
	4:45:00 AM	4	9	13
	5:00:00 AM	4	8	12
	5:15:00 AM	0	16	16
	5:30:00 AM	4	12	16
	5:45:00 AM	3	13	16
	6:00:00 AM	2	44	46
	6:15:00 AM	4	20	24
	6:30:00 AM	4	42	46
	6:45:00 AM	14	52	66
	7:00:00 AM	16	50	66
	7:15:00 AM	20	56	76
	7:30:00 AM	12	47	59
	7:45:00 AM	24	35	59
	8:00:00 AM	10	62	72
	8:15:00 AM	16	28	44
	8:30:00 AM	14	32	46
	8:45:00 AM	25	37	62
	9:00:00 AM	14	21	35
	9:15:00 AM	14	12	26
	9:30:00 AM	29	21	50

Village of Lake Villa

Report Type: Tube Count - Volume Data
 Location: Savanna Springs Drive North of Monaville Road
 City/State: Lake Villa, IL
 Traffic Engineering Services, Inc.
 DB File : 7.DB
 Station: Site #7

Last Connected Device Type : Unic-L
 Version Number : 1.30
 Serial Number : 86316
 Number of Lanes : 2
 Direction: NB/SB
 Day, Date: Thur, 17-May-18

Volume Data From: 00:00 - 05/17/2018 To: 24:00 - 05/17/2018

Date	Savanna Springs Dr			
17-May-18	NB	SB	Total	
Thu	Start Time			
	9:45:00 AM	30	36	66
	10:00:00 AM	20	18	38
	10:15:00 AM	22	14	36
	10:30:00 AM	23	37	60
	10:45:00 AM	42	31	73
	11:00:00 AM	34	15	49
	11:15:00 AM	28	29	57
	11:30:00 AM	23	31	54
	11:45:00 AM	15	25	40
	12:00:00 PM	40	22	62
	12:15:00 PM	43	29	72
	12:30:00 PM	24	38	62
	12:45:00 PM	35	25	60
	1:00:00 PM	30	22	52
	1:15:00 PM	28	42	70
	1:30:00 PM	37	22	59
	1:45:00 PM	17	12	29
	2:00:00 PM	39	25	64
	2:15:00 PM	31	27	58
	2:30:00 PM	36	18	54
	2:45:00 PM	31	19	50
	3:00:00 PM	41	18	59
	3:15:00 PM	49	39	88
	3:30:00 PM	36	26	62
	3:45:00 PM	39	16	55
	4:00:00 PM	48	32	80
	4:15:00 PM	50	32	82
	4:30:00 PM	44	47	91
	4:45:00 PM	37	43	80
	5:00:00 PM	44	25	69
	5:15:00 PM	57	15	72
	5:30:00 PM	59	27	86
	5:45:00 PM	67	23	90
	6:00:00 PM	61	33	94
	6:15:00 PM	70	29	99
	6:30:00 PM	51	32	83
	6:45:00 PM	52	22	74
	7:00:00 PM	50	35	85
	7:15:00 PM	43	18	61

Village of Lake Villa

Report Type: Tube Count - Volume Data
 Location: Savanna Springs Drive North of Monaville Road
 City/State: Lake Villa, IL
 Traffic Engineering Services, Inc.
 DB File : 7.DB
 Station: Site #7

Last Connected Device Type : Unic-L
 Version Number : 1.30
 Serial Number : 86316
 Number of Lanes : 2
 Direction: NB/SB
 Day, Date: Thur, 17-May-18

Volume Data From: 00:00 - 05/17/2018 To: 24:00 - 05/17/2018

Date		Savanna Springs Dr		
17-May-18		NB	SB	Total
Thu	Start Time			
	7:30:00 PM	24	28	52
	7:45:00 PM	40	17	57
	8:00:00 PM	44	23	67
	8:15:00 PM	34	16	50
	8:30:00 PM	26	8	34
	8:45:00 PM	40	8	48
	9:00:00 PM	34	10	44
	9:15:00 PM	30	4	34
	9:30:00 PM	14	11	25
	9:45:00 PM	32	9	41
	10:00:00 PM	24	9	33
	10:15:00 PM	8	8	16
	10:30:00 PM	16	9	25
	10:45:00 PM	18	4	22
	11:00:00 PM	20	5	25
	11:15:00 PM	6	0	6
	11:30:00 PM	2	2	4
	11:45:00 PM	12	4	16
	Day Total :	2210	1870	4080

	Time	Volume
AM Peak 15 Minute Volume	7:15:00 AM	76
PM Peak 15 Minute Volume	6:15:00 PM	99
AM Peak 1 Hour Volume	6:45:00 AM	267
PM Peak 1 Hour Volume	5:30:00 PM	369



Beach Park Village Hall, Built 1991

Village of Beach Park

11270 W. Wadsworth Rd. • Beach Park, IL 60099 • (847) 746-1770 • Fax (847) 746-1797 • www.villageofbeachpark.com

January 15, 2019

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

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

Dear Mrs. Karry,

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

Route Name	Termini	Length (miles)
Adams Road/Major Avenue	Delany Road to Green Bay Road	1.33
Cambridge Blvd.	Wadsworth Road to Wakefield Drive	0.33
Wakefield Drive	Cambridge Blvd. to Green Bay Road	0.57
Talmadge Avenue	North Avenue to Sheridan Road	0.50
North Avenue	Beach Road to Talmadge Ave.	0.31

The routes listed above function as collector routes that serve as an intermediate link between the arterial system and points of origin and destination. The routes include the following characteristics:

- Provides both access and traffic circulation within residential neighborhoods and commercial areas.
- Extends 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 myself or the Village Administrator, Jon Kindseth.

Sincerely,

John Hucker
Beach Park Mayor

Mayor	John Hucker	Trustees	Regina Miller Don Jensen Mark Ottersen	Larry Wells Richard Gust Linda Sittig
Clerk	Mary Jo McDonald			

Appendix A

Functional Classification Revision Request Template

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

Adams Road/Major Avenue

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 Beach Park

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

Jon Kindseth, Village Administrator
11270 W Wadsworth Road, Beach Park, Illinois 60099
phone: (847) 246-6016 email: Jon.Kindseth@villageofbeachpark.com

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:

Benton Township, Newport Township

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

Village of Wadsworth

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

Local Road



9. Proposed functional classification for this roadway:

Major 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.)

0-3003; 0-4016; 0-4018; 0-1011; 0-1009

11. Endpoints of proposed roadway to be reclassified

- North or West endpoint:

Delany (west) 9-2700

- North or West endpoint road's functional classification:

Minor Arterial

- South or East endpoint:

Green Bay Road (east) 9-2711

- South or East endpoint road's functional classification:

Minor Arterial

12. Length of proposed roadway to be reclassified:

1.33 miles

13. Current Average Annual Daily Traffic (AADT):

1,400 (Getting Around Illinois Map)

(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.)



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:

21st Street (1.25 miles north) 9-1201

- 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:

33rd Street (0.24 miles south) 9-1208

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?

14

- 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 showing no plan for signalization.

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 providing no change to the current stop sign control.

19. Major Traffic Generators along the proposed reclassified route:

Residential subdivisions to the north and south

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

Will serve land access and traffic circulation in existing residential neighborhoods, distributes traffic from local roads to the minor arterials, Delany Road and Green Bay Road. Routes traffic between Delany and Green Bay with potential increase in ADT with future development to the west in Wadsworth. Operating characteristics are low speed and no signalized intersections.

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

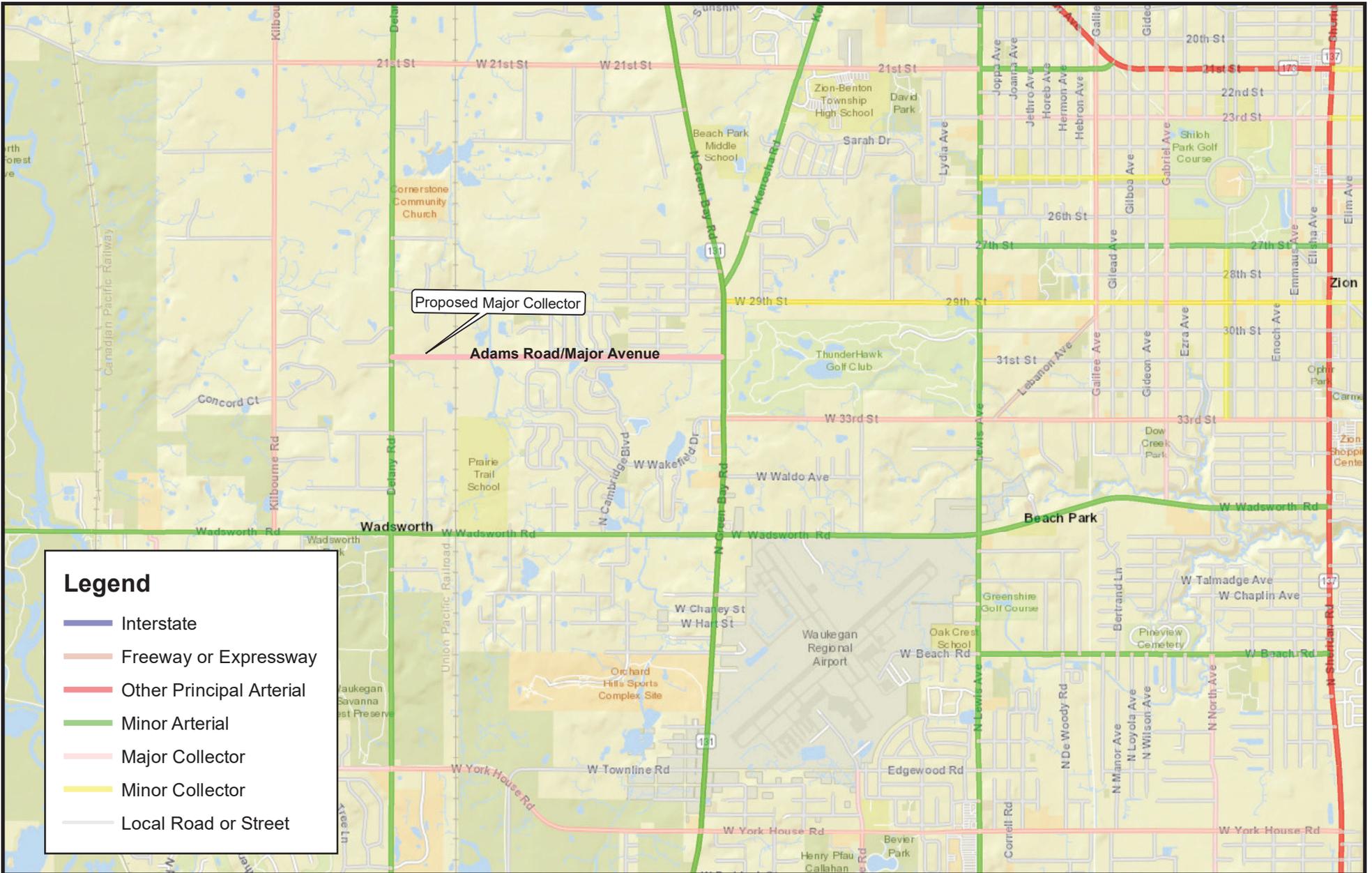
21. Provide any additional (optional) information or justification:

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)





Legend

- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road or Street



900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com

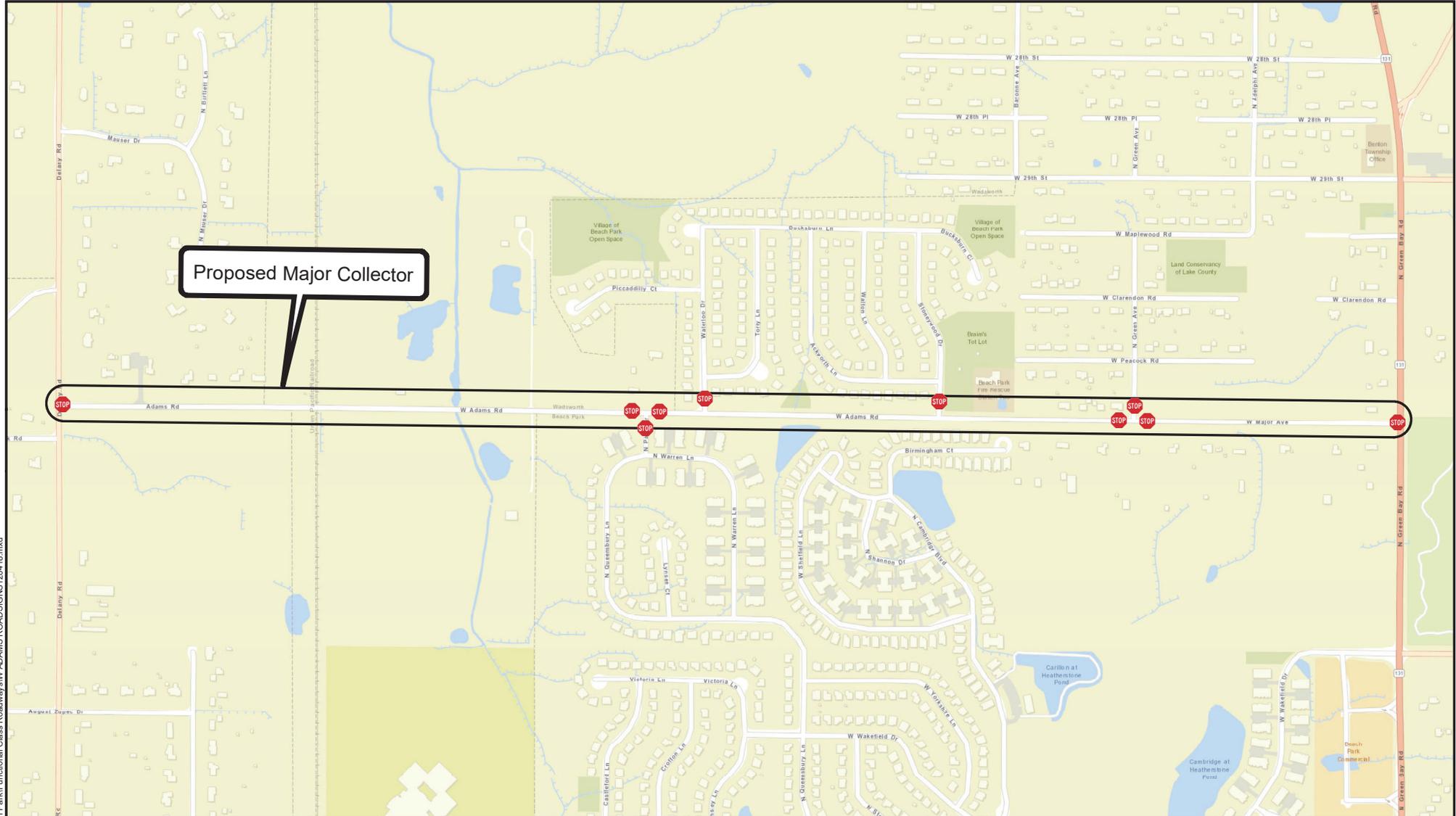


NORTH

1 in = 3,000 ft
 Date: 10/02/2018

**ADAMS ROAD/MAJOR AVENUE
 FUNCTIONAL CLASSIFICATION MAP
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1



L:\GIS\Illinois\Municipality\Beach Park\FUNCTIONAL CLASS ROADWAYS\W ADAMS ROAD\SIGNS\201418.mxd



900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com



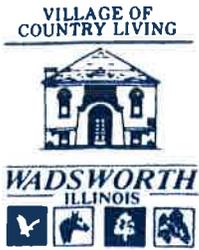
1 in = 500 ft
 Date: 10/02/2018

Legend

-  Stop Sign
-  Project Location

**ADAMS ROAD/MAJOR AVENUE
 STOP SIGN/TRAFFIC SIGNAL CONTROL MAP
 BEACH PARK, LAKE COUNTY, IL**

ProjBPBP1



VILLAGE OF WADSWORTH

14155 Wadsworth Road Wadsworth, Illinois 60083
January 15, 2019

Emily J. Karry, P.E.
Council Liaison
Lake County Council of Mayors
c/o Lake County Division of Transportation
600 W Winchester Road, Libertyville, Illinois 60048

Dear Ms. Karry:

The Village of Wadsworth has been advised of the Village of Beach Parks' request to change the functional classification of Adams Road/Major Avenue (Green Bay Road to Delany Road) to a major collector. We feel with the existing traffic and accessibility of this roadway between Green Bay Road and Delany Road would be an excellent roadway to be to be classified as such under FAU designation. Based on this, Wadsworth supports the Village of Beach Parks' request for the change in classification.

If you have any questions, please do not hesitate to contact staff or myself.

Sincerely,

A handwritten signature in cursive script that reads "Glenn Ryback".

Mayor Glenn Ryback
Village of Wadsworth Village President

Appendix A

Functional Classification Revision Request Template

1. Name(s) of proposed roadway to be reclassified:
Cambridge Boulevard
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 Beach Park
3. Contact information (name, title, address, phone and email):
Jon Kindseth, Village Administrator
11270 W Wadsworth Road, Beach Park, Illinois 60099
phone: (847) 246-6016 email: Jon.Kindseth@villageofbeachpark.com
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:
Newport
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



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.)

0-0030

11. Endpoints of proposed roadway to be reclassified

- North or West endpoint:

W. Wakefield Drive 0-0013

- North or West endpoint road's functional classification:

Local road (to be reclassified as Minor Collector)

- South or East endpoint:

Wadsworth Road 9-1209

- South or East endpoint road's functional classification:

Minor Arterial

12. Length of proposed roadway to be reclassified:

0.33 miles

13. Current Average Annual Daily Traffic (AADT):

3,836 (provided by Quality Counts, LLC - 2018)

(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.)



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:

Bethel Boulevard (2.6 miles east) 9-2751

- 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:

There are no adjacent Minor Collectors to the west. See the Distance to Minor Collector Map attached.

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?

0

- 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. There is no change anticipated to the signalization existing at Wadsworth.

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 where no change is indicated to the existing stop sign control.

19. Major Traffic Generators along the proposed reclassified route:

Residential subdivision to the west and north

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

Will serve land access and traffic circulation in existing residential neighborhoods. Along with Wakefield the roadway distributes traffic and provides access from local streets to an area minor arterial and major collector and serves as an intermediate link between points of origin/destination and major roadways within the area. Wakefield serves parcels ready for future commercial development that front Green Bay Road. Also, there is potential residential development off of Welsh Drive that would use Cambridge and Wakefield as a minor collector.

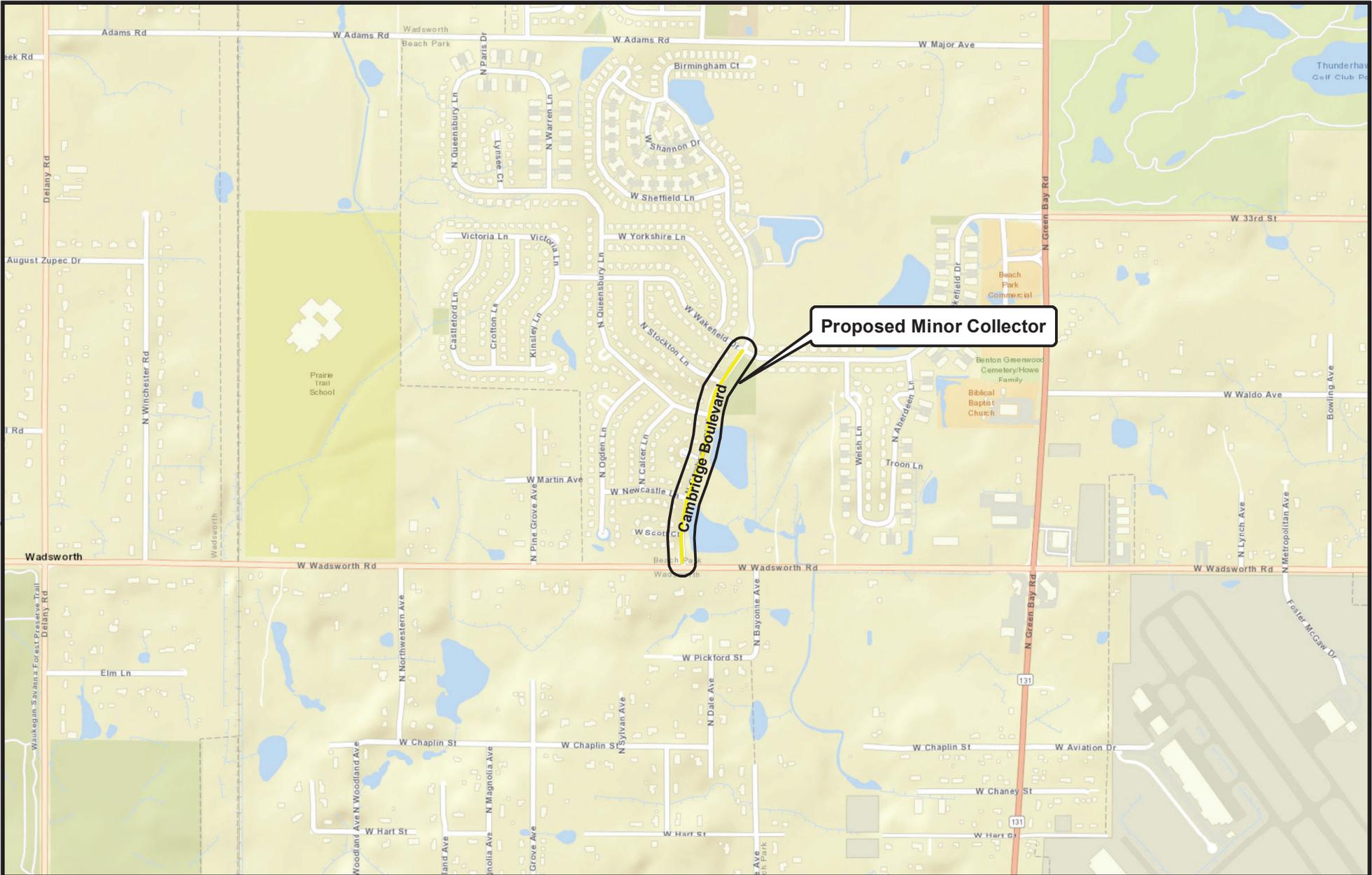
21. Provide any additional (optional) information or justification:

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)





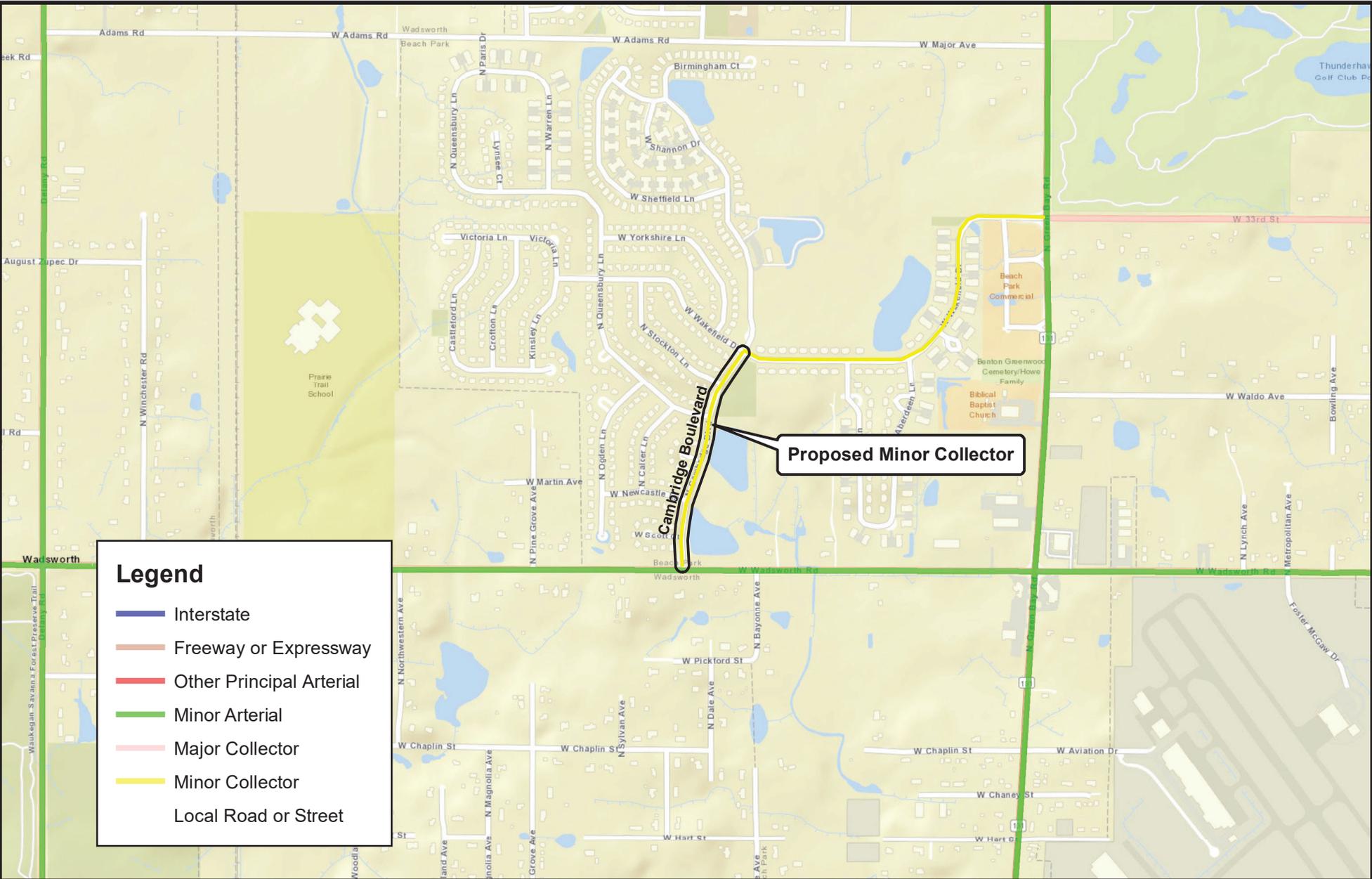
900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com



1 in = 1,000 ft
 Date: 12/29/18

**CAMBRIDGE BOULEVARD
 LOCATION MAP
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1



Legend

- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road or Street

Proposed Minor Collector



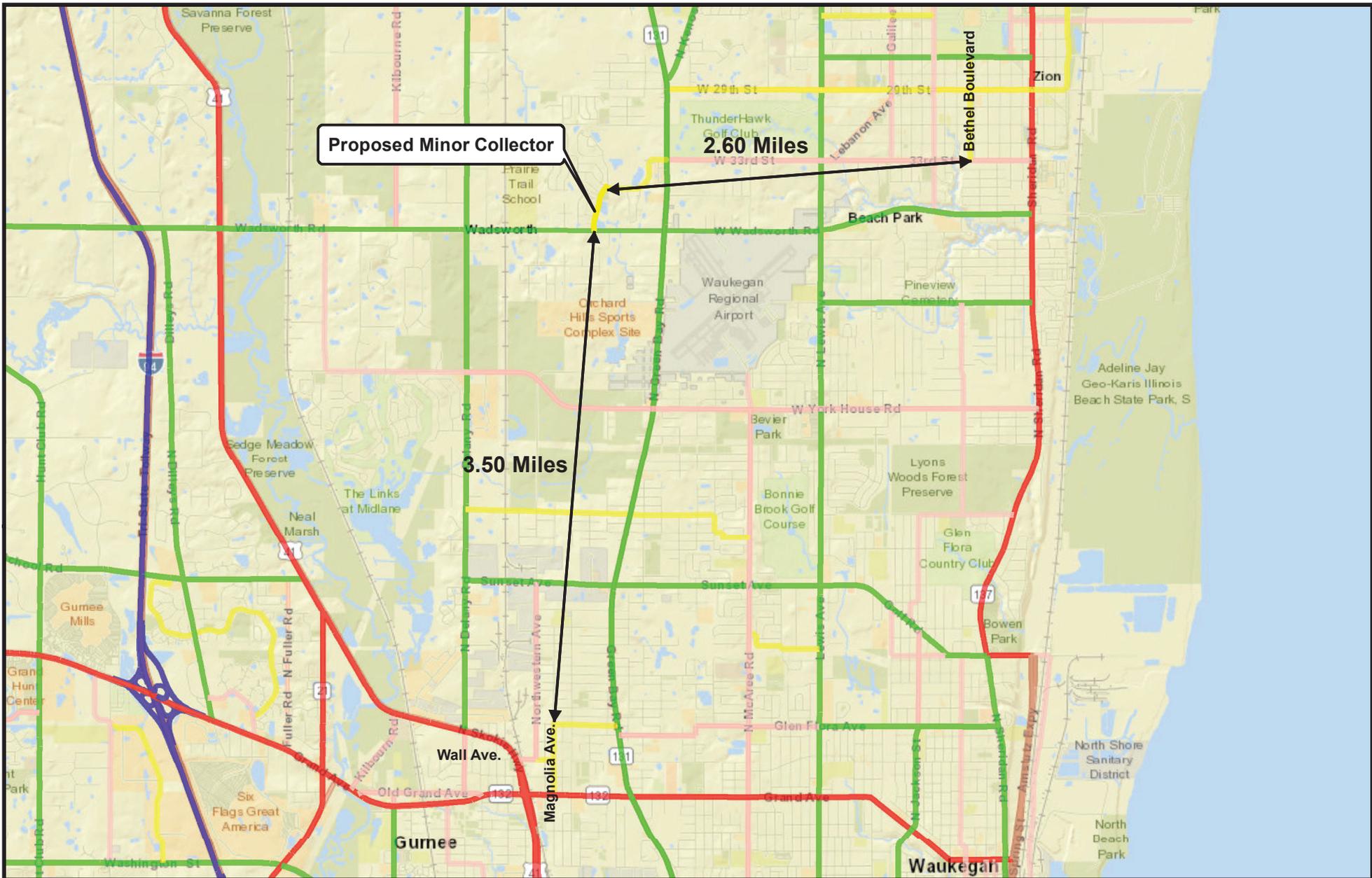
900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com



1 in = 1,000 ft
 Date: 12/29/18

**CAMBRIDGE BOULEVARD
 FUNCTIONAL CLASSIFICATION MAP
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1



Proposed Minor Collector

2.60 Miles

3.50 Miles



NORTH

1 in = 5,000 ft

Date: 12/29/18

CAMBRIDGE BOULEVARD DISTANCE TO MINOR COLLECTOR BEACH PARK, LAKE COUNTY, IL

900 Woodlands Parkway, Vernon Hills, Illinois 60061
ph: 847-634-5550 manhard.com

Proj:BPBP1

Type of report: Tube Count - Volume Data

LOCATION: Cambridge Blvd N of Wadsworth SPECIFIC LOCATION: Cambridge Blvd N of Wadsworth CITY/STATE: Beach Park, IL						QC JOB #: 14782909 DIRECTION: NB/SB DATE: Sep 05 2018 - Sep 05 2018				
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			15			15			15	
12:15 AM			3			3			3	
12:30 AM			4			4			4	
12:45 AM			9			9			9	
1:00 AM			3			3			3	
1:15 AM			2			2			2	
1:30 AM			2			2			2	
1:45 AM			4			4			4	
2:00 AM			2			2			2	
2:15 AM			5			5			5	
2:30 AM			0			0			0	
2:45 AM			3			3			3	
3:00 AM			5			5			5	
3:15 AM			3			3			3	
3:30 AM			3			3			3	
3:45 AM			3			3			3	
4:00 AM			9			9			9	
4:15 AM			6			6			6	
4:30 AM			10			10			10	
4:45 AM			14			14			14	
5:00 AM			15			15			15	
5:15 AM			18			18			18	
5:30 AM			30			30			30	
5:45 AM			32			32			32	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

Page 2 of 4

LOCATION: Cambridge Blvd N of Wadsworth SPECIFIC LOCATION: Cambridge Blvd N of Wadsworth CITY/STATE: Beach Park, IL							QC JOB #: 14782909 DIRECTION: NB/SB DATE: Sep 05 2018 - Sep 05 2018			
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			39			39			39	
6:15 AM			58			58			58	
6:30 AM			72			72			72	
6:45 AM			65			65			65	
7:00 AM			61			61			61	
7:15 AM			69			69			69	
7:30 AM			74			74			74	
7:45 AM			63			63			63	
8:00 AM			67			67			67	
8:15 AM			65			65			65	
8:30 AM			52			52			52	
8:45 AM			57			57			57	
9:00 AM			43			43			43	
9:15 AM			46			46			46	
9:30 AM			42			42			42	
9:45 AM			42			42			42	
10:00 AM			43			43			43	
10:15 AM			49			49			49	
10:30 AM			45			45			45	
10:45 AM			34			34			34	
11:00 AM			36			36			36	
11:15 AM			36			36			36	
11:30 AM			34			34			34	
11:45 AM			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

Page 3 of 4

LOCATION: Cambridge Blvd N of Wadsworth SPECIFIC LOCATION: Cambridge Blvd N of Wadsworth CITY/STATE: Beach Park, IL							QC JOB #: 14782909 DIRECTION: NB/SB DATE: Sep 05 2018 - Sep 05 2018			
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			43			43			43	
12:15 PM			50			50			50	
12:30 PM			43			43			43	
12:45 PM			39			39			39	
1:00 PM			50			50			50	
1:15 PM			46			46			46	
1:30 PM			39			39			39	
1:45 PM			43			43			43	
2:00 PM			49			49			49	
2:15 PM			45			45			45	
2:30 PM			46			46			46	
2:45 PM			70			70			70	
3:00 PM			66			66			66	
3:15 PM			57			57			57	
3:30 PM			56			56			56	
3:45 PM			58			58			58	
4:00 PM			81			81			81	
4:15 PM			82			82			82	
4:30 PM			81			81			81	
4:45 PM			63			63			63	
5:00 PM			83			83			83	
5:15 PM			74			74			74	
5:30 PM			84			84			84	
5:45 PM			92			92			92	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

Page 4 of 4

LOCATION: Cambridge Blvd N of Wadsworth SPECIFIC LOCATION: Cambridge Blvd N of Wadsworth CITY/STATE: Beach Park, IL						QC JOB #: 14782909 DIRECTION: NB/SB DATE: Sep 05 2018 - Sep 05 2018				
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			71			71			71	
6:15 PM			89			89			89	
6:30 PM			78			78			78	
6:45 PM			69			69			69	
7:00 PM			49			49			49	
7:15 PM			59			59			59	
7:30 PM			60			60			60	
7:45 PM			56			56			56	
8:00 PM			53			53			53	
8:15 PM			44			44			44	
8:30 PM			44			44			44	
8:45 PM			45			45			45	
9:00 PM			35			35			35	
9:15 PM			37			37			37	
9:30 PM			28			28			28	
9:45 PM			21			21			21	
10:00 PM			29			29			29	
10:15 PM			17			17			17	
10:30 PM			16			16			16	
10:45 PM			18			18			18	
11:00 PM			9			9			9	
11:15 PM			21			21			21	
11:30 PM			10			10			10	
11:45 PM			8			8			8	
Day Total			3836			3836			3836	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			7:30 AM			7:30 AM			7:30 AM	
Volume			74			74			74	
PM Peak			5:45 PM			5:45 PM			5:45 PM	
Volume			92			92			92	
<i>Comments:</i>										

Appendix A

Functional Classification Revision Request Template

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

W. Wakefield Drive

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 Beach Park

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

Jon Kindseth, Village Administrator
11270 W Wadsworth Road, Beach Park, Illinois 60099
phone: (847) 246-6016 email: Jon.Kindseth@villageofbeachpark.com

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:

Benton

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



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- 0013

11. Endpoints of proposed roadway to be reclassified

- North or West endpoint:

Cambridge Blvd. 0-0030

- North or West endpoint road's functional classification:

Local road (to be reclassified as Minor Collector)

- South or East endpoint:

Green Bay Road 9-2711

- South or East endpoint road's functional classification:

Minor Arterial

12. Length of proposed roadway to be reclassified:

0.57 miles

13. Current Average Annual Daily Traffic (AADT):

1,614 (provided by Quality Counts, LLC - 2018)

(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.)



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:

29th Street (0.5 miles north) 9-1207

- 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:

Blanchard Road (2.5 miles south) 9-1212

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?

46

- 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 with no signalization anticipated.

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 showing no change to existing stop control.

19. Major Traffic Generators along the proposed reclassified route:

Residential subdivision to the west and north

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

Will serve land access and traffic circulation in existing residential neighborhoods, along with Cambridge the roadway distributes traffic and provides access from local streets to an area minor arterial and major collector and serves as an intermediate link between points of origin/destination and major roadways within the area. Wakefield serves parcels ready for future commercial development that front Green Bay Road. Also, there is potential residential development off of Welsh Drive that would use Cambridge and Wakefield as a minor collector.

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

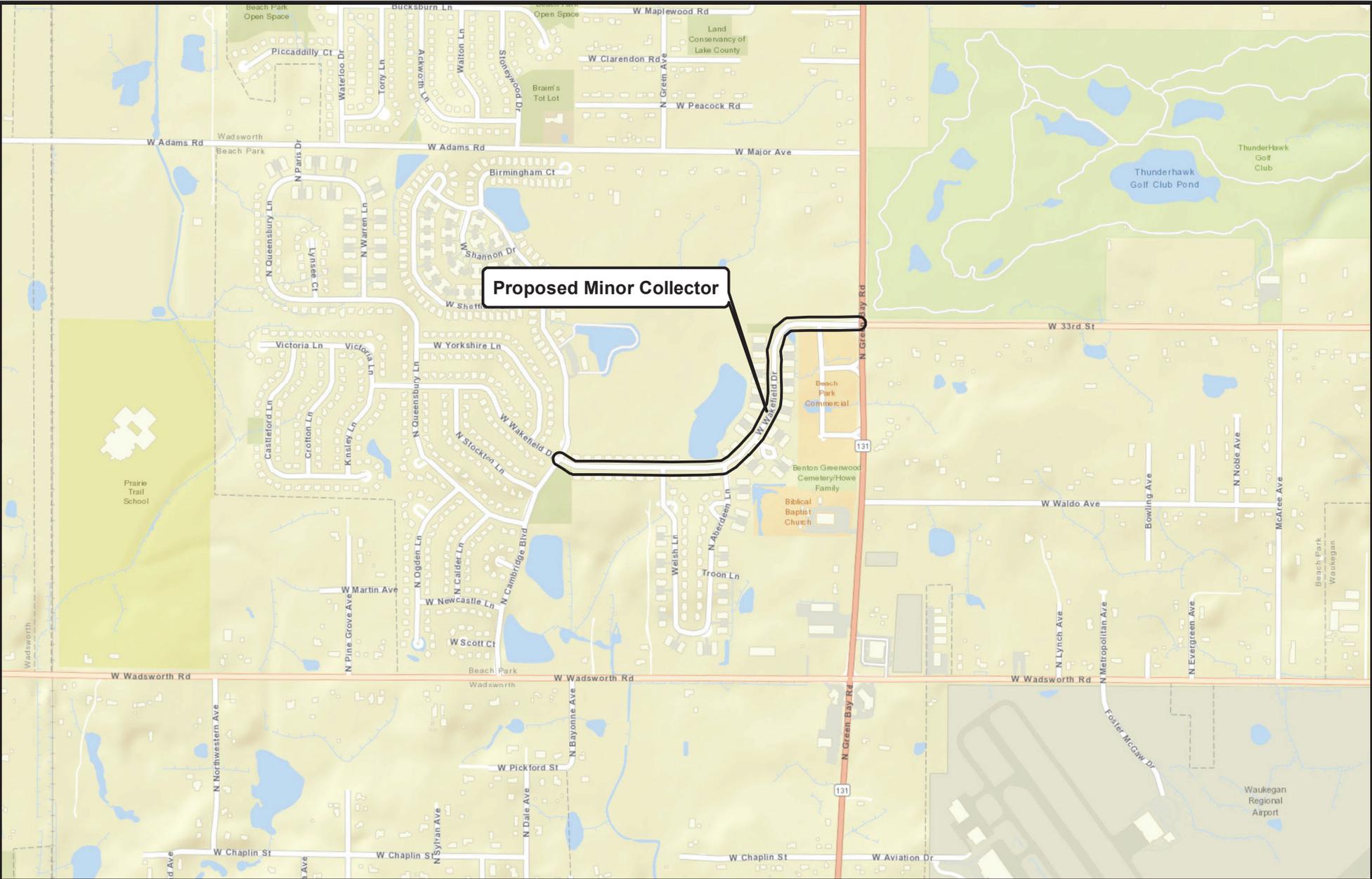
N/A

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)



L:\GIS\Illinois\Municipality\Beach Park\Functional Class Roadways\W WAKEFIELD DR LOCATION.mxd



Proposed Minor Collector



900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com

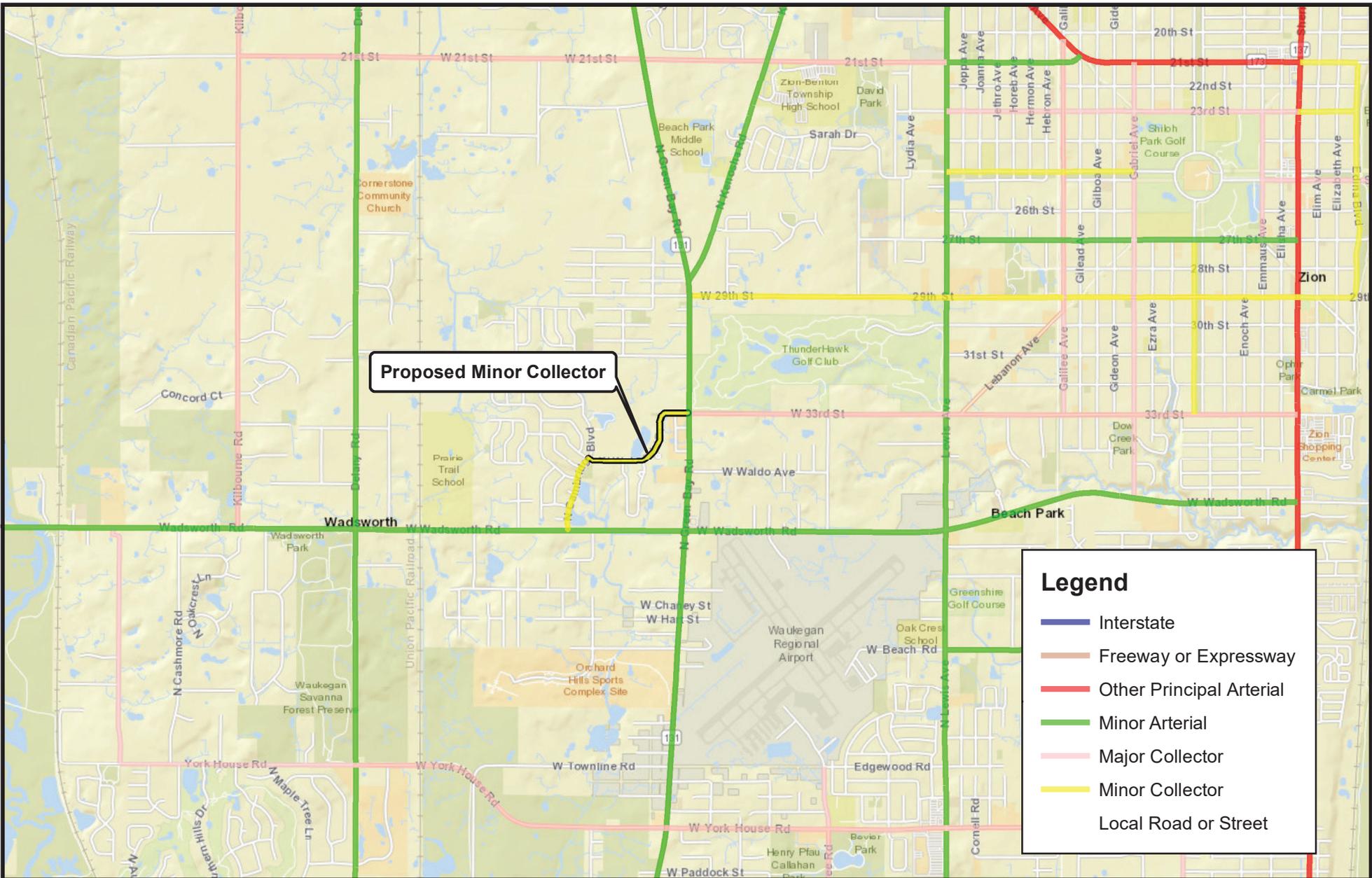


NORTH

1 in = 1,000 ft
 Date: 12/29/18

**W. WAKEFIELD DRIVE
 LOCATION MAP
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1



Proposed Minor Collector

Legend

- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road or Street



900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com

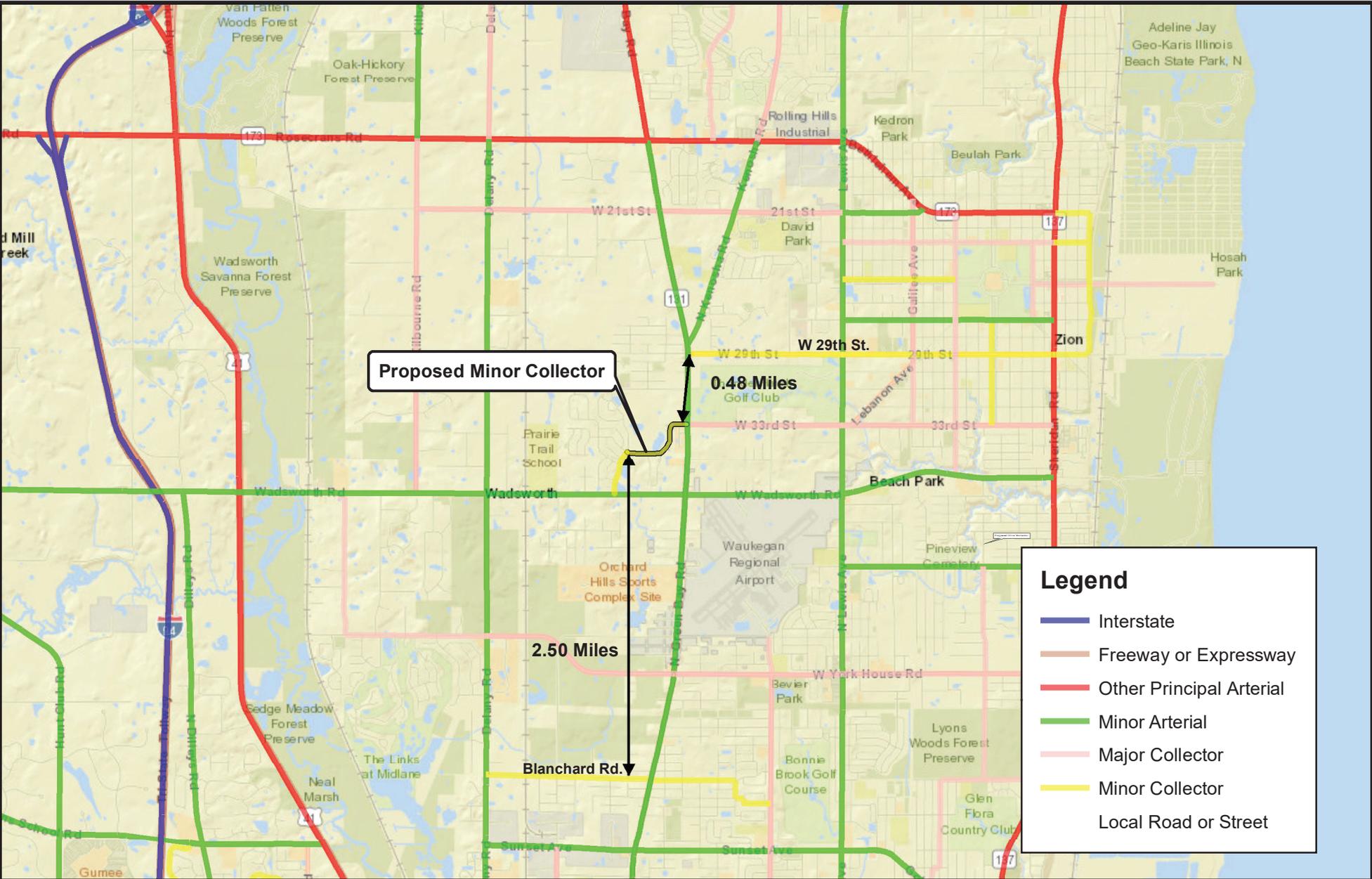


1 in = 3,000 ft
 Date: 12/29/18

**W. WAKEFIELD DRIVE
 FUNCTIONAL CLASSIFICATION MAP
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1

L:\GIS\Illinois\Municipality\Beach Park\Functional Class Roadways\W WAKEFIELD DR DISTANCE TO MINOR COLLECTOR.mxd



Proposed Minor Collector

0.48 Miles

2.50 Miles

Legend

- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road or Street



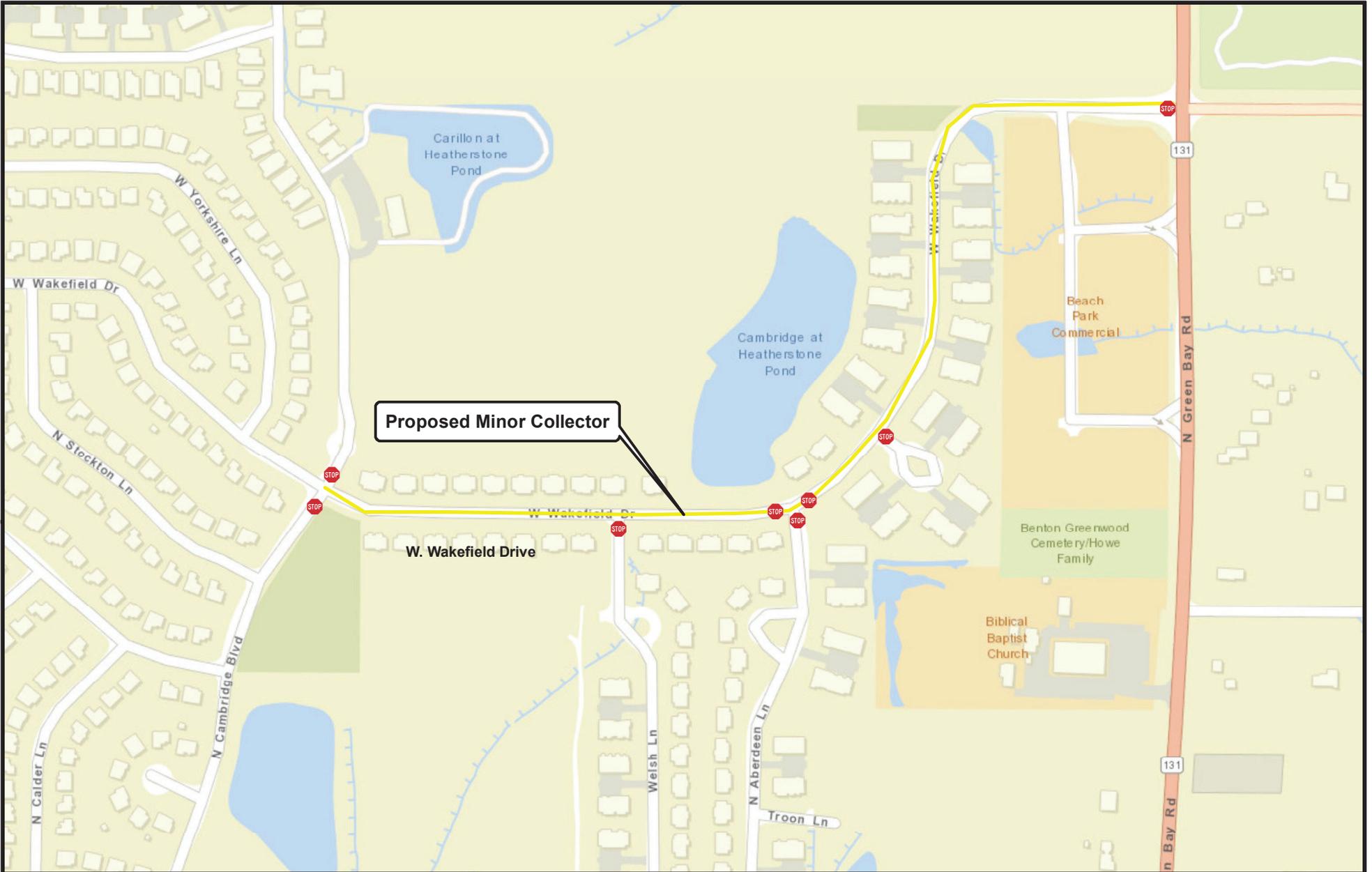
900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com



1 in = 5,000 ft
 Date: 12/29/18

**W. WAKEFIELD DRIVE
 DISTANCE TO MINOR COLLECTOR
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1



Proposed Minor Collector

W. Wakefield Drive



900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com



1 in = 350 ft
 Date: 12/29/18

**W. WAKEFIELD DRIVE
 STOP SIGN/TRAFFIC SIGNAL CONTROL MAP
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1

LOCATION: Wakefield Dr W of Green Bay Rd SPECIFIC LOCATION: Wakefield Dr W of Green Bay Rd CITY/STATE: Beach Park, IL						QC JOB #: 14782910 DIRECTION: EB/WB DATE: Sep 05 2018 - Sep 05 2018				
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			1			1			1	
12:15 AM			7			7			7	
12:30 AM			0			0			0	
12:45 AM			3			3			3	
1:00 AM			4			4			4	
1:15 AM			0			0			0	
1:30 AM			0			0			0	
1:45 AM			0			0			0	
2:00 AM			2			2			2	
2:15 AM			1			1			1	
2:30 AM			2			2			2	
2:45 AM			0			0			0	
3:00 AM			5			5			5	
3:15 AM			1			1			1	
3:30 AM			2			2			2	
3:45 AM			3			3			3	
4:00 AM			5			5			5	
4:15 AM			4			4			4	
4:30 AM			4			4			4	
4:45 AM			7			7			7	
5:00 AM			3			3			3	
5:15 AM			9			9			9	
5:30 AM			12			12			12	
5:45 AM			16			16			16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Wakefield Dr W of Green Bay Rd SPECIFIC LOCATION: Wakefield Dr W of Green Bay Rd CITY/STATE: Beach Park, IL							QC JOB #: 14782910 DIRECTION: EB/WB DATE: Sep 05 2018 - Sep 05 2018			
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			19			19			19	
6:15 AM			17			17			17	
6:30 AM			19			19			19	
6:45 AM			29			29			29	
7:00 AM			21			21			21	
7:15 AM			28			28			28	
7:30 AM			26			26			26	
7:45 AM			23			23			23	
8:00 AM			18			18			18	
8:15 AM			28			28			28	
8:30 AM			20			20			20	
8:45 AM			28			28			28	
9:00 AM			15			15			15	
9:15 AM			17			17			17	
9:30 AM			11			11			11	
9:45 AM			14			14			14	
10:00 AM			13			13			13	
10:15 AM			12			12			12	
10:30 AM			16			16			16	
10:45 AM			13			13			13	
11:00 AM			16			16			16	
11:15 AM			17			17			17	
11:30 AM			17			17			17	
11:45 AM			23			23			23	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Wakefield Dr W of Green Bay Rd SPECIFIC LOCATION: Wakefield Dr W of Green Bay Rd CITY/STATE: Beach Park, IL							QC JOB #: 14782910 DIRECTION: EB/WB DATE: Sep 05 2018 - Sep 05 2018			
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			20			20			20	
12:15 PM			21			21			21	
12:30 PM			12			12			12	
12:45 PM			23			23			23	
1:00 PM			28			28			28	
1:15 PM			28			28			28	
1:30 PM			20			20			20	
1:45 PM			14			14			14	
2:00 PM			20			20			20	
2:15 PM			22			22			22	
2:30 PM			17			17			17	
2:45 PM			25			25			25	
3:00 PM			23			23			23	
3:15 PM			31			31			31	
3:30 PM			29			29			29	
3:45 PM			26			26			26	
4:00 PM			42			42			42	
4:15 PM			31			31			31	
4:30 PM			36			36			36	
4:45 PM			35			35			35	
5:00 PM			31			31			31	
5:15 PM			18			18			18	
5:30 PM			39			39			39	
5:45 PM			23			23			23	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Wakefield Dr W of Green Bay Rd SPECIFIC LOCATION: Wakefield Dr W of Green Bay Rd CITY/STATE: Beach Park, IL						QC JOB #: 14782910 DIRECTION: EB/WB DATE: Sep 05 2018 - Sep 05 2018				
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			27			27			27	
6:15 PM			32			32			32	
6:30 PM			35			35			35	
6:45 PM			37			37			37	
7:00 PM			37			37			37	
7:15 PM			32			32			32	
7:30 PM			24			24			24	
7:45 PM			26			26			26	
8:00 PM			26			26			26	
8:15 PM			27			27			27	
8:30 PM			18			18			18	
8:45 PM			12			12			12	
9:00 PM			20			20			20	
9:15 PM			15			15			15	
9:30 PM			15			15			15	
9:45 PM			12			12			12	
10:00 PM			10			10			10	
10:15 PM			9			9			9	
10:30 PM			8			8			8	
10:45 PM			8			8			8	
11:00 PM			5			5			5	
11:15 PM			8			8			8	
11:30 PM			3			3			3	
11:45 PM			3			3			3	
Day Total			1614			1614			1614	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			6:45 AM			6:45 AM			6:45 AM	
Volume			29			29			29	
PM Peak			4:00 PM			4:00 PM			4:00 PM	
Volume			42			42			42	
Comments:										

Appendix A

Functional Classification Revision Request Template

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

W. Talmadge Avenue

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 Beach Park

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

Jon Kindseth, Village Administrator
11270 W Wadsworth Road, Beach Park, Illinois 60099
phone: (847) 246-6016 email: Jon.Kindseth@villageofbeachpark.com

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:

Benton

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



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.)

0-1087

11. Endpoints of proposed roadway to be reclassified

- North or West endpoint:

North Avenue 0-2088

- North or West endpoint road's functional classification:

Local road (to be reclassified as Minor Collector)

- South or East endpoint:

N. Sheridan Road 2-0352

- 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):

663 (provided by Quality Counts, LLC - 2018)

(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.)



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:

29th Street (1.18 miles north) 9-1207

- 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:

Blanchard Road (1.81 miles south and 1.75 miles west) 9-1212

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?

39

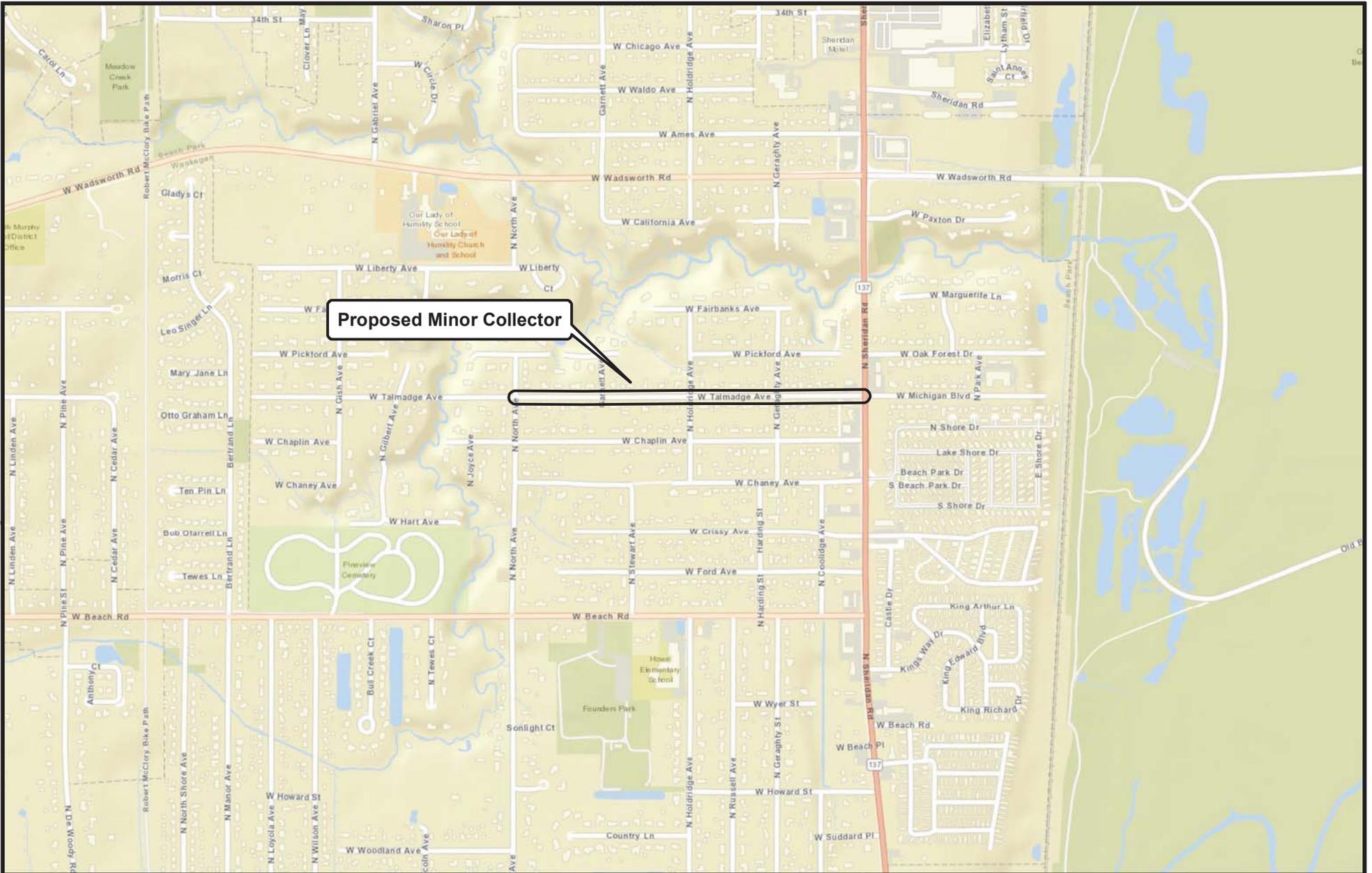
- Are left-turns controlled by raised or barrier-protected medians?

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 which shows no existing or anticipated signalization.
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 where no change to existing stop sign control is anticipated.
19. Major Traffic Generators along the proposed reclassified route:
 Residential neighborhoods to the north and south
20. Justification for the proposed revision based on definitions, characteristics and spacing guidance provided:
 Will serve land access and traffic circulation in existing residential neighborhoods. This roadway along with North Ave., distributes traffic and provides access from local streets to area arterials and serves as an intermediate link between points of origin/destination and major roadways within the area.
("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)





L:\GIS\Illinois\Municipality\Beach Park\Functional Class Roadways\TALMADGE AVE LOCATION.mxd



900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com

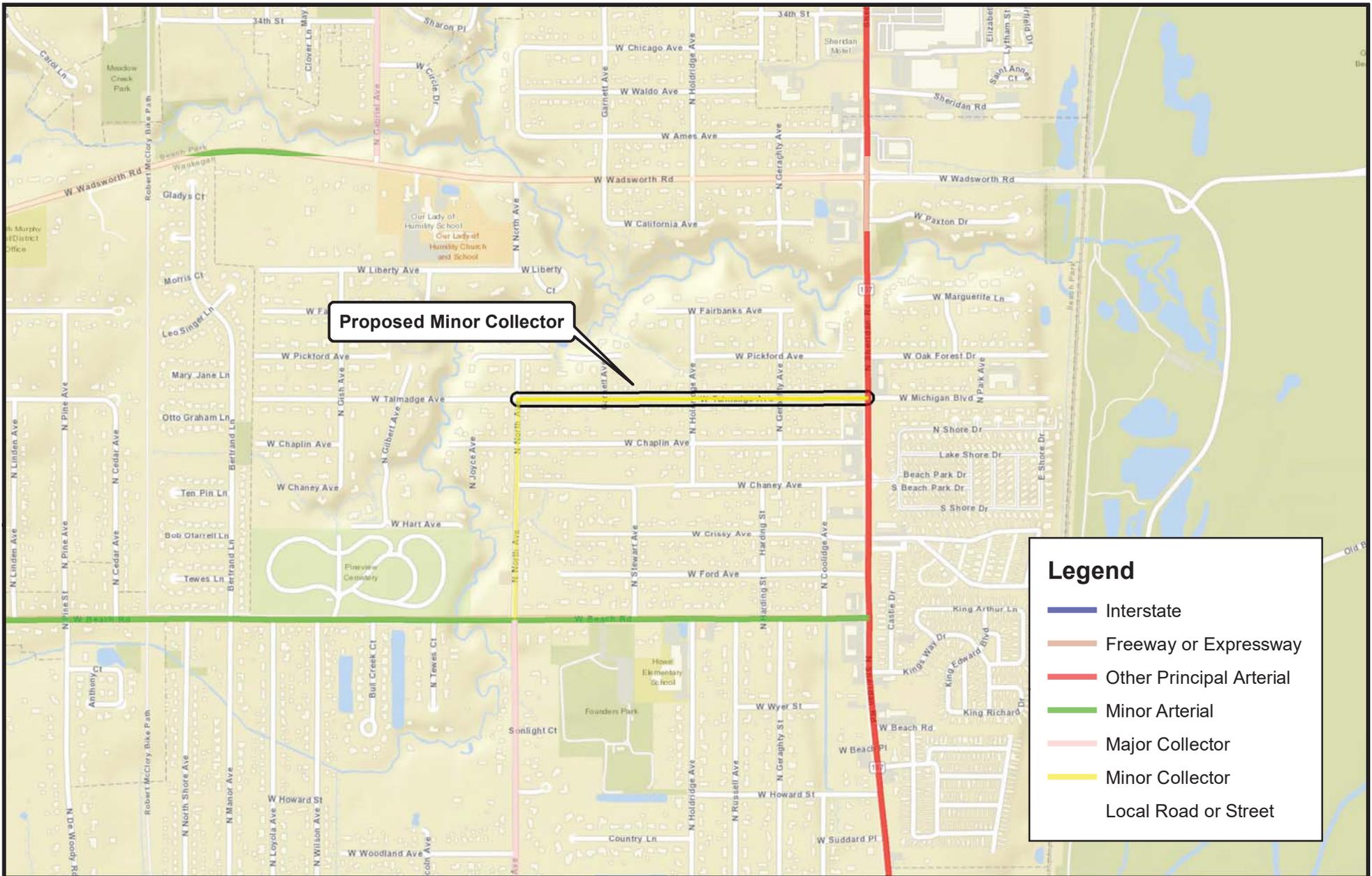


1 in = 1,000 ft
 Date: 12/29/18

**TALMADGE AVENUE
 LOCATION MAP
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1

L:\GIS\Illinois\Municipality\Beach Park\Functional Class Roadways\TALMADGE AVE FUNCTIONAL CLASSIFICATION.mxd



Proposed Minor Collector

Legend

- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road or Street



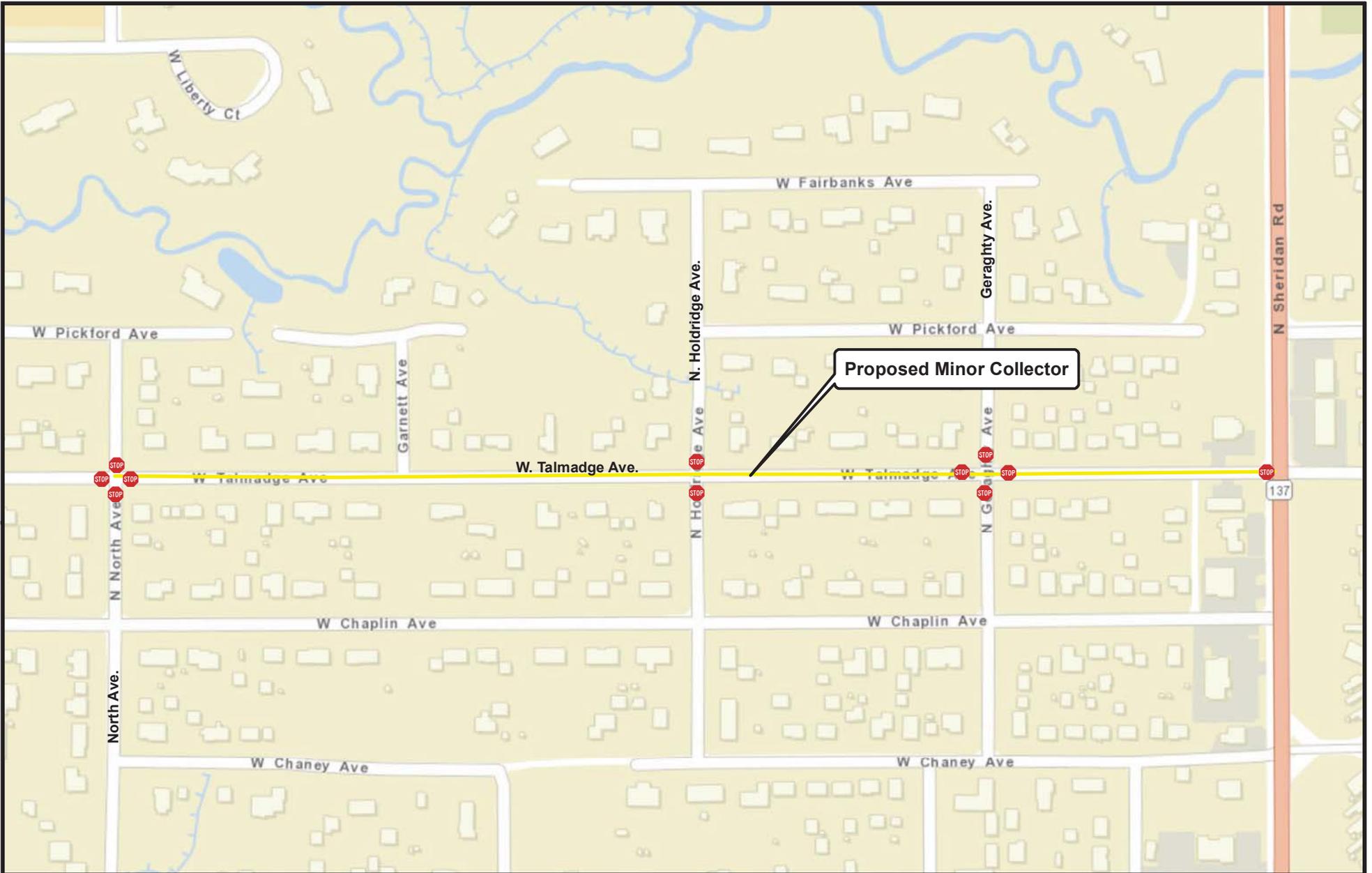
900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com



1 in = 1,000 ft
 Date: 12/29/18

**TALMADGE AVENUE
 FUNCTIONAL CLASSIFICATION MAP
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1



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900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com



1 in = 300 ft

Date: 12/29/18

**TALMADGE AVENUE
 STOP SIGN/TRAFFIC SIGNAL CONTROL MAP
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1

Type of report: Tube Count - Volume Data

LOCATION: Talmadge† E of Sheridan SPECIFIC LOCATION: Talmadge† E of Sheridan CITY/STATE: Beach Park, IL						QC JOB #: 14782906 DIRECTION: EB/WB DATE: Sep 05 2018 - Sep 05 2018				
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			1			1			1	
12:15 AM			1			1			1	
12:30 AM			3			3			3	
12:45 AM			1			1			1	
1:00 AM			3			3			3	
1:15 AM			1			1			1	
1:30 AM			1			1			1	
1:45 AM			1			1			1	
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			1			1			1	
4:00 AM			0			0			0	
4:15 AM			1			1			1	
4:30 AM			4			4			4	
4:45 AM			2			2			2	
5:00 AM			5			5			5	
5:15 AM			2			2			2	
5:30 AM			3			3			3	
5:45 AM			9			9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

Page 2 of 4

LOCATION: Talmadge† E of Sheridan SPECIFIC LOCATION: Talmadge† E of Sheridan CITY/STATE: Beach Park, IL						QC JOB #: 14782906 DIRECTION: EB/WB DATE: Sep 05 2018 - Sep 05 2018				
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			5			5			5	
6:15 AM			11			11			11	
6:30 AM			14			14			14	
6:45 AM			4			4			4	
7:00 AM			9			9			9	
7:15 AM			7			7			7	
7:30 AM			11			11			11	
7:45 AM			11			11			11	
8:00 AM			9			9			9	
8:15 AM			12			12			12	
8:30 AM			10			10			10	
8:45 AM			9			9			9	
9:00 AM			4			4			4	
9:15 AM			8			8			8	
9:30 AM			6			6			6	
9:45 AM			6			6			6	
10:00 AM			9			9			9	
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10:30 AM			9			9			9	
10:45 AM			10			10			10	
11:00 AM			10			10			10	
11:15 AM			5			5			5	
11:30 AM			7			7			7	
11:45 AM			14			14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

LOCATION: Talmadge† E of Sheridan SPECIFIC LOCATION: Talmadge† E of Sheridan CITY/STATE: Beach Park, IL						QC JOB #: 14782906 DIRECTION: EB/WB DATE: Sep 05 2018 - Sep 05 2018				
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			6			6			6	
12:15 PM			13			13			13	
12:30 PM			8			8			8	
12:45 PM			7			7			7	
1:00 PM			8			8			8	
1:15 PM			14			14			14	
1:30 PM			4			4			4	
1:45 PM			11			11			11	
2:00 PM			9			9			9	
2:15 PM			4			4			4	
2:30 PM			13			13			13	
2:45 PM			11			11			11	
3:00 PM			11			11			11	
3:15 PM			15			15			15	
3:30 PM			12			12			12	
3:45 PM			12			12			12	
4:00 PM			10			10			10	
4:15 PM			14			14			14	
4:30 PM			12			12			12	
4:45 PM			9			9			9	
5:00 PM			19			19			19	
5:15 PM			14			14			14	
5:30 PM			11			11			11	
5:45 PM			13			13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

Page 4 of 4

LOCATION: Talmadge† E of Sheridan SPECIFIC LOCATION: Talmadge† E of Sheridan CITY/STATE: Beach Park, IL						QC JOB #: 14782906 DIRECTION: EB/WB DATE: Sep 05 2018 - Sep 05 2018				
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			5			5			5	
6:15 PM			6			6			6	
6:30 PM			8			8			8	
6:45 PM			15			15			15	
7:00 PM			11			11			11	
7:15 PM			13			13			13	
7:30 PM			10			10			10	
7:45 PM			8			8			8	
8:00 PM			9			9			9	
8:15 PM			6			6			6	
8:30 PM			7			7			7	
8:45 PM			8			8			8	
9:00 PM			8			8			8	
9:15 PM			6			6			6	
9:30 PM			5			5			5	
9:45 PM			1			1			1	
10:00 PM			6			6			6	
10:15 PM			4			4			4	
10:30 PM			2			2			2	
10:45 PM			4			4			4	
11:00 PM			6			6			6	
11:15 PM			5			5			5	
11:30 PM			2			2			2	
11:45 PM			0			0			0	
Day Total			663			663			663	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			6:30 AM			6:30 AM			6:30 AM	
Volume			14			14			14	
PM Peak			5:00 PM			5:00 PM			5:00 PM	
Volume			19			19			19	
<i>Comments:</i>										

Appendix A

Functional Classification Revision Request Template

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

North Avenue

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 Beach Park

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

Jon Kindseth, Village Administrator
11270 W Wadsworth Road, Beach Park, Illinois 60099
phone: (847) 246-6016 email: Jon.Kindseth@villageofbeachpark.com

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:

Benton

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



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.)

0-2088

11. Endpoints of proposed roadway to be reclassified

- North or West endpoint:

W. Talmadge Avenue 0-1087

- North or West endpoint road's functional classification:

Local road (to be reclassified as Minor Collector)

- South or East endpoint:

Beach Road 9-1210

- South or East endpoint road's functional classification:

Minor Arterial

12. Length of proposed roadway to be reclassified:

0.31 miles

13. Current Average Annual Daily Traffic (AADT):

966 (provided by Quality Counts, LLC - 2018)

(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.)



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:

There are no adjacent Minor Collectors to the east. Bethel Blvd. (9-2751) is a north/south road with a terminus that is 0.68 miles north of the intersection of North Ave. with Talmadge Ave.

- 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:

There are no adjacent Minor Collectors to the west. Blanchard Road (9-1212) is an east/west road with a terminus that is (1.5 miles south and 1.75 miles west), or 2.3 miles in a straight line distance.

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?

20

- 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 where no signalization is anticipated.

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 which shows no changes to the existing stop sign control.

19. Major Traffic Generators along the proposed reclassified route:

Residential neighborhoods to the west and east

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

Will serve land access and traffic circulation in existing residential neighborhoods. This roadway along with Talmadge, distributes traffic and provides access from local streets to area arterials and serves as an intermediate link between points of origin/destination and major roadways within the area.

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

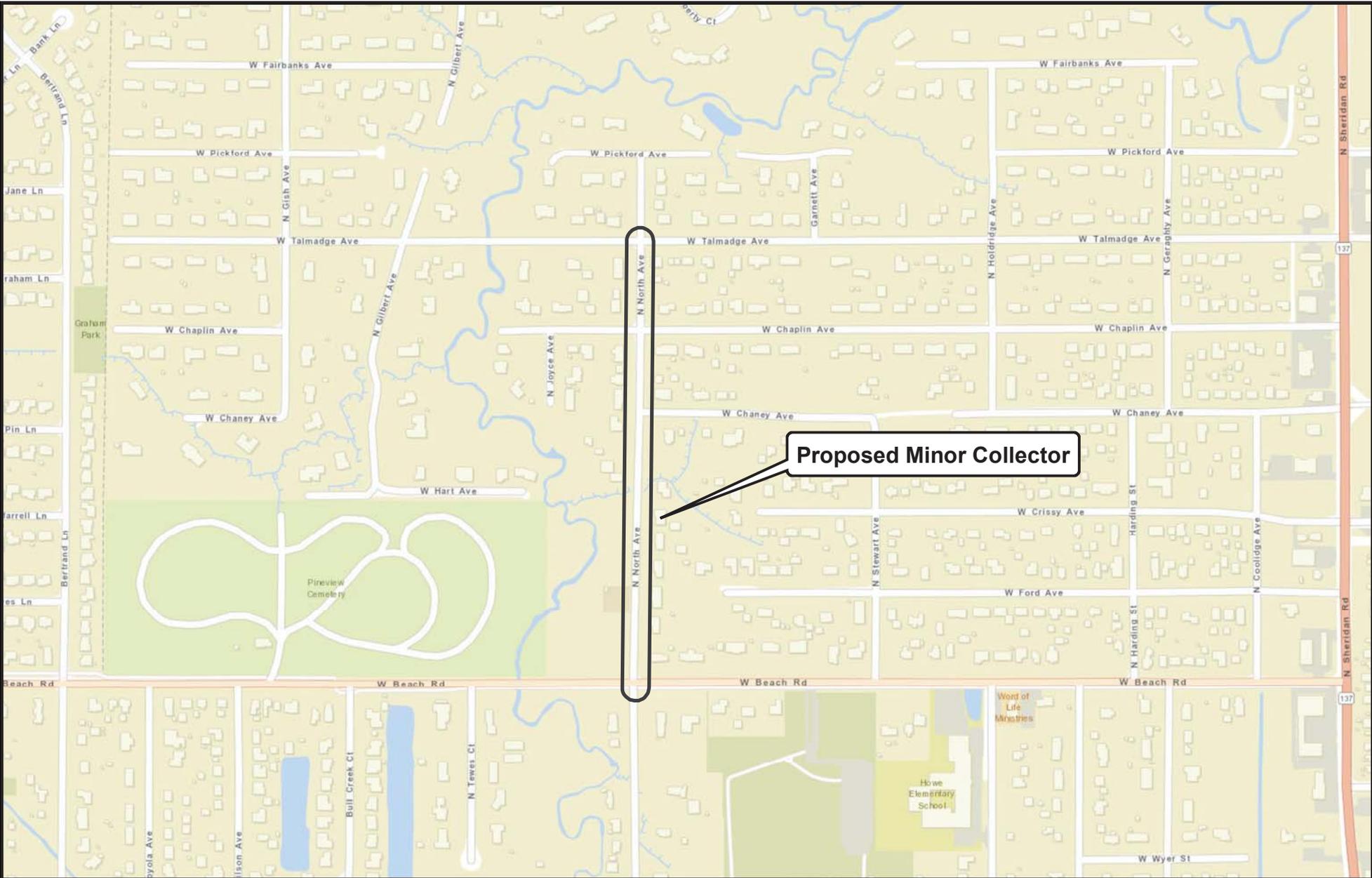
21. Provide any additional (optional) information or justification:

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)





L:\GIS\Illinois\Municipality\Beach Park\Functional Class Roadways\NORTH AVENUE LOCATION.mxd



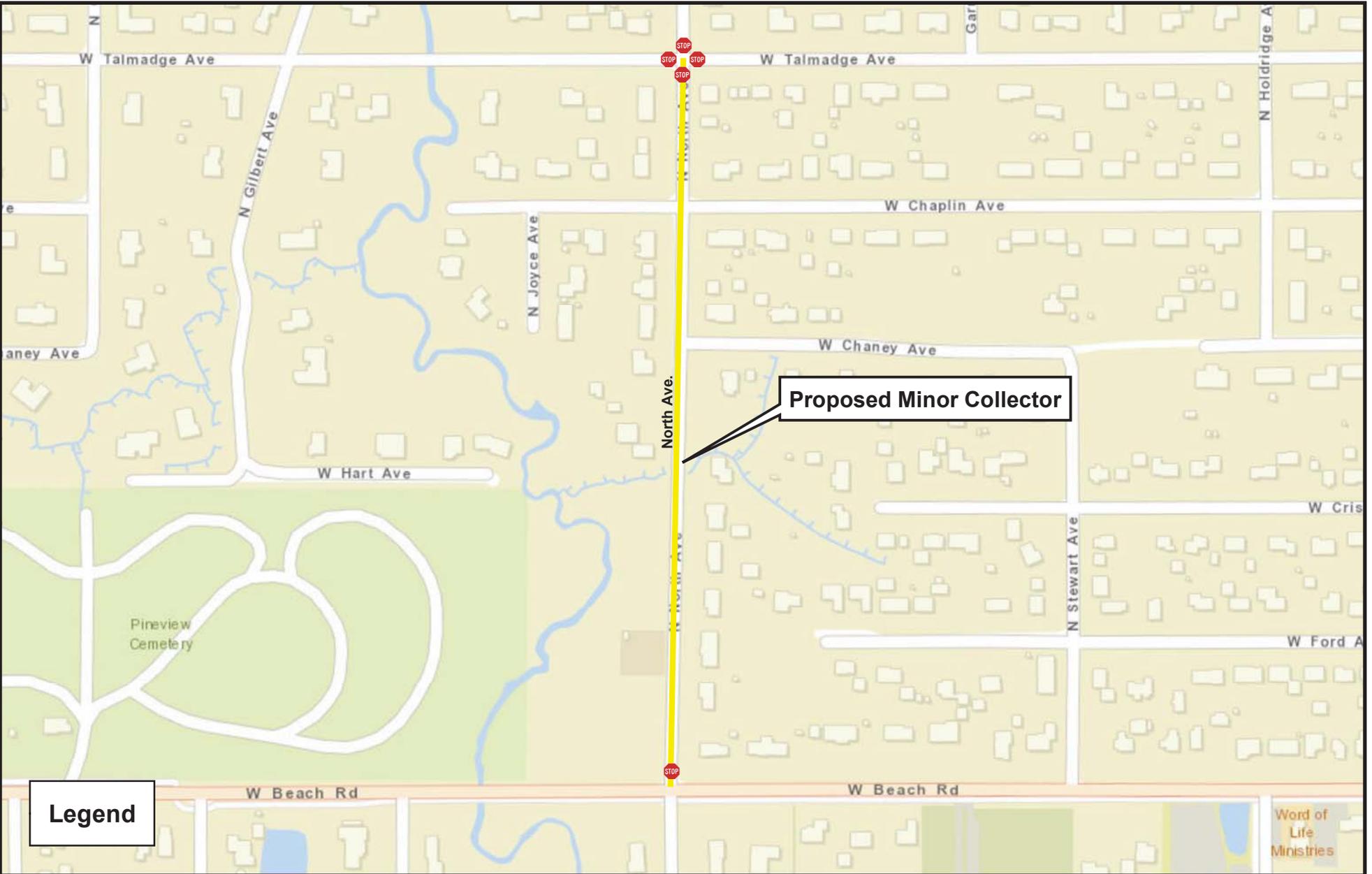
900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com



1 in = 500 ft
 Date: 10/02/2018

**NORTH AVENUE
 LOCATION MAP
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1



Legend



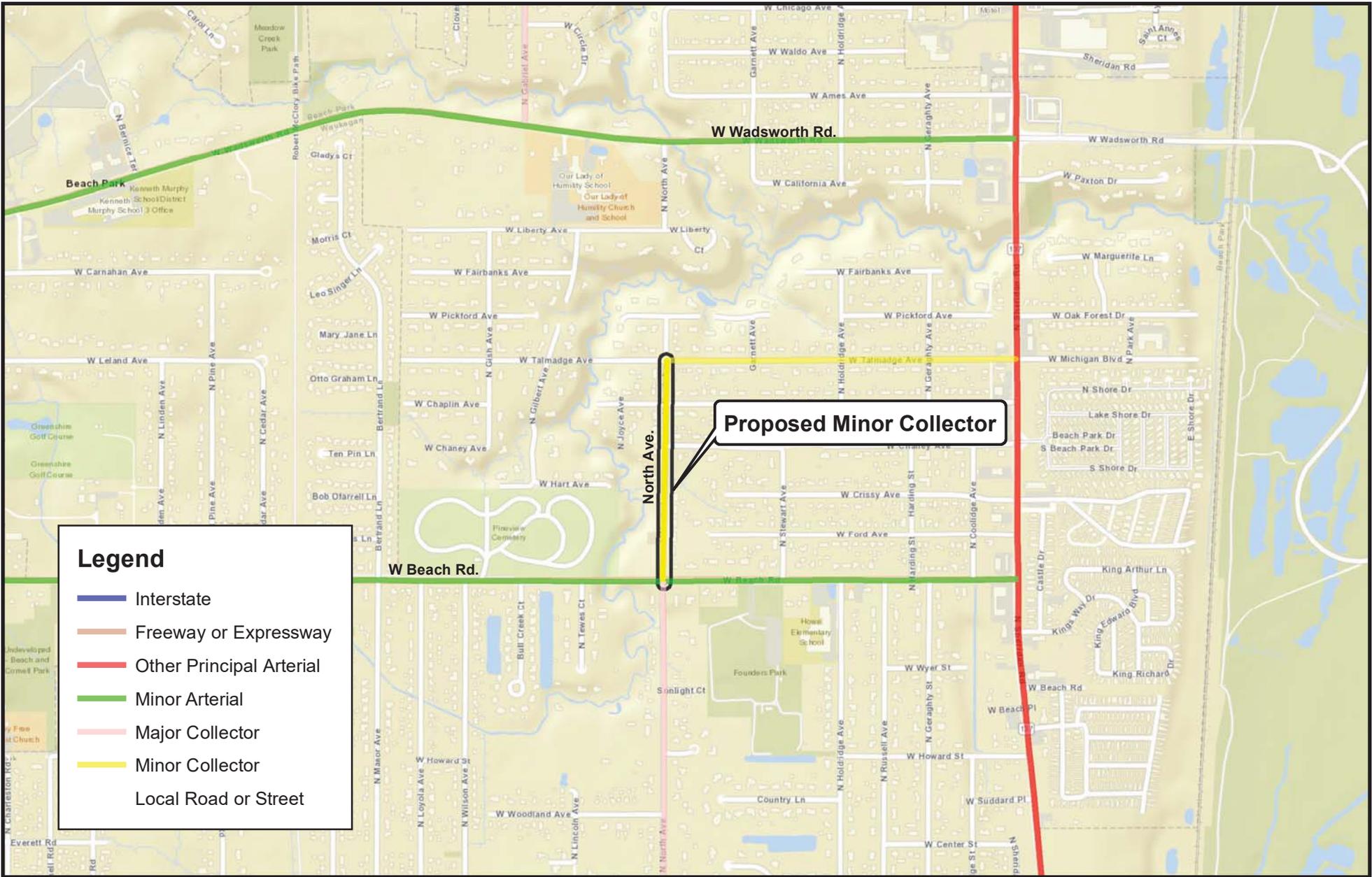
900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com



1 in = 300 ft
 Date: 10/02/2018

**NORTH AVENUE
 STOP SIGN/TRAFFIC SIGNAL CONTROL MAP
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1



Legend

- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road or Street



900 Woodlands Parkway, Vernon Hills, Illinois 60061
 ph: 847-634-5550 manhard.com

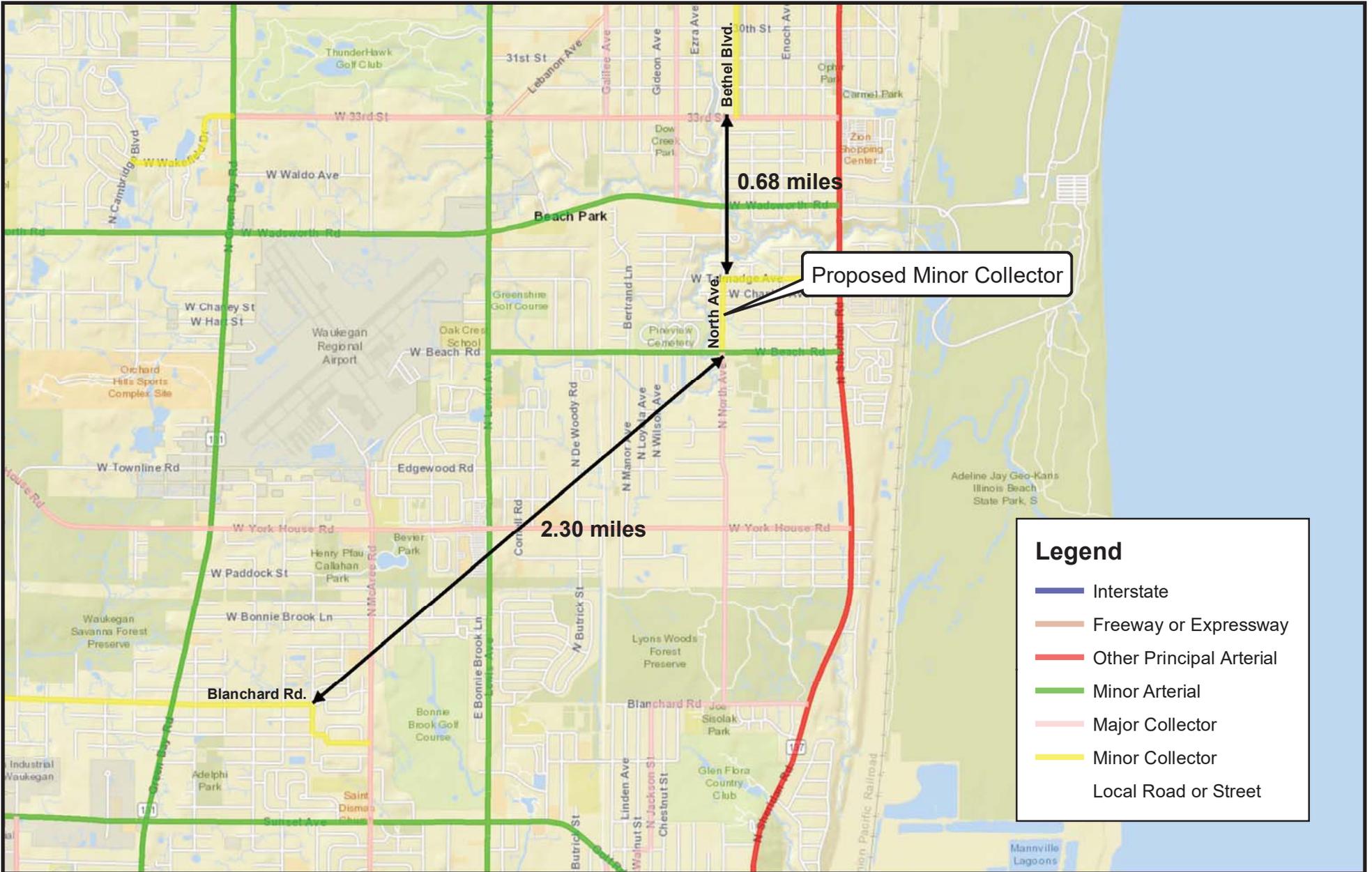


1 in = 1,000 ft

Date: 10/02/2018

**NORTH AVENUE
 FUNCTIONAL CLASSIFICATION MAP
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1



L:\GIS\Illinois\Municipality\Beach Park\Functional Class Roadways\NORTH AVENUE DISTANCE TO MINOR COLLECTOR.mxd



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1 in = 3,000 ft

Date: 10/02/2018

**NORTH AVENUE
 DISTANCE TO MINOR COLLECTOR
 BEACH PARK, LAKE COUNTY, IL**

Proj:BPBP1

Type of report: Tube Count - Volume Data

LOCATION: North Ave N Of Beach Rd SPECIFIC LOCATION: North Ave N Of Beach Rd CITY/STATE: Beach Park, IL						QC JOB #: 14782905 DIRECTION: NB/SB DATE: Sep 05 2018 - Sep 05 2018				
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	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			7			7			7	
1:00 AM			3			3			3	
1:15 AM			1			1			1	
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			1			1			1	
3:00 AM			0			0			0	
3:15 AM			1			1			1	
3:30 AM			1			1			1	
3:45 AM			2			2			2	
4:00 AM			2			2			2	
4:15 AM			3			3			3	
4:30 AM			5			5			5	
4:45 AM			6			6			6	
5:00 AM			1			1			1	
5:15 AM			11			11			11	
5:30 AM			8			8			8	
5:45 AM			8			8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: North Ave N Of Beach Rd SPECIFIC LOCATION: North Ave N Of Beach Rd CITY/STATE: Beach Park, IL							QC JOB #: 14782905 DIRECTION: NB/SB DATE: Sep 05 2018 - Sep 05 2018			
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			8			8			8	
6:15 AM			17			17			17	
6:30 AM			4			4			4	
6:45 AM			13			13			13	
7:00 AM			11			11			11	
7:15 AM			7			7			7	
7:30 AM			19			19			19	
7:45 AM			11			11			11	
8:00 AM			24			24			24	
8:15 AM			26			26			26	
8:30 AM			15			15			15	
8:45 AM			16			16			16	
9:00 AM			12			12			12	
9:15 AM			15			15			15	
9:30 AM			11			11			11	
9:45 AM			15			15			15	
10:00 AM			9			9			9	
10:15 AM			13			13			13	
10:30 AM			5			5			5	
10:45 AM			16			16			16	
11:00 AM			6			6			6	
11:15 AM			12			12			12	
11:30 AM			8			8			8	
11:45 AM			4			4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

Page 3 of 4

LOCATION: North Ave N Of Beach Rd SPECIFIC LOCATION: North Ave N Of Beach Rd CITY/STATE: Beach Park, IL						QC JOB #: 14782905 DIRECTION: NB/SB DATE: Sep 05 2018 - Sep 05 2018				
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12:15 PM			12			12			12	
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1:15 PM			11			11			11	
1:30 PM			7			7			7	
1:45 PM			16			16			16	
2:00 PM			13			13			13	
2:15 PM			14			14			14	
2:30 PM			20			20			20	
2:45 PM			15			15			15	
3:00 PM			26			26			26	
3:15 PM			15			15			15	
3:30 PM			10			10			10	
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4:45 PM			19			19			19	
5:00 PM			27			27			27	
5:15 PM			15			15			15	
5:30 PM			23			23			23	
5:45 PM			19			19			19	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

Page 4 of 4

LOCATION: North Ave N Of Beach Rd SPECIFIC LOCATION: North Ave N Of Beach Rd CITY/STATE: Beach Park, IL						QC JOB #: 14782905 DIRECTION: NB/SB DATE: Sep 05 2018 - Sep 05 2018				
Start Time	Mon	Tue	Wed 05-Sep-18	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			15			15			15	
6:15 PM			15			15			15	
6:30 PM			14			14			14	
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7:00 PM			15			15			15	
7:15 PM			10			10			10	
7:30 PM			10			10			10	
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11:00 PM			5			5			5	
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11:30 PM			4			4			4	
11:45 PM			3			3			3	
Day Total			966			966			966	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
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Volume			26			26			26	
PM Peak			5:00 PM			5:00 PM			5:00 PM	
Volume			27			27			27	
<i>Comments:</i>										



FFY 2019 STP Program

Municipality	Roadway	TIP ID#	Project Type	Total \$	Federal \$	Letting	
=====	=====	=====	=====	=====	=====		
	<u>Phase II Engineering</u>						
Buffalo Grove	Brandywyn Ln - Deerfield Pkwy to Prairie Rd	10-16-0038	Eng II	360,685	288,548	12/1/2018	19
Buffalo Grove	Thompson Blvd - Arl Hghts Rd to Weiland Rd	10-16-0039	Eng II	363,575	290,860	12/1/2018	19
Long Grove	N. Krueger Road - IL 22 to Gilmer Road	10-15-0024	Eng II	128,000	102,400	3/1/2019	19
Vernon Hills	Lakeview Pkwy - Center Rd to Fairway Dr.	10-03-0012	Eng II	474,000	379,200	4/1/2019	19
Highland Park	Clavey Rd - US 41 to Green Bay Road	10-15-0026	Eng II	1,000,000	800,000	4/1/2019	19
Highland Park	West Park Ave - US 41 to west of Skokie River	10-14-0002	Eng II	75,000	60,000	6/1/2019	MYB
Highland Park	Greenbay Rd - Central Ave to Clavey Rd	10-16-0037	Eng II	700,000	560,000	6/1/2019	19
	<u>Construction Projects</u>						
North Chicago	14th Street - Green Bay Rd to Jackson	10-99-0116	Con Reconstruction	14,511,330	11,609,064	1/18/2019	19
North Chicago	14th Street - Green Bay Rd to Jackson	10-99-0116	CE Reconstruction	1,451,100	1,160,880	1/18/2019	19
Deerfield	Greenwood Rd - Wilmot Rd to Waukegan Rd	10-17-0004	Con Recon/Resurface	1,944,000	897,600	3/8/2019	19
Deerfield	Greenwood Rd - Wilmot Rd to Waukegan Rd	10-17-0004	CE Recon/Resurface	260,000	132,000	3/8/2019	19
Buffalo Grove	Weiland Rd - Lake Cook Rd to Deerfield Pkwy (Stg 2)	10-94-0021	Con Add Lanes	10,405,771	7,788,872	4/26/2019	19
Buffalo Grove	Weiland Rd - Lake Cook Rd to Deerfield Pkwy (Stg 2)	10-94-0021	CE Add Lanes	1,095,700	778,887	4/26/2019	19
Buffalo Grove	Weiland Rd - Deerfield Pkwy to Aptakisic R (Stg 3)	10-94-0021	Con Add Lanes	11,822,300	9,427,600	4/26/2019	19
Buffalo Grove	Weiland Rd - Deerfield Pkwy to Aptakisic R (Stg 3)	10-94-0021	CE Add Lanes	1,182,200	945,800	4/26/2019	19
Libertyville	Rockland Rd. - IL 21 to Des Plaines River	10-97-0029	Con Reconstruction	4,000,000	2,640,000	4/26/2019	MYB
Libertyville	Rockland Rd. - IL 21 to Des Plaines River	10-97-0029	CE Reconstruction	487,000	389,600	4/26/2019	MYB
Round Lake Bch	Orchard Lane/Hook Drive - Monaville to Rollins Rd/ Orchard to Rollins	10-15-0010	Con Reconstruction	4,273,233	3,418,586	4/26/2019	19
Fox Lake	Grand Ave - Rollins Road to IL 59	10-15-0002	Con Resurface	1,267,000	1,013,600	4/26/2019	MYB
Fox Lake	Grand Ave - Rollins Road to IL 59	10-15-0002	CE Resurface	86,000	68,800	4/26/2019	MYB
Libertyville TWP	Rockland Rd. - Des Plaines R to St Marys Rd	10-16-0033	Con Reconstruction	2,500,000	1,913,000	9/20/2019	MYB
Libertyville TWP	Rockland Rd. - Des Plaines R to St Marys Rd	10-16-0033	CE Reconstruction	250,000	200,000	9/20/2019	MYB
Lake Forest	Everett Road at Waukegan Road	10-17-0016	Con Int Imp	2,518,469	1,932,938	11/8/2019	MYB
Fox Lake	Sayton Rd - Industrial Ave to Rand Rd	10-15-0001	Con Reconstruction	600,000	480,000	11/8/2019	MYB
Fox Lake	Sayton Rd - Industrial Ave to Rand Rd	10-15-0001	CE Reconstruction	38,000	30,400	11/8/2019	MYB
Grant Township	Fish Lake Rd - Nippersink Rd to IL 120	10-15-0021	Con Reconstruction	1,364,000	955,000	11/8/2019	MYB
Grant Township	Fish Lake Rd - Nippersink Rd to IL 120	10-15-0021	CE Reconstruction	136,000	95,500	11/8/2019	MYB
Highland Park	Clavey Rd - US 41 to Green Bay Road	10-15-0026	Con Reconstruction	8,250,000	5,800,000	11/8/2020	20
			Total	71,543,363	54,159,135		



FFY 2020 STP Program

Municipality =====	Roadway =====	TIP ID# =====	Project Type =====	Total \$ =====	Federal \$ =====	Letting	
Vernon Hills	Lakeview Pkwy - Center Rd to Fairway Dr.	10-03-0012	Con Intersection Imp.	4,631,000	3,704,800	1/1/2020	MYB
Vernon Hills	Lakeview Pkwy - Center Rd to Fairway Dr.	10-03-0012	CE Intersection Imp.	556,000	336,000	1/1/2020	MYB
Buffalo Grove	Brandywyn Ln - Deerfield Pkwy to Prairie Rd	10-16-0038	Con Recon/Resurface	3,970,000	3,176,000	1/1/2020	MYB
Buffalo Grove	Brandywyn Ln - Deerfield Pkwy to Prairie Rd	10-16-0038	CE Recon/Resurface	516,100	412,880	1/1/2020	MYB
Buffalo Grove	Thompson Blvd - Arl Hgts Rd to Weiland Rd	10-16-0039	Con Recon/Resurface	6,236,000	4,988,800	1/1/2020	MYB
Buffalo Grove	Thompson Blvd - Arl Hgts Rd to Weiland Rd	10-16-0039	CE Recon/Resurface	810,680	648,544	1/1/2020	MYB
Fox Lake	Nippersink BLVD - Oak St to Grand Ave	10-16-0035	Con Reconstruction	1,665,000	1,332,000	4/1/2020	MYB
Fox Lake	Nippersink BLVD - Oak St to Grand Ave	10-16-0035	CE Reconstruction	152,000	121,600	4/1/2020	MYB
Long Grove	N. Krueger Road - IL 22 to Gilmer Road	10-15-0024	Con Reconstruction	1,000,200	801,600	4/1/2020	MYB
Highland Park	West Park Ave - US 41 to west of Skokie River	10-14-0002	Con Resurface	750,000	600,000	8/1/2020	MYB
Highland Park	West Park Ave - US 41 to west of Skokie River	10-14-0002	CE Resurface	112,500	90,000	8/1/2020	MYB
Long Grove	N. Krueger Road - IL 22 to Gilmer Road	10-15-0024	CE Reconstruction	120,215	96,172	4/1/2020	MYB
Highland Park	Green Bay Road - Central Ave to Clavey Rd	10-16-0037	Con Reconstruction	11,000,000	8,800,000	8/1/2020	MYB
Highland Park	Green Bay Road - Central Ave to Clavey Rd	10-16-0037	CE Reconstruction	560,000	448,000	8/1/2020	MYB
Round Lake Bch	Hook Dr Extension - Rollins Rd to Nicole Lane	10-18-0005	Eng II	389,180	311,344	8/1/2020	MYB
				Total	32,468,875	25,867,740	
				FFY18-20 Totals	144,125,726	111,913,755	

FFY 2021 STP Program

Municipality =====	Roadway =====	TIP ID# =====	Project Type =====	Total \$ =====	Federal \$ =====		
Round Lake Bch	Hook Dr Extension - Rollins Rd to Nicole Lane	10-18-0005	Road Extension	4,358,816	3,487,053	1/1/2021	MYB

FFY 2022 STP Program

Municipality =====	Roadway =====	TIP ID# =====	Project Type =====	Total \$ =====	Federal \$ =====		
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B-List: Post FFY2020

Municipality	Roadway	TIP ID#	Project Type	Total \$	Federal \$
=====	=====	=====	=====	=====	=====
Antioch	Lake Street	10-99-0101	Reconstruction	430,000	301,000
Antioch	Lake Street	10-99-0100	Resurface	332,000	232,400
Antioch	McMillen Rd./Anita Ave.	10-99-0102	Reconstruction	721,000	504,700
Buffalo Grove	Weiland Rd - Prairie Road Realignment (Stg 1)	10-94-0021	Add Lanes	11,049,539	7,161,806
Buffalo Grove	Weiland Rd - Miramar Ln to IL Rte 22 (Stg 4)	10-94-0021	Add Lanes	5,570,217	4,192,867
North Chicago	Dugdale Road	10-99-0117	Reconstruction	3,500,000	2,450,000
North Chicago	Argonne Dr. - IL 131 to Jackson St	10-06-0012	Reconstruction	7,160,000	5,012,000
Waukegan	Dugdale Road - Jackson St to 14th St	10-03-0009	Reconstruction	3,500,000	2,450,000
Wauconda	Lake Shore Blvd/ Grand Blvd - IL 176 to Bonner Road	10-11-0052	Widen & Resurface	3,650,000	2,555,000
Grayslake	Center St - at Seymour Ave & at Hawley St	10-11-0044	Intersection Imp.	1,056,000	739,200
Grayslake	Atkinson Rd - IL 120 to Washington St	10-11-0045	Channelization	1,100,000	770,000
Green Oaks	Bradley Rd - IL 176 to I-94	10-11-0048	Widen & Resurface	4,100,000	2,870,000
			Total		29,238,973



Surface Transportation Program Guidebook

Funding Policies, Programming Policies,
& Project Evaluation Methodology
Adopted xx/xx/xxxx

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Introduction and Overview

Federal surface transportation funding operates under multiyear congressional authorizations and administered through the U.S DOT's Federal Highway Administration (FHWA). The current federal authorization is the [Fixing America's Surface Transportation Act](#) (FAST Act). The FAST Act provides federal funding, guidelines and requirements for federally funded transportation projects. Under the FAST Act, the [Surface Transportation Program Block Grant](#) (STP) provides funding to state departments of transportation.

The STP Block Grant provides flexible funding that states and localities can use for projects on any federally eligible roadways, bridge projects on any public road, transit capital projects, or intracity and intercity bus terminals and facilities. A portion of the Illinois Department of Transportation's (IDOT) STP funding is designated for northeast Illinois through the Chicago Metropolitan Planning Organization, which is housed at the Chicago Metropolitan Agency for Planning (CMAP).

The [MPO Policy Committee](#) is designated by the governor of Illinois and northeastern Illinois local officials as the Chicago region's Metropolitan Planning Organization (MPO). It is the decision-making body for all regional transportation plans and programs for this area. The MPO Policy Committee plans, develops and maintains an affordable, safe and efficient transportation system for the region, providing the forum through which local decision makers develop regional plans and programs.

Programming authority for STP funding is delegated to the regional Councils of Mayors and City of Chicago by the MPO Policy Committee. The distribution of funding and programming procedures are outlined in an [agreement](#) between the Council of Mayors and City of Chicago. Due to recent changes to federal requirements in MAP-21 and the FAST Act, the agreement was updated and endorsed by the MPO Policy Committee and CMAP Board on October 11, 2017.

The primary responsibility of the Lake County Council of Mayors (LCCOM) is to program Federal Surface Transportation Program (STP) funds.

Made up of units of local governments located within Lake County, the [Lake County Council of Mayors](#) (LCCOM) is one of eleven regional Councils of Mayors in the Chicago metropolitan region that have been delegated STP programming authority. There are six councils in suburban Cook County, and there is one council for each of the five collar counties. Each council is responsible for programming an annual allocation of STP funds. At the beginning of each federal fiscal year (FFY), the CMAP [Council of Mayors Executive Committee](#) approves the STP funding allocations for each council.

Local agencies that wish to participate in the local STP program must do so through their designated sub-regional council, according to the methodology of that council. A list of municipalities belonging to each council can be downloaded [here](#), and a list of LCCOM members is on the next page.

The LCCOM has approved a STP Program Implementation Policy and Methodology. Communities should consult this policy to understand the process and determine if the project under consideration is eligible.

Lake County Council of Mayors Membership

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

LCCOM Implementation Policy

Eligible Routes

Currently the [functional classification](#) of a road determines its eligibility for federal funding. The routes eligible for STP funding should be those routes, which promote regional and/or sub-regional travel. Roads classified as Arterials (Principal or minor) or collectors (major or minor) are eligible to receive funding. STP routes must serve more than a local land access function. LCCOM members may propose additions or deletions to the system (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 LCCOM will forward its recommendations for additions and deletions to IDOT for a final determination in consultation with FHWA. The final determination of a route must be approved by IDOT and FHWA for a project application to be submitted for the route during a call for projects. The functional classification of a route must be federally eligible at the time of application to be considered for STP funding.

Eligible Projects

The improvement of STP system routes will require strict adherence to federal and state standards and policies. For example, a 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). The list of eligible projects 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 LCCOM has determined the following categories of projects are eligible for STP funding through the LCCOM:**

Roadways and Intersections

- Intersection Channelization
- Roadway Widening
- New Roadway Construction
- Roadway Reconstruction
- Traffic Signals, Modifications and/or Modernization
- Bicycle or Pedestrian Facilities
- Modern Roundabout

The intended purpose of a pavement preservation program is to maintain or restore the surface characteristics of a pavement and to extend service life of the pavement assets being managed. The Pavement Preservation category addresses the repair and resurfacing of existing roadways and is intended to provide interim improvement until rehabilitation or reconstruction improvements are required. **The LCCOM has determined that the following types of Pavement Preservation Projects are eligible for STP funding through the LCCOM:**

Pavement Preservation

- Local Agency Functional Overlay (LAFO)
- Local Agency Structural Overlay (LASO)
- Resurfacing

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 LCCOM Transportation Committee on a case by case basis. TCM Projects will have a maximum federal funding amount of \$100,000 in federal funding. TCM funding cannot be used for annual operating costs, the funding is intended to be used to complete local planning studies.

Funding Eligibility

Table 1: LCCOM STP Funding by Phase

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

*-Exceptions for Highest Need Communities are discussed in Assistance for Disadvantaged communities

Phase I Engineering and Land Acquisition will be a 100% local responsibility, Land acquisition must be accomplished in accordance with federal land acquisition requirements. Exceptions for Phase I Engineering are discussed in assistance for disadvantaged communities below. Phase II and Phase III Engineering and Construction will be matched at a ratio of 80% federal (max), 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 Council's STP funding on an annual basis, and Pavement Preservation projects will be ranked separately from other project types.

Maximum Federal Funding

The maximum federal funding available for any single project under Roadways and Intersections will be approximately 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.

The maximum federal funding for a single Pavement Preservation project will be \$1,000,000; requiring a local match of \$250,000. Any cost for a pavement preservation project above \$1,250,000 (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 be eligible to apply for another project during the next round of call for projects, however projects applied for during the next call will have 10 points deducted from their total score.

Assistance for Disadvantaged Communities

As part of the [agreement](#) for STP funding, the Council of Mayors Executive Committee and the City of Chicago agreed that aiding disadvantaged communities so that they may have more opportunities to access the federal funds was a desired outcome. While not the only barrier to reinvesting in local infrastructure, supplying the required match can be challenging and may discourage local officials in disadvantaged communities from seeking funding for needed projects.

Federal law allows states to accrue transportation development credits (TDCs), also known as "Toll Credits", when capital investments are made on federally approved tolled facilities. The TDCs can be used in place of the 20 percent local/state match and a project can be funded at essentially 100 percent federal funds. The Illinois Tollway has historically generated a great deal of these credits, considerably more than are used each year, and previously the Illinois Department of Transportation (IDOT) policy has allowed them to be used on transit projects but not local roads projects. IDOT has now drafted a new policy that includes local use on non-transit project types, referred to as Transportation Development Credits for Highways (TDCH).

Eligible municipal jurisdictions are determined based upon CMAP's Local Technical Assistance (LTA) program community need measures, which may be updated from time to time. Only jurisdictions in the [highest need group](#) (Cohort 4) are considered eligible to utilize TDCHs as local match for STP-L. Eligibility is determined at the time of application for STP funds. TDCHs cannot be used as local match on the right-of-way acquisition phase of any project. **All other project phases are eligible to use TDCHs as match, including Phase I engineering.**

Eligibility for TDCHs does not guarantee that the project will be selected for STP-L funding or that IDOT will ultimately approve the use of TDCHs for that project. The LCCOM will follow both CMAP's and IDOT's [policies](#).

DRAFT

Program Development

Active Program Management (APM) provides a mechanism for ensuring timely obligations to protect the region's funding from lapse and rescission, and to provide flexibility for moving forward projects that are "ready" in favor of those that are "delayed". APM is achieved through strong project and program management with active monitoring of project implementation status from project selection through obligation of federal funds. Active Program Management begins with the development of a program of projects. To facilitate active program management, the LCCOM program of projects will be made up of two distinct programs: an active five-year, fiscally constrained program, and a contingency program of projects that can move forward into the active program if additional funds become available. The steps for program development are below:

The LCCOM will solicit for project applications starting in January of even years for the next five federal fiscal years (FFYs). Final applications will be due in March. From April through August, evaluations, development of recommended programs, LCCOM Transportation Committee reviews, and public comment will occur. A CMAP TIP Amendment(s) to incorporate the recommended program(s) will be prepared in the fall for CMAP Transportation Committee consideration. The CMAP Transportation Committee will be asked to recommend approval of the program(s) and the TIP amendment(s) to the MPO Policy Committee. Final approval of the program(s) will occur when the MPO Policy Committee acts on the TIP Amendment(s) in October.

Project Proposals

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

1. The project is on a STP eligible route and has logical termini, as determined by the LCCOM and concurred by IDOT, in accordance with FHWA requirements;
2. The project is a STP eligible project type as specified in the current federal transportation program bill, and on the LCCOM eligible project list;
3. 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.
4. The project sponsor is a member of the Lake County Council of Mayors; any Township Road District within Lake County or any transit agency that wishes to apply for a project must have a Lake County Council of Mayors member as a co-sponsor.
5. The project sponsor completes the proper Project Application and submits it for consideration during a Call for Projects.

Call for Projects

Projects can only be submitted for consideration when the LCCOM has issued a Call for Projects. In accordance with the [agreement](#) between the Council of Mayors and the City of Chicago, the LCCOM will solicit for project applications starting in January of even years, for the next five federal fiscal years (FFYs). Final applications will be due in March and must be submitted by the date approved by the LCCOM to be considered for funding. For each Call for Projects, LCCOM staff, in conjunction with CMAP staff, will determine how much funding is estimated to be available to keep the five-year active STP program full and to spend the Council's funding mark yearly.

Project Applications

A STP Project Application must be prepared on the approved application form for eligible projects to be considered for STP funding. Copies of the application form are available on the [LCCOM website](#). The person that should prepare the application will depend on the complexity of the project and previous work that has occurred on this project. Project applicants need to provide complete information to allow LCCOM Staff to apply the approved ranking system to submitted projects. In all cases the application must be submitted by the Local Agency that is seeking funding, whether it is prepared by the Local Agency directly or prepared by a consultant at the request of a Local Agency.

Project Evaluation Process

Once the Calls for Projects has closed and all applications have been received the Project Evaluation process will begin. Project evaluations shall be based on published ranking and programming methodologies.

All projects with work types listed under the Roadways and Intersections (see page 6) will be rated using the LCCOM Roadways and Intersections Project Selection Methodology (Page 18). Pavement Preservation projects will be ranked using the LCCOM Pavement Preservation Methodology (Page 23). Transportation Control Measure Projects will be considered by the LCCOM Transportation Committee on a case by case basis.

LCCOM staff will rank each project using the appropriate selection methodology based on project category adopted by the Council. A recommended active program of projects and contingency program will be released at the end of the evaluation period. The LCCOM Transportation Committee will review the recommended program, and public comment will occur after all projects have been evaluated.

A CMAP TIP Amendment(s) to incorporate the recommended program(s) will be prepared in the fall for CMAP Transportation Committee consideration. The CMAP Transportation Committee will be asked to recommend approval of the program(s) and the TIP amendment(s) to the MPO Policy Committee. Final approval of the program(s) will occur when the MPO Policy Committee acts on the TIP Amendment(s) in October. In accordance with [conformity analysis](#) requirements, proposed new projects and previously programmed projects with significant changes to scope and/or schedule that include not exempt work types cannot be included in the TIP until the next semi-annual conformity analysis. These projects will be identified and recommended for inclusion in the LCCOM program, contingent upon the next conformity determination. Based on the semi-annual conformity amendment schedule, the LCCOM will not program new not exempt projects in the first year of any program.

Exceptions to the Ranking System

The project selection methodology is used in the selection of the Council's Five-year Program. If a member 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 members is required to approve a project for reasons outside of the ranking system.

Active Programs

The result of each Call for Projects will be the development of a fiscally constrained multi-year program of projects to be completed, in whole or in part, with STP funds. Active Programs will be included in the region's TIP and are therefore subject to fiscal constraint. The first year of the active program will be considered the "current year" and will be subject to obligation deadlines described in the Program Management section of this document. The next four years will be considered the "out years". Project phases programmed in out years are not subject to obligation deadlines and can be actively reprogrammed in other out years at any time, subject to each year of the multi-year Active Program maintaining fiscal constraint at all times.

Since the Active Program contains projects selected through a performance-based ranking process, funding is awarded to a specific project and cannot be reallocated from the awarded project to another project even if it is in the same community. Additionally, sponsors of project phases that are programmed in out years should reaffirm their commitment to the scheduled implementation in subsequent calls, but will not be required to re-apply, as described in the Program Management section of this document.

Contingency Programs

It is anticipated that during each call for projects there will be more applications than can be programmed within the years of the call cycle. To facilitate the region's goal of obligating 100% of available funding each year, the LCCOM can effectively "over program" by developing a Contingency Program of projects during each call cycle. The Contingency Program should include, in rank order, the next highest ranked projects that were unable to be

funded in the call for projects due to fiscal constraint. Sponsors of contingency projects must be committed to keeping projects active and moving forward toward obligation of federal funding in the two years between calls for projects. If sponsors of potential Contingency Program projects are not committed to moving forward, for example because funding was requested in an out year, those projects should not be included in the Contingency Program. Projects requiring a conformity determination that are not already included in the current conformed TIP, may be included in Contingency Programs, but cannot be reprogrammed into the current year of the Active Program after the TIP change submittal deadline for the spring semi-annual conformity analysis. These projects can be reprogrammed into an out year of the Active Program. Projects, or phases of projects, that did not apply for funding during a call for projects cannot be added to a Contingency Program until the next applicable call for projects.

Inclusion of a project in a Contingency Program is not a guarantee of future federal funding for any phase of a project. The Contingency Program will expire with each subsequent call for projects. Projects included in the Contingency Program from the prior call for projects must reapply for funding consideration during the next call. If the first phase of a project in the contingency program is moved to the active program, there is no guarantee that the subsequent phases will be funded via the Contingency Program or future Active Programs. There shall be no “automatic” reprogramming from the Contingency Program to the Active Program at the time of each call for projects.

Active projects that are reprogrammed in the Contingency Program, either voluntarily, or due to missing an obligation deadline, must also reapply for funding consideration during the next call. This reapplication will reset all deadlines associated with project phases and make phases eligible for obligation deadline extensions, as discussed in more detail in the Program Management section of this document. If unsuccessful with future applications for STP funding, the sponsor may complete the project using another fund source(s). If the project is not completed within the timeframe required by federal law, the sponsor will be required to pay back federal funds used for previous phases of the project.

Project Management

Transportation projects can take many years to implement. With an understanding of the federal process, strong advocacy, and good project management, projects can be more successful in moving from conception to implementation. The relationship and communication between the technical staff, the financial staff, and the elected officials that set priorities and make budget decisions for the local agency must also be strong.

Training

Stakeholders throughout the region, including public and private sector implementers, have indicated that a thorough understanding of the project implementation process is critical for the successful completion of projects. An understanding of the process leads to realistic expectations and better overall scheduling and project planning. **Project sponsors that have projects recommended for inclusion in either the LCCOM's Active Program or the Contingency Program will be required to attend an STP workshop prior to the formal adoption of the program.**

Designated Project Managers

Communication is critical at all levels of project implementation. Throughout project implementation there are several agencies and individuals involved in the process, including state and federal staff, CMAP programming staff, councils of mayors' staff and officials, consulting firms, sponsor staff, elected leaders, and the public. The staff of the various agencies will monitor project progress and finances. To facilitate comprehensive understanding and communication regarding projects, each sponsor shall designate the following from their staff upon inclusion in an active or contingency program:

1. A Technical Project Manager that will be responsible for overseeing the implementation of the project, managing any consultants involved in the project, ensuring that all federal, state, and local requirements are met and, in conjunction with the Financial Project Manager, ensuring that the required agreements between the sponsor agency and IDOT are approved and executed in an appropriate and timely manner.
2. A Financial Project Manager that will be responsible for ensuring that any required local matching funds are included in the sponsor agency budget in the appropriate fiscal year(s) in which federal obligation and/or project expenditures will occur, and, in conjunction with the Technical Project Manager, that the required agreements between the sponsor agency and IDOT are approved and executed in an appropriate and timely manner.

The Technical Project Manager and Financial Project Manager generally should not be the same person, unless the Technical Project Manager has a direct role in developing the sponsor's budget and/or securing local funding. For each project phase utilizing consulting services, a Consultant Project Manager must also be designated.

The project managers must be reported to LCCOM staff and should also be documented in the CMAP eTIP database. In the event of staff changes, a new designee(s) shall be assigned as soon as possible, and this shall be reported to LCCOM staff. These managers should be familiar with the federally funded project implementation process and are strongly encouraged to take advantage of training opportunities.

Required project status updates described below may only be submitted by one of these managers, and all managers are jointly responsible for the content and timely submittal of updates. Correspondence from the LCCOM and/or CMAP regarding project status, upcoming programming deadlines, or any other information regarding the programming status of projects will be sent to each of these managers. Correspondence from the LCCOM and/or CMAP regarding the technical details of projects may be sent only to the Technical Project Manager and/or Consultant Project Manager, as appropriate.

Status Updates

Upon inclusion of any phase of a project within an active or contingency program, quarterly status updates detailing initial (time of application) estimated dates, current adjusted estimated dates (based on progress made since the application was submitted), and actual accomplishment dates of all project milestones, regardless of the phase(s) programmed with STP funds, shall be submitted by one of the project's designated project managers through CMAP's eTIP website. These updates are required to be submitted in December, March, June, and September of every federal fiscal year. Updates submitted any day within the required month will be considered to have met the deadline. Updates submitted in any other month of the year will not be considered an official quarterly update.

Submittals shall be verified by LCCOM staff, in consultation with IDOT District 1 Bureau of Local Roads and Streets (BLRS) staff. Status updates may be submitted more often than required, at the LCCOM's request and/or sponsor's discretion. Status updates must be submitted even if no progress has been made since the prior update. Failure to submit required status updates, as outlined in Table 2, may result in significant project delay or the loss of funding for current and subsequent phases of projects.

Table 2:

	If required quarterly 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. Funds programmed in the CMAP TIP for these phases will be moved to "MYB", and a formal TIP amendment will be required to reinstate these phases.
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 <i>not</i> be placed in the contingency program and must re-apply for funding during the next Call for Projects.
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 Call for Projects.

Active Program Management

Obligation Deadlines

Any project phase(s) programmed in the current Federal Fiscal Year (FFY) on or after the first day (October 1) of that FFY is required to fully obligate the programmed federal funds prior to the end of that FFY (September 30). For the purposes of obligation deadlines, a project phase is considered to be “obligated” if federal funds have been authorized as “current” or “Advance Construction (AC)” in FHWA’s FMIS database. The entire phase must be obligated, up to the programmed amount or the final engineer’s estimate, whichever is less, to be considered fully funded. “Staged” construction, or “combined” engineering phases are not considered fully obligated until all stages/phases under a single State Job or Federal Project Number are fully obligated. Table 3 describes the action(s) necessary to obligate each federally funded phase, and the milestone deadlines that should be met to meet the obligation requirement.

Table 3: Milestones for Obligation

Federally Funded Phase	Federal Obligation Action	Milestone(s)	Milestone Deadline
Phase 2 Engineering	Execution of Local Agency Agreement and Engineering Agreement	1. Phase 2 QBS completed	1. Before submitting draft agreements (may be completed with Phase 1 QBS; may begin before DA received)
		2. Phase 1 Design Approval (DA) received	2. Before submitting draft agreements
		3. Draft agreements submitted to IDOT district (3-6 month review)	3. April 30th (approx.)
Construction (state let)	Execution of Local Agency Agreement*	1. Phase 2 pre-final plans submitted	a. Date specified on the IDOT Region 1 Letting Schedule for the November state letting (typically early-June)

*-Approximately 6 weeks prior to letting

If these milestones are not anticipated to be achieved, based on the March status update, the project sponsor may by **April 15th:**

1. Request a one time, six (6) month extension of the phase obligation deadline.
 - a. For Phase 1 Engineering, Phase 2 Engineering, and Right-of-Way, the extended deadline will be March 30 of the following calendar year.
 - b. For Construction/Construction Engineering, the extended deadline will be the federal authorization date for the April state letting in the following calendar year.

Programmed funds will be eligible to be carried over (subject to carryover limitations described later in this document) to the next FFY if the request is approved. Each project phase may only be granted one extension. If an extended project phase misses the extended obligation deadline, the phase, and all subsequent phases of the project, will immediately be moved to the contingency program, and the funds programmed in the current year will be removed from the selecting body’s programming mark. If not moved back into the active program prior to the next call for projects, the sponsor must reapply for funding consideration. If the end of the six-month extension period has been reached, and the phase remains unobligated solely due to agreement review and the agreement was submitted to IDOT before August 1st of the prior year in a good faith attempt to ensure timely obligation of funds within the programmed FFY, an additional three-month extension will be automatically granted for that phase. The additional extension will be to June 30 for engineering and right-of-way phases, and to the federal authorization date for the August state letting for construction/construction engineering phases.

2. Request the current phase and all subsequent phases be immediately removed from the active program and placed in the contingency program. Programmed funds will not be automatically carried over but will be available for immediate active reprogramming in the current FFY as described below. The obligation deadline for the phase will be removed, and the phase will remain eligible for a future extension request. If not moved back into the active program prior to the next call for projects, the sponsor must reapply for funding consideration.
3. Proceed at their own risk. If the programmed funds are not obligated as of September 30, the programmed phase and all subsequent phases will be removed from the active program and will not be added to the contingency program. Programmed funds will not be carried over or available for reprogramming and will be permanently removed from the selecting body's programming mark. The sponsor may reapply for funding during the next call for projects.

Requests for extensions will be reviewed by LCCOM staff, in consultation with CMAP, IDOT, and/or FHWA staff as needed, and will be granted based only on the ability of the sponsor to meet the extended obligation deadline. The reason for delay, whether within sponsor control or not, shall not be a factor in decisions to grant extensions. If an extension request is denied by staff, the sponsor may appeal to the LCCOM Transportation Committee, or may choose another option.

Following review of the March status updates, and any subsequent requests for extensions, sponsors of project phases included in the Contingency Program that have indicated potential for current year obligation of funds will be notified of the possible availability of funding and will be encouraged to take necessary actions to prepare for obligation of funds between June and October. Program changes to move project phases from the Contingency Program to the Active Program will occur no later than June 30. Formal TIP Amendments will be required to move contingency project phases into the current year of the TIP, the current CMAP TIP Amendment schedule should be considered when making re-programming decisions. Request for extensions after April 15th will not be accepted and the project will be reprogrammed to a later fiscal year or the contingency list.

Active Reprogramming

It is the goal of the region to obligate 100% of the federal STP funding allotted to the region each year. Recognizing that implementation delays can and do occur, the LCCOM shall have the flexibility to actively reprogram funds.

**When considering active reprogramming, the fiscal constraint
of the program must always be maintained.**

Active reprogramming can occur at any time and requires that the LCCOM to publish an updated active program and updated contingency program prior to making TIP changes associated with the reprogramming. LCCOM staff shall have the authority to publish routine program updates without calling a meeting of the LCCOM Transportation Committee. The LCCOM Transportation committee will approve all changes to project scope or change in project limits.

Within out years of the active program, reprogramming from one out year to another out year and shall be limited only by fiscal constraint in those years.

Any project phase(s) moved into the current FFY through active reprogramming is subject to the same obligation deadlines as all other current year phases. It may be necessary to move another project phase(s) out of the current FFY to accommodate ready to obligate phases.

LCCOM staff will use the follow hierarchy when actively reprogramming the current federal fiscal year:

- a. Cost changes for already obligated phases before,
- b. Cost Increases for Phases already in the current year before,
- c. Accelerating construction phases programmed in out years of the active program before,
- d. Accelerating engineering phases programmed in out years of the active program before,
- e. Accelerating construction phases included in the contingency program before,
- f. Accelerating engineering phases included in the contingency program before,

When the LCCOM has obligated 100% of the current year's programming mark, the LCCOM may request additional funding from the shared fund, as described in the Carryover Limitations and Redistribution of Unobligated Funding section of this document.

Right Of Way Clearances for Program Management

Right of Way (ROW) Acquisition is a local responsibility, however because the acquisition of Right of Way is a critical path to project delivery the LCCOM will use the following rules for the programming of Construction/Phase III engineering for projects where ROW is needed. ROW must be certified by IDOT by June 30th of the proceeding federal fiscal year for Construction/Phase III engineering to be programmed in the next federal fiscal year.

Cost Increase Limitations

A project that has already received the maximum federal funding allowed by LCCOM rules is not eligible for a cost increase. Projects below the federal funding cap are eligible for a cost increase of up to 20% of the originally programmed amount of STP funding; subject to the LCCOM's federal funding cap, and the availability of additional STP funds. Cost increases cannot be guaranteed. Any cost increase above 20% of the originally programmed STP funding will be the responsibility of the local sponsor. Recognizing that some additional cost are outside the control of the project sponsor, a sponsor wishing to request a cost increase request above 20% will need to have the request approve by the LCCOM Transportation Committee. Project Phases in the out years of the Active Council Program or in the contingency list, are not eligible for cost increases; cost increase can only be granted for project phases in the current fiscal year that are ready for obligation.

Current Year Cost Increases

Cost increases in the current federal fiscal year are subject to the availability of funding through active reprogramming and the STP shared fund and cannot be guaranteed. If the Council has the available funding at the time of the request, additional funds will be granted up to the cost increase limitation. If Council funds are not available at the time of the request, an eligible project seeking a cost increase for a project phase in the current fiscal year must wait until April of the current federal fiscal year to see if local council funds will be available to accommodate the requested increase due to active reprogramming. To be eligible for a cost increase for:

- a. Phase II Engineering in the current federal fiscal year the project sponsor must submit draft Phase II engineering agreements to Council Staff by April 30th of the current year.
- b. Construction or Phase III Engineering in the current federal fiscal year Pre-Final Plans must be submitted to IDOT in accordance with the published Bureau of Local Roads and Streets Letting Schedule to make the September bid letting.

If LCCOM funds are available due to active reprogramming, cost increases will be funded in the order they were received until LCCOM funds are expended or the requests are exhausted. If or when LCCOM funds are exhausted, cost increases will be requested from CMAP through the STP Shared Fund. If additional funds are not available from either the LCCOM Program or the STP Shared Fund to accommodate a cost increase, the project sponsor must notify LCCOM how they wish to proceed by June 1st. The options for sponsors are:

- a. Delay the project phase; and actively reprogram it to await additional federal funding; or
- b. Keep the project in the current year and fund the increased project cost with local funds

Sponsor Commitment

Each call for projects is an additional opportunity to request reprogramming in a different FFY. Sponsors may request to have project phases reprogrammed in a different FFY, based on the implementation status of those projects, without the need to re-apply or be re-ranked if the sponsor reaffirms their commitment to completing the project according to the requested schedule. Sponsors may reaffirm their commitment to completing a project(s) according to the requested schedule(s) by:

- Submitting a resolution specific to the project(s) and schedule(s);
- Submitting a resolution or appropriate record of elected body action within one year of the CFP adopting a Capital Improvements Program (CIP), or similar, containing the project(s); or
- Submitting a letter signed by the Village Manager/Administrator, Clerk, Mayor/President, or similar, that addresses the sponsor's commitment to the project(s) and schedule(s).

For sponsors with multiple projects being reaffirmed, a single resolution or letter may be submitted that addresses each project.

In the event that a project included in the active program has not started phase 1 engineering (or equivalent) since the prior call for projects, whether that phase is to be federally or locally funded, that project must re-apply in the next call, except if; the project is for pavement preservation techniques that were selected and programmed in out years to align with sponsor/sub-regional/regional pavement management system recommendations.

Carryover Limitations and Redistribution of Unobligated Funding

The LCCOM is responsible for obligating 100% of the funding available to it each FFY. The amount of unobligated funding at the end of each FFY that can be carried over to the next year shall be limited to the LCCOM's allotment (not including prior year carryover) for the year. Funds can only be carried over under the following circumstances:

1. The unobligated funds were programmed for a project(s) that was granted an extension.
2. The unobligated funds are the result of an "obligation remainder" that occurs when the actual federal obligation was less than the funding programmed for the project phase.
3. The unobligated funds were unprogrammed at the end of the FFY due to one of the following:
 - a. The cost of ready to obligate project(s) exceeds the unprogrammed balance available, no funds are available from the shared fund to fill the gap, and the selecting body has not accessed the shared fund in the current FFY; or
 - b. No projects are ready to obligate the available funds, but the selecting body can demonstrate a reasonable expectation for using the carried over funds in the following FFY.

The LCCOM must "pay back" any shared funds used in the current FFY before carrying over any unprogrammed balance. Any unobligated funding resulting from other circumstances, or more than the maximum allowed, will be removed from the LCCOM's programming mark and redistributed to the shared fund, where it will be available to all selecting bodies as described below.

Funds carried over with an extended project will expire on the obligation deadline of the extension. All other funds carried over will expire on March 31 of the following calendar year. Expired carryover that remains unobligated will be removed from the LCCOM's balance on the expiration date and will be placed in the shared fund where it will be available to all selecting bodies as described below.

Accessing Unobligated Funds

Unobligated funds which are redistributed to the shared fund can be used for project cost increases or to advance ready to obligate local program and shared fund projects if all the LCCOM's current year funds have been obligated, including any funds carried over from the previous FFY. Access to funds redistributed to the shared fund will be on a "first ready, first funded" basis. Requests can only be made when obligation of funds is imminent. CMAP staff will determine if shared funds are available and will approve requests upon verification of obligation readiness. If there are more requests for funds than those available, priority shall be given as follows:

- Regional program projects shall be accommodated before local program projects
- Construction phases shall be accommodated before right-of-way*, right-of-way before phase 2 engineering, and phase 2 engineering before phase 1 engineering
- Cost increases shall be accommodated before advancing active or contingency project phases
- Active out year phases shall be accommodated before contingency project phases
- Readiness for obligation will have more weight than the date of the request for funding

***-LCCOM does not fund ROW, therefore the Shared Fund cannot be used to access unobligated funds for ROW for projects within the LCCOM program.**

Shared funds may be requested for increases in STP-eligible costs at the time of obligation, based on the IDOT approved estimated cost at the time, or for cost increases after obligation due to higher than estimated bids, change orders, or engineering supplements. STP funds cannot be requested for increased costs on project elements specifically funded with other sources (such as CMAQ, TAP, Economic Development, ICC, Invest in Cook, etc.). Cost increases from the shared fund are limited to the lesser of 20% of the programmed STP funds or the LCCOM's maximum increase amount. For example, if the project was selected by a local council that limits individual projects to \$1.5 million in STP funds, the shared fund cannot be used to provide funds beyond that \$1.5 million limit. Shared funds may also be requested to advance ready to obligate phases from out years of any selecting body's active program or from any selecting body's contingency program. If a project sponsor requests and receives shared funds but is unable to obligate those funds by the end of the current FFY, future requests from that sponsor may be denied. Extended phases that missed the extended obligation deadline are never eligible to utilize shared funds.

The paragraph above applies only to projects programmed exclusively through the LCCOM Local Program. A project may apply and receive funding from both the LCCOM Local Program and the [STP Shared Fund](#). Projects within the LCCOM are encouraged to apply directly to the STP Shared fund to receive additional STP funding, so long as they meet the eligibility requirements of the STP Shared Fund.

Additional Provisions

Grant Accountability and Transparency Act (GATA)

All sponsor agencies applying for federal funding must have completed Illinois GATA pre-qualification and Fiscal and Administration Risk Assessment (ICQ) for the current year prior to submitting an application, and must maintain qualified status each subsequent year, until all phases of the selected project(s) are complete. Failure to maintain qualified status will result in all programmed funds being withdrawn from all phases of all projects programmed for the sponsor, whether programmed in the shared fund or local program.

All sponsor agencies with a project(s) included in a recommended program(s) must complete the GATA Programmatic Risk assessment by the first day (October 1) of the federal fiscal year in which the first federally funded phase is programmed and must agree to and comply with any special conditions that are imposed because of the assessment.

Qualifications Based Selection (QBS)

Local agencies utilizing federal funds for any engineering phase must use [Qualifications Based Selection](#) (QBS) procedures for hiring the consultant for each federally funded phase. The QBS process can begin prior to the start of the FFY in which the engineering phase is programmed to facilitate execution of local agency and engineering agreements as soon as possible after the start of the FFY.

Grandfathering Projects

The LCCOM has a current program of projects that are targeting obligation on or before September 30th, 2020. It will be the policy of the LCCOM to accommodate currently programmed projects in the council's Active Program that will be developed during the 2020 Call for Projects without the currently active projects needing to re-apply. Projects grandfathered into the Active Program will become subject to all Active Program Management policies, including obligation deadlines on October 1, 2020.

Effective Date

Program Development policies for LCCOM programs take effect in January 2020, and the balance of policies take effect on October 1, 2020.



LAKE COUNTY COUNCIL OF MAYORS

Roadways and Intersections Project Evaluation Methodology

This project ranking methodology will be used to evaluate project applications from the following project types:

- Intersection Channelization
- Roadway Widening
- Traffic Signals, Modifications and/or Modernization
- New Roadway Construction
- Roadway Reconstruction
- Bicycle or Pedestrian Facilities
- Modern Roundabout

Evaluation Criteria	Max Points	Percentage
1. On to 2050 Regional Priorities*	50	25%
2. Project Readiness	35	17.5%
3. Transportation Impact	30	15%
4. Pavement Condition	25	12.5%
5. Safety	20	10%
6. Sustained Participation	15	7.5%
7. Community Need	10	5%
8. Air Quality	8	4%
9. Congestion Mitigation	7	3.5%
Total	200	100%

*- Per STP [agreement](#), required to be 25% of all local council methodologies

1. On To 2050 Regional Priorities (50 possible points)

All Councils are required to base at least 25% of their project criteria based on CMAP's ON TO 2050 Long Range Plan.

Regional Goal	Points
Project benefits freight movement	0
Project uses green infrastructure to manage storm water	0
Project improves access to jobs for economically disconnected areas*	0
Project serves a reinvestment area*	0
Density permitted at transit supportive levels around transit	0
Project sponsor has adopted a complete streets policy or ordinance	50

* - as defined by CMAP's ON TO 2050 Plan

2. Project Readiness (35 Possible Points)

Projects will receive project readiness points based on their status relative to completion of Phase I and Phase II Engineering.

Phase Complete	Points
Phase II Engineering Complete (Pre-Final Plans Submitted to IDOT)	30
Phase II Engineering Contract Executed	20
Phase I Engineering Report Completed; Design Approval Granted	15
Phase I Engineering Report (PDR) Draft Submitted to IDOT	10
Phase I Engineering Contract Entered into by Applicant Member	5

Financial Commitment

Projects can receive up to 5 points based on their demonstrated leveraging of other funding sources (federal or local). Points are awarded as follows to projects based on the amount of funding requested from the Local Council Program.

Percent Local Council STP Funding Requested	Points
50% or less	5
51-60%	4
61-69%	3
70-74%	2
75-79%	1
80%	0

3. Transportation Impact (30 Possible Total Points)

The Transportation Impact category aims to prioritize projects that are most significant to the region's transportation network. For an intersection improvement project, the higher roadway classification will be used for scoring. If additional project participants (i.e., adjacent municipality, county, township, IDOT, transit agency, private developer) are identified as financially contributing to the project or through ROW donation, granting of Permanent and/or Temporary Easements, the project will receive points per additional participant (see below).

Roadway Classification	Points
Principal Arterial	10
Minor Arterial	7
Major Collector	4

Number of Contributing Participants	Points
4 or more participants	15
3 project participants	10
2 project participants	5
1 project participant	0

Project Planning	Points
Project is included in an approved plan*	5

*-comprehensive plan, capital improvement plan, bike plan, ON TO 2050, county long range plan or another similar plan

4. Conditions of Pavement (25 Possible Points)

The Pavement Condition Testing done by CMAP will be used to rank all projects. The performance measure for pavements shall be based on three condition ratings of Good, Fair, and Poor calculated for each pavement section. The Overall condition for asphalt and jointed concrete pavement sections shall be determined based on the ratings for IRI, Cracking_Percent, rutting and faulting, as defined by FHWA in [23 CFR 490.313](#).

A pavement section shall be rated an overall condition of Good only if the section is exhibiting Good ratings for all three conditions (IRI, Cracking_Percent, and rutting or faulting);

A pavement section shall be rated an overall condition of Poor if two or more of the three conditions are exhibiting Poor ratings (at least two ratings of Poor for IRI, Cracking_Percent, and rutting or faulting).

A pavement section shall be rated an overall condition of Fair if it does not meet the criteria in either Good or Poor.

Pavement Category	Points
Poor	25
Fair	15
Good	0
New Alignment	10

5. Safety (20 Possible Total Points)

The Safety category aims to prioritize projects where major safety concerns exist and can be addressed by appropriate engineering solutions. The safety category points are split equally in to safety need and safety improvement

Safety Need (10 possible points)

The safety need score is calculated using IDOT's safety road index (SRI) for roadway segments and intersections. The SRI score is based on the locations Potential for Safety Improvement (PSI) score. IDOT developed SRI scores for local and state routes and categorized them by peer group into critical, high, medium, low, or minimal.

SRI Category	Points
Critical	10
High	8
Medium	6
Low	3
Minimal	0

Safety Improvement (10 possible points)

This score is based on the improvement of the project and the planning level expected safety benefit (reduction of crashes) after implementing the improvement. The planning level safety improvement score is modeled after the SMART SCALE Safety Factor Evaluation method developed by the Virginia Department of Transportation (VDOT). Similar to VDOT's method, CMAP staff will develop a list of common improvement types (countermeasures) and the accompanying planning level crash reduction factors (CRFs).

The planning level CRFs will be developed using information from IDOT, Crash Modification Clearinghouse, and Highway Safety Manual. LCCOM staff will review project details from the application to determine the relevant countermeasure and the assigned planning level CRF for that countermeasure. If multiple countermeasures are part of the project, LCCOM staff will take the maximum planning level CRF for the project. Planning level crash reduction factor (CRF) point assignment:

CRF	Points
Above 50%	10
36%-49%	8
26%-35%	6
15%-25%	3
Under 15%	0

6. Sustained Participant Interest (15 Possible Points)

This category is for when a project is unable to be programmed by the LCCOM due to constrained funds and the sponsor exhibits sustained interest, committed resources, and Project Readiness by agreeing to keep the project on the Council's Contingency List. If during a project's time on the Contingency List, the project is not moved to the Active Program, the project shall receive an additional 15 points during the next call for projects if the sponsor re-submits an STP application for the project.

For the 2020 LCCOM Call for Projects **only**, projects that were included in the approved FFY17 LCCOM program B-List but were unable to be funded during the transition period (FFY 2018-2020) will be awarded 5 points to their total for re-applying during the 2020 Call for Projects or will receive 15 points for re-applying and having Phase 1 engineering substantially complete (IDOT has certified that a preliminary Project Development Report has been received with an accurate cost and clear scope established). This category will take the place of the Sustained Participation Category for the 2020 Call for Projects only.

7. Community Need (10 Possible Points)

The Community Need category aims to prioritize projects in communities that have not recently had the assistance of STP funding for their transportation system. Communities that fall into the **highest need category** (Cohort 4) as defined by CMAP will receive 10 points regardless of when the last time they have had a project funded.

Years Since Last Project Obligated	Points
10+	10
5-9	5

8. Air Quality Benefits (8 Possible Points)

This category aims to prioritize projects that are anticipated to improve air quality through reduction in idling or motorist delay. Points will be awarded based on the type of work being completed as a part of the project.

High- 8points	Medium-5 points	Low- 0 points
Signal Interconnects	Improve Existing traffic signals	Resurfacing
New traffic signals (warranted)	Auxiliary Lane Additions	Shoulder improvements
Modern Roundabout	Realignment of offset intersection	Curb and gutter installation or repair
Full Channelization improvement	Consolidation of access	
Add lane project	Minor Channelization improvement (1 or 2 leg addition)	
Bottleneck Elimination	Widening and resurfacing	

9. Congestion Mitigation (7 Possible Points)

The Congestion Mitigation category aims to prioritize projects on roadways with severe congestion that threaten the transportation utility of a roadway or intersection.

The following calculation will be used: $(ADT \times 20) / 10,000 = \text{Points (maximum 7)}$



LAKE COUNTY COUNCIL OF MAYORS

Pavement Preservation Project Evaluation

The intended purpose of a pavement preservation program is to maintain or restore the surface characteristics of a pavement and to extend service life of the pavement assets being managed. The Pavement Preservation category addresses the repair and resurfacing of existing roadways and is intended to provide interim improvement until rehabilitation or reconstruction improvements are required. The LCCOM has determined the following types of Pavement Preservation Projects are eligible for STP funding through the LCCOM:

- Local Agency Functional Overlay (LAFO)
- Local Agency Structural Overlay (LASO)
- Resurfacing

As the pavement management systems are used to determine the right treatment at the right time, rather than simply a “worst first” approach to project selection, the LCCOM will evaluate each Pavement Preservation project using the categories below. The selection criteria are designed to use federally approved performance measures to selection projects to improve the regions overall pavement condition. Each category will be assigned a weighted value. Pavement Preservation projects are to receive up to 20% of the LCCOM’s STP funding on annual basis.

Evaluation Criteria	Max Points	Percentage
1. Project Readiness	55	27.5%
2. ON TO 2050 Regional Priorities*	50	25%
3. Pavement Condition	40	20%
4. Sustained Participation/Community Need	25	12.5%
5. Traffic Volumes	20	10%
6. Multi-Agency Collaboration	10	5%
Total	200	100%

*- Per STP [agreement](#), required to be 25% of all local council methodologies

1. Project Readiness (55 possible points)

Projects will receive project readiness points based on their status relative to completion of Phase I and Phase II Engineering.

Phase Complete	Points
Phase II Engineering Complete (Pre-Final Plans Submitted to IDOT)	55
Phase II Engineering Contract Executed	40
Phase I Engineering Report Completed; Design Approval Granted	35
Phase I Engineering Report (PDR) Draft Submitted to IDOT	20
Phase I Engineering Contract Entered into by Applicant Member	10

2. ON TO 2050 Priorities (50 possible points)

All Councils are required to base at least 25% of their project criteria based on CMAP's ON TO 2050 Long Range Plan.

Regional Goal	Points
Project benefits freight movement	0
Project uses green infrastructure to manage storm water	0
Project improves access to jobs for economically disconnected areas*	0
Project serves a reinvestment area*	0
Density permitted at transit supportive levels around transit	0
Project sponsor has adopted a complete streets policy or ordinance	50

3. Pavement Condition: (40 possible points)

Pavement Condition Testing done by CMAP will be used to rank all projects. The performance measure for pavements shall be based on three condition ratings of Good, Fair, and Poor calculated for each pavement section. The Overall condition for asphalt and jointed concrete pavement sections shall be determined based on the ratings for IRI, Cracking_Percent, rutting and faulting, as defined by FHWA in [23 CFR 490.313](#). As the pavement management systems are used to determine the right treatment at the right time, rather than simply a "worst first" approach to project selection, the LCCOM will give preference to projects with pavement rated as Fair.

A pavement section shall be rated an overall condition of Good only if the section is exhibiting Good ratings for all three conditions (IRI, Cracking_Percent, and rutting or faulting);

A pavement section shall be rated an overall condition of Poor if two or more of the three conditions are exhibiting Poor ratings (at least two ratings of Poor for IRI, Cracking_Percent, and rutting or faulting).

A pavement section shall be rated an overall condition of Fair if it does not meet the criteria in either Good or Poor.

Condition	Points
Fair	40
Poor	25
Good	0

4. Sustained Participation/ Community Need (25 possible points)**Sustained Participation (15 possible Points)**

This category is for when a project is unable to be programmed by the LCCOM due to constrained funds and the sponsor exhibits sustained interest, committed resources, and Project Readiness by agreeing to keep the project on the Council's Contingency List.

If during a project's time on the Contingency List, the project is not moved to the Active Program, the project shall receive an additional 15 points during the next call for projects if the sponsor re-submits an STP application for the project.

Community Need (10 possible points)

The Community Need category aims to prioritize projects in communities that have not recently had the assistance of STP funding for their transportation system. Communities that fall into the highest need category (Cohort 4) as defined by CMAP will receive 10 points regardless of when the last time they have had a project funded.

Years Since Last Project Obligated	Points
10+	10
5-9	5

5. Traffic Volumes: (20 possible points)

This category assigns a point value based on existing Average Daily Traffic (ADT) volumes. If no ADT is provided, LCCOM Staff will refer to IDOT's ADT data for the respective segment. The point value will be determined by the following calculation, rounded to the nearest point.

$$(\text{ADT} \times 20) / 10,000 = \text{Points (Maximum 20)}$$

6. Multi-Agency Participation (10 possible points)

If additional project participants (i.e., adjacent municipality, county, township, IDOT, transit agency, private developer) are identified as financially contributing to the project or through ROW donation, granting of Permanent and/or Temporary Easements, the project will receive points per additional participant (see below).

Number of Contributing Participants	Points
3 project participants	10
2 project participants	5
1 project participant	0

CMAP report for Lake County Council of Mayors– January 2019

Program Status Updates

- **Congestion Mitigation and Air Quality (CMAQ)**

So far in FFY 2019, the region has obligated \$42 million (27%) of the \$153 million goal.

Projects requiring cost, schedule or scope changes for the August or September lettings should submit requests no later than March 28, 2019 for consideration at the April 11, 2019 Project Selection Committee meeting.

Staff Contact: [Jen Maddux](#) (321-386-8691)

- **Surface Transportation Program – Local (STP-L)**

The region has obligated \$37.1M thus far in FFY 19. Current programming indicates that FFY 19 should see an increase in obligations over FFY 18, which was a record year.

CMAP has been in frequent communication with IDOT to discuss the region’s needs so that the resources to program projects and see them through to a letting are made available. At this time projects that have a target letting prior to July 1 are being programmed in FFY 19 in the TIP, along with engineering and ROW phases targeting FFY 19. Coordination efforts between the PLs, IDOT, and CMAP are critical. Project sponsors and consultants need to immediately notify the Planning Liaison of any changes to the status of an STP funded project, particularly if there is a funding or target letting change.

Staff Contact: [Russell Pietrowiak](#) (312-386-8798)

Calls for Projects

- **Surface Transportation Program (STP) Shared Fund, Congestion Mitigation and Air Quality Improvement Program (CMAQ), and locally programmed Transportation Alternatives Program (TAP-L)**

ON TO 2050 calls for regional and local transportation improvements that advance the plan’s three [principles](#). To realize these principles and help communities prosper through transportation investments, from January 15 to March 15, 2019, CMAP is accepting funding applications for surface transportation projects. Funding for these projects will be distributed through federal sources that CMAP programs: [STP-Shared Fund](#), [CMAQ](#), and [TAP-L](#). Projects may improve transit or bicycle facilities, freight and traffic movement, and safety; fix bridges; reconstruct roads; and invest in alternative fuel vehicles and equipment. This is the first-ever call for projects for the STP Shared Fund, which was recently established to support larger-scale regional projects. Learn more about the fund’s goals [here](#). CMAP has been administering the CMAQ and TAP-L programs since its inception, and has invested millions in federal dollars to advance local and regional priorities.

Learn more about the call for projects and RSVP for two informational webinars on January 15 and January 17, at <https://cmap.is/2019callforprojects>.

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- **Infrastructure for Rebuilding America (INFRA) Program**

USDOT will start accepting applications for INFRA starting on January 7, 2019. The INFRA program provides Federal financial assistance to highway and freight projects of national or regional significance. Eligible projects for INFRA grants are: highway freight projects carried out on the National Highway Freight Network; highway or bridge projects carried out on the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area; railway-highway grade crossing or grade separation projects; or a freight project that is (1) an intermodal or rail project, or (2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility. Applications are due March 4, 2019. Applications must be submitted through www.Grants.gov. Instructions for submitting applications can be found at www.transportation.gov/buildamerica/InFRAGrants.

- **IDOT Economic Development Program (EDP)**

IDOT has announced the availability of assistance through the Economic Development Program (EDP) for roadway improvements or new construction that are necessary for access to new or expanding industrial, manufacturing, or distribution type companies. Funding will include preliminary engineering, construction, construction engineering and contingencies. The focus of the program is on the creation and retention of permanent full-time jobs. Visit the [EDP website](#) to apply.

Household travel survey

- CMAP is conducting the My Daily Travel survey, asking households in northeastern Illinois to tell us how they get from place to place in our region. Households can participate in the survey by signing up at www.MyDailyTravel.com/cmap or by calling 1-855-981-7286. Through the survey, CMAP will gain a greater understanding of how to make the best use of limited resources for future transportation investments. Households that complete the survey will earn \$50.

CMAP is asking for your help to spread the word about the survey, and has prepared a [partner toolkit](#) containing sample newsletter and social media language that can be used to encourage participation. All of you, your family, and friends living within the 9 county region (includes DeKalb and Grundy) are strongly encouraged to participate in the survey!

In addition, school districts that partner with My Daily Travel to promote the survey to their schools' communities will receive \$10 per household that completes the survey. School districts that would like to participate must call the survey hotline (1-855-981-7286) to receive a customized URL, which will enable surveys to be "marked" as benefiting their district.