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

LAKE COUNTY
COUNCIL OF MAYORS

Transportation Committee Agenda

Time: 9:00 a.m.
Date: April 25, 2019
Location: Lake County Division of Transportation
Main Conference Room
600 W. Winchester Road
Libertyville, Illinois

			Action Requested
1)	**Opening of Meeting/Introductions**		Call to Order
2)	**Approval of Minutes**		Approval
	a. January 24, 2019 Meeting	(Attachment 1)	
3)	**Agency Reports**		Information
	a. IDOT Bureau of Programming	Katie Herdus	
	b. IDOT Bureau of Local Roads & Streets	Alex Househ	
	c. ISTHA Report	Vicky Czuprynski	
	d. CMAP Report	Barbara Zubek	
	e. RTA Report	Andy Plummer	
	f. Metra Report	Rick Mack	
	g. Pace Report	Tim Dilsaver	
4)	**Functional Classification Request- Lincolnshire**		Approval
	a. Knightsbridge Parkway	(Attachment 2)	
	b. Schelter Road, Heathrow Drive, and Bond St	(Attachment 3)	
5)	**Functional Classification Request-Lake Zurich**		Approval
	a. Bristol Trail Road	(Attachment 4)	
	b. Ensell Road	(Attachment 5)	
	c. Golfview Road	(Attachment 6)	
	d. Surryse Road	(Attachment 7)	
6)	**Functional Classification Request-Volo**		Approval
	a. Ellis Drive Extension	(Attachment 8)	
	b. Hartigan Road	(Attachment 9)	
	c. Terra Springs Drive	(Attachment 10)	
	d. N. Ellis Drive	(Attachment 11)	
	e. Niagara Drive	(Attachment 12)	
7)	**Resolution 050919LCC-XXX**	(Attachment 13)	Approval
	A resolution regarding the disposition of federal transportation planning funds and professional staff assistance		
8)	**STP-Shared Fund Bonus Points**		Approval
	a. Bonus Points Scores	(Attachment 14)	
9)	**GATA Reporting Requirements**		Discussion
	a. IDOT Circular Letter CL2019-19	(Attachment 15)	
	b. BoBS Form 2832	(Attachment 16)	

Committee Chair:
Barbara Little
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
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Waukegan
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County of Lake

LAKE COUNTY
COUNCIL OF MAYORS

10)		**Current Lake Council STP Program**	(Attachment 17)	Discussion
	a.	Grandfathering Current Projects		
11)		**LCCOM STP Guidebook**		Discussion
	a.	STP Methodology Revisions	(Attachment 18)	
12)		**Other Business**		
13)		**Public Comment**		
14)		**Next Meeting** July 25, 2019		
15)		**Adjournment**		

Attachment 1

LAKE COUNTY COUNCIL OF MAYORS

Minutes of January 24, 2019 Transportation Committee Meeting
at the Lake County Division of Transportation

Meeting Attendance

Name	Position	Representing
Glenn Ryback	Mayor	Wadsworth
Shane Schneider	County Engineer	Lake County
Steve Shields	Village Administrator	Round Lake
Anne Marrin	Village Administrator	Fox Lake
Jon Kindseth	Village Administrator	Beach Park
Clay Johnson	Village Administrator	Lindenhurst
Karen Daulton Lange	Village Administrator	Lake Barrington
Karl Warwick	Village Administrator	Lake Villa
David Kilbane	Village Administrator	Round Lake Beach
Maria Lasday	Village Administrator	Bannockburn
Pamela Newton	Chief Operating Officer	Hawthorn Woods
Michael Talbett	Chief Village Officer	Kildeer
Thomas Maillard	Mayor's Office	Waukegan
Marty Neal	Township Highway Commissioner	Libertyville Township
Robert Phillips	Director of Public Works/Engineering	Deerfield
Kealan Noonan	Director of Public Works	Fox Lake
Glen McCollum	Director of Public Works	Lake Villa
Erika Frable	Director of Public Works/ Engineering	Hawthorn Woods
Mike Brown	Director of Public Works	Lake Zurich
Ray Roberts	Director of Public Works	Zion
Wally Dittrich	Asst. Dir. Of Public Works	Lincolnshire
Noelle Kischer-Lepper	Dir. Of Planning & Comm. Dev.	Waukegan
Darren Monico	Village Engineer	Buffalo Grove
Jeff Hansen	Village Engineer	Lake Bluff
Robert Ells	Village Engineer	Lake Forest
Emmanuel Gomez	City Engineer	Highland Park
Marc Facchini	Public Works Management Analyst	Lincolnshire
Linda Soto	Pace Bus Director/ LCTA Exec. Dir.	Pace/ LCTA
Katie Herdus	Area Programmer	IDOT Programming
Kevin Carrier	Dir. Of Planning and Programming	LCDOT
Mary O'Driscoll	GIS Supervisor	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
Al Stefan		Consultant
John Fortmann		Consultant
Lee Fell		Consultant

LAKE COUNTY
COUNCIL OF MAYORS

Jim McNally	Consultant
Peter Manhard	Consultant
Geoff Perry	Consultant
Joyce DeLong	Consultant
Troy Simpson	Kane-Kendall Council of Mayors
Josh Klingenstein	Northwest Municipal Conference
Cole Jackson	Northwest Municipal Conference
Jack Cruikshank	Will County Governmental League
Elaine Bottomley	Will County Governmental League
Leslie Phiemster	South Suburban Mayors & Managers

1.Call to Order

Bob Phillips called the meeting to order. Those in attendance gave self-introductions

2. Approval of the Minutes

With a first from Mayor Ryback and a second from Mr. Talbett, on a voice vote the minutes of the September 27, 2018 meeting were approved unanimously.

3. Functional Classification Change Request-Village of Lake Villa

Ms. Karry presented the Village of Lake Villa's request to the committee. Ms. Karry informed the committee that both Village staff and their consultant were present to answer any questions on the proposed requests. Ms. Karry discussed the characteristics and use of each roadway that is being requested to have a change in classification. The Village is requesting to change the functional classification of three roadways from local streets to minor collectors. The first route is Painted Lakes Boulevard from Grass Lake Road to Deep Lake Road, approximately .81 miles. The second roadway is Park Avenue from Grand Avenue (IL 132) to Milwaukee Avenue (IL 83) approximately .75 miles. The third request is for Savanna Springs Drive and Winddance Drive from Cedar Lake Road to Monaville Road, approximately .8 miles.

A motion to approve and forward all three requests to the Full Council was made by Dave Kilbane and seconded by Michael Talbett, the motion was approved by a voice vote.

4. Functional Classification Change Request-Village of Beach Park

Ms. Karry presented the Village of Beach Park's request to the committee. Ms. Karry informed the committee that Village staff and their consultant were present to answer any questions on the proposed requests. Ms. Karry discussed the characteristics and use of each roadway that is being requested to have a change in classification. The Village is requesting to change the functional classification of four roadways from local streets to minor collectors and one roadway from a local street to a major collector.

The first request is for Adams Road/Major Avenue from Delany Road to Green Bay Road, approximately 1.33 miles. The request is to reclassify the roadway from a local road to a major collector. The route is partially within the Village of Wadsworth and Wadsworth sent a letter of support for the Beach Park request. A question was asked about the difference between a major and minor collector. Ms. Karry responded that a major collector is a higher level of classification and comes with different design elements associated with them. The Village of Beach Park confirmed that they did submit the request as a major collector because this roadway carries a higher volume of traffic than the other routes that were submitted.

The second request is for Cambridge Boulevard from Wadsworth Road to Wakefield Drive, approximately .33 miles, the request is to change from a local road to a minor collector. The third request is for Wakefield Drive from Cambridge Boulevard to Green Bay Road, approximately .57 miles, the request is from a local road to a minor collector. The fourth request is for Talmadge Avenue from North Avenue to Sheridan Road, approximately .50 miles, the request is from a local road to a minor collector. The fifth and final request is for North Avenue from Beach Road to Talmadge Avenue, approximately .31 miles, the request is from a local road to a minor collector.

A motion was made to approve and send all five requests to the Full Council by Mike Brown and seconded by Anne Marrin. The motion passed unanimously on a voice vote.

5. Lake County State Highway Consensus Plan

Shane Schneider the Lake County Director of Transportation/County Engineer gave the committee an update on the Lake County Consensus Plan for State Highways. The plan was developed in 2006 and identified a package of over $1.5 billion in improvements to the state highways system in Lake County. Since the plan was adopted in 2006 some of the improvements have been accomplished, however there are still around $1.1 billion in needs remaining from the consensus plan on the state system. Mr. Schneider provided a refresher on the consensus plan and encouraged communities to use the plan when discussing state transportation needs with their legislators, especially as discussions of a state capital bill are happening this spring.

A question was asked about what the ask is for municipalities, if they are being asked to pass a resolution of support for the Consensus Plan. Mr. Schneider responded that there is not an ask for a resolution at this time, this is simply meant to be a reminder for legislators and communities that this plan exists and still has over $1 billion in needs remaining from the list of projects. In 2006, Lake County communities supported this plan and the projects are still needed. At that time 62 elected officials in Lake County voted to adopt this consensus list of priority projects.

A question was asked if new roads would be incorporated into the list of projects or if studies have reconfirmed the project list? Mr. Schneider responded that because this list of projects was approved by over 60 elected officials and so many of the projects remain to be done, there is not a plan at this time to look to update the list but rather to use the existing list when discussing the need with legislators and state officials.

A question was asked if a questionnaire could be sent to the municipalities asking about their priorities on the state system since it has been so long since the list was adopted and priorities may have changed, for example grade separations have become a larger need as freight train traffic has increased in the county. Mr. Schneider responded that he will be presenting this refresher on the consensus plan to the county board and they may be interested in sending out a questionnaire to communities but that will likely be later this year. As the timing of a new capital bill will likely happen this legislative session there likely is not time to update this existing list before the legislature is considering a capital bill.

A statement was made that including the investment the local communities are making on the state system and on local roads may help in highlighting the need for the state system to be addressed.

A question was asked about whether an increase in state motor fuel tax was being considered for funding additional transportation improvements in Illinois. Mr. Schneider responded that he has heard that the state is looking at a potential MFT increase, but that there are multiple revenue sources the state is considering for transportation and it will likely take multiple things to solve the funding issues in the state.

6. Current Lake Council STP Program

Ms. Karry informed the committee that the current program was included in the packet and she highlighted that a few projects included in the program that are targeting lettings in the spring, they can be seen in the program. Ms. Karry informed the committee that the demand for federal funding in the region in FY19 is even higher than FY18 which was a banner year. At this time there are more projects targeting 2019 than were funded in 2018, so the region does

not have any extra funding, which means right now cost increases cannot be accommodated. It is possible that if the upcoming lettings produce bid savings that may change in the future, but for the time being we aren't able to approve any cost increases for projects. A question was asked about the cost increases that the council approved in the summer of 2018, Ms. Karry informed the committee that those cost increases had been approved but because the region's funding is now so tight additional cost increases at this time can't be accommodated.

7. LCCOM STP Guidebook: Sub-Committee Proposal Presentation

Mr. Klemens gave the committee a presentation on the draft of the proposed guidelines and project selection methodology for the future Council's STP program. The Transportation Committee's Sub-Committee met 5 times throughout the summer and fall of last year and revised the original staff draft proposal.

Mr. Klemens walked the committee through the details of the sub-committee's recommendations and discussed how the council's program will work beginning with the Call for Projects in January of 2020. The presentation started with some background on how the council has gotten to this point and why these changes are necessary. There have been several federal law and rule changes that have triggered the need for the region to program federal funds differently.

Mr. Klemens then walked the committee through the proposal and how the new process will work. The first item discussed was the Council's Implementation Policy's. These are the council rules that shape how the funding will be used and include items like Eligible Routes, Eligible Project Types, Eligible Phases, the Council's Annual Allotment and Assistance for Disadvantaged Communities.

After discussing the Council's rules, the presentation turned to development of the Council Program. This is a process that will take place every two years with a call for projects happening in January of even years. The Program Development process begins with a review of the current council policies to determine if changes are needed. Then a call for projects will be issued. After the call for projects is closed, all projects that were submitted will be evaluated using the published scoring system. A recommended Active and Contingency program will be developed and brought to the council for public comment and then approval.

Once a program has been developed each project in the program needs to be managed. This is done through trainings for local staff and consultants, designated project managers and required quarterly status updates.

In addition to managing each project the program will need to be managed through Active Program Management (APM). Active Program management includes the policies and procedures for making sure the Council spends their allotment each year and provides guidelines for handling project delays. APM includes obligation deadlines, Active Reprogramming, Cost Increase Policy, ROW Clearances, Sponsor Commitment and Carryover Rules.

The final part of the presentation was spent walking through the proposed scoring systems for ranking proposals following a call for projects. The STP Sub-Committee proposes having two scoring systems, one for Roadways and Intersections, which includes roadway reconstructions, widenings and intersection improvements. A second scoring system will be used for Pavement Preservation projects such as structural overlays and resurfacings. Mr. Klemens walked the committee through the various metrics that are proposed to score projects.

A comment was made about the upfront costs for communities to get into the program, and that it may be costly to get roadways designated as federally eligible and to front the cost of engineering to get into the program. A question was raised if there is a way to assist communities to get into the program, if it's possible to assist communities in getting eligible routes into the program and get assistance for disadvantaged communities for engineering funds.

Mr. Klemens answered that the sub-committee did discuss at great length the issue of funding eligibility and making sure all communities can participate. He also said that while the Council STP funds could not be used to study routes that would make sense for a functional classification change, there are a couple of fund sources that would be available if communities wanted to partner and hire a consultant to do such a study. One option would be the CMAP Local Technical Assistance (LTA) Program, another could be Unified Work Program Funds or Statewide Planning and

Research Funds which are both federal fund sources that fund planning studies. The committee had a discussion on ways to help communities get into the program. In the meeting, it was stated by one of the committee members that while a Phase 1 engineering study can be expensive, the cost to have a functional classification change studied and the request prepared is not very much, a thousand or two dollars per road. Once a roadway is designated, it is eligible to apply for federal funding even if a Phase 1 has not been started, under the proposed Council rules. Communities are not required to fund a Phase 1 up front in order to apply for the council funds. It was discussed that there can be a variety of reasons communities are not participating in the program and if there are available options for helping more communities to participate than they should be considered. Council staff agreed to discuss available options with CMAP staff and research available fund sources for functional classification changes and bring options back to the committee at the next meeting.

If any communities have questions or comments on the presentation or proposed rule changes, or if they would like a meeting to discuss, they can reach out to Emily Karry and Mike Klemens.

10. Other Business

Ms. Karry informed the committee that included in the meeting packet was a written update from CMAP. Ms. Karry also pointed out that the Call for Projects for the STP Shared Fund, CMAQ and TAP is currently open and ongoing. Applications should be uploaded into the TIP database by March 1st for Council staff to review and they are due to CMAP by 5pm on March 15th.

11. Next Meeting

The next meeting of the Transportation Committee is scheduled for April 25th, 2019 at 9am.

12. Adjournment

A motion to adjourn was made Mayor Ryback and seconded by Mr. Schneider, the meeting adjourned at 11:06am.

Attachment 2

One Olde Half Day Road
Lincolnshire, IL 60069-3035
847•883•8600
847•883•8608 (FAX)

Village of Lincolnshire

April 9, 2019

Ms. Emily Karry, PE - Manager of Planning
Lake County Division of Transportation
600 West Winchester Road
Libertyville, IL 60048

Re: Functional Classification Revision
Schelter Road, Heathrow Drive, and Bond St: IL Rte 22 (Half Day Rd) to Aptakisic Rd
Knightsbridge Parkway: IL Rte 21 (Milwaukee Ave) to Schelter Road(proposed)
Lincolnshire, Illinois

Dear Ms. Karry:

The Village of Lincolnshire would like to request a revision to the existing functional classification designation of Local Road to Minor Collector for the following routes:

- Schelter Road, Heathrow Drive, and Bond St: IL Rte 22 (Half Day Rd) to Aptakisic Rd
- Knightsbridge Parkway: IL Rte 21 (Milwaukee Ave) to Schelter Road(proposed)

Enclosed for your review are two copies of the appropriate application forms and documentation supporting our requests. We would appreciate your assistance and hope that you can prepare a resolution supporting the classification change for action at the next available Council meeting.

Should you have any questions, please contact me at 847-913-2387.

Sincerely,

Walter Dittrich, Assistant Director of Public Works / Village Engineer
Village of Lincolnshire

CC: Dan Brinkman – Gewalt Hamilton Associates, Inc.

I:\FAU Route Transmittal.doc

Appendix A

Functional Classification Revision Request Template

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

   Knightsbridge Parkway

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

   Village of Lincolnshire

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

   Walter Dittrich, Assistant Public Works Director, 1 Olde Half Day Road, Lincolnshire, IL 60069 847-913-2387

4. Council(s) of Mayors:

   Lake County Council of Mayors

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

   Lake

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

   Vernon Township

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

   None, Village of Lincolnshire only

8. Current functional classification for this roadway:

   Local Road or Street

9. Proposed functional classification for this roadway:

   Minor Collector

10. The IDOT key route designation number for this roadway 0-4500
    (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 off the map.)

11. Endpoints of proposed roadway to be reclassified
    - North or East endpoint: Milwaukee Avenue (East); Key Route Designation: 2-0330
    - North or East endpoint road's functional classification:
      Principal Arterial
    - South or West endpoint: Schelter Road (West); Key Route Designation: 0-4550
    - South or West endpoint road's functional classification:
      Local Road or Street - Requested Minor Collector

12. Length of proposed roadway to be reclassified:
    0.54 Miles
13. Current Average Annual Daily Traffic (AADT):

    Knightsbridge Pkwy, Schelter Rd to Barclay Blvd. ADT= 2210
    Knightsbridge Pkwy, Barclay Blvd to US 45. ADT= 1293
    (Source: Tuesday 2/19/19, 24 hr 12:00am - 12:00am, collected with MioVision cameras)

    (Provide multiple AADTs by segment if the AADT is not consistent along the entire route. Indicate the source and year of the AADTs. Some AADTs are available on the IDOT Getting Around Illinois website. If the AADTs are 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:

    Corporate Woods Parkway: 0-4400 (1.4 mile north)

    - 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:

    Brandywyn Lane: 0-4801 (0.8 miles west)

15. Indicate if you are proposing to change (downgrade) the functional classification of any adjacent roadways to accommodate the spacing requirements for your primary proposed functional classification revision:

    No change.

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

16. 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 the planned signals.)
    See Stop Control and Traffic Signalization Map
17. 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 the planned signs.)
    See Stop Control and Traffic Signalization Map
18. Major Traffic Generators along the proposed reclassified route:

    Lincolnshire Corporate Center

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

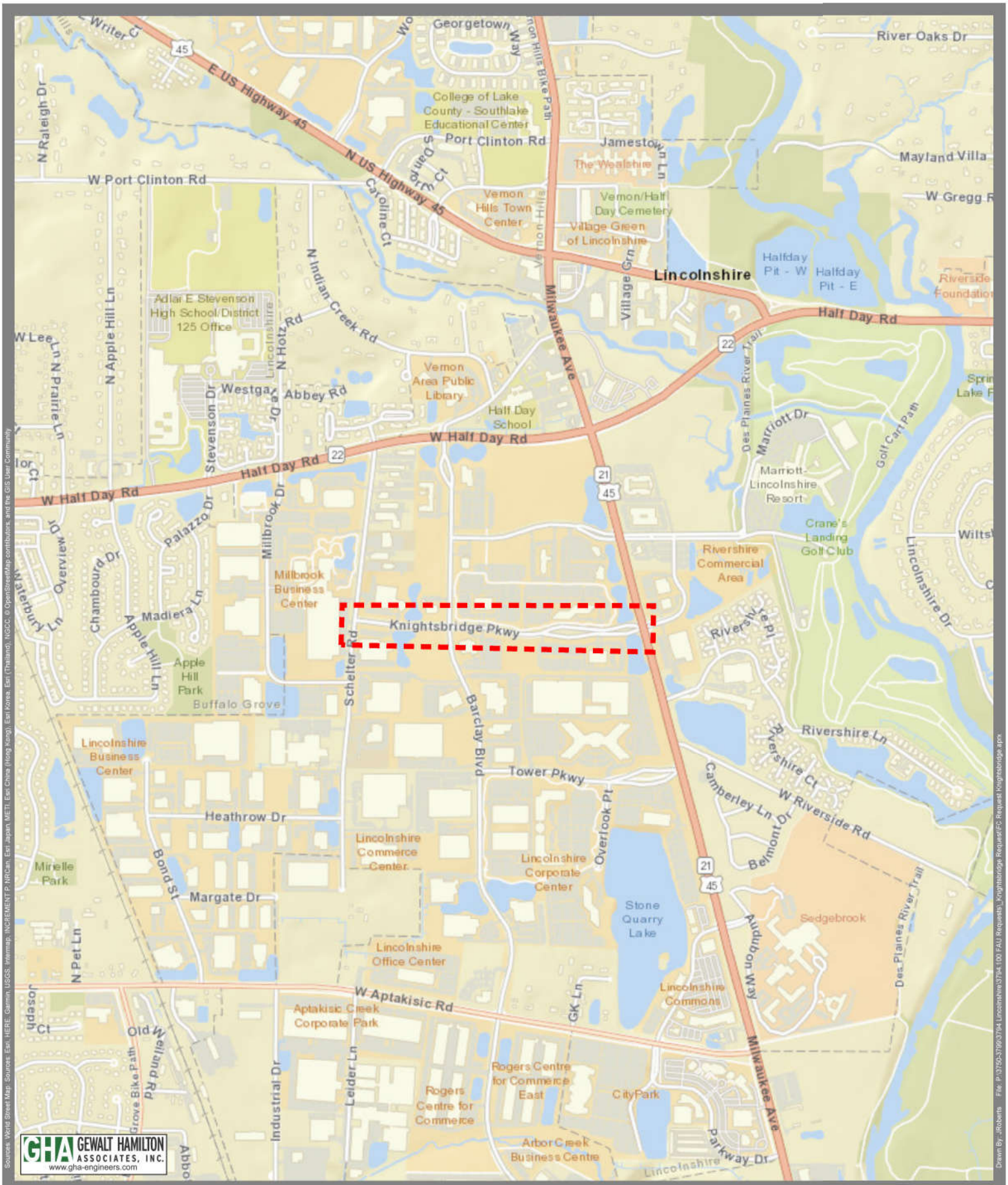
Knightsbridge Parkway distributes traffic and provides access from local streets to a principal arterial. It serves as a link between points of interest and local major roadways. Destinations include large business offices, post office, and fire department.

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

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

None

21. Attach Support Resolutions & Letters:
    1. Local Council of Mayors or Councils of Mayors resolution(s) of support (required)
    2. Affected neighboring jurisdictions' letters of support (required)
    3. Requesting municipality's resolution of request (optional)



N

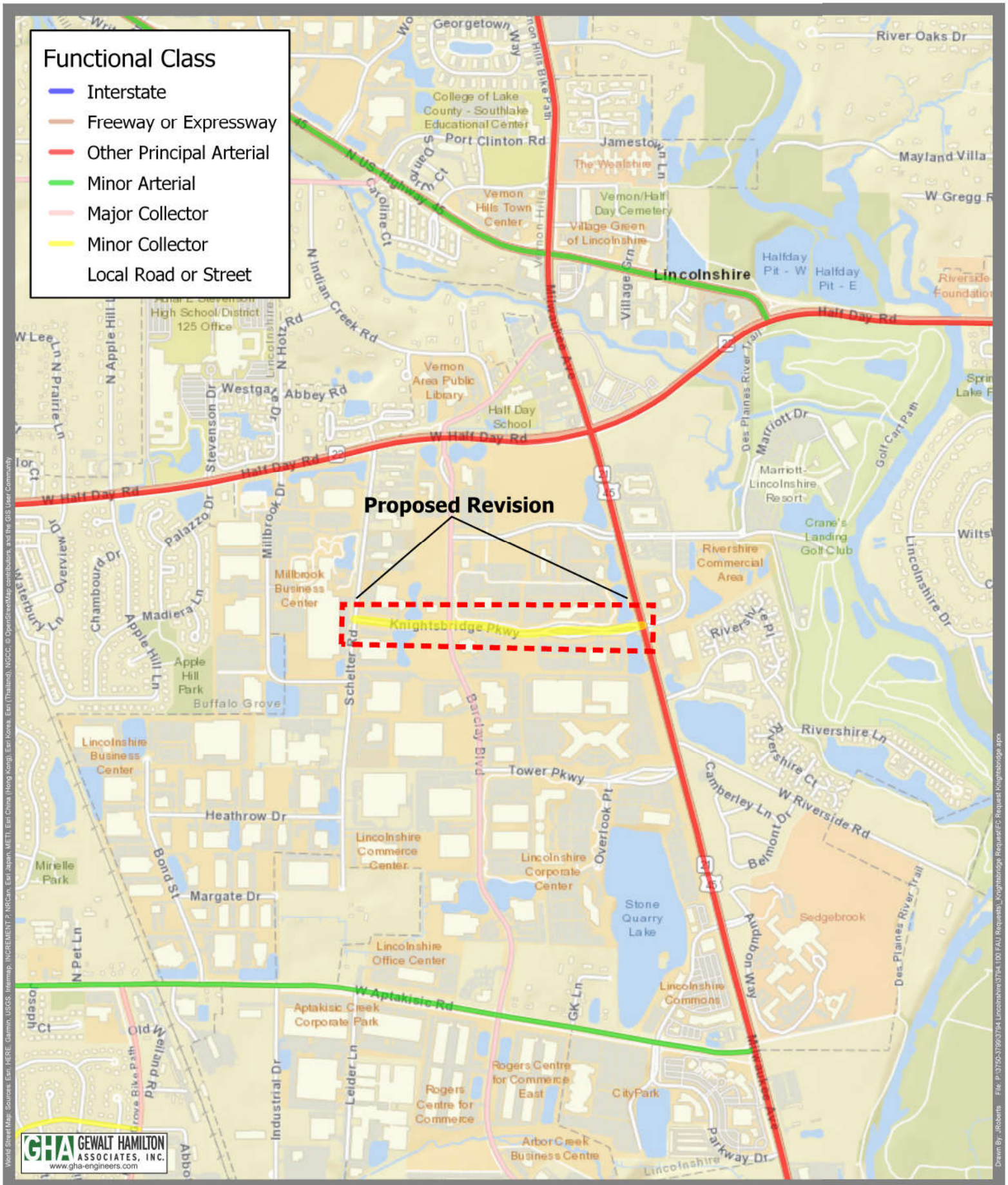
1 inch = 1,000 Feet

Project Location Map

County: Lake

Municipality: Village of Lincolnshire

Date: 3/6/2019 Project: 3794.100



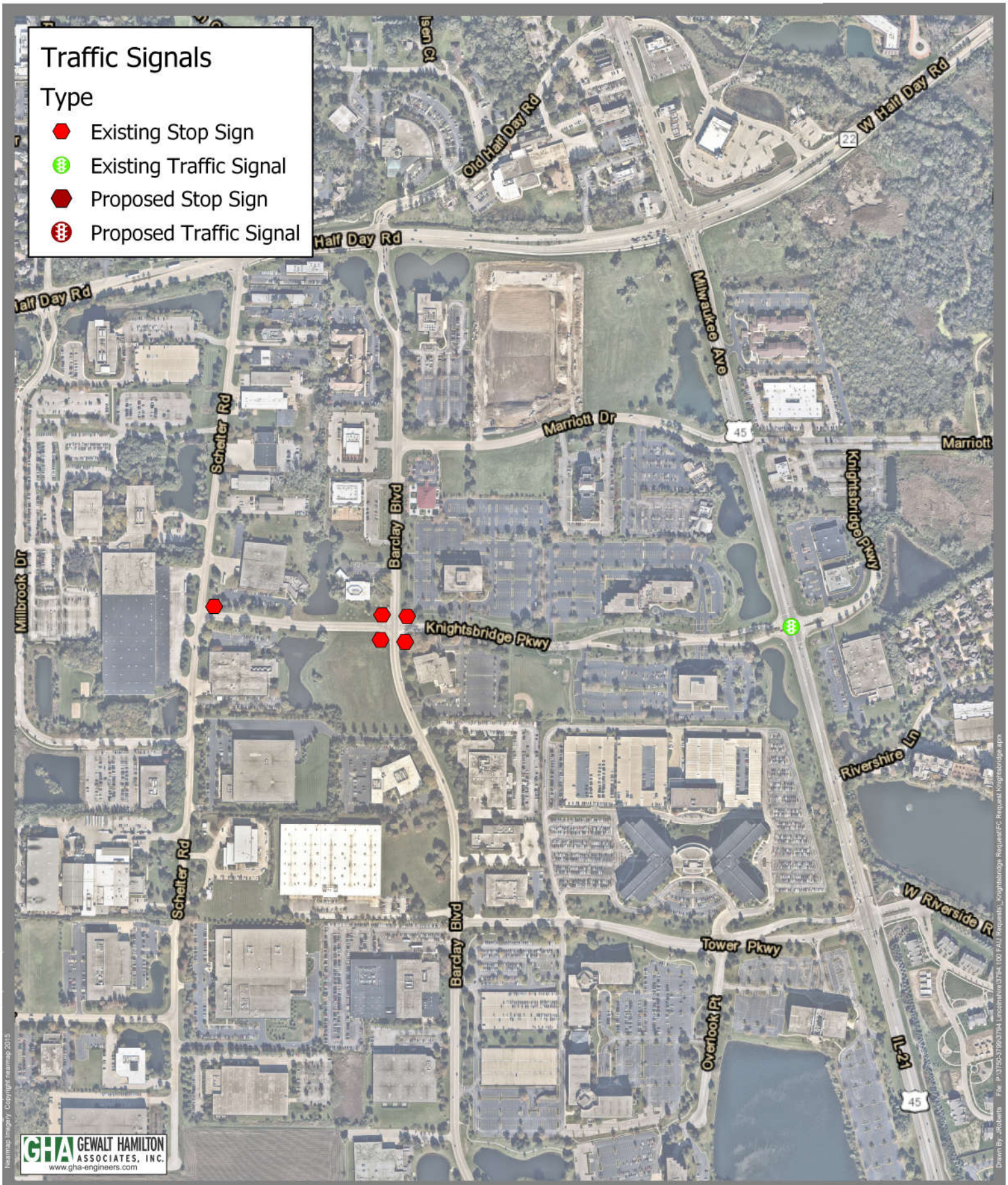
Functional Classification Revision

County: Lake

Municipality: Village of Lincolnshire

Action: Change Knightsbridge Parkway from Local Road to Minor Collector

Date: 3/6/2019 Project: 3794.100



Stop Control and Traffic Signalization Map

Knightsbridge Parkway, Lincolnshire, IL

N

1 inch = 600 Feet

Date: 3/6/2019 Project: 3794.100

Knightsbridge Pkwy WB at 22
3794.100
24 hr
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Knightsbridge Pkwy WB at 22
Site Code:
Start Date: 02/19/2019

Direction (Westbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
02/19/2019 12:00 AM	0	0	0	0
1:00 AM	0	0	0	0
2:00 AM	1	0	0	1
3:00 AM	5	0	0	5
4:00 AM	4	0	0	4
5:00 AM	55	0	0	55
6:00 AM	46	1	0	47
7:00 AM	85	1	0	86
8:00 AM	82	0	1	83
9:00 AM	31	3	1	35
10:00 AM	18	0	2	20
11:00 AM	30	0	0	30
12:00 PM	42	0	0	42
1:00 PM	54	2	0	56
2:00 PM	23	1	0	24
3:00 PM	27	2	1	30
4:00 PM	23	2	1	26
5:00 PM	33	0	0	33
6:00 PM	7	1	1	9
7:00 PM	5	0	0	5
8:00 PM	4	0	0	4
9:00 PM	7	0	0	7
10:00 PM	2	0	0	2
11:00 PM	0	1	0	1
Total	584	14	7	605
Total %	96.5	2.3	1.2	100.0
AM Times	7:00 AM	9:00 AM	10:00 AM	7:00 AM
AM Peaks	85	3	2	86
PM Times	1:00 PM	1:00 PM	3:00 PM	1:00 PM
PM Peaks	54	2	1	56

Knightsbridge Pkwy EB at 22
3794.100
24 hr
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Knightsbridge Pkwy EB at 22
Site Code:
Start Date: 02/19/2019

Direction (Eastbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
02/19/2019 12:00 AM	6	0	0	6
1:00 AM	2	0	0	2
2:00 AM	2	0	0	2
3:00 AM	0	0	0	0
4:00 AM	2	1	0	3
5:00 AM	4	1	1	6
6:00 AM	19	0	0	19
7:00 AM	32	1	0	33
8:00 AM	48	3	1	52
9:00 AM	17	7	0	24
10:00 AM	22	0	0	22
11:00 AM	40	3	0	43
12:00 PM	46	3	0	49
1:00 PM	29	5	0	34
2:00 PM	67	0	3	70
3:00 PM	40	2	1	43
4:00 PM	76	1	1	78
5:00 PM	97	2	2	101
6:00 PM	33	0	1	34
7:00 PM	19	1	0	20
8:00 PM	11	0	0	11
9:00 PM	1	0	0	1
10:00 PM	32	2	0	34
11:00 PM	1	0	0	1
Total	646	32	10	688
Total %	93.9	4.7	1.5	100.0
AM Times	8:00 AM	9:00 AM	5:00 AM	8:00 AM
AM Peaks	48	7	1	52
PM Times	5:00 PM	1:00 PM	2:00 PM	5:00 PM
PM Peaks	97	5	3	101

Knightsbridge Schelter to Barclay
3794.100
24 hr
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Knightsbridge Schelter to Barclay
Site Code:
Start Date: 02/19/2019

Direction (Westbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
02/19/2019 12:00 AM	1	0	0	1
1:00 AM	4	0	0	4
2:00 AM	2	0	0	2
3:00 AM	6	3	0	9
4:00 AM	3	0	0	3
5:00 AM	57	1	0	58
6:00 AM	46	1	0	47
7:00 AM	121	3	0	124
8:00 AM	111	2	2	115
9:00 AM	48	5	3	56
10:00 AM	33	9	3	45
11:00 AM	45	3	3	51
12:00 PM	88	4	0	92
1:00 PM	96	5	2	103
2:00 PM	41	6	1	48
3:00 PM	44	9	2	55
4:00 PM	34	8	1	43
5:00 PM	27	1	1	29
6:00 PM	10	1	4	15
7:00 PM	8	0	0	8
8:00 PM	6	0	0	6
9:00 PM	15	0	0	15
10:00 PM	3	0	0	3
11:00 PM	0	1	0	1
Total	849	62	22	933
Total %	91.0	6.6	2.4	100.0
AM Times	8:00 AM	10:00 AM	10:00 AM	8:00 AM
AM Peaks	111	9	3	115
PM Times	4:00 PM	3:00 PM	4:00 PM	4:00 PM
PM Peaks	34	9	1	43

Knightsbridge Schelter to Barclay
3794.100
24 hr
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Knightsbridge Schelter to Barclay
Site Code:
Start Date: 02/19/2019

Direction (Eastbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
02/19/2019 12:00 AM	5	0	0	5
1:00 AM	3	0	0	3
2:00 AM	5	0	0	5
3:00 AM	4	0	0	4
4:00 AM	6	1	0	7
5:00 AM	12	1	0	13
6:00 AM	44	3	0	47
7:00 AM	60	2	1	63
8:00 AM	71	4	1	76
9:00 AM	31	4	2	37
10:00 AM	33	5	3	41
11:00 AM	78	7	2	87
12:00 PM	94	3	4	101
1:00 PM	41	4	2	47
2:00 PM	90	4	3	97
3:00 PM	95	5	4	104
4:00 PM	187	6	6	199
5:00 PM	163	3	4	170
6:00 PM	41	0	3	44
7:00 PM	23	2	0	25
8:00 PM	9	1	0	10
9:00 PM	4	0	0	4
10:00 PM	34	2	0	36
11:00 PM	2	0	0	2
Total	1135	57	35	1227
Total %	92.5	4.6	2.9	100.0
AM Times	8:00 AM	10:00 AM	10:00 AM	8:00 AM
AM Peaks	71	5	3	76
PM Times	4:00 PM	3:00 PM	4:00 PM	4:00 PM
PM Peaks	187	5	6	199

Appendix A

Functional Classification Revision Request Template

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

   Schelter Road, Heathrow Drive, and Bond Street

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

   Village of Lincolnshire

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

   Walter Dittrich, Assistant Public Works Director, 1 Olde Half Day Road, Lincolnshire, IL 60069 847-913-2387

4. Council(s) of Mayors:

   Lake County Council of Mayors

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

   Lake

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

   Vernon Township

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

   None, Village of Lincolnshire only

8. Current functional classification for this roadway:

   Local Road or Street

9. Proposed functional classification for this roadway:

   Minor Collector

10. The IDOT key route designation number for this roadway: 0-4550, 0-4540, and 0-4530
    (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 off the map.)

11. Endpoints of proposed roadway to be reclassified
    - North or East endpoint: W Half Day Road (North); Key Route Designation: 2-0337
    - North or East endpoint road's functional classification:
      Principal Arterial
    - South or West endpoint: W Aptaskic Road (South); Key Route Designation: 9-1258
    - South or West endpoint road's functional classification:
      Minor Arterial

12. Length of proposed roadway to be reclassified:
    1.38 Miles
13. Current Average Annual Daily Traffic (AADT):

    Schelter Rd, Knightsbridge Pkwy to Rte 22. ADT= 4243
    Schelter Rd, Heathrow Dr to Knightsbridge Pkwy. ADT= 3950
    Heathrow Dr. ADT= 3570
    Bond St. ADT= 5789
    (Source: Tuesday 2/19/19, 24 hr 12:00am - 12:00am, collected with MioVision cameras)

    (Provide multiple AADTs by segment if the AADT is not consistent along the entire route. Indicate the source and year of the AADTs. Some AADTs are available on the IDOT Getting Around Illinois website. If the AADTs are 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:

    Corporate Woods Parkway: 0-4400 (1 mile north)

    - 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:

    Thompson Boulevard: 0-4756 (0.3 miles south)

15. Indicate if you are proposing to change (downgrade) the functional classification of any adjacent roadways to accommodate the spacing requirements for your primary proposed functional classification revision:

    No change.

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

16. 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 the planned signals.)
    See Stop Control and Traffic Signalization Map
17. 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 the planned signs.)
    See Stop Control and Traffic Signalization Map
18. Major Traffic Generators along the proposed reclassified route:

    Millbrook Business Center, Lincolnshire Business Center, Lincolnshire Commerce Center, fire department, post office.

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

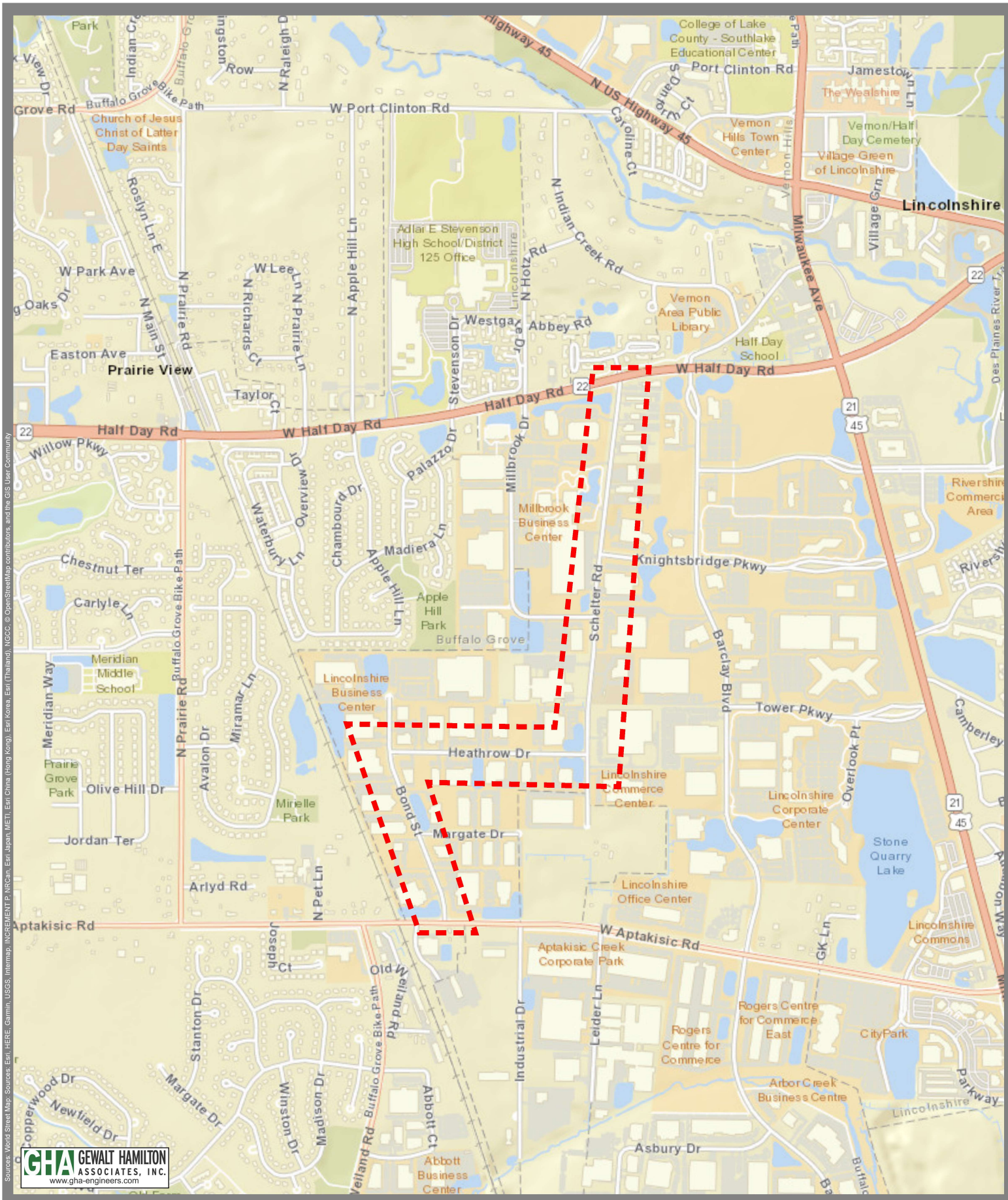
Schelter Road, Heathrow Drive, and Bond Street distributes traffic and provides access from local streets to minor and principal arterials. They serve as a link between points of interest and major roadways in the area. Destinations include large local businesses, fire department, post office, municipal facilities, high school, and local library.

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

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

None.

21. Attach Support Resolutions & Letters:
    1. Local Council of Mayors or Councils of Mayors resolution(s) of support (required)
    2. Affected neighboring jurisdictions' letters of support (required)
    3. Requesting municipality's resolution of request (optional)



Sources: World Street Map: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

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www.gha-engineers.com

Drawn By: JRoberts File: P:\3750-3799\3794 Lincolnshire\3794.100 FAU Requests_Schelter_Heathrow_Bond Request\FC Request Schelter_Heathrow_bond.aprx

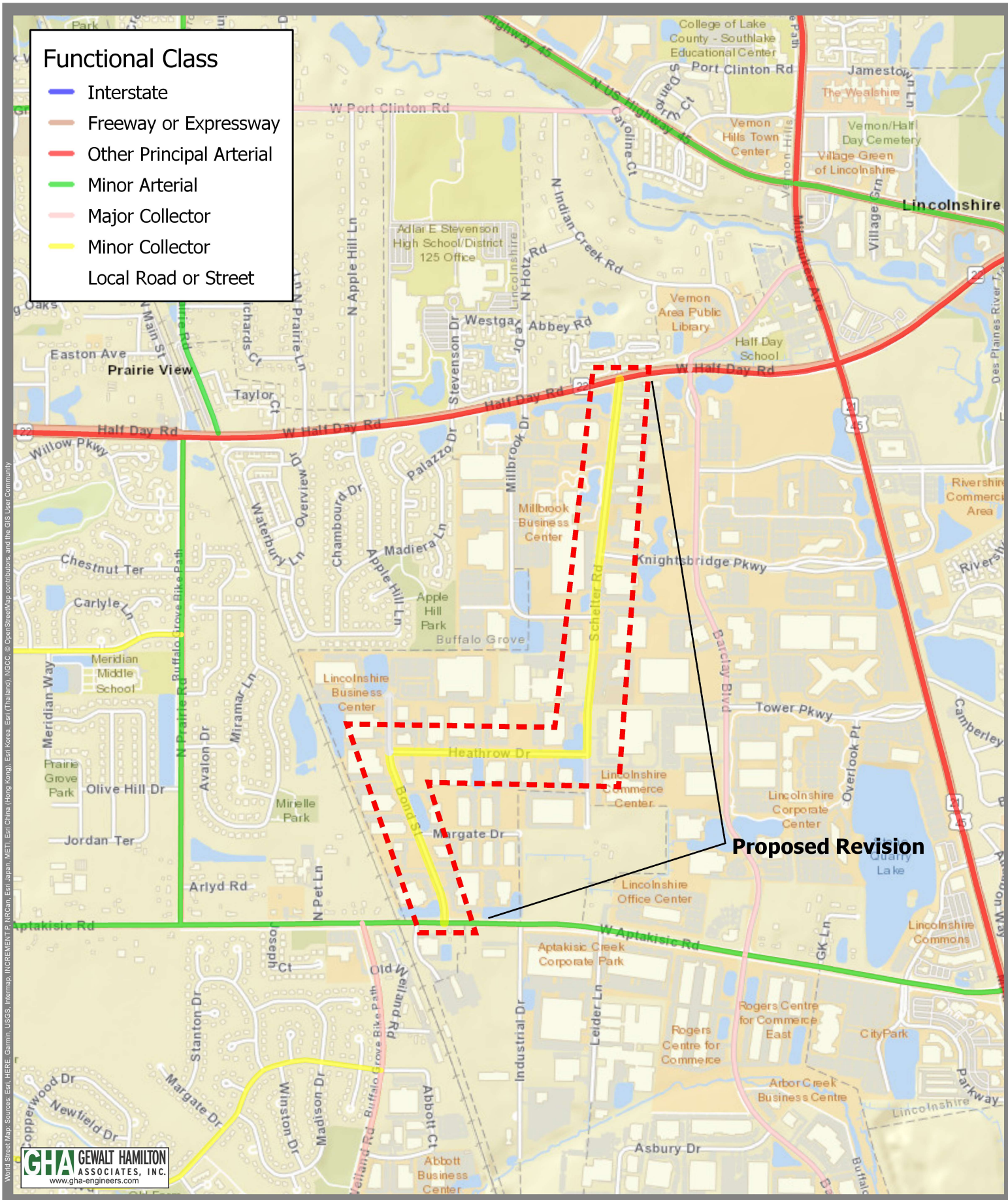
N

1 inch = 1,000 Feet

Project Location Map

County: Lake
Municipality: Village of Lincolnshire

Date: 4/8/2019 Project: 3794.100



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World Street Map: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

Drawn By: JRoberts File: P:\3750-3799\3794 Lincolnshire\3794.100 FAU Requests_Schelter_Heathrow_Bond Request\FC Request Schelter_Heathrow_bond.aprx

Functional Classification Revision

N

1 inch = 1,000 Feet

County: Lake
Municipality: Village of Lincolnshire
Action: Change Schelter Rd, Heathrow Dr, and Bond St from Local Road to Minor Collector

Date: 4/8/2019 Project: 3794.100

Stop Control and Traffic Signalization Map

Schelter Rd, Heathrow Dr, and Bond St, Lincolnshire, IL

N

1 inch = 600 Feet

Date: 3/6/2019 Project:

Schelter Rd KB to 22
3794.100
24 hr
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Schelter Rd KB to 22
Site Code:
Start Date: 02/19/2019

Direction (Southbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
02/19/2019 12:00 AM	2	0	0	2
1:00 AM	2	2	1	5
2:00 AM	5	0	0	5
3:00 AM	11	0	0	11
4:00 AM	31	1	2	34
5:00 AM	119	2	0	121
6:00 AM	178	0	5	183
7:00 AM	318	6	3	327
8:00 AM	285	15	4	304
9:00 AM	133	5	5	143
10:00 AM	96	6	5	107
11:00 AM	107	5	5	117
12:00 PM	188	2	8	198
1:00 PM	149	6	9	164
2:00 PM	113	5	8	126
3:00 PM	91	15	8	114
4:00 PM	99	6	6	111
5:00 PM	65	3	2	70
6:00 PM	40	1	2	43
7:00 PM	16	3	1	20
8:00 PM	24	0	1	25
9:00 PM	13	0	0	13
10:00 PM	7	0	0	7
11:00 PM	3	2	0	5
Total	2095	85	75	2255
Total %	92.9	3.8	3.3	100.0
AM Times	7:00 AM	8:00 AM	10:00 AM	7:00 AM
AM Peaks	318	15	5	327
PM Times	12:00 PM	3:00 PM	2:00 PM	4:00 PM
PM Peaks	188	15	8	111

Schelter Rd KB to 22
3794.100
24 hr
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Schelter Rd KB to 22
Site Code:
Start Date: 02/19/2019

Direction (Northbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
02/19/2019 12:00 AM	10	0	0	10
1:00 AM	1	1	0	2
2:00 AM	1	0	1	2
3:00 AM	2	0	0	2
4:00 AM	5	2	0	7
5:00 AM	9	4	1	14
6:00 AM	38	1	0	39
7:00 AM	47	5	0	52
8:00 AM	62	6	2	70
9:00 AM	75	4	6	85
10:00 AM	78	9	9	96
11:00 AM	158	4	7	169
12:00 PM	179	3	3	185
1:00 PM	130	7	7	144
2:00 PM	158	2	11	171
3:00 PM	167	1	9	177
4:00 PM	268	1	5	274
5:00 PM	232	3	3	238
6:00 PM	112	1	3	116
7:00 PM	60	2	2	64
8:00 PM	34	0	0	34
9:00 PM	13	0	0	13
10:00 PM	15	0	0	15
11:00 PM	8	1	0	9
Total	1862	57	69	1988
Total %	93.7	2.9	3.5	100.0
AM Times	7:00 AM	8:00 AM	10:00 AM	7:00 AM
AM Peaks	47	6	9	52
PM Times	12:00 PM	3:00 PM	2:00 PM	4:00 PM
PM Peaks	179	1	11	274

Schelter Rd KB to Heathrow
3794.100
24 hr
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Schelter Rd KB to Heathrow
Site Code:
Start Date: 02/19/2019

Direction (Southbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
02/19/2019 12:00 AM	6	0	0	6
1:00 AM	8	0	0	8
2:00 AM	8	0	0	8
3:00 AM	10	0	0	10
4:00 AM	10	2	0	12
5:00 AM	63	1	1	65
6:00 AM	112	1	1	114
7:00 AM	181	4	2	187
8:00 AM	167	15	4	186
9:00 AM	66	6	4	76
10:00 AM	44	11	6	61
11:00 AM	71	2	6	79
12:00 PM	144	3	6	153
1:00 PM	94	7	5	106
2:00 PM	140	6	3	149
3:00 PM	134	21	5	160
4:00 PM	202	7	4	213
5:00 PM	176	7	2	185
6:00 PM	81	2	3	86
7:00 PM	37	1	1	39
8:00 PM	25	0	1	26
9:00 PM	20	0	0	20
10:00 PM	37	0	0	37
11:00 PM	6	0	0	6
Total	1842	96	54	1992
Total %	92.5	4.8	2.7	100.0
AM Times	7:00 AM	8:00 AM	11:00 AM	7:00 AM
AM Peaks	181	15	6	187
PM Times	4:00 PM	3:00 PM	2:00 PM	4:00 PM
PM Peaks	202	21	3	213

Schelter Rd KB to Heathrow
3794.100
24 hr
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Schelter Rd KB to Heathrow
Site Code:
Start Date: 02/19/2019

Direction (Northbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
02/19/2019 12:00 AM	9	0	0	9
1:00 AM	4	1	0	5
2:00 AM	4	0	0	4
3:00 AM	7	1	0	8
4:00 AM	18	2	0	20
5:00 AM	94	2	0	96
6:00 AM	87	3	1	91
7:00 AM	196	6	0	202
8:00 AM	184	5	4	193
9:00 AM	78	11	6	95
10:00 AM	50	8	7	65
11:00 AM	101	7	12	120
12:00 PM	145	3	3	151
1:00 PM	104	7	5	116
2:00 PM	109	3	9	121
3:00 PM	117	4	6	127
4:00 PM	171	6	6	183
5:00 PM	182	5	2	189
6:00 PM	66	1	5	72
7:00 PM	27	0	0	27
8:00 PM	23	0	0	23
9:00 PM	22	0	0	22
10:00 PM	12	0	0	12
11:00 PM	7	0	0	7
Total	1817	75	66	1958
Total %	92.8	3.8	3.4	100.0
AM Times	7:00 AM	8:00 AM	11:00 AM	7:00 AM
AM Peaks	196	5	12	202
PM Times	4:00 PM	3:00 PM	2:00 PM	4:00 PM
PM Peaks	171	4	9	183

Heathrow Dr
3794.100
24 hr
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Heathrow Dr
Site Code:
Start Date: 02/19/2019

Direction (Westbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
02/19/2019 12:00 AM	11	0	0	11
1:00 AM	7	1	0	8
2:00 AM	5	0	0	5
3:00 AM	5	0	0	5
4:00 AM	8	1	0	9
5:00 AM	31	1	1	33
6:00 AM	54	0	1	55
7:00 AM	87	3	2	92
8:00 AM	87	15	2	104
9:00 AM	39	6	1	46
10:00 AM	37	13	5	55
11:00 AM	70	4	3	77
12:00 PM	116	5	4	125
1:00 PM	75	3	3	81
2:00 PM	160	5	3	168
3:00 PM	157	17	4	178
4:00 PM	245	11	4	260
5:00 PM	224	6	5	235
6:00 PM	107	1	0	108
7:00 PM	44	2	2	48
8:00 PM	29	0	0	29
9:00 PM	25	0	0	25
10:00 PM	42	0	0	42
11:00 PM	7	0	0	7
Total	1672	94	40	1806
Total %	92.6	5.2	2.2	100.0
AM Times	7:00 AM	10:00 AM	11:00 AM	7:00 AM
AM Peaks	87	13	3	92
PM Times	4:00 PM	3:00 PM	1:00 PM	4:00 PM
PM Peaks	245	17	3	260

Heathrow Dr
3794.100
24 hr
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Heathrow Dr
Site Code:
Start Date: 02/19/2019

Direction (Eastbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
02/19/2019 12:00 AM	2	0	0	2
1:00 AM	4	0	0	4
2:00 AM	2	1	0	3
3:00 AM	21	0	0	21
4:00 AM	24	2	0	26
5:00 AM	104	1	0	105
6:00 AM	125	3	1	129
7:00 AM	261	4	1	266
8:00 AM	233	3	4	240
9:00 AM	90	5	7	102
10:00 AM	57	7	5	69
11:00 AM	77	8	8	93
12:00 PM	120	3	3	126
1:00 PM	110	3	8	121
2:00 PM	74	3	7	84
3:00 PM	72	5	5	82
4:00 PM	98	2	2	102
5:00 PM	93	3	1	97
6:00 PM	38	2	1	41
7:00 PM	14	1	0	15
8:00 PM	9	0	0	9
9:00 PM	19	0	0	19
10:00 PM	6	0	0	6
11:00 PM	2	0	0	2
Total	1655	56	53	1764
Total %	93.8	3.2	3.0	100.0
AM Times	7:00 AM	10:00 AM	11:00 AM	7:00 AM
AM Peaks	261	7	8	266
PM Times	4:00 PM	3:00 PM	1:00 PM	4:00 PM
PM Peaks	98	5	8	102

Bond St
3794.100
24 hr
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Bond St
Site Code:
Start Date: 02/19/2019

Direction (Southbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
02/19/2019 12:00 AM	12	0	0	12
1:00 AM	5	0	0	5
2:00 AM	6	0	0	6
3:00 AM	4	1	0	5
4:00 AM	4	0	0	4
5:00 AM	17	6	1	24
6:00 AM	34	2	2	38
7:00 AM	24	1	6	31
8:00 AM	76	15	4	95
9:00 AM	84	3	7	94
10:00 AM	89	4	6	99
11:00 AM	215	8	6	229
12:00 PM	218	7	6	231
1:00 PM	168	3	7	178
2:00 PM	283	7	2	292
3:00 PM	318	15	4	337
4:00 PM	467	12	3	482
5:00 PM	389	6	6	401
6:00 PM	151	1	0	152
7:00 PM	61	1	2	64
8:00 PM	33	0	0	33
9:00 PM	32	0	0	32
10:00 PM	45	1	0	46
11:00 PM	8	0	0	8
Total	2743	93	62	2898
Total %	94.7	3.2	2.1	100.0
AM Times	8:00 AM	8:00 AM	9:00 AM	8:00 AM
AM Peaks	76	15	7	95
PM Times	4:00 PM	3:00 PM	1:00 PM	4:00 PM
PM Peaks	467	15	7	482

Bond St
3794.100
24 hr
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Bond St
Site Code:
Start Date: 02/19/2019

Direction (Northbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
02/19/2019 12:00 AM	0	0	0	0
1:00 AM	2	1	0	3
2:00 AM	3	0	0	3
3:00 AM	26	0	0	26
4:00 AM	36	4	0	40
5:00 AM	199	1	1	201
6:00 AM	218	3	0	221
7:00 AM	438	7	1	446
8:00 AM	415	3	5	423
9:00 AM	180	10	14	204
10:00 AM	140	11	7	158
11:00 AM	170	9	10	189
12:00 PM	231	7	5	243
1:00 PM	214	2	9	225
2:00 PM	119	3	7	129
3:00 PM	120	6	3	129
4:00 PM	97	2	2	101
5:00 PM	74	0	2	76
6:00 PM	23	1	1	25
7:00 PM	10	1	0	11
8:00 PM	13	0	0	13
9:00 PM	18	0	0	18
10:00 PM	3	1	0	4
11:00 PM	3	0	0	3
Total	2752	72	67	2891
Total %	95.2	2.5	2.3	100.0
AM Times	8:00 AM	8:00 AM	9:00 AM	8:00 AM
AM Peaks	415	3	14	423
PM Times	4:00 PM	3:00 PM	1:00 PM	4:00 PM
PM Peaks	97	6	9	101

Attachment 4

Public Works Department

505 Telser Road
Lake Zurich, Illinois 60047

(847) 540-1696
Fax (847) 726-2182
LakeZurich.org

At the Heart of Community

April 1, 2019

Ms. Emily Karry, PE - Manager of Planning

Lake County Division of Transportation

600 West Winchester Road

Libertyville, IL 60048

Re: Functional Classification Revision

Dear Ms. Karry:

The Village of Lake Zurich would like to request a revision to the existing functional classification designation of Local Road to Minor Collector for the following routes:

- Bristol Trail Road – Old Mill Grove Rd to Quentin Road B
- Ensell Road – Oakwood Road to Quentin Road
- Golfview Road – US Rte 12 to Summit Road
- Surryse Road – S Old Rand Road to Old Mill Grove Rd

Enclosed for your review are two copies of the appropriate application forms and documentation supporting the Village's requests. We would appreciate your assistance and hope that you can prepare a resolution supporting the classification change for action at the next available Council meeting.

Should you have any questions, please contact me at 847-540-1696

Sincerely,

Michael J. Brown

Director of Public Works

Village of Lake Zurich

CC: Dan Brinkman – Gewalt Hamilton Associates, Inc.

Appendix A

Functional Classification Revision Request Template

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

   Bristol Trail Road

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

   Village of Lake Zurich

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

   Mike Brown, Dir. of Public Works, 70 E. Main Street, Lake Zurich, IL 60047 847-540-5066

4. Council(s) of Mayors:

   Lake County Council of Mayors

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

   Lake

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

   Ela Township

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

   None, Village of Lake Zurich only.

8. Current functional classification for this roadway:

   Local Road or Street

9. Proposed functional classification for this roadway:

   Minor Collector

10. The IDOT key route designation number for this roadway: 0-4535
    (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 off the map.)

11. Endpoints of proposed roadway to be reclassified
    - North or East endpoint: Quentin Road (East); Key Route Designation: 9-2574
    - North or East endpoint road's functional classification:
      Minor Arterial
    - South or West endpoint: Old Mill Grove Road (West); Key Route Designation: 9-3530
    - South or West endpoint road's functional classification:
      Major Collector

12. Length of proposed roadway to be reclassified:
    0.82 Miles
13. Current Average Annual Daily Traffic (AADT):

    Bristol Trail, east of Old Mill Grove Rd. AADT= 1196
    Bristol Trail, west of Quentin Rd. AADT= 1309
    (Source: Wednesday 3/20/19, 24 hr 12:00am - 12:00am, collected with HI-STAR)

    (Provide multiple AADTs by segment if the AADT is not consistent along the entire route. Indicate the source and year of the AADTs. Some AADTs are available on the IDOT Getting Around Illinois website. If the AADTs are 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:

    Lions Drive: 9-3515 (1 Mile north west)

    - 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:

    W Field Parkway: 0-0014 (2.23 Miles south)

15. Indicate if you are proposing to change (downgrade) the functional classification of any adjacent roadways to accommodate the spacing requirements for your primary proposed functional classification revision:

    No change.

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

16. 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 the planned signals.)
    See Stop Control and Traffic Signalization Map
17. 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 the planned signs.)
    See Stop Control and Traffic Signalization Map
18. Major Traffic Generators along the proposed reclassified route:

    Surrounding neighborhoods. Buffalo Creek Park and Sarah Adams Elementary School are located at the west termini.

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

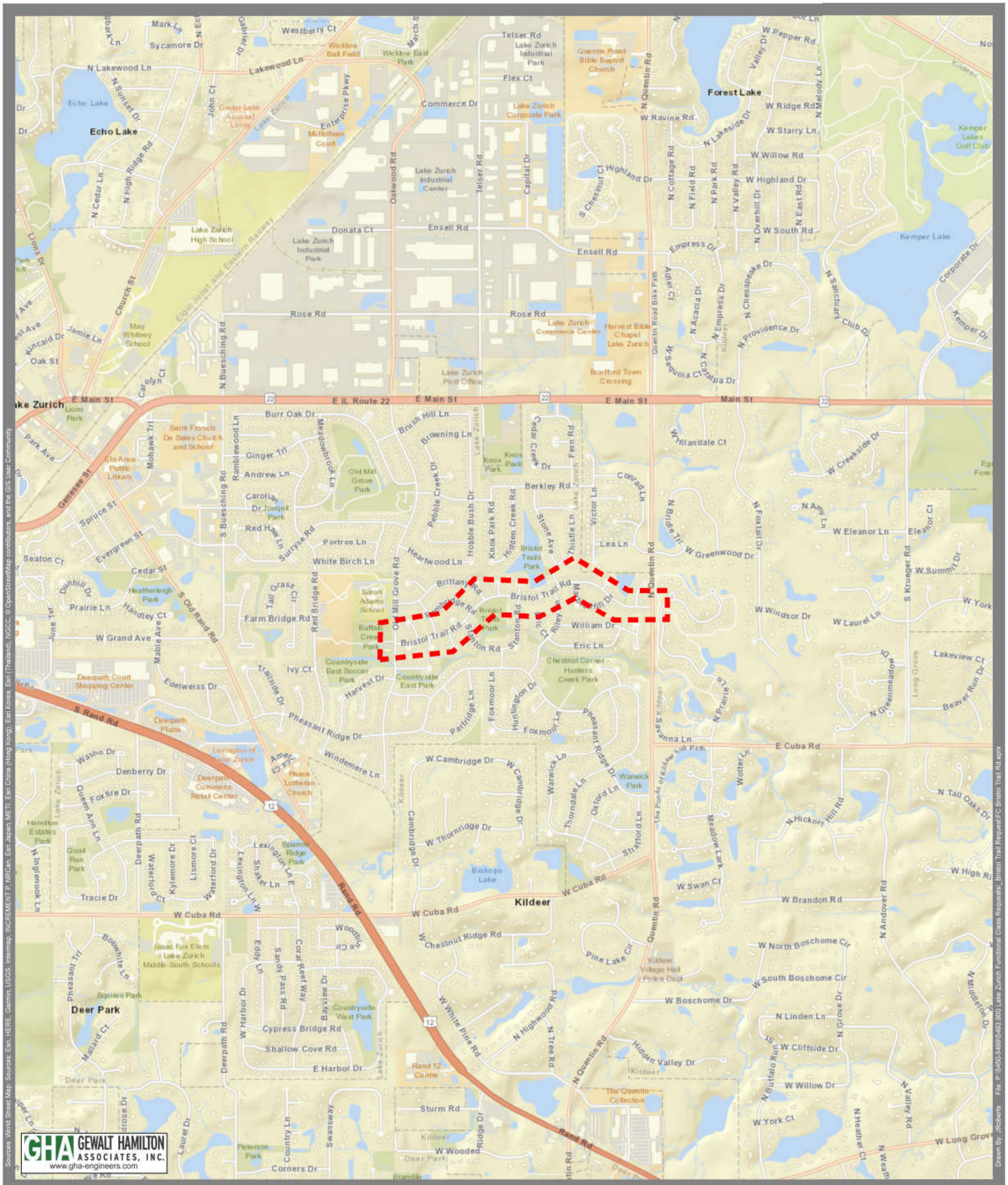
Bristol Trail Road distributes traffic and provides access from local streets to minor arterials and major collectors. It serves as a link between points of interest and local major roadways. Destinations include elementary school, local parks, and sports complex.

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

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

None.

21. Attach Support Resolutions & Letters:
    1. Local Council of Mayors or Councils of Mayors resolution(s) of support (required)
    2. Affected neighboring jurisdictions' letters of support (required)
    3. Requesting municipality's resolution of request (optional)



GHA GEWALT HAMILTON ASSOCIATES, INC.
www.gha-engineers.com

N

1 inch = 1,000 Feet

Project Location Map

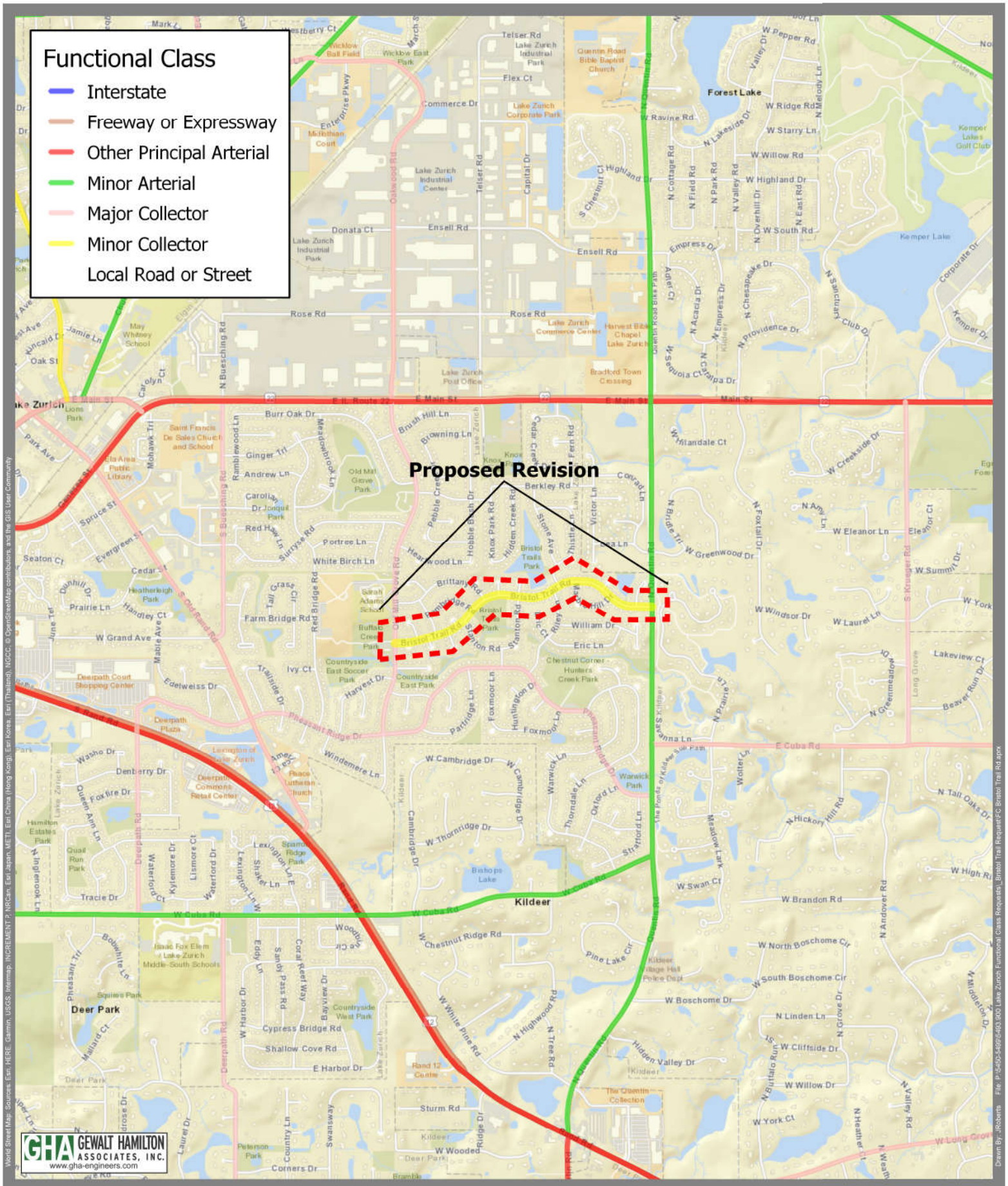
County: Lake

Municipality: Village of Lake Zurich

Date: 3/6/2019 Project: 5493.900

Sources: World Street Map: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

Drawn By: JRoberts File: P:\5400-5499\5493.900 Lake Zurich Functional Class Requests_Bristol Trail Request\FC Bristol Trail Rd.aprx



Functional Classification Revision

N

1 inch = 1,000 Feet

County: Lake

Municipality: Village of Lake Zurich

Action: Change Bristol Trail from Local Road to Minor Collector

Date: 3/6/2019 Project: 5493.900

Stop Control and Traffic Signalization Map

Bristol Trail Road, Lake Zurich, IL

Date: 3/6/2019 Project: 5493.900

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403697	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Bristol Trail E/O Old Mill Grove	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 1196
County:	AADT Factor: 1	AADT Count: 1,196

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
[00:00-01:00]	2	15 MPH	45 F	---
[01:00-02:00]	1	18 MPH	43 F	---
[02:00-03:00]	0	0 MPH	43 F	---
[03:00-04:00]	0	0 MPH	43 F	---
[04:00-05:00]	4	22 MPH	43 F	---
[05:00-06:00]	5	20 MPH	43 F	---
[06:00-07:00]	55	19 MPH	43 F	---
[07:00-08:00]	122	18 MPH	43 F	---
[08:00-09:00]	91	18 MPH	43 F	---
[09:00-10:00]	49	18 MPH	45 F	---
[10:00-11:00]	38	18 MPH	45 F	---
[11:00-12:00]	61	19 MPH	45 F	---
[12:00-13:00]	50	20 MPH	45 F	---
[13:00-14:00]	53	19 MPH	47 F	---
[14:00-15:00]	79	18 MPH	47 F	---
[15:00-16:00]	101	19 MPH	49 F	---
[16:00-17:00]	89	19 MPH	50 F	---
[17:00-18:00]	113	19 MPH	49 F	---
[18:00-19:00]	103	19 MPH	45 F	---
[19:00-20:00]	65	19 MPH	45 F	---
[20:00-21:00]	51	20 MPH	43 F	---
[21:00-22:00]	44	21 MPH	42 F	---
[22:00-23:00]	16	19 MPH	42 F	---
[23:00-00:00]	4	18 MPH	42 F	---

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403697	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Bristol Trail E/O Old Mill Grove	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 1196
County:	AADT Factor: 1	AADT Count: 1,196

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
Mar/20/2019 12:00:00 AM Mar/21/2019 12:00:00 AM	1196	19 MPH	45 F	

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403730	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Bristol Trail W/O Quentin	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 1309
County:	AADT Factor: 1	AADT Count: 1,309

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
[00:00-01:00]	3	31 MPH	45 F	---
[01:00-02:00]	3	26 MPH	43 F	---
[02:00-03:00]	2	20 MPH	43 F	---
[03:00-04:00]	0	0 MPH	43 F	---
[04:00-05:00]	7	28 MPH	43 F	---
[05:00-06:00]	28	24 MPH	43 F	---
[06:00-07:00]	73	24 MPH	43 F	---
[07:00-08:00]	111	19 MPH	43 F	---
[08:00-09:00]	70	24 MPH	45 F	---
[09:00-10:00]	91	24 MPH	45 F	---
[10:00-11:00]	75	23 MPH	45 F	---
[11:00-12:00]	61	18 MPH	45 F	---
[12:00-13:00]	61	17 MPH	47 F	---
[13:00-14:00]	85	19 MPH	47 F	---
[14:00-15:00]	62	22 MPH	47 F	---
[15:00-16:00]	71	24 MPH	49 F	---
[16:00-17:00]	102	25 MPH	50 F	---
[17:00-18:00]	127	26 MPH	49 F	---
[18:00-19:00]	92	25 MPH	47 F	---
[19:00-20:00]	66	24 MPH	45 F	---
[20:00-21:00]	51	25 MPH	45 F	---
[21:00-22:00]	45	24 MPH	43 F	---
[22:00-23:00]	14	24 MPH	43 F	---
[23:00-00:00]	9	25 MPH	42 F	---

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403730	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Bristol Trail W/O Quentin	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 1309
County:	AADT Factor: 1	AADT Count: 1,309

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
Mar/20/2019 12:00:00 AM Mar/21/2019 12:00:00 AM	1309	24 MPH	45 F	

Appendix A

Functional Classification Revision Request Template

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

   Ensell Road

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

   Village of Lake Zurich

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

   Mike Brown, Dir. of Public Works, 70 E. Main Street, Lake Zurich, IL 60047 847-540-5066

4. Council(s) of Mayors:

   Lake County Council of Mayors

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

   Lake

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

   Ela Township

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

   None, Village of Lake Zurich only.

8. Current functional classification for this roadway:

   Local Road or Street

9. Proposed functional classification for this roadway:

   Minor Collector

10. The IDOT key route designation number for this roadway: 0-3230
    (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 off the map.)

11. Endpoints of proposed roadway to be reclassified
    - North or East endpoint: Quentin Road (East); Key Route Designation: 9-2574
    - North or East endpoint road's functional classification:
      Minor Arterial
    - South or West endpoint: Oakwood Road (West); Key Route Designation: 9-3530
    - South or West endpoint road's functional classification:
      Major Collector

12. Length of proposed roadway to be reclassified:
    0.76 Miles
13. Current Average Annual Daily Traffic (AADT):
    Ensell Rd, Oakwood Rd to Telser Rd. AADT= 1180
    (Source: Thursday 3/21/19, 24 hr 12:00am - 12:00am, collected with HI-STAR)
    Ensell Rd, Telser Rd to Capitol Dr. AADT= 2318
    Ensell Rd, Capitol Dr to Quentin Rd= 3209
    (Source: Wednesday 3/20/19, 24 hr 12:00am - 12:00am, collected with HI-STAR)
    (Provide multiple AADTs by segment if the AADT is not consistent along the entire route. Indicate the source and year of the AADTs. Some AADTs are available on the IDOT Getting Around Illinois website. If the AADTs are 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 Schwerman Road: 00-0900 (3 Miles north)

    - 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:

    W Field Parkway: 00-0014 (3.2 miles south)

15. Indicate if you are proposing to change (downgrade) the functional classification of any adjacent roadways to accommodate the spacing requirements for your primary proposed functional classification revision:

    No change.

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

16. 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 the planned signals.)
    See Stop Control and Traffic Signalization Map
17. 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 the planned signs.)
    See Stop Control and Traffic Signalization Map
18. Major Traffic Generators along the proposed reclassified route:

    Surrounding industry and businesses.

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

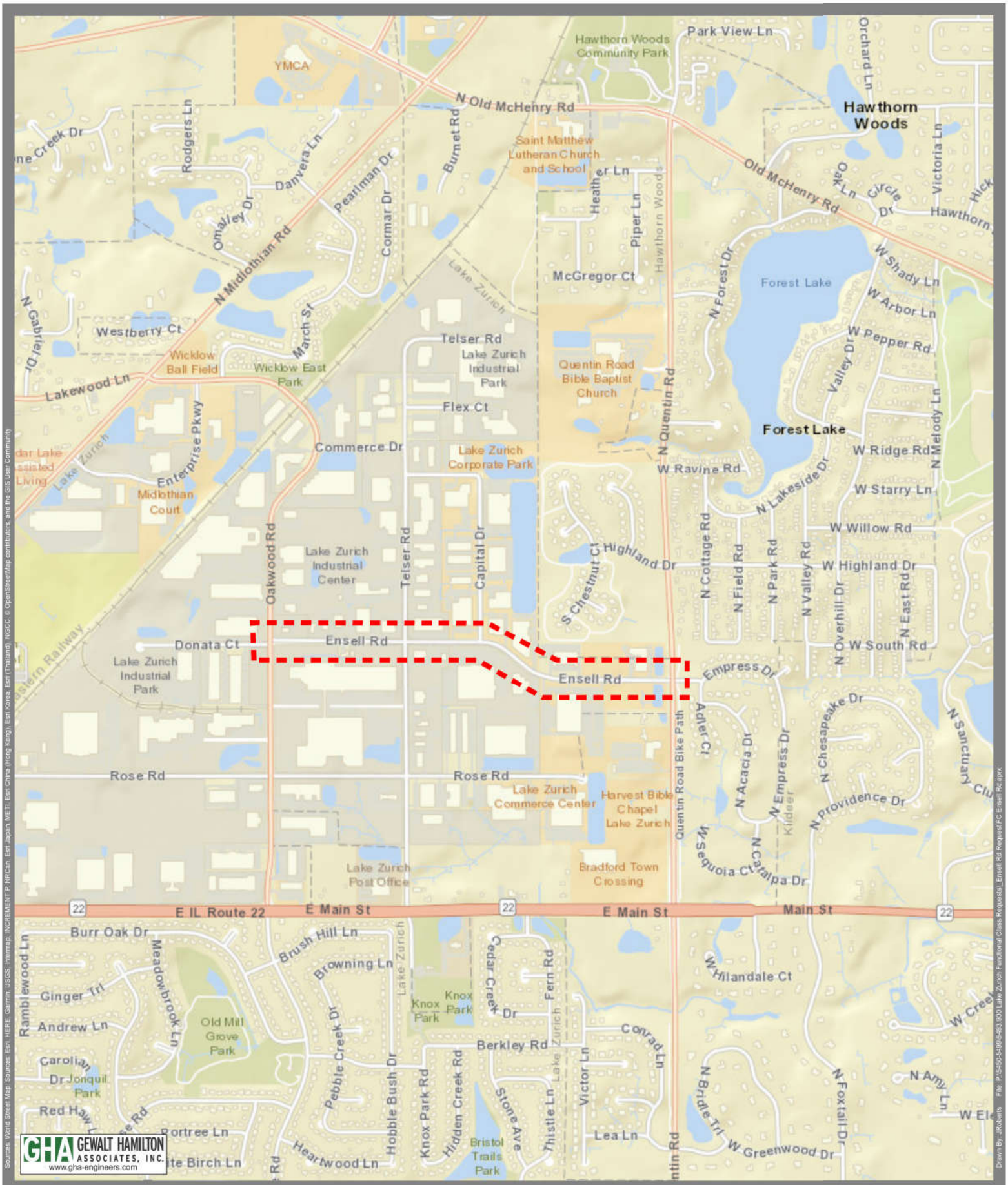
Ensell Road distributes traffic and provides access from local streets to minor arterials and major collectors. It serves as a link between points of interest and major roadways in the area. Destinations include local industry, churches, and businesses.

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

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

None.

21. Attach Support Resolutions & Letters:
    1. Local Council of Mayors or Councils of Mayors resolution(s) of support (required)
    2. Affected neighboring jurisdictions' letters of support (required)
    3. Requesting municipality's resolution of request (optional)



N

1 inch = 1,000 Feet

Project Location Map

County: Lake

Municipality: Village of Lake Zurich

Date: 3/6/2019 Project: 5493.900

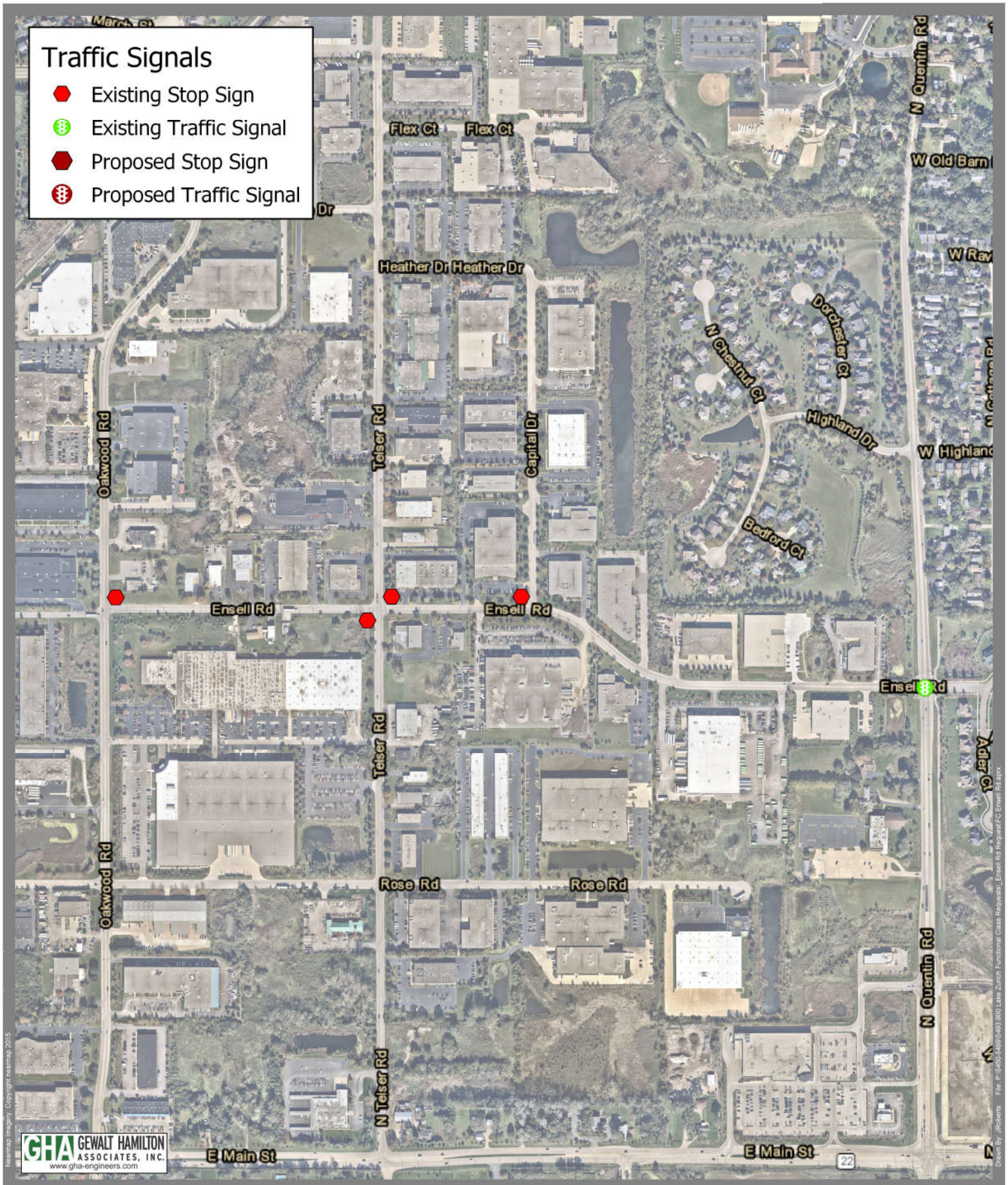
Functional Classification Revision

County: Lake

Municipality: Village of Lake Zurich

Action: Change Ensell Road from Local Road to Minor Collector

Date: 3/6/2019 Project: 5493.900



Stop Control and Traffic Signalization Map

Ensell Road, Lake Zurich, IL

N

1 inch = 600 Feet

Date: 3/6/2019 Project: 5493.900

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403696	Begin: Mar/21/2019 12:00:00 PM	End: Mar/22/2019 12:00:00 PM
Street: Ensell Oakwood to Telser	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 25	Raw Count: 1180
County:	AADT Factor: 1	AADT Count: 1,180

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Thu,Mar/21/2019				
[12:00-13:00]	122	29 MPH	50 F	---
[13:00-14:00]	70	30 MPH	52 F	---
[14:00-15:00]	88	29 MPH	52 F	---
[15:00-16:00]	132	30 MPH	52 F	---
[16:00-17:00]	94	31 MPH	52 F	---
[17:00-18:00]	90	31 MPH	50 F	---
[18:00-19:00]	53	31 MPH	45 F	---
[19:00-20:00]	37	28 MPH	42 F	---
[20:00-21:00]	24	28 MPH	42 F	---
[21:00-22:00]	13	28 MPH	40 F	---
[22:00-23:00]	7	33 MPH	40 F	---
[23:00-00:00]	11	29 MPH	38 F	---
Thu,Mar/21/2019	741	30 MPH	46 F	
Fri,Mar/22/2019				
[00:00-01:00]	2	28 MPH	36 F	---
[01:00-02:00]	2	25 MPH	36 F	---
[02:00-03:00]	7	25 MPH	36 F	---
[03:00-04:00]	5	26 MPH	34 F	---
[04:00-05:00]	10	27 MPH	34 F	---
[05:00-06:00]	31	29 MPH	34 F	---
[06:00-07:00]	43	28 MPH	32 F	---
[07:00-08:00]	78	31 MPH	36 F	---
[08:00-09:00]	50	30 MPH	43 F	---
[09:00-10:00]	50	29 MPH	54 F	---

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403696	Begin: Mar/21/2019 12:00:00 PM	End: Mar/22/2019 12:00:00 PM
Street: Ensell Oakwood to Telser	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 25	Raw Count: 1180
County:	AADT Factor: 1	AADT Count: 1,180

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Fri,Mar/22/2019				
[10:00-11:00]	60	29 MPH	54 F	---
[11:00-12:00]	101	30 MPH	65 F	---
Fri,Mar/22/2019	439	28 MPH	41 F	
Mar/21/2019 12:00:00 PM Mar/22/2019 12:00:00 PM	1180	29 MPH	44 F	

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403696	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Ensell Rd Telser to Capitol	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 2318
County:	AADT Factor: 1	AADT Count: 2,318

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
[00:00-01:00]	3	25 MPH	42 F	---
[01:00-02:00]	3	37 MPH	42 F	---
[02:00-03:00]	4	34 MPH	42 F	---
[03:00-04:00]	4	36 MPH	42 F	---
[04:00-05:00]	17	33 MPH	42 F	---
[05:00-06:00]	75	33 MPH	42 F	---
[06:00-07:00]	100	33 MPH	42 F	---
[07:00-08:00]	154	34 MPH	42 F	---
[08:00-09:00]	136	32 MPH	42 F	---
[09:00-10:00]	90	33 MPH	43 F	---
[10:00-11:00]	87	33 MPH	43 F	---
[11:00-12:00]	186	33 MPH	43 F	---
[12:00-13:00]	223	34 MPH	43 F	---
[13:00-14:00]	160	33 MPH	45 F	---
[14:00-15:00]	193	33 MPH	45 F	---
[15:00-16:00]	262	33 MPH	47 F	---
[16:00-17:00]	193	35 MPH	47 F	---
[17:00-18:00]	198	34 MPH	47 F	---
[18:00-19:00]	109	34 MPH	43 F	---
[19:00-20:00]	37	36 MPH	43 F	---
[20:00-21:00]	30	33 MPH	42 F	---
[21:00-22:00]	20	34 MPH	42 F	---
[22:00-23:00]	27	32 MPH	40 F	---
[23:00-00:00]	7	32 MPH	40 F	---

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403696	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Ensell Rd Telser to Capitol	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 2318
County:	AADT Factor: 1	AADT Count: 2,318

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
Mar/20/2019 12:00:00 AM Mar/21/2019 12:00:00 AM	2318	33 MPH	43 F	

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403869	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Ensell Rd W/O Quentin	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 3209
County:	AADT Factor: 1	AADT Count: 3,209

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
[00:00-01:00]	12	31 MPH	42 F	---
[01:00-02:00]	14	28 MPH	42 F	---
[02:00-03:00]	24	30 MPH	42 F	---
[03:00-04:00]	48	31 MPH	42 F	---
[04:00-05:00]	46	31 MPH	42 F	---
[05:00-06:00]	198	32 MPH	42 F	---
[06:00-07:00]	184	35 MPH	42 F	---
[07:00-08:00]	200	34 MPH	42 F	---
[08:00-09:00]	174	35 MPH	42 F	---
[09:00-10:00]	156	34 MPH	43 F	---
[10:00-11:00]	102	32 MPH	43 F	---
[11:00-12:00]	225	33 MPH	43 F	---
[12:00-13:00]	245	34 MPH	43 F	---
[13:00-14:00]	220	33 MPH	45 F	---
[14:00-15:00]	236	33 MPH	45 F	---
[15:00-16:00]	303	33 MPH	47 F	---
[16:00-17:00]	234	35 MPH	49 F	---
[17:00-18:00]	231	35 MPH	47 F	---
[18:00-19:00]	127	35 MPH	43 F	---
[19:00-20:00]	58	34 MPH	43 F	---
[20:00-21:00]	67	33 MPH	43 F	---
[21:00-22:00]	42	31 MPH	42 F	---
[22:00-23:00]	42	30 MPH	40 F	---
[23:00-00:00]	21	31 MPH	40 F	---

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403869	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Ensell Rd W/O Quentin	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 3209
County:	AADT Factor: 1	AADT Count: 3,209

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
Mar/20/2019 12:00:00 AM Mar/21/2019 12:00:00 AM	3209	33 MPH	43 F	

Appendix A

Functional Classification Revision Request Template

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

   Golfview Road

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

   Village of Lake Zurich

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

   Mike Brown, Dir. of Public Works, 70 E. Main Street, Lake Zurich, IL 60047 847-540-5066

4. Council(s) of Mayors:

   Lake County Council of Mayors

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

   Lake

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

   Ela Township

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

   None, Village of Lake Zurich only.

8. Current functional classification for this roadway:

   Local Road or Street

9. Proposed functional classification for this roadway:

   Minor Collector

10. The IDOT key route designation number for this roadway 0-2237
    (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 off the map.)

11. Endpoints of proposed roadway to be reclassified
    - North or East endpoint: Summit Road (East); Key Route Designation: 9-3515
    - North or East endpoint road's functional classification:
      Minor Collector
    - South or West endpoint: US 12 (West); Key Route Designation: 2-0334
    - South or West endpoint road's functional classification:
      Principal Arterial

12. Length of proposed roadway to be reclassified:
    0.83 miles
13. Current Average Annual Daily Traffic (AADT):

    Golfview Rd, east of Rand Rd. AADT= 989
    Golfview Rd, west of Summit Rd. AADT= 616
    (Source: Wednesday 3/20/19, 24 hr 12:00am - 12:00am, collected with HI-STAR)

    (Provide multiple AADTs by segment if the AADT is not consistent along the entire route. Indicate the source and year of the AADTs. Some AADTs are available on the IDOT Getting Around Illinois website. If the AADTs are 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:

    Bruce Circle: 09-3515 (0.82 Miles north-east)

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

    North Avenue: 09-2557 (3.2 miles south-west)

15. Indicate if you are proposing to change (downgrade) the functional classification of any adjacent roadways to accommodate the spacing requirements for your primary proposed functional classification revision:

    No change

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

16. 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 the planned signals.)
    See Stop Control and Traffic Signalization Map
17. 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 the planned signs.)
    See Stop Control and Traffic Signalization Map
18. Major Traffic Generators along the proposed reclassified route:

    Surrounding neighborhoods, commercial and office space at west termini.

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

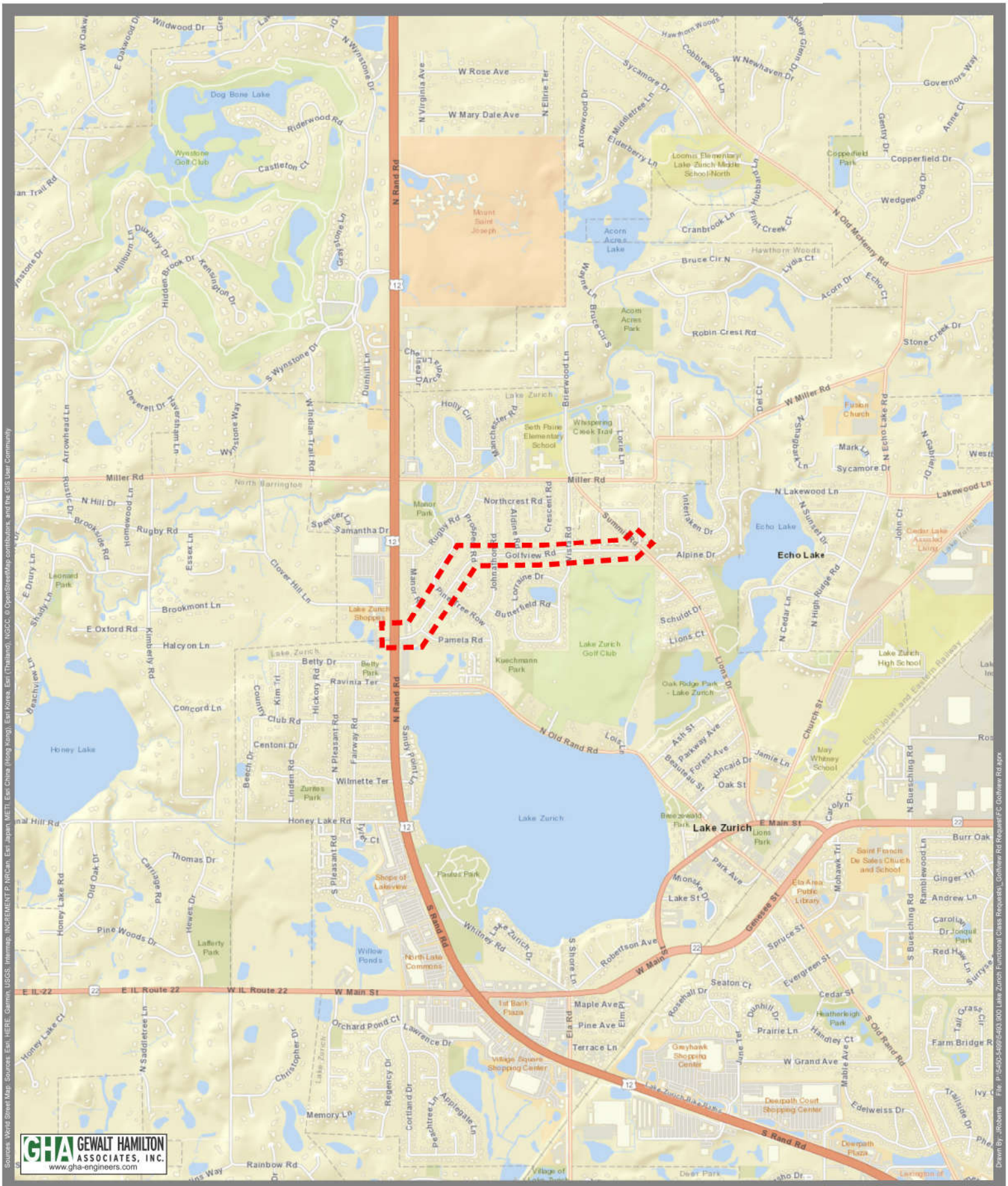
Golfview Road distributes traffic and provides access from local roads to a minor collector and principal arterial. It serves as a link between between points of interest and local major roadways. Destinations include the golf course, shopping, and other local businesses.

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

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

None.

21. Attach Support Resolutions & Letters:
    1. Local Council of Mayors or Councils of Mayors resolution(s) of support (required)
    2. Affected neighboring jurisdictions' letters of support (required)
    3. Requesting municipality's resolution of request (optional)



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N

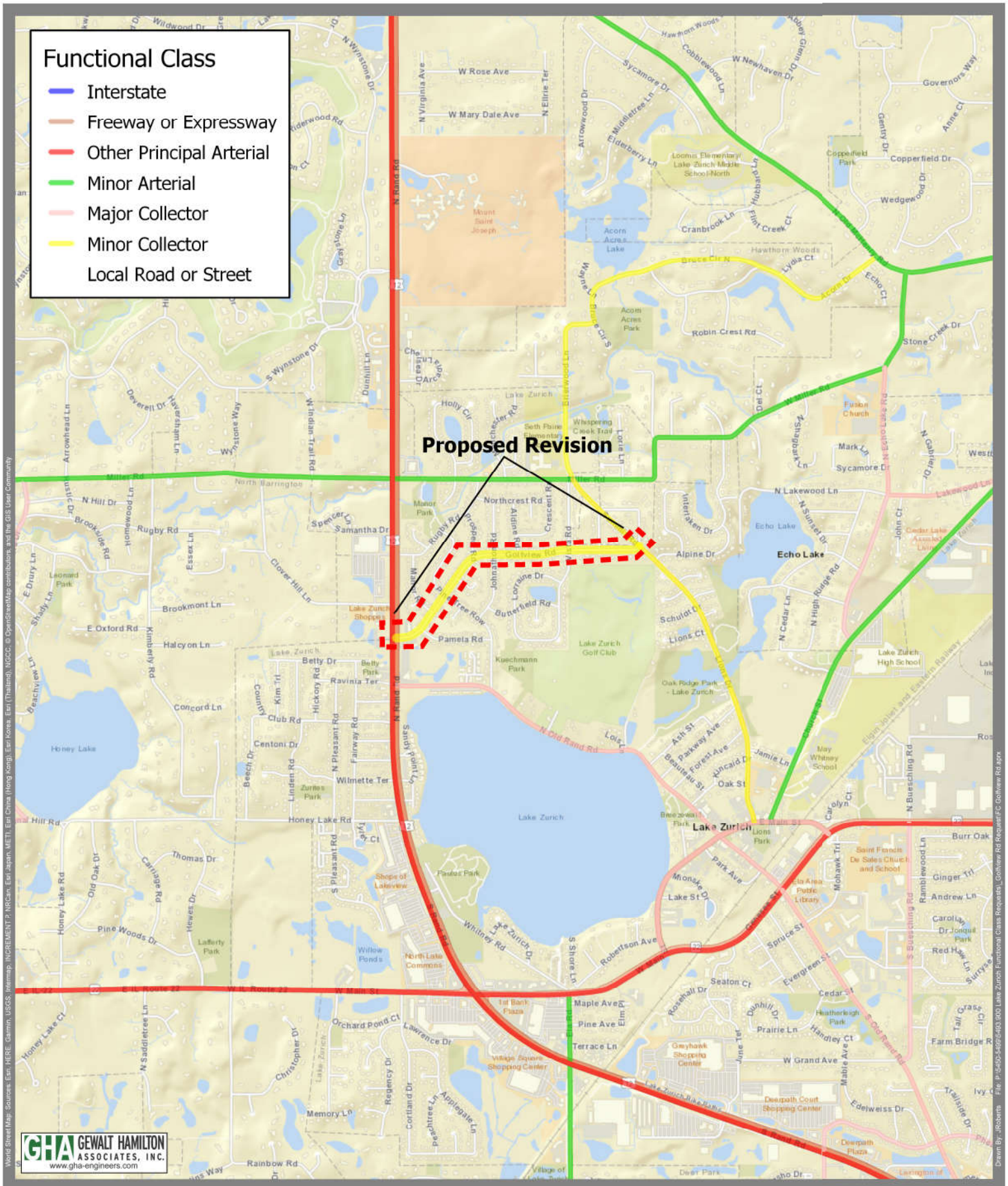
1 inch = 1,000 Feet

Project Location Map

County: Lake

Municipality: Village of Lake Zurich

Date: 3/6/2019 Project: 5493.900



Functional Classification Revision

N

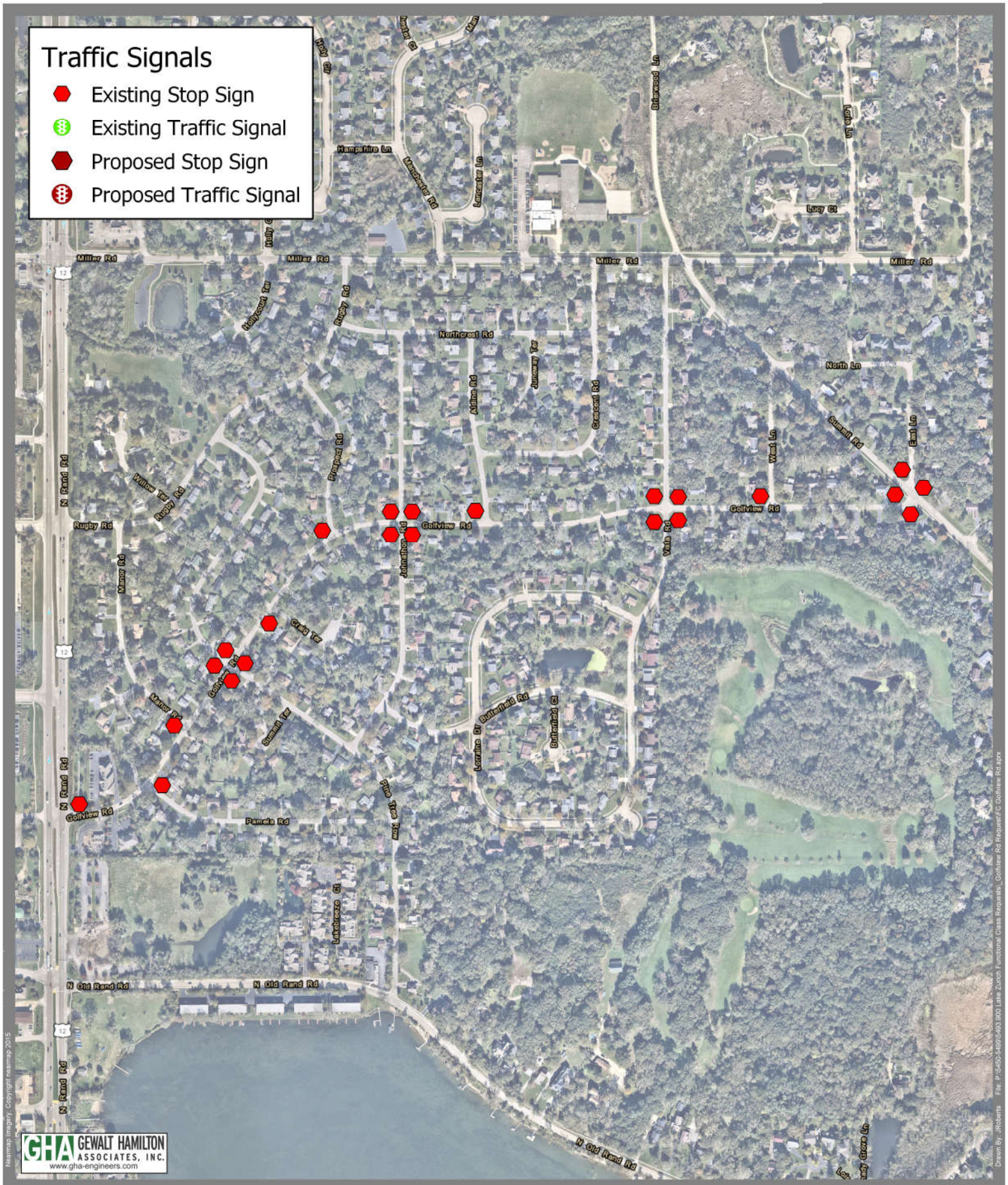
1 inch = 1,000 Feet

County: Lake

Municipality: Village of Lake Zurich

Action: Change Golfview Road from Local Road to Minor Collector

Date: 3/6/2019 Project: 5493.900



Stop Control and Traffic Signalization Map

Golfview Road, Lake Zurich, IL

N

1 inch = 540 Feet

Date: 3/6/2019 Project: 5493.900

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403682	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Golfview E/O Rand Rd	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 989
County:	AADT Factor: 1	AADT Count: 989

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
[00:00-01:00]	6	28 MPH	40 F	---
[01:00-02:00]	5	28 MPH	40 F	---
[02:00-03:00]	3	27 MPH	40 F	---
[03:00-04:00]	3	26 MPH	40 F	---
[04:00-05:00]	8	26 MPH	42 F	---
[05:00-06:00]	17	24 MPH	42 F	---
[06:00-07:00]	31	27 MPH	40 F	---
[07:00-08:00]	68	27 MPH	42 F	---
[08:00-09:00]	51	25 MPH	42 F	---
[09:00-10:00]	55	26 MPH	43 F	---
[10:00-11:00]	40	26 MPH	43 F	---
[11:00-12:00]	54	26 MPH	43 F	---
[12:00-13:00]	52	25 MPH	43 F	---
[13:00-14:00]	57	27 MPH	45 F	---
[14:00-15:00]	63	26 MPH	45 F	---
[15:00-16:00]	63	26 MPH	47 F	---
[16:00-17:00]	67	28 MPH	49 F	---
[17:00-18:00]	82	25 MPH	47 F	---
[18:00-19:00]	85	27 MPH	45 F	---
[19:00-20:00]	58	26 MPH	43 F	---
[20:00-21:00]	51	27 MPH	43 F	---
[21:00-22:00]	44	26 MPH	42 F	---
[22:00-23:00]	13	26 MPH	42 F	---
[23:00-00:00]	13	28 MPH	42 F	---

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403682	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Golfview E/O Rand Rd	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 989
County:	AADT Factor: 1	AADT Count: 989

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
Mar/20/2019 12:00:00 AM Mar/21/2019 12:00:00 AM	989	26 MPH	43 F	

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403731	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Golfview W/O Summit	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 616
County:	AADT Factor: 1	AADT Count: 616

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
[00:00-01:00]	0	0 MPH	42 F	---
[01:00-02:00]	2	28 MPH	40 F	---
[02:00-03:00]	2	37 MPH	40 F	---
[03:00-04:00]	6	39 MPH	40 F	---
[04:00-05:00]	1	32 MPH	40 F	---
[05:00-06:00]	14	30 MPH	40 F	---
[06:00-07:00]	26	29 MPH	40 F	---
[07:00-08:00]	44	29 MPH	40 F	---
[08:00-09:00]	40	28 MPH	42 F	---
[09:00-10:00]	23	29 MPH	42 F	---
[10:00-11:00]	30	28 MPH	42 F	---
[11:00-12:00]	29	28 MPH	42 F	---
[12:00-13:00]	31	27 MPH	42 F	---
[13:00-14:00]	23	27 MPH	43 F	---
[14:00-15:00]	49	29 MPH	43 F	---
[15:00-16:00]	47	27 MPH	45 F	---
[16:00-17:00]	45	28 MPH	47 F	---
[17:00-18:00]	65	29 MPH	45 F	---
[18:00-19:00]	54	28 MPH	43 F	---
[19:00-20:00]	31	26 MPH	42 F	---
[20:00-21:00]	18	27 MPH	42 F	---
[21:00-22:00]	20	27 MPH	42 F	---
[22:00-23:00]	12	26 MPH	40 F	---
[23:00-00:00]	4	28 MPH	40 F	---

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403731	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Golfview W/O Summit	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 616
County:	AADT Factor: 1	AADT Count: 616

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
Mar/20/2019 12:00:00 AM Mar/21/2019 12:00:00 AM	616	28 MPH	42 F	

Appendix A

Functional Classification Revision Request Template

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

   Surryse Road

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

   Village of Lake Zurich

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

   Mike Brown, Dir. of Public Works, 70 E. Main Street, Lake Zurich, IL 60047 847-540-5066

4. Council(s) of Mayors:

   Lake County Council of Mayors

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

   Lake

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

   Ela Township

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

   None, Village of Lake Zurich only.

8. Current functional classification for this roadway:

   Local Road or Street

9. Proposed functional classification for this roadway:

   Minor Collector

10. The IDOT key route designation number for this roadway: 0-4080
    (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 off the map.)

11. Endpoints of proposed roadway to be reclassified
    - North or East endpoint: Old Mill Grove Road (East); Key Route Designation: 9-3530
    - North or East endpoint road's functional classification:
      Major Collector
    - South or West endpoint: S Old Rand Road (West); Key Route Designation: 9-3504
    - South or West endpoint road's functional classification:
      Major Collector

12. Length of proposed roadway to be reclassified:
    0.87 Miles
13. Current Average Annual Daily Traffic (AADT):

    Surryse Rd, east of Old Rand Rd. AADT= 1612
    Surryse Rd, Buesching Rd to Red Bridge Rd. AADT= 817
    Surryse Rd, west of Old Mill Grove Rd. AADT= 569
    Source: Wednesday 3/20/19, 24 hr 12:00am - 12:00am, collected with HI-STAR)

    (Provide multiple AADTs by segment if the AADT is not consistent along the entire route. Indicate the source and year of the AADTs. Some AADTs are available on the IDOT Getting Around Illinois website. If the AADTs are 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:

    Lions Drive: 9-3515 (0.6 Miles north west)

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

    Deerpath Road: 9-2572 (2 Miles south)

15. Indicate if you are proposing to change (downgrade) the functional classification of any adjacent roadways to accommodate the spacing requirements for your primary proposed functional classification revision:

    No change

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

16. 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 the planned signals.)
    See Stop Control and Traffic Signalization Map
17. 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 the planned signs.)
    See Stop Control and Traffic Signalization Map
18. Major Traffic Generators along the proposed reclassified route:

    Surrounding neighborhoods and businesses.

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

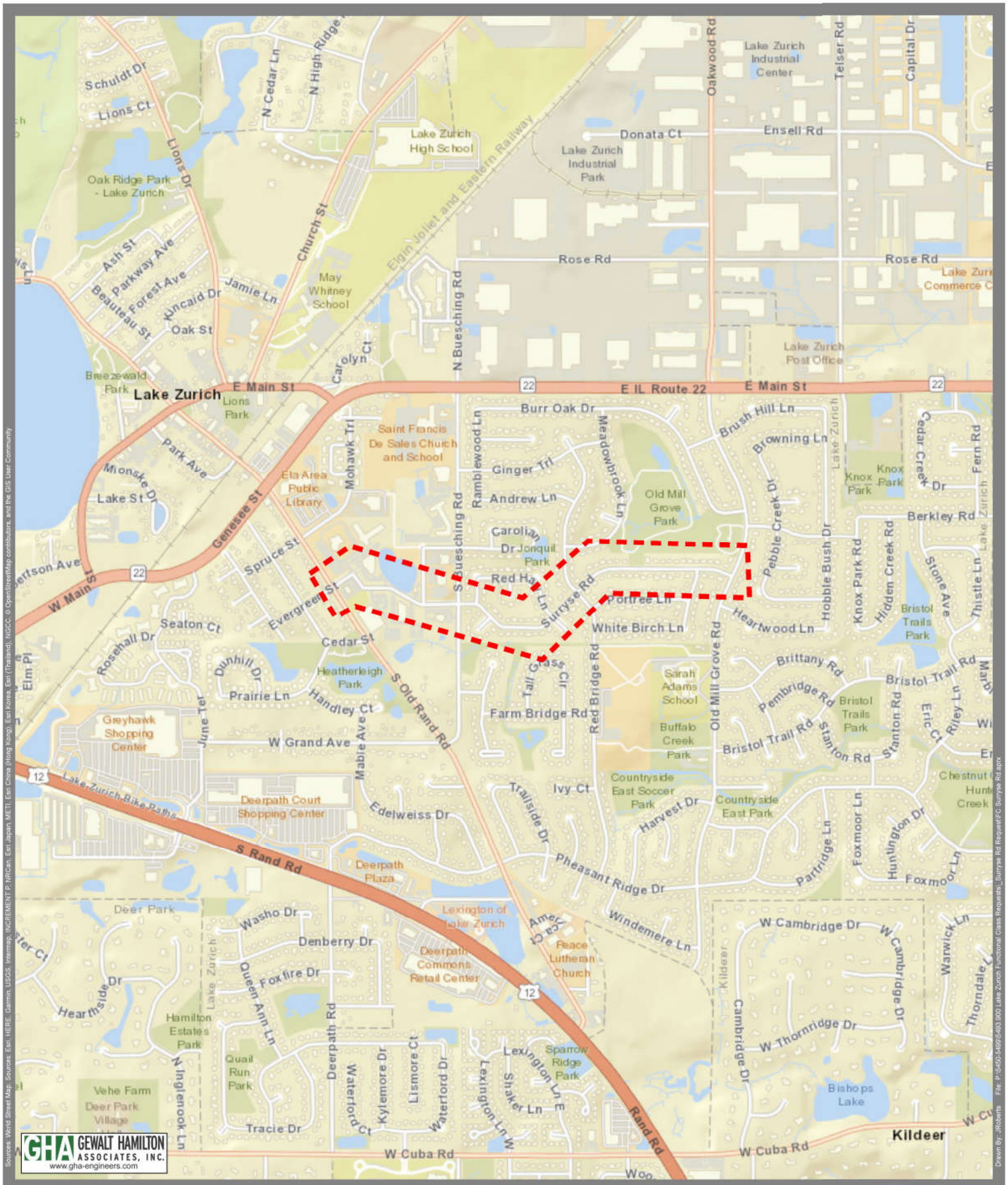
Surryse Road distributes traffic and provides access from local streets to major collectors. It serves as a link between points of interest and local major roadways. Destinations include local businesses, the elementary school, sports complex, and local parks.

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

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

None.

21. Attach Support Resolutions & Letters:
    1. Local Council of Mayors or Councils of Mayors resolution(s) of support (required)
    2. Affected neighboring jurisdictions' letters of support (required)
    3. Requesting municipality's resolution of request (optional)



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N

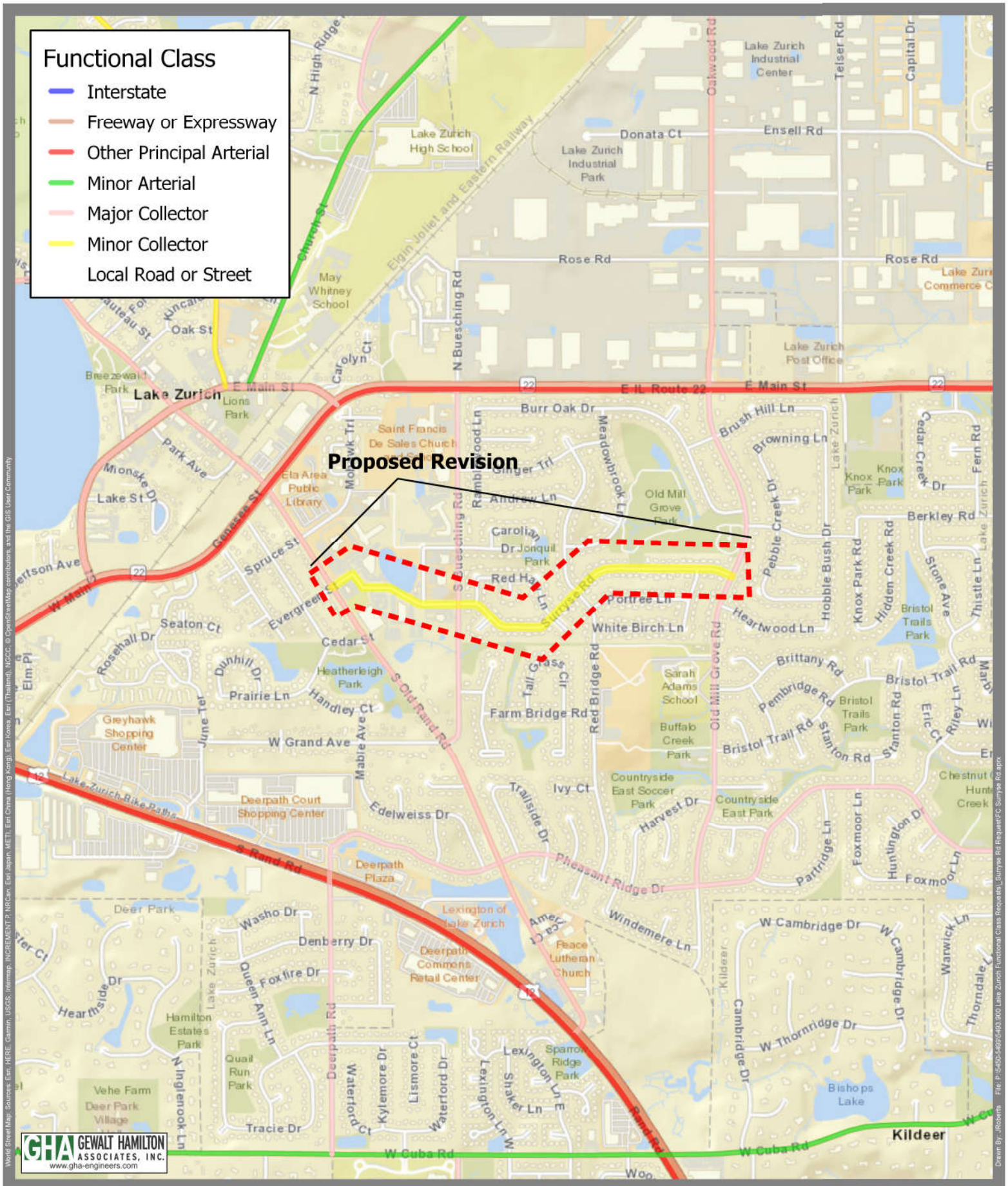
1 inch = 1,280 Feet

Project Location Map

County: Lake

Municipality: Village of Lake Zurich

Date: 3/6/2019 Project:



N

1 inch = 1,280 Feet

Functional Classification Revision

County: Lake

Municipality: Village of Lake Zurich

Action: Change Surryse Road from Local Road to Minor Collector

Date: 3/6/2019 Project:

Stop Control and Traffic Signalization Map

Surryse Road, Lake Zurich, IL

N

1 inch = 600 Feet

Date: 3/6/2019 Project:

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403724	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Surryse EO Old Rand Rd	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 1612
County:	AADT Factor: 1	AADT Count: 1,612

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
[00:00-01:00]	3	26 MPH	43 F	---
[01:00-02:00]	3	24 MPH	42 F	---
[02:00-03:00]	0	0 MPH	42 F	---
[03:00-04:00]	0	0 MPH	42 F	---
[04:00-05:00]	1	22 MPH	42 F	---
[05:00-06:00]	5	26 MPH	42 F	---
[06:00-07:00]	28	23 MPH	42 F	---
[07:00-08:00]	81	22 MPH	42 F	---
[08:00-09:00]	98	25 MPH	43 F	---
[09:00-10:00]	88	22 MPH	43 F	---
[10:00-11:00]	90	23 MPH	43 F	---
[11:00-12:00]	102	22 MPH	43 F	---
[12:00-13:00]	130	23 MPH	45 F	---
[13:00-14:00]	113	20 MPH	45 F	---
[14:00-15:00]	94	22 MPH	47 F	---
[15:00-16:00]	114	22 MPH	49 F	---
[16:00-17:00]	154	23 MPH	49 F	---
[17:00-18:00]	142	23 MPH	47 F	---
[18:00-19:00]	124	22 MPH	45 F	---
[19:00-20:00]	94	24 MPH	43 F	---
[20:00-21:00]	74	22 MPH	43 F	---
[21:00-22:00]	57	22 MPH	42 F	---
[22:00-23:00]	13	25 MPH	42 F	---
[23:00-00:00]	4	19 MPH	42 F	---

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403724	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Surryse EO Old Rand Rd	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 1612
County:	AADT Factor: 1	AADT Count: 1,612

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
Mar/20/2019 12:00:00 AM Mar/21/2019 12:00:00 AM	1612	22 MPH	44 F	

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403734	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Surryse Buesching to Red Bridge	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 817
County:	AADT Factor: 1	AADT Count: 817

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
[00:00-01:00]	4	23 MPH	43 F	---
[01:00-02:00]	3	26 MPH	42 F	---
[02:00-03:00]	1	22 MPH	42 F	---
[03:00-04:00]	0	0 MPH	42 F	---
[04:00-05:00]	3	26 MPH	42 F	---
[05:00-06:00]	10	26 MPH	42 F	---
[06:00-07:00]	15	25 MPH	42 F	---
[07:00-08:00]	51	25 MPH	42 F	---
[08:00-09:00]	58	26 MPH	43 F	---
[09:00-10:00]	25	23 MPH	45 F	---
[10:00-11:00]	55	23 MPH	43 F	---
[11:00-12:00]	57	24 MPH	45 F	---
[12:00-13:00]	38	26 MPH	45 F	---
[13:00-14:00]	52	24 MPH	45 F	---
[14:00-15:00]	60	24 MPH	47 F	---
[15:00-16:00]	64	25 MPH	49 F	---
[16:00-17:00]	64	24 MPH	50 F	---
[17:00-18:00]	68	25 MPH	47 F	---
[18:00-19:00]	64	25 MPH	45 F	---
[19:00-20:00]	41	24 MPH	45 F	---
[20:00-21:00]	38	23 MPH	43 F	---
[21:00-22:00]	28	22 MPH	42 F	---
[22:00-23:00]	15	24 MPH	42 F	---
[23:00-00:00]	3	26 MPH	42 F	---

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403734	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Surryse Buesching to Red Bridge	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 817
County:	AADT Factor: 1	AADT Count: 817

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
Mar/20/2019 12:00:00 AM Mar/21/2019 12:00:00 AM	817	24 MPH	44 F	

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403698	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Surryse W/O Old Mill Grove	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 569
County:	AADT Factor: 1	AADT Count: 569

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
[00:00-01:00]	2	0 MPH	43 F	---
[01:00-02:00]	0	0 MPH	43 F	---
[02:00-03:00]	0	0 MPH	42 F	---
[03:00-04:00]	0	0 MPH	42 F	---
[04:00-05:00]	2	18 MPH	43 F	---
[05:00-06:00]	12	28 MPH	43 F	---
[06:00-07:00]	31	26 MPH	43 F	---
[07:00-08:00]	93	26 MPH	43 F	---
[08:00-09:00]	125	25 MPH	43 F	---
[09:00-10:00]	38	27 MPH	43 F	---
[10:00-11:00]	2	0 MPH	43 F	---
[11:00-12:00]	6	22 MPH	43 F	---
[12:00-13:00]	15	27 MPH	43 F	---
[13:00-14:00]	18	24 MPH	45 F	---
[14:00-15:00]	33	26 MPH	45 F	---
[15:00-16:00]	38	26 MPH	49 F	---
[16:00-17:00]	39	27 MPH	49 F	---
[17:00-18:00]	43	28 MPH	47 F	---
[18:00-19:00]	32	25 MPH	43 F	---
[19:00-20:00]	16	28 MPH	43 F	---
[20:00-21:00]	11	29 MPH	43 F	---
[21:00-22:00]	8	27 MPH	42 F	---
[22:00-23:00]	3	27 MPH	42 F	---
[23:00-00:00]	2	33 MPH	42 F	---

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403698	Begin: Mar/20/2019 12:00:00 AM	End: Mar/21/2019 12:00:00 AM
Street: Surryse W/O Old Mill Grove	Lane: COMBINED	Hours: 24.00
State: IL	Oper: GHA	Period: 60
City:	Posted: 20	Raw Count: 569
County:	AADT Factor: 1	AADT Count: 569

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed,Mar/20/2019				
Mar/20/2019 12:00:00 AM Mar/21/2019 12:00:00 AM	569	26 MPH	44 F	

Attachment 8

Village of
VOLO
A Family Community

April 8, 2018

Lake County Council of Mayors
Attn: Emily Karry
600 W. Winchester Road
Libertyville, IL 60048

Re: Functional Classification Revision Application
Ellis Drive: US Route 12 / IL Route 59 to Gilmer Road

Dear Ms. Karry:

The Village of Volo is requesting the Lake County Council of Mayors consider designating the planned extension of Ellis Drive between US Highway 12 and Gilmer Road (V76) as a Major Collector. Enclosed for your review are the application and supporting documentation.

The Village's Comprehensive Transportation Plan identifies the Ellis Drive extension as a priority project to help relieve congestion at the US Highway 12 / IL Route 120 intersection and spur additional development along US Highway 12.

The Village's Capital Improvement Program anticipates construction of the Ellis Drive extension within the next five (5) years. Enclosed is a preliminary project timeline.

We appreciate your assistance and respectfully request that you prepare a resolution supporting the designation for action at the next Council meeting.

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

Sincerely,

VILLAGE OF VOLO

Michael J May

Michael May
Village Administrator

Appendix A

Functional Classification Revision Request Template

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

   N Ellis 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 Volo

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

   Michael May, Village Administrator, 500 Fish Lake Road, Volo, Illinois 60073,
   847-740-6982; mmay@villageofvolo.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:

   Wauconda Township

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

   N/A

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

   Local Road

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.)

    There is no current route designation as the road does not yet exist; however, we anticipate it will be an extension of existing Ellis Drive which is KRN 0-0041, proposed for

11. Endpoints of proposed roadway to be reclassified
    - North or West endpoint:

      Illinois Route 12/59 (KRN 2-0334)

    - North or West endpoint road's functional classification:

      Principal Arterial

    - South or East endpoint:

      Gilmer Road (KRN 9-3602)

    - 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):

    N Ellis Drive ADT is 2,482. Data by Quality Counts, March 20, 2019. The Getting Around Illinois website shows ADT on Gilmer as 7,450 and on Route 12/59 as 27,900. The Traffic Impact and Signal Warrant Study for Volo Towncenter - Phase I by KLOA,Inc. indicates a potential ADT of for the Ellis Extension of 10,460 trips generated.

    (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:

      The closest Major Collector to the east is Fish Lake Road (KRN 9-0163) a distance of 0.56 miles.

    - 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:

      Case Road (KRN 7-0129) is the closest Major Collector to the South at a distance of approximately 1.7 miles.

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.

      A planned development ordinance.

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

      There are no driveways at this as this is a contemplated Major Collector extension. The Potential Towncenter - Phase I development could include 5 driveways as currently anticipated.

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

      N/A

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 Exhibit.

18. Provide current and planned Stop Sign Control on proposed route and on the cross-streets:
(Mark locations on the map with an octagon or similar; use the same symbols and write "future" by planned signs.)

See Exhibit.

19. Major Traffic Generators along the proposed reclassified route:

The significant traffic ADT is to and from commercial establishments just south of Illinois Route 120. The vacant property to be developed along the Ellis Extension is both commercial and multi-family residential, but the Phase I commercial is anticipated to be Big Box with outlots and could generate over 10,000 trips per day.

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

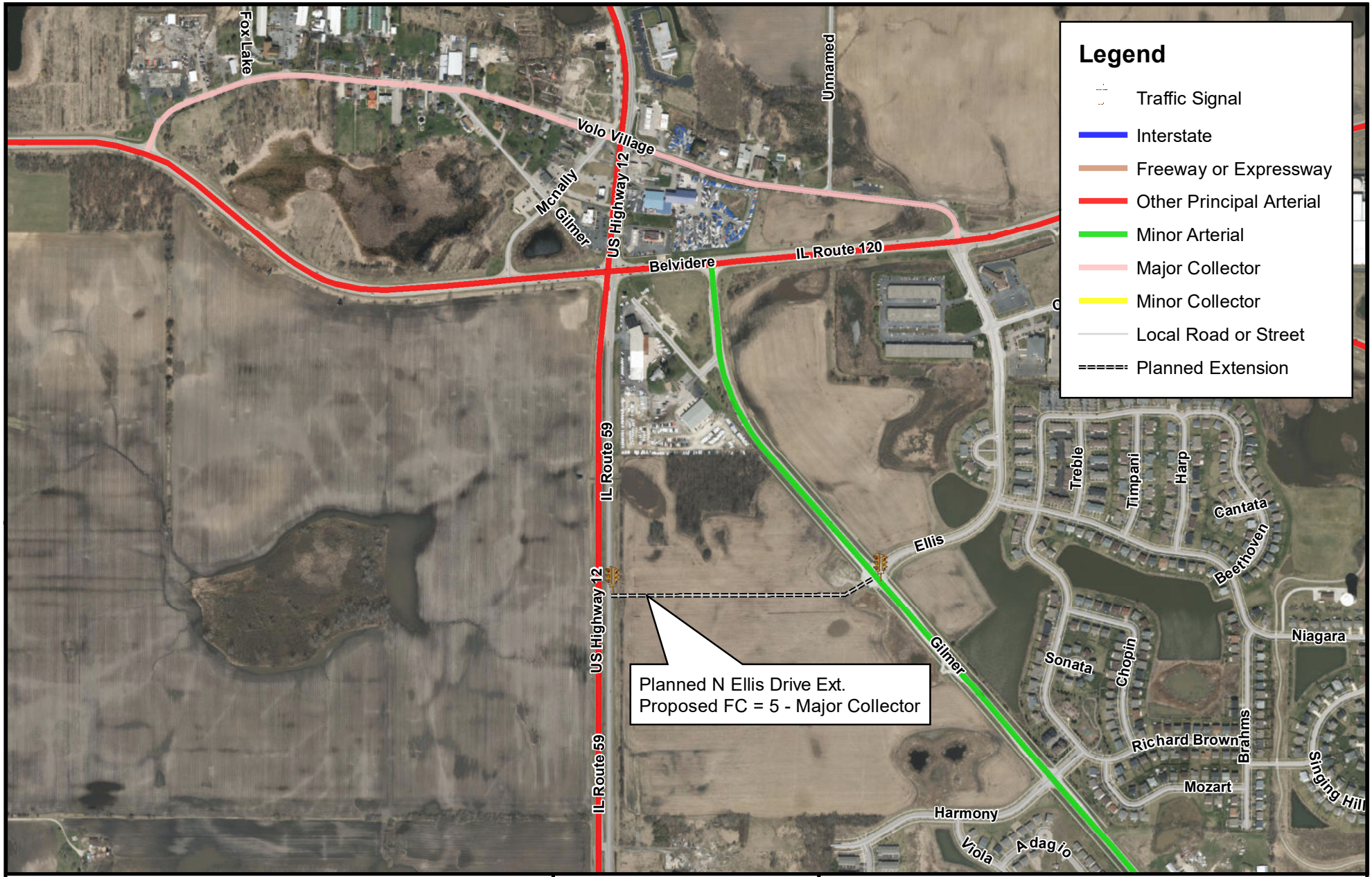
There is significant traffic generated by the commercial properties on N Ellis near Rt. 120, there is also congestion at existing Route 120 and Route 12/59 intersection which will receive relief from the extension of N Ellis to Route 12/59 forming a Major Collector loop from Village of Volo Road and Route 12/59 to N Ellis Drive and back to Route 12/59.

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

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

The proposed extension of N Ellis is in the Village's Transportation Comprehensive plan and construction of the extension is anticipate within the next 5 years. A proposed schedule is attached.

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)



Manhard CONSULTING

1 Overlook Point, Suite 290, Lincolnshire, IL 60069
ph: 847-634-5550 manhard.com

NORTH

1 in = 800 ft

Date: 03/28/19

N ELLIS DRIVE EXTENSION
PROPOSED FAU ROUTE RECLASSIFICATION
VOLO, LAKE COUNTY, IL

Proj: 201.002003.00

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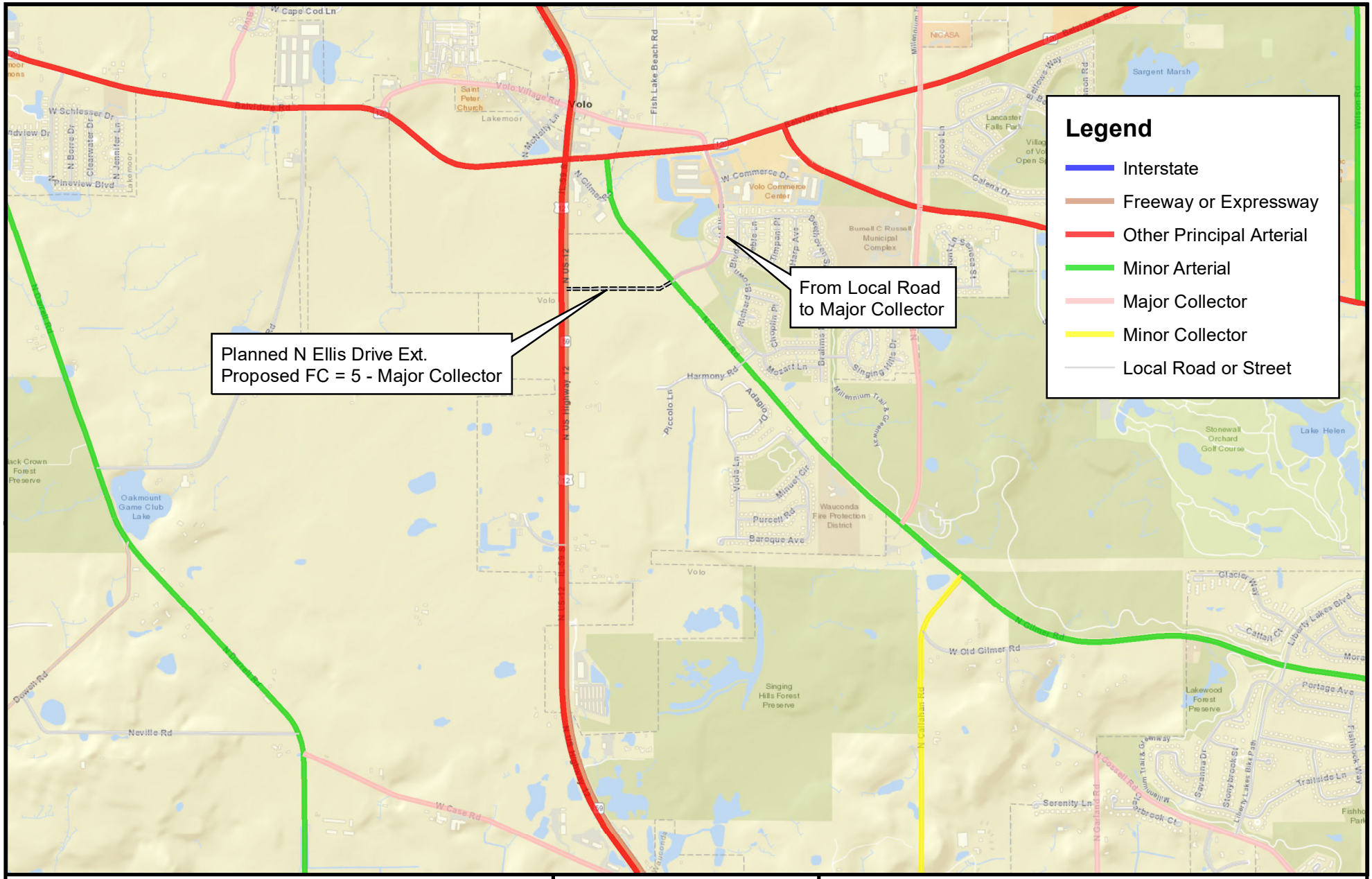

Manhard CONSULTING
1 Overlook Point, Suite 290, Lincolnshire, IL 60069
ph: 847-634-5550 manhard.com

NORTH

1 in = 2,000 ft

Date: 04/15/19

N ELLIS DRIVE LOCATION MAP VOLO, LAKE COUNTY, IL

Proj: 201.002003.00

L:\GIS\Illinois\Municipality\Volo\Functional Classification Maps\MXDs\ELLIS_LOCATION.mxd

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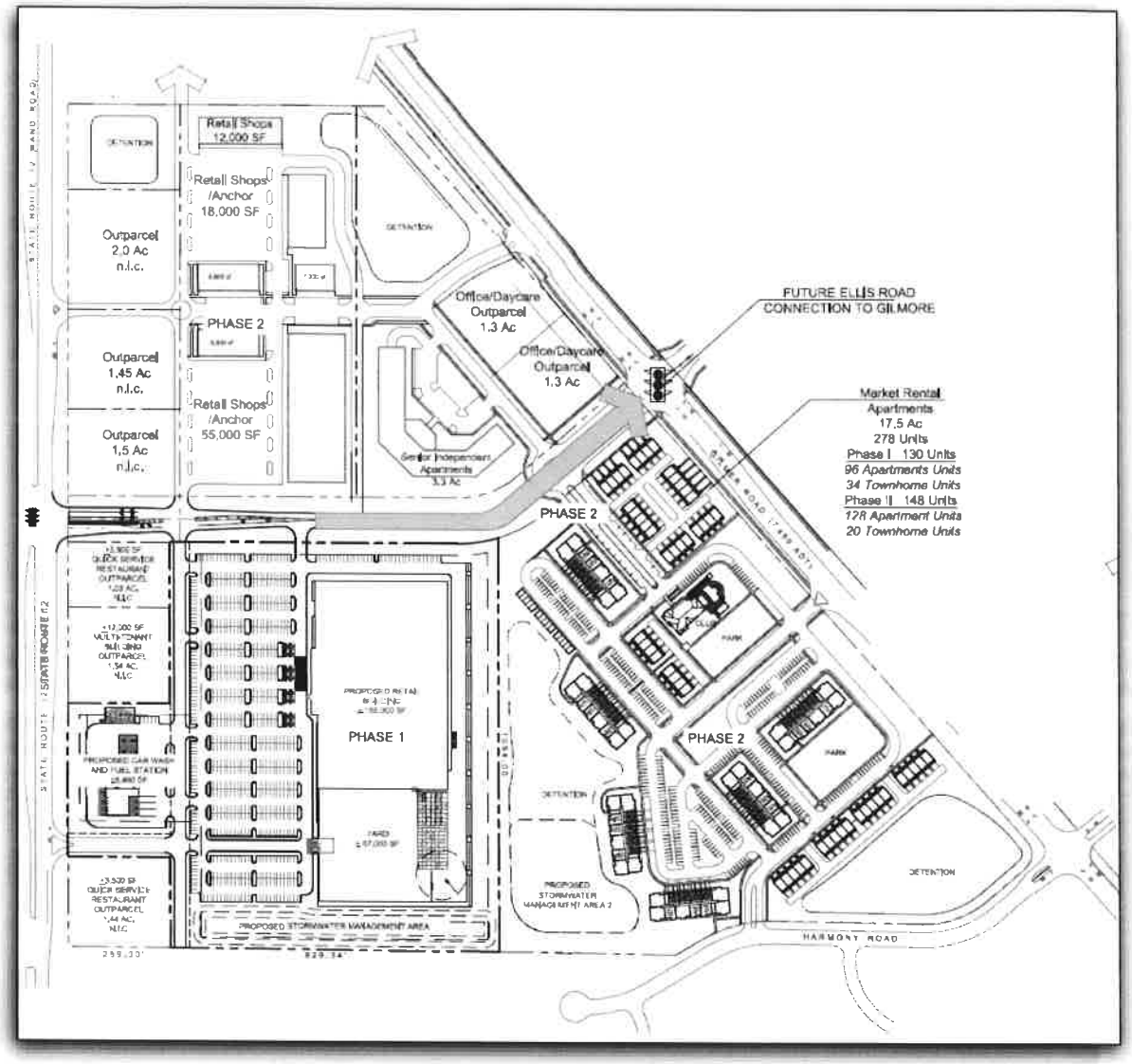
Proposed N. Ellis Drive Extension Schedule

Activity	**Estimated or Completed Date**
Initial Phase I Engineering Kick-off Meeting	10/2019
Submit draft Phase I Engineering Report (PDR) to IDOT	04/2021
Submit Final PDR	07/2021
Phase I Engineering Design Approval	10/2021
Submit Draft Local Agency Agreement for Phase II Engineering	12/2021
IDOT Approved and Executed Local Agency Agreement for Phase II Engineering	07/2022
Submit Pre-Final Plans w/Estimates to IDOT	01/2023
Submit Draft Local Agency Agreement for Construction and Phase III Engineering Agreement	03/2023
IDOT Approved and Executed Local Agency Agreement for Construction and Phase III Engineering	04/2023
Submit Final Plans, Spec. & Estimates (PS&E)	03/2023
Right-of-Way Certification	04/2023
Target Letting	06/2023



Conceptual Development Plan – Full Buildout **Figure 5B**

Attachment 9

Village of
VOLO
A Family Community

April 8, 2019

Lake County Council of Mayors
Attn: Emily Karry
600 W. Winchester Road
Libertyville, IL 60048

Re: Function Classification Revision Applications
Village of Volo

Dear Ms. Karry:

Enclosed, please find two (2) copies of the Functional Classification Revision Application for the following routes within the Village of Volo:

Route	Termini	Length (miles)	Requested Classification
Hartigan Rd	IL Route 59 and Terra Springs Dr	0.41	Major Collector
Terra Springs Dr	Hartigan Rd and W Nippersink Rd	0.16	Minor Collector
N Ellis Dr	Gilmer Rd and IL Route 120	0.47	Major Collector
Niagara Dr	N. Ellis Dr and S Fish Lake Rd	0.63	Minor Collector

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:

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

We appreciate your assistance and respectfully request that you prepare a resolution supporting the classification change for action at the next Council meeting.

Mayor: Stephen Henley
Trustees: Michael Wagner – Carol Porter – Kurt Johnson – Dustin Heuser – John Buttita – Lesa Northam
Village Clerk: Bonnie Rydberg

500 S. Fish Lake Road – Volo, IL 60073 – p: (847) 740-6982 – f: (847) 740-6802 – www.villageofvolo.com

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

Sincerely,

VILLAGE OF VOLO

Michael J May

Michael May
Village Administrator

Appendix A

Functional Classification Revision Request Template

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

   Hartigan Road

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

   Village of Volo

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

   Michael May, Village Administrator, 500 Fish Lake Road, Volo, Illinois 60073, 847-740-6982; mmay@villageofvolo.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:

   Grant Township

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

   N/A

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

   Local Road

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.)

    0-0001

11. Endpoints of proposed roadway to be reclassified
    - North or West endpoint:

      Illinois Route 59 (KRN 2-0334)

    - North or West endpoint road's functional classification:

      Principal Arterial

    - South or East endpoint:

      Terra Springs Drive

    - South or East endpoint road's functional classification:

      Currently a Local Road proposed to be re-classified as a minor collector with this request

12. Length of proposed roadway to be reclassified:

    0.41 Miles

13. Current Average Annual Daily Traffic (AADT):

    At the west - Rt 59 - the ADT is 5,383. At the east - Terra Springs Drive - the ADT is 2,243. Data by Quality Counts, March 20, 2019

(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:

      The next Major Collector is W Nippersink Road (KRN 9-0188) to which Hartigan will connect via Terra Springs Drive a distance of 0.16 miles

    - 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:

      The next Major Collector to the south is Molidor Road (KRN 9-0164) a distance of 1.33 miles.

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?

      5

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

      The only left turn prevented by a median is that to the Village's elevated storage tank driveway just east of Rt. 59.

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.)

Signalization exists at the intersection with Rt. 59, an IDOT controlled intersection.

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.)

Stop control exists as shown on the attached map.

19. Major Traffic Generators along the proposed reclassified route:

The significant traffic ADT is to and from the commercial establishments along the route. Most significant being the Home Depot and the Aldi's food store.

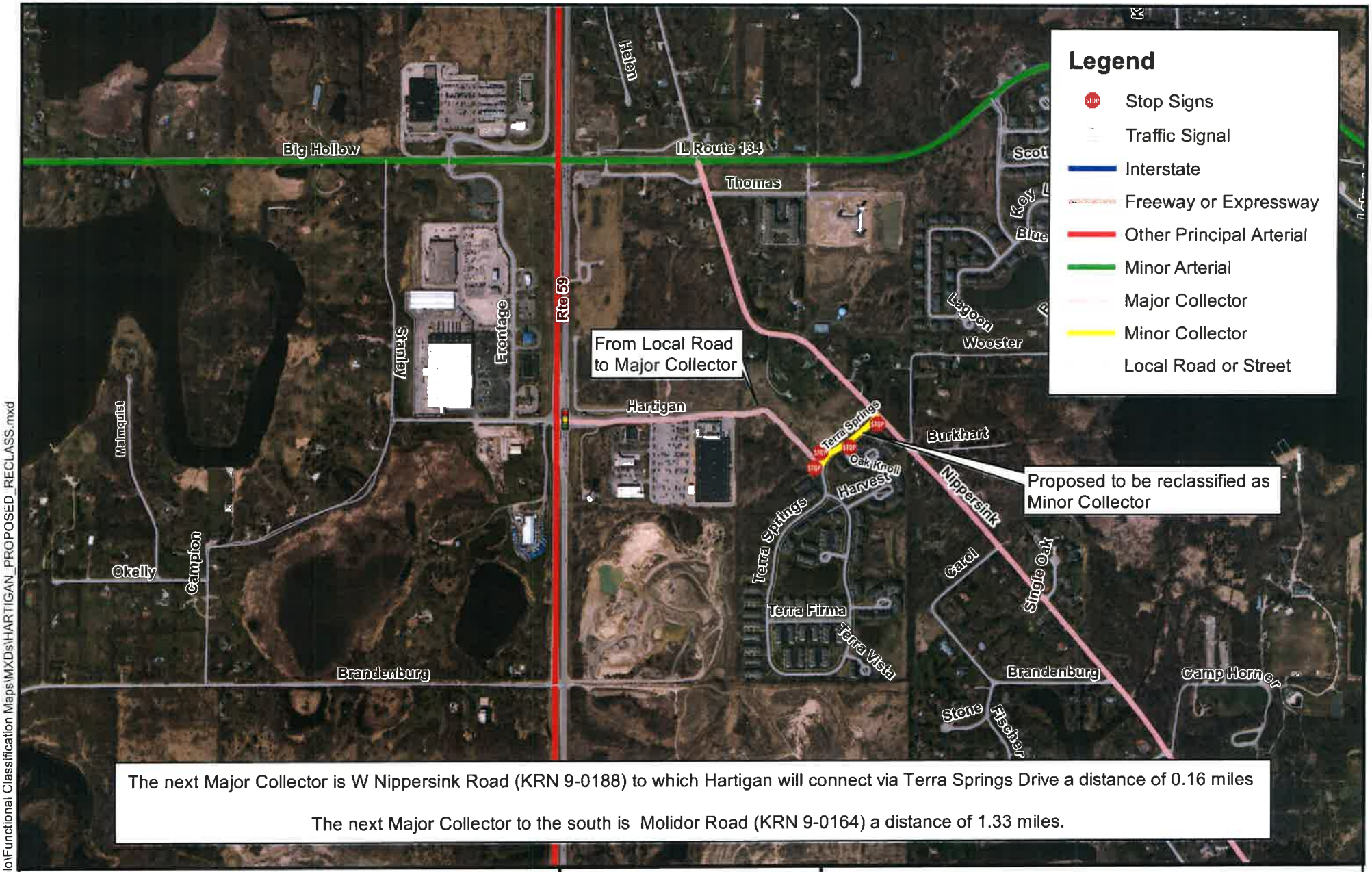
20. Justification for the proposed revision based on definitions, characteristics and spacing guidance provided:

Hartigan is a significant roadway as access to the commercial properties from Rt. 59 as well as the west bound outlet for the multi-family residential subdivision to the south. It links to Terra Springs Drive which outlets east bound traffic to W. Nippersink Road which is a designated Major Collector.

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

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

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)



The next Major Collector is W Nippersink Road (KRN 9-0188) to which Hartigan will connect via Terra Springs Drive a distance of 0.16 miles

The next Major Collector to the south is Molidor Road (KRN 9-0164) a distance of 1.33 miles.

Manhard CONSULTING
1 Overlook Point, Suite 290, Lincolnshire, IL 60069
ph: 847-634-5550 manhard.com

NORTH

1 in = 1,000 ft

Date: 04/15/19

HARTIGAN ROAD
PROPOSED FAU ROUTE RECLASSIFICATION
VOLO, LAKE COUNTY, IL

Proj: 201.002003.00

L:\GIS\Illinois\Municipality\Volo\Functional Classification Maps\MXDs\HARTIGAN_PROPOSED_RECLASS.mxd

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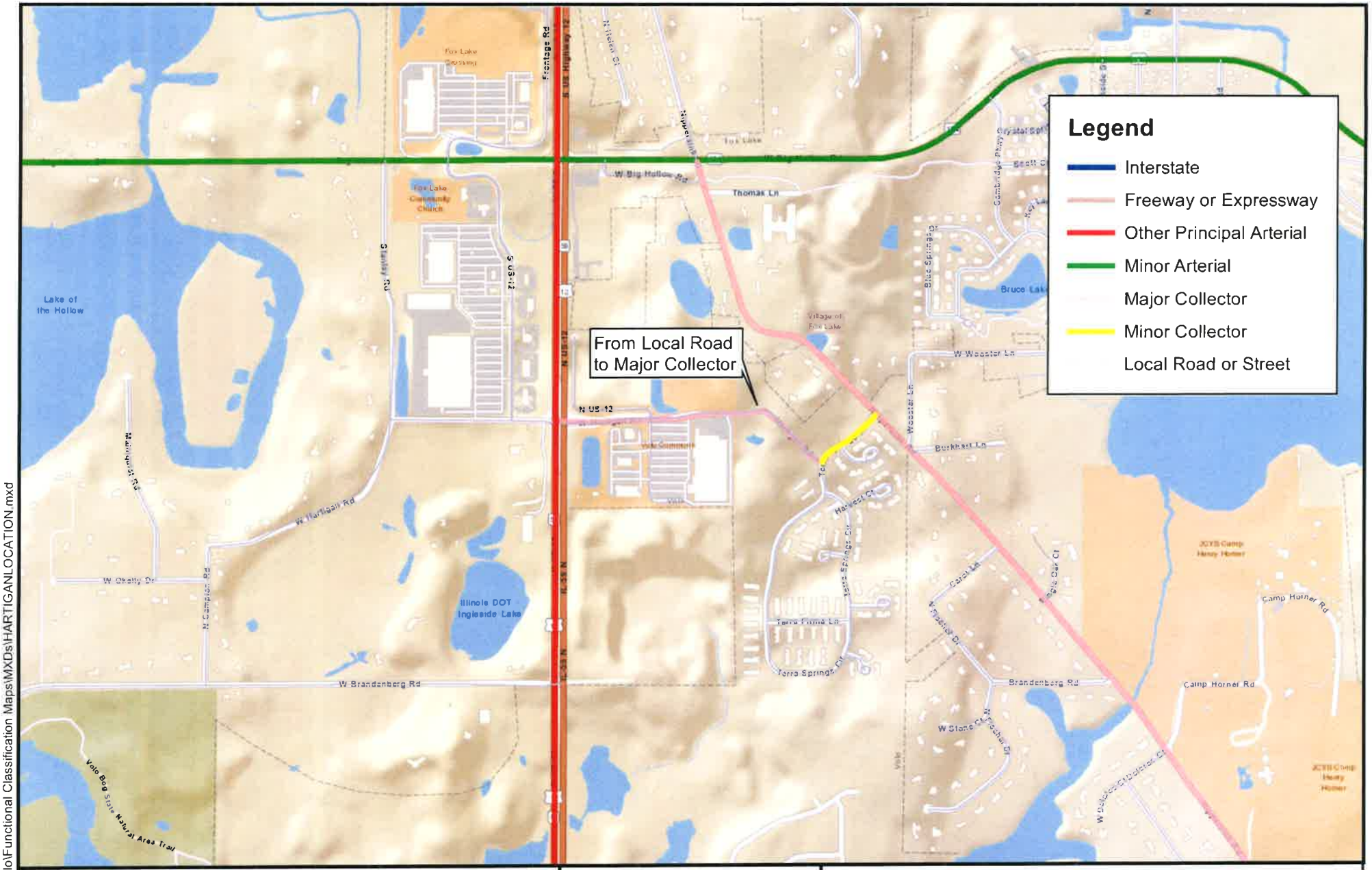


Manhard CONSULTING

1 Overlook Point, Suite 290, Lincolnshire, IL 60069
ph: 847-634-5550 manhard.com

NORTH

1 in = 1,000 ft

Date: 04/15/19

HARTIGAN ROAD
LOCATION MAP
VOLO, LAKE COUNTY, IL

Proj: 201.002003.00

L:\GIS\Illinois\Municipality\Volo\Functional Classification Maps\MXDs\HARTIGANLOCATION.mxd

MANHARD CONSULTING ALL RIGHTS RESERVED

Type of report: Tube Count - Volume Data

LOCATION: Hartigan Road (West)
SPECIFIC LOCATION: Hartigan Road (West)
CITY/STATE: Volo, IL

QC JOB #: 14848701
DIRECTION: EB, WB
DATE: Mar 20 2019 - Mar 20 2019

Start Time	Mon	Tue	Wed 20 Mar 19	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			10			10			10	
01:00 AM			4			4			4	
02:00 AM			8			8			8	
03:00 AM			8			8			8	
04:00 AM			35			35			35	
05:00 AM			79			79			79	
06:00 AM			215			215			215	
07:00 AM			273			273			273	
08:00 AM			342			342			342	
09:00 AM			360			360			360	
10:00 AM			326			326			326	
11:00 AM			388			388			388	
12:00 PM			410			410			410	
01:00 PM			392			392			392	
02:00 PM			397			397			397	
03:00 PM			410			410			410	
04:00 PM			460			460			460	
05:00 PM			440			440			440	
06:00 PM			338			338			338	
07:00 PM			226			226			226	
08:00 PM			135			135			135	
09:00 PM			65			65			65	
10:00 PM			45			45			45	
11:00 PM			17			17			17	
Day Total			5383			5383			5383	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			11:00 AM 388			11:00 AM 388			11:00 AM 388	
PM Peak Volume			4:00 PM 460			4:00 PM 460			4:00 PM 460	

Comments:

Report generated on 3/22/2019 8:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Hartigan Road (East)
SPECIFIC LOCATION: Hartigan Road (East)
CITY/STATE: Volo, IL

QC JOB #: 14848702
DIRECTION: EB, WB
DATE: Mar 20 2019 - Mar 20 2019

Start Time	Mon	Tue	Wed 20 Mar 19	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			8			8			8	
01:00 AM			0			0			0	
02:00 AM			4			4			4	
03:00 AM			7			7			7	
04:00 AM			16			16			16	
05:00 AM			40			40			40	
06:00 AM			90			90			90	
07:00 AM			115			115			115	
08:00 AM			138			138			138	
09:00 AM			126			126			126	
10:00 AM			106			106			106	
11:00 AM			**144**			**144**			**144**	
12:00 PM			124			124			124	
01:00 PM			112			112			112	
02:00 PM			180			180			180	
03:00 PM			180			180			180	
04:00 PM			204			204			204	
05:00 PM			**210**			**210**			**210**	
06:00 PM			162			162			162	
07:00 PM			109			109			109	
08:00 PM			73			73			73	
09:00 PM			42			42			42	
10:00 PM			41			41			41	
11:00 PM			12			12			12	
Day Total			2243			2243			2243	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			11:00 AM 144			11:00 AM 144			11:00 AM 144	
PM Peak Volume			5:00 PM 210			5:00 PM 210			5:00 PM 210	

Comments:

Report generated on 3/22/2019 8:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Appendix A

Functional Classification Revision Request Template

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

   Terra Springs 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 Volo

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

   Michael May, Village Administrator, 500 Fish Lake Road, Volo, Illinois 60073, 847-740-6982; mmay@villageofvolo.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:

   Grant Township

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

   N/A

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

   Local Road

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.)

    0-0008

11. Endpoints of proposed roadway to be reclassified
    - North or West endpoint:

      Hartigan Road (KRN 0-0001)

    - North or West endpoint road's functional classification:

      Currently a local road, proposed to be re-classified as a Major Collector with this request

    - South or East endpoint:

      West Nippersink Road (KRN 9-0188)

    - South or East endpoint road's functional classification:

      Major Collector

12. Length of proposed roadway to be reclassified:

    0.16 Miles

13. Current Average Annual Daily Traffic (AADT):

    At the east end of Terra Springs Drive - the ADT is 2,183. Data by Quality Counts, March 20, 2019

(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 is no Minor Collector to the north except for Elm Avenue (KRN 9-0155) which is a north south street north of Rollins Road in Fox Lake a distance of approximately 1.6 miles as the crow flies.

    - 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:

      The only Minor Collector to the south is N Callahan Road (KRN 7-0100) which is south of Gilmer Road a distance of approximately 4 miles.

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?

      N/A

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.)

There is no existing or proposed signalization by the Village.

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.)

Stop control exists as shown on the attached map.

19. Major Traffic Generators along the proposed reclassified route:

The significant traffic ADT is to and from commercial establishments along the connection with Hartigan Road. Most significant being the Home Depot and the Aldi's food store. Terra Springs Drive is the single outlet to W Nippersink for the multi-family subdivision to the south.

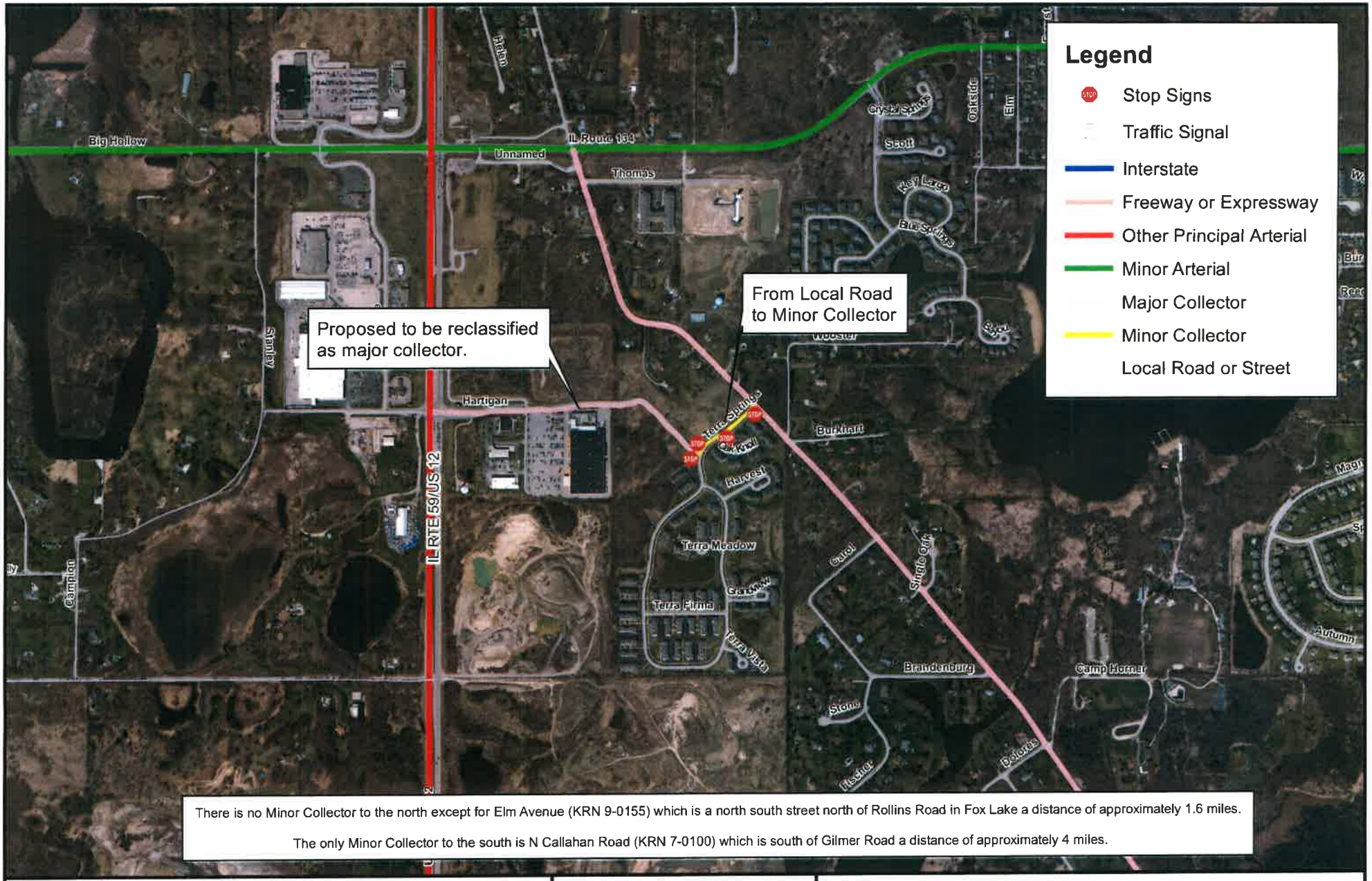
20. Justification for the proposed revision based on definitions, characteristics and spacing guidance provided:

Terra Springs links with Hartigan Road as a significant roadway as access to the commercial properties on Hartigan and the link to Illinois Rt. 59 as well as the outlet for the multi-family residential subdivision to the south.

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

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

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)



There is no Minor Collector to the north except for Elm Avenue (KRN 9-0155) which is a north south street north of Rollins Road in Fox Lake a distance of approximately 1.6 miles.

The only Minor Collector to the south is N Callahan Road (KRN 7-0100) which is south of Gilmer Road a distance of approximately 4 miles.

Manhard CONSULTING
1 Overlook Point, Suite 290, Lincolnshire, IL 60069
ph: 847-634-5550 manhard.com

NORTH

1 in = 1,000 ft

Date: 04/15/19

TERRA SPRINGS DRIVE
PROPOSED FAU ROUTE RECLASSIFICATION
VOLO, LAKE COUNTY, IL

Proj: 201.002003.00

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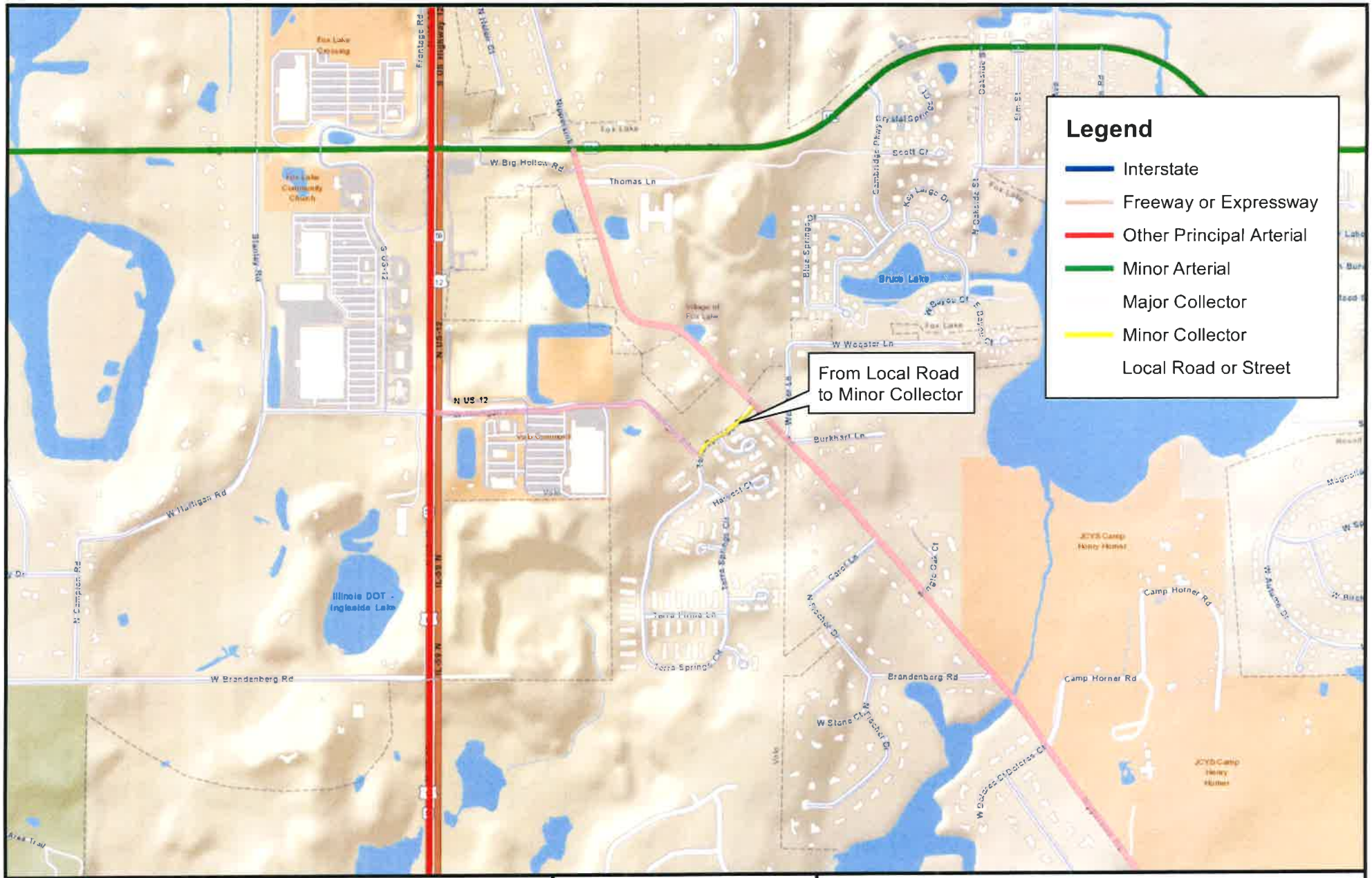

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1 Overlook Point, Suite 290, Lincolnshire, IL 60069
ph: 847-634-5550 manhard.com

NORTH

1 in = 1,000 ft

Date: 04/15/19

TERRA SPRINGS DRIVE
LOCATION MAP
VOLO, LAKE COUNTY, IL

Proj: 201.002003.00

L:\GIS\Illinois\Municipality\Volo\Functional Classification Maps\MXDs\TERRASPRINGSLOCATION.mxd

MANHARD CONSULTING ALL RIGHTS RESERVED

Type of report: Tube Count - Volume Data

LOCATION: Terra Springs Drive
SPECIFIC LOCATION: Terra Springs Drive
CITY/STATE: Volo, IL

QC JOB #: 14848703
DIRECTION: EB, WB
DATE: Mar 20 2019 - Mar 20 2019

Start Time	Mon	Tue	Wed 20 Mar 19	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			7			7			7	
01:00 AM			1			1			1	
02:00 AM			4			4			4	
03:00 AM			6			6			6	
04:00 AM			16			16			16	
05:00 AM			47			47			47	
06:00 AM			91			91			91	
07:00 AM			119			119			119	
08:00 AM			142			142			142	
09:00 AM			104			104			104	
10:00 AM			107			107			107	
11:00 AM			131			131			131	
12:00 PM			126			126			126	
01:00 PM			111			111			111	
02:00 PM			163			163			163	
03:00 PM			176			176			176	
04:00 PM			204			204			204	
05:00 PM			199			199			199	
06:00 PM			154			154			154	
07:00 PM			102			102			102	
08:00 PM			81			81			81	
09:00 PM			45			45			45	
10:00 PM			44			44			44	
11:00 PM			3			3			3	
Day Total			2183			2183			2183	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 142			8:00 AM 142			8:00 AM 142	
PM Peak Volume			4:00 PM 204			4:00 PM 204			4:00 PM 204	

Comments:

Report generated on 3/22/2019 8:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Appendix A

Functional Classification Revision Request Template

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

   N Ellis 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 Volo

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

   Michael May, Village Administrator, 500 Fish Lake Road, Volo, Illinois 60073, 847-740-6982; mmay@villageofvolo.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:

   Wauconda Township

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

   N/A

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

   Local Road

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.)

    0-0041

11. Endpoints of proposed roadway to be reclassified
    - North or West endpoint:

      Illinois Route 120 (KRN 2-0333)

    - North or West endpoint road's functional classification:

      Principal Arterial

    - South or East endpoint:

      Gilmer Road (KRN 9-3602)

    - South or East endpoint road's functional classification:

      Minor Arterial

12. Length of proposed roadway to be reclassified:

    0.47 Miles

13. Current Average Annual Daily Traffic (AADT):

    At the north end of Ellis Drive at Rt. 120 - the ADT is 2,482. At the south end near Gilmer the ADT is 851. Data by Quality Counts, March 20, 2019

(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:

      The closest Major Collector to the east is Fish Lake Road (KRN 9-0163) a distance of 0.56 miles.

    - 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:

      Case Road (KRN 7-0129) is the closest Major Collector to the South at a distance of approximately 1.7 miles.

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?

      Along the main route of Ellis there are 4 driveways to commercial properties. There are also 5 driveways for duplex residences off of a loop road with Ellis Drive addresses.

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

      N/A

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.)

There is existing signalization at the intersection with Gilmer Road.

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.)

Stop control exists as shown on the attached map.

19. Major Traffic Generators along the proposed reclassified route:

The significant traffic ADT is to and from commercial establishments just south of Illinois Route 120. However; between the intersection with Niagara Drive and Gilmer Road the land area is vacant which is the reason for the significant drop off in ADT at Gilmer Road.

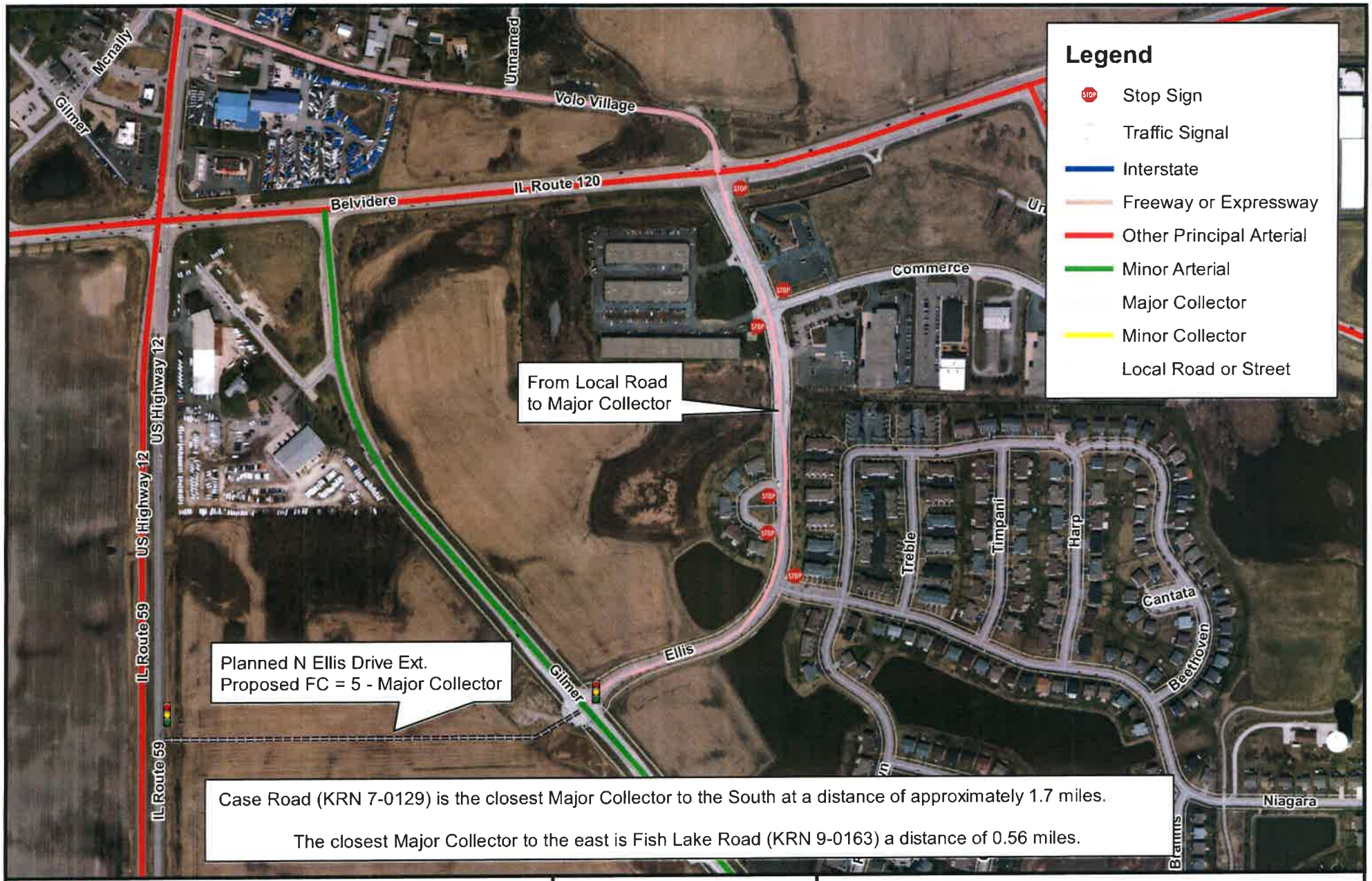
20. Justification for the proposed revision based on definitions, characteristics and spacing guidance provided:

The significant traffic generated by the commercial properties near Rt. 120 plus the residential traffic off of Niagara Drive that uses Ellis to reach both Rt. 120 and Gilmer Road (both Arterials) makes Ellis a perfect candidate for Collector classification.

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

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

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)



Manhard CONSULTING

1 Overlook Point, Suite 290, Lincolnshire, IL 60069
ph: 847-634-5550 manhard.com

NORTH

1 in = 500 ft

Date: 04/15/19

N ELLIS DRIVE
PROPOSED FAU ROUTE RECLASSIFICATION
VOLO, LAKE COUNTY, IL

Proj: 201.002003.00

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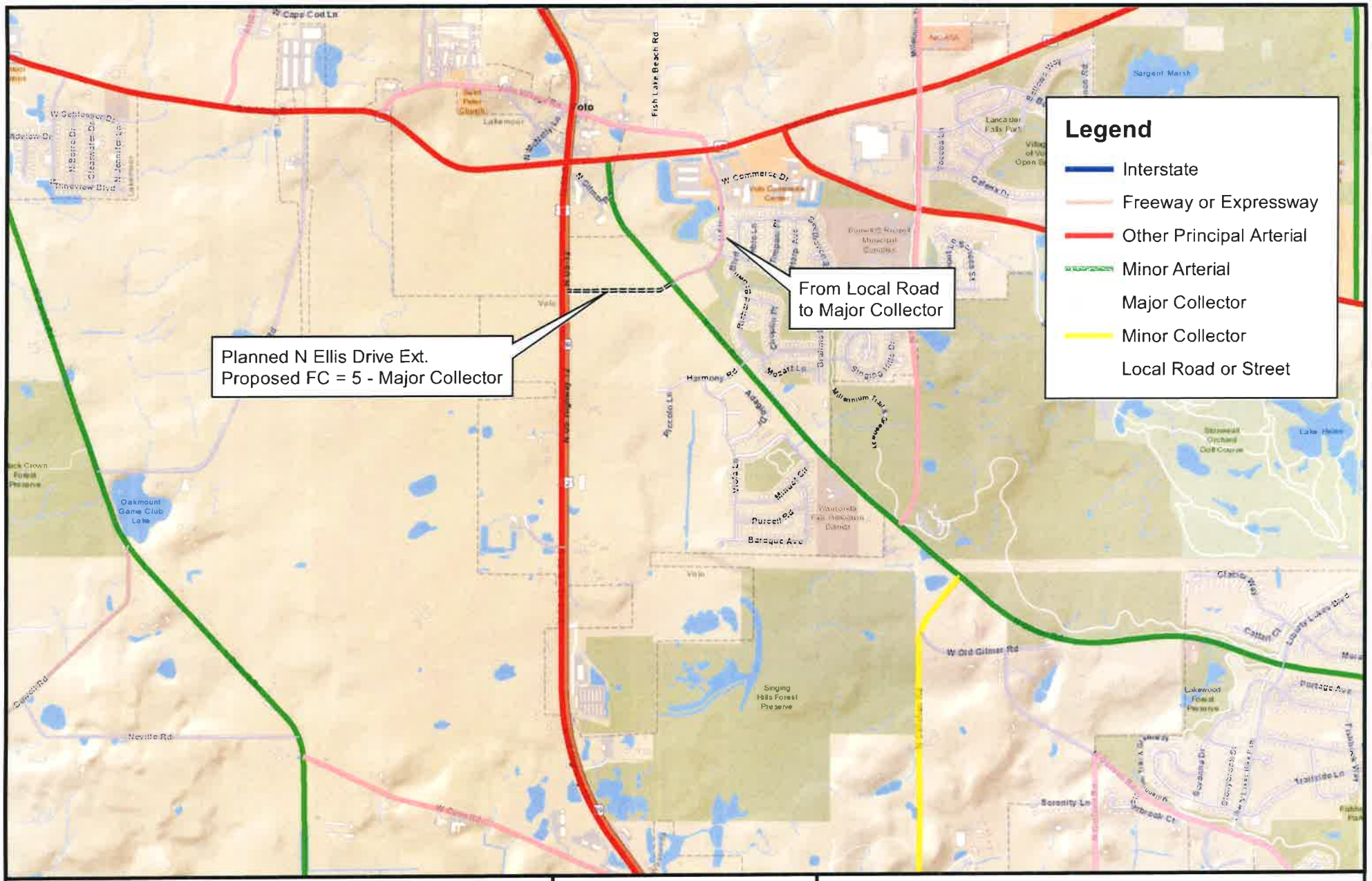

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ph: 847-634-5550 manhard.com

NORTH

1 in = 2,000 ft

Date: 04/15/19

N ELLIS DRIVE LOCATION MAP VOLO, LAKE COUNTY, IL

Proj: 201.002003.00

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Type of report: Tube Count - Volume Data

LOCATION: Ellis Drive (North)
SPECIFIC LOCATION: Ellis Drive (North)
CITY/STATE: Volo, IL

QC JOB #: 14848704
DIRECTION: NB, SB
DATE: Mar 20 2019 - Mar 20 2019

Start Time	Mon	Tue	Wed 20 Mar 19	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			5			5			5	
01:00 AM			4			4			4	
02:00 AM			3			3			3	
03:00 AM			4			4			4	
04:00 AM			14			14			14	
05:00 AM			41			41			41	
06:00 AM			118			118			118	
07:00 AM			191			191			191	
08:00 AM			184			184			184	
09:00 AM			139			139			139	
10:00 AM			112			112			112	
11:00 AM			172			172			172	
12:00 PM			158			158			158	
01:00 PM			145			145			145	
02:00 PM			144			144			144	
03:00 PM			200			200			200	
04:00 PM			237			237			237	
05:00 PM			198			198			198	
06:00 PM			163			163			163	
07:00 PM			110			110			110	
08:00 PM			57			57			57	
09:00 PM			50			50			50	
10:00 PM			19			19			19	
11:00 PM			14			14			14	
Day Total			2482			2482			2482	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			7:00 AM 191			7:00 AM 191			7:00 AM 191	
PM Peak Volume			4:00 PM 237			4:00 PM 237			4:00 PM 237	

Comments:

Report generated on 3/22/2019 8:43 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Appendix A

Functional Classification Revision Request Template

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

   Niagara 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 Volo

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

   Michael May, Village Administrator, 500 Fish Lake Road, Volo, Illinois 60073, 847-740-6982; mmay@villageofvolo.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:

   Wauconda Township

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

   N/A

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

   Local Road

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.)

    0-0029

11. Endpoints of proposed roadway to be reclassified
    - North or West endpoint:

      N Ellis Drive (KRN 0-0041)

    - North or West endpoint road's functional classification:

      Currently a local Road proposed to be reclassified as a Major Collector

    - South or East endpoint:

      S Fish Lake Road (KRN 9-0163)

    - South or East endpoint road's functional classification:

      Major Collector

12. Length of proposed roadway to be reclassified:

    0.63 Miles

13. Current Average Annual Daily Traffic (AADT):

    At the west end at Ellis Drive - the ADT is 1,248. At the east end near Fish Lake Road the ADT is 1,149. Data by Quality Counts, March 20, 2019

(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:

      The closest Minor Collector is to the northeast - Porter Drive, a distance of 4.2 miles.

    - 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:

      The only Minor Collector to the south is N Callahan Road (KRN 7-0100) south of Gilmer Road at a distance of approximately 0.82 miles as the crow flies.

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?

      40 driveways plus an intersecting Bike/Pedestrian crossing.

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

      N/A

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.)

There is no signalization along the route or currently planned for.

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.)

Stop control exists as shown on the attached map.

19. Major Traffic Generators along the proposed reclassified route:

The traffic is generated by the residential subdivisions along the route and is evenly distributed in both east and west directions.

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

Niagara Drive collects traffic from the adjoining residential subdivisions and distributes that traffic to both N Ellis Drive to the west to reach Rt. 120 and Gilmer Road (both Arterials), and to S Fish Lake Road on the east which is a Major Collector. The category of Minor Collector for Niagara Drive seems appropriate.

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

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

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)

Porter Drive is the nearest Minor Collector to the northeast at a distance of approximately 4.2 miles.

The only Minor Collector to the south is N Callahan Road (KRN 7-0100) south of Gilmer Road at a distance of approximately 0.82 miles.

Manhard CONSULTING
1 Overlook Point, Suite 290, Lincolnshire, IL 60069
ph: 847-634-5550 manhard.com

NORTH

1 in = 500 ft

Date: 04/15/19

NIAGRA DRIVE
PROPOSED FAU ROUTE RECLASSIFICATION
VOLO, LAKE COUNTY, IL

Proj: 201.002003.00

L:\GIS\Illinois\Municipality\Volo\Functional Classification Maps\MXDs\NIAGRA_FUNCTIONAL_RECLASS.mxd

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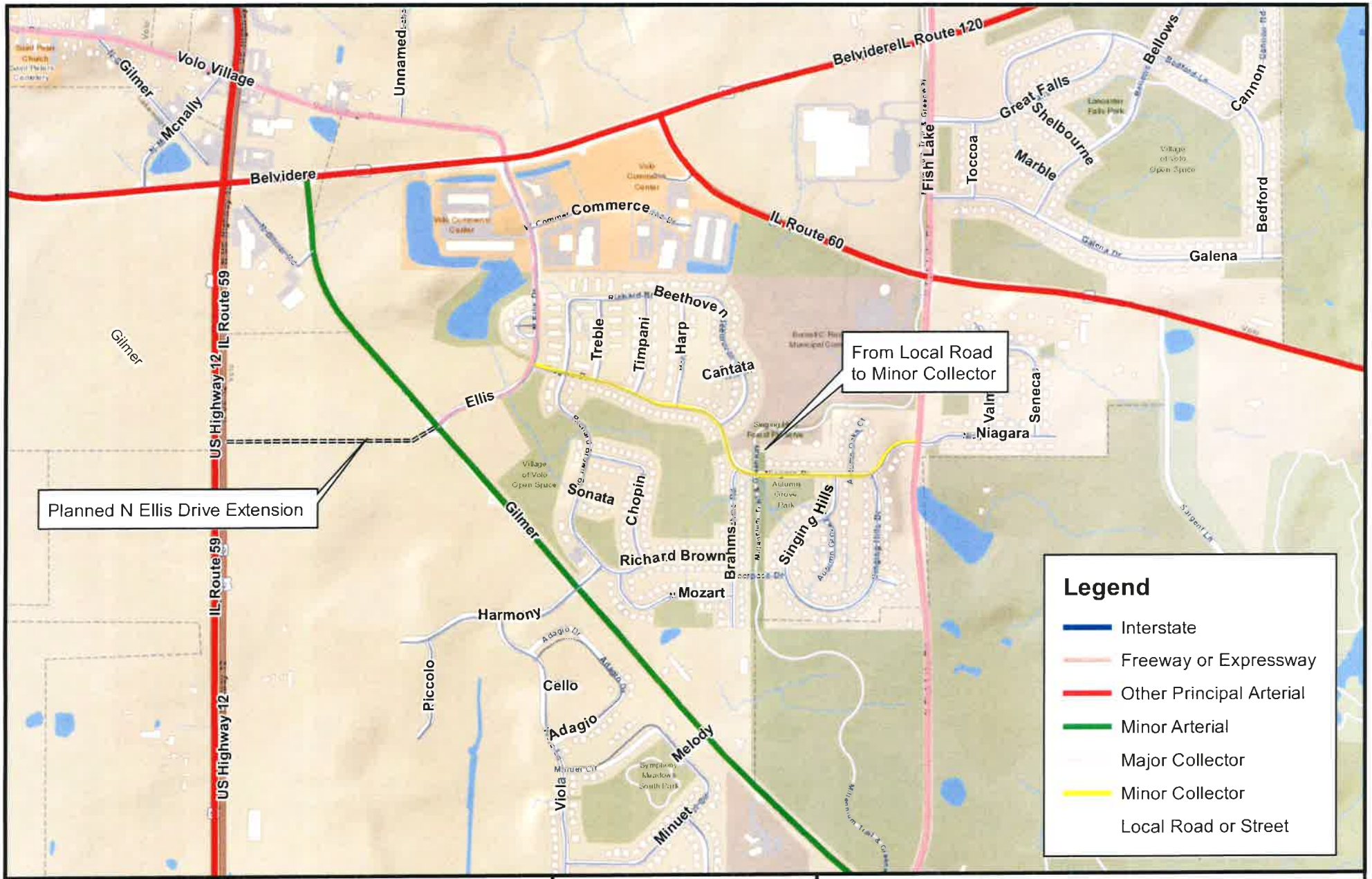

Manhard CONSULTING

1 Overlook Point, Suite 290, Lincolnshire, IL 60069
ph: 847-634-5550 manhard.com

NORTH

1 in = 1,000 ft

Date: 03/28/19

NIAGRA DRIVE
LOCATION MAP
VOLO, LAKE COUNTY, IL

Proj: 201.002003.00

L:\GIS\Illinois\Municipality\Volo\Functional Classification Maps\MXDs\NIAGRALOCATION.mxd

MANHARD CONSULTING ALL RIGHTS RESERVED

Type of report: Tube Count - Volume Data

LOCATION: Niagara Drive (West)
SPECIFIC LOCATION: Niagara Drive (West)
CITY/STATE: Lake, IL

QC JOB #: 14848706
DIRECTION: EB, WB
DATE: Mar 20 2019 - Mar 20 2019

Start Time	Mon	Tue	Wed 20 Mar 19	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			5			5			5	
01:00 AM			4			4			4	
02:00 AM			3			3			3	
03:00 AM			8			8			8	
04:00 AM			12			12			12	
05:00 AM			28			28			28	
06:00 AM			59			59			59	
07:00 AM			83			83			83	
08:00 AM			80			80			80	
09:00 AM			56			56			56	
10:00 AM			53			53			53	
11:00 AM			51			51			51	
12:00 PM			55			55			55	
01:00 PM			54			54			54	
02:00 PM			52			52			52	
03:00 PM			85			85			85	
04:00 PM			109			109			109	
05:00 PM			128			128			128	
06:00 PM			113			113			113	
07:00 PM			91			91			91	
08:00 PM			52			52			52	
09:00 PM			40			40			40	
10:00 PM			16			16			16	
11:00 PM			11			11			11	
Day Total			1248			1248			1248	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			7:00 AM 83			7:00 AM 83			7:00 AM 83	
PM Peak Volume			5:00 PM 128			5:00 PM 128			5:00 PM 128	

Comments:

Report generated on 3/22/2019 8:43 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LAKE COUNTY
COUNCIL OF MAYORS

RESOLUTION 0509LCC-01
A RESOLUTION OF INTENT AND CONCURRENCE REGARDING THE DISPOSITION OF FY 2020 FEDERAL TRANSPORTATION PLANNING FUNDS AND PROFESSIONAL STAFF ASSISTANCE TO THE LAKE COUNTY COUNCIL OF MAYORS

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

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

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

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

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

NOW, THEREFORE BE IT RESOLVED that the Lake County Council of Mayors hereby agrees to reallocate its FY 2020 Federal Transportation Planning Funds and make said funds available to the Lake County Division of Transportation to provide the professional and technical transportation assistance to perform such work tasks and responsibilities included in the FY'20 Planning Liaison Scope of Services as may be required by CMAP;

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

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

APPROVED AND ADOPTED this 9th Day of May, A.D. 2019.

_____

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

Attachment 14

LAKE COUNTY
COUNCIL OF MAYORS

STP Shared Fund Bonus Points Allocation Policy

Approved February 7, 2019

Background from the approved STP Shared Fund Application Booklet:

> *"Each council and CDOT will have 25 points to allocate amongst the submitted projects to indicate local support and priorities. No project may receive more than 15 of any one council or CDOT's points, but collaboration amongst councils is encouraged. Councils may give bonus points to projects outside their jurisdiction up to a maximum of 25 total bonus points for any one project."*

The Lake County Council of Mayors will rank projects from our local Council that have applied to the STP Shared Fund. Given the limited number of points available and the competitive nature of the STP Shared Fund, the Council will award 15 points to the highest ranked project and 10 points to the second highest ranked project. If there are not enough projects located within the Lake County Council to allocate the full 25 points available, the Council may look to allocate points to projects outside the Council on a case by case basis using the same ranking system. The projects seeking Lake County Council of Mayors bonus points will be ranked using the following criteria:

Category	**Points**
Regional Impact	30
Project Readiness	20
Multi-Agency Participation	20
Multi-Modal Components	15
Community Need	15
Total	**100**

<u>Regional Impact (30 points)</u>

The Regional Transportation Significance category aims to prioritize projects on roadways that are most significant to the region's transportation network. For an intersection improvement project, the higher roadway classification will be used for scoring.

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

The following calculation will also be used: (ADTx20) /10,000= Points (maximum 20)

LAKE COUNTY
COUNCIL OF MAYORS

Project Readiness (20 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)	20
Phase II Engineering Contract Executed	12
Phase I Engineering Report Completed; Design Approval Granted	4
Phase I Engineering Report (PDR) Draft Submitted to IDOT	0

Multi-Agency Participation (20 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
4 or more participants	20
3 project participants	12
2 project participants	4
1 project participant	0

Multi-Modal Components (15 Points)

Points can only be received for new multi-modal infrastructure that is planned as part of the proposed project. LCCOM Staff will determine scoring based on the application information.

Improvement Category	Points
Transit Improvement or Transit Access-bus pullout, transit shelter, transit signal priority, sidewalk to transit stop or station, bicycle access to transit stop or station	5
Bicycle and/or Pedestrian Improvement-sidewalks, crosswalks, crosswalk enhancements, crossing islands, medians, curb extensions, bike path, on road bike lane, shared lane markings (sharrows)	5
Regional/Community Trail Connections-Connection to, or between, regional or community trail network	5

LAKE COUNTY
COUNCIL OF MAYORS

Community Need (15 points)

This document establishes the 2019 fiscal year Community Cohorts by grouping communities throughout the CMAP region based on population, income, and tax base. Communities that are in Cohorts 3 and 4 in CMAP's 2019 Community Cohorts will receive points.

Cohort Group	Points
Cohort 4	15
Cohort 3	7

LCCOM Bonus Points Scoring
2019 STP Shared Fund Call for Projects

Agency	Location	Project Type	Classification	ADT	Readiness	Multi Agency	Multi Modal	Need	Total
LCDOT	Deerfield Rd	Reconstruction/Widening	7	20	0	12	10	0	**49**
Lake Bluff	US 41 @ IL 176	Intersection Improvement	10	20	4	4	10	0	**48**
LCDOT	Fairfield @ IL 134	Intersection Improvement	7	20	20	0	0	0	**47**
LCDOT	Wadsworth @ US 41	Intersection Improvement	10	20	0	0	10	0	**40**
LCDOT	IL 59 @ Grand Ave	Intersection Improvement	10	20	4	0	5	0	**39**
LCDOT	Darrell Road Corridor	Roundabouts	7	13	0	0	5	0	**25**

Attachment 15

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 15, 2018

CIRCULAR LETTER 2018-19

GATA REPORTING REQUIREMENTS

COUNTY ENGINEERS / SUPERINTENDENTS OF HIGHWAYS
MUNICIPAL ENGINEERS / DIRECTORS OF PUBLIC WORKS / MAYORS
METROPOLITAN PLANNING ORGANIZATIONS – DIRECTORS
TOWNSHIP HIGHWAY COMMISSIONERS
CONSULTING ENGINEERS

The Illinois Grant Accountability and Transparency Act (GATA) was established under Public Act 98-0706 as 30 ILCS 708 on July 16, 2014. This public act put into place a new system for administering, tracking, and reporting upon funding opportunities from the State of Illinois. One objective of the GATA is to establish a centralized location, or portal, where all the grant and funding opportunities available from the State of Illinois are located. This public act also introduced several new requirements for grantees to be eligible to receive funding from the state. Please see Circular Letter 2017-19 for general guidelines.

In August of 2018, the Audit and Reconciliation requirement of the GATA implementation went live. This requires all grantees to complete an annual Consolidated Year-End Financial Report (CYEFR) based on their fiscal year. The purpose of the CYEFR is for a grantee to report any expenditures in their previous fiscal year for each type of public funds received. Each public fund a grantee receives is identified by a Catalog of State Financial Assistance (CSFA) number in the GATA portal under awards. When the CYEFR is received, the state agency program area responsible for each respective grant will reconcile the expenditures reported. For Local Public Agencies (LPAs) with transportation funds, this means, the respective District Local Roads and Streets office will be working with the LPAs to reconcile the transportation CSFAs.

To successfully complete the Audit and Reconciliation process, the GATA, requires a uniform periodic reporting of expenditures. For transportation funds, uniform reports of expenditures shall be reported no less than quarterly using the IDOT's BoBS 2832 form available on IDOT's web page under "Resources." Additional reporting frequency may be required based upon specific conditions, as listed in the accepted Notice of State Award (NOSA). Specific conditions are based upon the award recipient/grantee's responses to the Fiscal and Administrative Risk Assessment (ICQ) and the Programmatic Risk Assessment (PRA). All active and future joint funding agreements for any project using state and federal funds will require this reporting as a condition of the agreement. The joint funding agreement forms are currently being updated to include this language on all future joint funding agreements.

Uniform reporting will need to be completed starting immediately on active projects/awards and future projects/awards with the most recently completed period as defined by the LPAs fiscal year and risk for all awards an LPA receives. For example, if a LPA is required to report quarterly and the LPA's fiscal year is April through March, the quarterly report needed now would be for July through September and the next report would be October through December.

Uniform reporting on the BoBS 2832 should be done for every active award a grantee has in the GATA portal, including Motor Fuel Tax (exemption pending). For Local Roads and Streets programs, the form should be directed to the respective District Local Roads and Streets office. Please see the attached listing of programs which includes contacts for other typical transportation funding.

The completion of the uniform reporting process of all active and future projects/awards is critical in complying with the oversight and monitoring requirements in the GATA law. It must be completed even if the reporting requirement was not identified at the time of the award or when the joint funding agreement was executed. Non-compliance issues will be handled in accordance with the Compliance Enforcement System protocols. If reporting is not completed, the grantor may place the grantee on the State of Illinois Stop Payment List (30 ILCS 705/4.1).

Questions regarding the uniform reporting process may be directed to the respective District Local Roads and Streets offices.

General questions regarding GATA and the GATA processes may be directed to the Grant Services and Administration Section by emailing DOT.GATA@illinois.gov.

Questions regarding this circular letter and how it applies to specific Local Roads and Streets funding programs may be directed to Mr. Stephane B. Seck-Birhame, Local Program Development Engineer, by telephone at (217) 782-3972 or by email at Bablibile.Seck@illinois.gov.

Sincerely,

Maureen E. Kastl, P.E.
Engineer of Local Roads and Streets

SSB/hp

Attachment
cc: Regional Engineers, Illinois Department of Transportation
Catherine Batey, FHWA - Illinois Division
Molly Rockford, Illinois Association of County Engineers
Brad Cole, Illinois Municipal League
Bryan Smith, Township Officials of Illinois
Charlie Montgomery, Township Highway Commissioners of Illinois

Reference Document
CSFAs for Local Roads Streets Projects

Local Roads and Streets Programs

CSFA #	Program
494-00-0961*	Assistance to Needy Units of Governments - Township/Road Districts (Needy Township Program)
494-00-1010	Construction of Ferry Boats and Ferry Terminal Program (FBP)
494-00-0966*	County Consolidated Program
494-00-1007	Emergency Relief - FHWA (ER)
494-00-1008	Federal Lands Access Program (FLAP)
494-00-0967*	High-Growth Cities Program
494-00-1006	Illinois Special Bridge (formerly named Major Bridge)
494-00-1005	Local Federal Bridge Program (STP Bridge)
494-00-1004	Local Highway Safety Improvement Program (HSIP)
494-42-0495	Local Surface Transportation Program (STU and STR)
494-00-1488	Motor Fuel Tax Program (MFT) - *Pending Exemption Request*
494-00-0969*	Present Worth Jurisdictional Transfers - *Pending Exemption Request*
494-00-0964	State Matching Assistance (SMA)
494-00-0965	Township Bridge Program (TBP)
494-00-0959	Township Bridge Program Lapse Pool (On Hold)
494-00-0958	Truck Access Route Program (TARP)

* Awards from these programs are deposited as MFT funds and expenditures should be reported under MFT CSFA - *Pending Exemption*

Periodic Reporting for LRS programs should be directed to the District Local Roads and Streets Office

Other Typical Funding on Local Projects**

CSFA #	Program	Contact
494-00-1003	Congestion Mitigation and Air Quality (CMAQ)	Christopher Schmidt, 217.782.4134, Christopher.Schmidt@illinois.gov
494-00-0957	Economic Development Program	Todd Smith, 217.785.8643, Todd.A.Smith@illinois.gov
494-00-0963	Grade Crossing Protection Fund (GCPF)	Bill Pearsall, 217.785.2986, William.Pearsall@illinois.gov
494-00-1671	Illinois Competitive Frieght Program	Holly Ostdick, 217.557.4145, Holly.Ostdick@illinois.gov
494-00-1000	Illinois Transportation Enhancement Program	Christy Davis, 217.785.8492, Christy.Davis@illinois.gov
494-00-1472	Local Federal Rail-Highway Safety Program (Section 130)	Bill Pearsall, 217.785.2986, William.Pearsall@illinois.gov
494-00-1002	Safe Route to School Program (SRTS)	John Paris, 217.785.1250, John.Paris@illinois.gov

**Additional funding programs' CSFAs can be found on grants.illinois.gov

Questions about uniform reporting and consolidated year-end financial reporting should be directed to DOT.GATA@illinois.gov.

Attachment 16

Illinois Department of Transportation

Periodic Reporting

Please refer to attached instructions prior to completing each section.

1. Grantee Name (per UGA/UIGA)
2. Grant Number
3. Grantee DUNS
4. CSFA Number
5. Grantee FEIN
6. Program Name (per UGA/UIGA)
7. CFDA Number(s)
8. State Agency (Grantor)
8A. GATA Registration/ID Number
8B. SAIN Number
8C. State Obligation Number
9. Agreement Period
Start Date
End Date
10. Report Period
Start Date
End Date
11. Final Report
☐ Yes
☐ No
12. Report Frequency
☐ Monthly
☐ Quarterly
☐ Other (specify)
13. Prepared Date

Periodic Performance Reporting (PPR) Section

Responses to Sections 14-22 may be provided in a separate format.
All grantees must complete Section 23.

☐ Alternative file or database used

14. Deliverable (if applicable) Separate line for each Based on UGA/UIGA	**15. Due Date** Based on UGA/UIGA	**16. Date Completed**	**17. Deliverable Explanation**	
				-

Add

18. Performance Measures Separate line for each Based on UGA/UIGA Exhibit E	**19. Performance Standard / Frequency** Based on UGA/UIGA Exhibit F	**20. Results / Accomplishments in Reporting Period**	**21. Required (R) or Inform Only (IO)**	
				-

Add

22. Performance Explanation - Award to Date

☐ All performance accomplishments are on schedule with performance standards

☐ Not all performance accomplishments are on schedule with performance standards. Explanation required below:

(Separate lines as appropriate.)

23. Performance Accomplishments Correlated to Reported Expenses

☐ Performance is consistent with grant-to-date expected services and expenditures/earnings

☐ Performance is not consistent with grant-to-date expected services and expenditures/earnings. Explanation(s) required below:

(Separate lines as appropriate.)

GRANTEE CERTIFICATION (2 CFR 200.415)

By signing [authorizing] this report, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the [related] expenditures, disbursements, cash receipts and reported performance are for the purposes and objectives set forth in the terms and conditions of the award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801-3812).

24. Name and Title of Authorized Individual from Grantee Organization

25. Date Submitted

26. Phone Number

27. Email Address

STATE AGENCY USE ONLY

28. Name and Title of IDOT PPR Approver

29. Date Received

30. Date Approved

Illinois Department of Transportation

Periodic Financial Report (PFR) Section

Appropriation Number(s) (IDOT Use Only)

Date Prepared

(a) No changes from prior reporting period and/or No new expenses ☐

(b) Indirect Cost Rate

(c) Approved Indirect Cost Rate Base

(d) Program Restrictions ☐ Yes ☐ No

(e) List of Restrictions

(f) Mandatory Match % ☐ Yes ☐ No

(g) Specify Match

(h) Program Income (Award to Date)

(i) Program Income (in current reporting period)

(j) Interest Earned (Award to Date)

(k) Interest Earned (In current reporting period)

(l) Category / Program Expenses	(m) Current Approved Budget			(n) Grant Expenditures				(o) Current Period Match			(p) Total Match (Award to Date)
	Approved Budget	Remaining Balance Available	Expend %	Current Period Grant Expense	Prior Approved Grant Expenses	Grant Expense Adjustment	Post-Adjustment Grant Expenses (Award to Date)	Cash	Inkind	Total	
1. Personal Services (Salaries and Wages)			0%								
2. Fringe Benefits			0%								
3. Travel			0%								
4. Equipment			0%								
5. Supplies			0%								
6. Contractual Services			0%								
7. Occupancy (Rent and Utilities)			0%								
8. Training and Education			0%								
9. Direct Admin Costs			0%								
- 10. Other			0%								
(q) TOTAL DIRECT EXPENSES			0%								
(r) Indirect Costs			0%								
(s) TOTAL EXPENDITURES			0%								

Add

GRANTEE CERTIFICATION 2CFR 200.415)

By signing [authorizing] this report, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the [related] expenditures, disbursements and cash receipts are for the purposes and objectives set forth in the terms and conditions of the award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801-3812).

Name and Title of Authorized Grantee Representative	Date Submitted

Email Address	Phone Number

STATE AGENCY USE ONLY

Name and Title of IDOT PFR Approver	Date Received	Date Approved

Illinois Department of Transportation
State of Illinois

Periodic Reporting

The purpose of periodic reporting is to collect performance and financial information from recipients of state grant awards which assists in the oversight and monitoring of those awards. Unless statutorily exempt as documented in the Catalog of State Financial Assistance (CSFA), the Uniform Grant Agreement (UGA) or the Uniform Intergovernmental Grant Agreement (UIGA) all grant awards are subject to periodic reporting.

The Grant Accountability and Transparency Act (GATA) uniform forms for the Periodic Performance Report (PPR) and the Period Financial Report (PFR) have been consolidated into one Illinois Department of Transportation (IDOT) form, BoBS 2832 R1. The BoBS 2832 R1 follows the uniform nature and requirements of the individual GATA forms. These terms are based on the entities' risk profile as defined in the Notice of State Award (NOSA).

BEFORE COMPLETING THE BoBS2832 R1 PLEASE READ ALL INSTRUCTIONS. Additional support can also be provided by contacting the IDOT point of contact specified in the "State Agency Contacts" section of the agreement.

General Report Submission

1. The grantee must submit the BoBS 2832 R1 in addition to other required reports as specified in the UGA/UIGA.
2. The BoBS 2832 R1 must be submitted to the attention of IDOT's point of contact specified in the "State Agency Contacts" section of your UGA/UIGA in accordance with the requirements established in the award document.

General Reporting Requirements

1. Unless statutorily exempt as documented in the CSFA and the UGA/UIGA, all grant awards are required to submit the BoBS 2832 R1 in accordance with the terms established in the UGA/UIGA. The UGA/UIGA may specify an alternative file or external database that may be used in conjunction with the BoBS 2832 R1.

2. The frequency of the BoBS 2832 R1 is specified in the Notice of Funding Opportunity (NOFO) and the UGA/UIGA. The BoBS 2832 R1 must be submitted within the specified time frames.. A submittal will be considered "late" if it is more than 15 calendar days past the due date or the date specified by the State agency's JCAR Rules (including approved extensions.) Generally, unless mandated otherwise, the due date for IDOT reporting is 30 days from the end of the defined reporting period (i.e. end of the quarter, month or year).

3. Under the terms of the Grant Funds Recovery Act (30 ILCS 705/4.1), "Grantor agencies may withhold or suspend the distribution of grant funds for failure to file requirement reports." If the report is more than 30 calendar days delinquent, without any approved written explanation by the grantee, the entity will be placed on the Illinois Stop Payment List. (Refer to the Grantee Compliance Enforcement System for detail about the Illinois Stop Payment List: https://www.illinois.gov/sites/GATA/Pages/ResourceLibrary.aspx.)

4. A final BoBS 2832 R1 shall be required at the completion of the grant award. For the final BoBS 2832 R1, the reporting period end date shall be the end date of the project/grant period.

Performance Reporting Report (PPR) Instructions

If the UGA/UIGA specifies an alternative file or external database for grant performance reporting, the grantee should mark the shaded box in the PPR accordingly. In the *File Name* or *Database* Source field, enter the name of the alternative file or database utilized. The grantee is not required to complete Sections 14 - 22 if the information is provided in an alternative format specified in the UGA/UIGA.

If additional space is needed to support the PPR, supplemental pages should be attached. As indicated on the PPR, responses to Sections 14 - 22 may be provided in a separate format. If additional pages are provided, the pages should be numbered and must reference:

a. Grant number

b. Grantee organization

c. DUNS number

d. FEIN

e. Period covered by the PPR

Periodic Reporting Section Instructions

Section	Data Element	Section Instructions for Periodic Reporting
1	Grantee Name (per UGA/ UIGA)	Enter the name of the grantee exactly as stated in the UGA/UIGA.
2	Grant Number	Enter the number assigned by IDOT; Grant Number specified in the UGA/UIGA.
3	Grantee DUNS	Enter the grantee's Dun & Bradstreet number.
4	CSFA Number	Enter the number assigned to the program through the Catalog of State Financial Assistance.
5	Grantee FEIN	Enter the grantee's Federal Employer Identification Number provided by the Internal Revenue Service.
6	Program Name (per UGA/ UIGA)	Enter the program name exactly as stated in the UGA/UIGA.
7	CFDA Number(s)	Enter the Catalog of Federal Domestic Assistance (CFDA) number(s) as stated in the UGA/ UIGA. If the program is funded by more than on CFDA, list each CFDA number.
8	State Agency (Grantor)	Enter the name of the state agency awarding the grant as identified in the UGA/UIGA.
8.A	GATA Registration/ID Number	Enter the GATA Registration/ID Number as identified in the GATA portal.
8.B	SAIN Number	Enter the State Award Identification Number (SAIN) in the Notice of State Awards (NOSA) Section in the GATA Portal.
8.C	State Obligation Number	Enter the State Obligation Number. Program area will have to provide to Grantee.
9	Agreement Period	Enter the agreement period established in the UGA/UIGA. This may span multiple years, based on the terms of the UGA/UIGA.
10	Report Period	Enter the start date and end date of the reporting period. The reporting periods are specified in the UGA/UIGA.
11	Final Report	Mark appropriate box. Check "yes" only if this is the final or last Periodic Report for the Agreement Period specified in Section 9.
12	Report Frequency	Select the appropriate term corresponding to the requirements specified in the UGA/UIGA. "Other" may be used when a different reporting schedule is required due to Specific Conditions. State the frequency as stated in the UGA/UIGA Specific Conditions.
13	Prepared Date	Enter the date the Periodic Report was prepared by the grantee
Periodic Performance Report (PPR) Section Instructions Responses to Sections 14 - 22 may be provided in a separate format. All grantees must complete Section 23.		
14	Deliverable (if applicable)	List all high-level deliverables required under the current approved UGA/UIGA. Enter one Deliverable per row. Examples of Deliverables could include: • Provide IT training • Purchase equipment • Hire contractors • Conduct workshops • Submit document As delineated in the UGA/UIGA, "Deliverables" are not "Performance Measures." Performance Measures are addressed in Section 18-22. Grantees are not required to report on deliverables that were due and completed in prior reporting periods.
15	Due Date	Per the current approved UGA/UIGA, enter the Due Date for the corresponding Deliverable. This date may fall outside the time frame of the current PPR.
16	Date Completed	Enter the date the Deliverable task was completed. If the task has not yet been completed, leave this cell blank.

Section	Data Element	Section Instructions for Periodic Reporting
17	Deliverable Explanation	Briefly explain progress towards meeting the Deliverable to inform IDOT of challenges and successes. If additional space is needed, attach a supporting narrative. A description of the challenges and plans to overcome them must be provided if: • Deliverable was completed after the Due Date, • Deliverable is not completed and the Due Date has passed, or • Grantee anticipates the Deliverable will not be completed by a future Due Date. If the grantee is on pace to complete a Deliverable that comes due after the reporting period the grantee should, at a minimum, enter "On schedule" in Section 17.
18	Performance Measures	Enter all Performance Measures required in Exhibit E under the current approved UGA/UIGA. Enter one Performance Measure per row.
19	Performance Standard / Frequency	Based on the current approved UGA/UIGA, enter the Performance Standard (or target) for the corresponding Performance Measure and the reporting frequency (annual/quarterly/monthly/ etc.) based on Exhibit F of the UGA/UIGA. Examples of Performance Standards/Frequency could include: • 1,000 Persons Trained/quarter • $250,000 Capital Leveraged/year • 500 Patients Rehabilitated/month If the Performance Standard fluctuates over time per the UGA/UIGA, the Standard listed should apply to the specific report period.
20	Results/Accomplishments in Reporting Period	Based on the current approved UGA/UIGA, enter the actual results for the corresponding Performance Measures for the specific report period.
21	Required (R) or Inform Only (IO)	Based on the current approved UGA/UIGA, indicate whether the performance standard in Section 19 is a grant "requirement." • Enter "R" if meeting or exceeding the Performance Standard is necessary to satisfy grant terms. Failure to meet the Standard may indicate that the grantee in not in compliance. • Enter "IO" if the data is collected for programmatic or assessment purposes. Failure to meet an "IO" Performance Standard may not imply that the grantee is out of compliance.
22	Performance Explanation - Award to Date	Mark the appropriate check box based on whether or not **ALL** performance accomplishments are on schedule with performance standards. Section 22 is not limited to the reporting period. Responses are award to date. If any performance measure results/accomplishments (Section 20) are below the required standards (Section 19), an explanation **must** be provided to inform IDOT about the deviation. Consider internal and external factors that impact performance. Attach a supporting narrative if additional space is needed. Grantees are encouraged to highlight factors that enable grant performance to exceed performance standards.
All grantees must complete Section 23		
23	Performance Accomplishments Correlated to Reported Expenses	Federal Uniform Guidelines requires periodic reporting to correlate performance and expenses within a report period. Correlation reporting focuses on the degree to which expended resources are effectively achieving anticipated outcomes. Determine if grant performance (service/outcomes) is on schedule with the anticipated timing of incurred grant expenditures/earnings per the terms of the UGA/UIGA. Mark the appropriate box. Per the UGA/UIGA, the award may have services/outcomes that occur at a different time than the expense. The award may be on schedule because it is expected that expenses and services/outcomes occur at different intervals. Grantees **must** provide an explanation if grant performance to-date does not correlate to the timing of incurred expenses/earnings per UGA/UIGA terms. Attach a supporting narrative if additional space is needed. Grantees are encouraged to inform IDOT if internal or external factors are causing a better than anticipated correlation.

Grantee Certification/State Agency Acceptance *Grantee Certification* *Federal Uniform Guidance (2 CFR 200.415) requires an authorized grantee representative certify the accuracy of the information provided in the PPR.*		
24	Name and Title of Authorized Individual from Grantee Organization	Enter the name and title of the grantee representative certifying the PPR. This individual must be authorized to represent the grantee in this capacity.
25	Date Submitted	Enter the date the grantee representative certified the PPR.
26	Phone Number	Enter the phone number of the grantee representative certifying the PPR.
27	Email Address	Enter the email address of the grantee representative certifying the PPR.
28	Name and Title of IDOT PPR Approver	Enter the name and title of the IDOT representative authorized to approve the PPR.
29	Date Received	Enter the date the IDOT representative received the PPR.
30	Date Approved	Enter the date the IDOT representative approved the PPR.

Illinois Department of Transportation
State of Illinois

Periodic Financial Reporting (PFR) Instructions

1. The Category/Program Expenses or line items of the PFT template should correspond to the current approved grant budget. All program-specific line items included in the approved budget should be included in the PFR.
2. Use "N/A" for Not Applicable if a data field in Sections (a) through (s) is not relevant to the grant agreement (e.g., Program Income). Terms of the UGA/UIGA dictate if a field is relevant
3. A separate Consolidated Year-end Financial Report traced to the organization's financial statement is also required. The Consolidated Year-end Financial Report is inclusive of all State of Illinois funding received by the grantee organization. A separate reporting template and instructions are provided for consolidated year-end reporting.

Periodic Financial Reporting (PFR) Instructions

Section	Data Element	Section Instructions for PFR
(a)	No changes from prior reporting period and/ or No new expenses	Mark the box if there are no changes from the prior reporting period and/or no new expenses.
(b)	Indirect Cost Rate	Enter the Indirect Cost Rate percentage (%) as accepted by IDOT for indirect cost reimbursement on this particular award. (Example: 10%) - If no indirect cost reimbursement is requested please enter 0%.
(c)	Approved Indirect Cost Rate Base	Enter the Indirect Cost Base description as accepted by IDOT for indirect cost reimbursement on this particular award. (Example: Modified Total Direct Costs - MTDC) - If no indirect cost reimbursement is requested please enter N/A.
(d)	Program Restrictions	Based on the UGA/UIGA, select "Yes" or "No" to indicate if there are funding-related program restrictions that will be monitored.
(e)	List of Restrictions	Specify the program restriction(s) if Section (d) was marked "Yes."
(f)	Mandatory Match %	If the UGA/UIGA includes a mandatory match, select "Yes" and identify percentage in the field provided. If the UGA/UIGA does not include a mandatory match, select "No."
(g)	Specify Match	Specify the match percentage if Section (f) was marked "Yes."
(h)	Program Income (Award to Date)	Enter the cumulative amount of grant program income earned to date including current reporting period. Apply agency policy if required to include program income under budget to actual reporting.
(i)	Program Income (In current reporting period)	Enter the amount of grant program income earned during the current reporting period.
(j)	Interest Earned (Award to Date)	Enter the cumulative amount of grant interest earned to date including current reporting period.
(k)	Interest Earned (In current reporting period)	Enter the amount of grant interest earned during the current reporting period.
(l)	Category Program Expenses	Enter all current and approved line items as exactly stated within the current approved grant budget. All program expenses must align with specified line items.
(m)	*Current Approved Budget (Enter this item first for every Category/Program Expense)*	
	Approved Budget	Enter the most current approval budget amount for each program expense line item.
	Remaining Balance Available	AUTO CALCULATED: Approved Budget for the line item minus Post Adjustment Grant Expenses. (Award to Date)
	Expend %	AUTO CALCULATED: Post Adjustment Grant Expenses (Award to Date) divided by Approved Budget for the line item.
(n)	*Grant Expenditures*	
	Current Period Grant Expense	Enter the amount of expenditures for each line item being reported as expenditures for this award during the period identified on Section 9 (Agreement Period) of the Periodic Reporting Section.
	Prior Approved Grant Expenses	Enter the amount of expenses by line item reported and approved for this line item prior to this reporting period.
	Grant Expense Adjustment	Enter any adjustments/corrections needed to restate expenditures reported in a prior period.
	Post Adjustment Grant Expenses (Award to Date)	AUTO CALCULATED: Sum of Current Period Grant Expenses, Prior Approved Grant Expenses and Adjustments.
(o)	Current Period Match	Enter the amount of cash and in-kind contributions to the grant program for the current reporting period's match requirements. See 2 CFR 200.306
	Cash	Enter amount of cash contributed to the grant program for the current reporting period.
	In-Kind	Enter value of non-cash contributions to the grant program for the current reporting period.
	Total	AUTO CALCULATED: Total of Cash and In-kind contributions to the grant program in the current reporting period.
(p)	Total Match (Award to Date)	Enter prior reporting period Total Match based on the Previous PFR (Prior Award to Date) plus Total of Current Period Match for the grant program.
(q)	Total Direct Expenses	AUTO CALCULATED: Sum of the line entries in each column for section (m), (n), (o) and (p).
(r)	Indirect Costs	Enter computed indirect costs based on Sections (b) and (c).
(s)	Total Expenditures	AUTO CALCULATED: Total Direct Expenses plus Indirect Costs.

Attachment 17

4/17/2019

LAKE COUNTY COUNCIL OF MAYORS

STP Program of Projects
FFY 2019-2020

FFY 2019 STP Program								
Municipality	Roadway	TIP ID#		Project Type	Total $	Federal $	Letting	
=========	=======	======		==========	=====	========		
	Phase II Engineering							
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	5/1/2019	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	5/1/2019	19
Highland Park	**Clavey Rd** - US 41 to Green Bay Road	10-15-0026		Eng II	988,600	630,880	9/1/2019	19
	Construction Projects							
North Chicago	**14th Street** - Green Bay Rd to Jackson	10-99-0116	Con	Reconstruction	16,525,114	13,015,079	1/18/2019	19
North Chicago	**14th Street** - Green Bay Rd to Jackson	10-99-0116	CE	Reconstruction	1,571,699	1,231,115	1/18/2019	19
Deerfield	**Greenwood Rd -** Wilmot Rd to Waukegan Rd	10-17-0004	Con	Recon/Resurface	1,826,532	879,600	3/8/2019	19
Deerfield	**Greenwood Rd -** Wilmot Rd to Waukegan Rd	10-17-0004	CE	Recon/Resurface	232,814	150,000	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
Libertyville	**Rockland Rd. -** IL 21 to Des Plaines River	10-97-0029	Con	Reconstruction	6,015,000	2,464,080	4/26/2019	19
Libertyville	**Rockland Rd. -** IL 21 to Des Plaines River	10-97-0029	CE	Reconstruction	706,900	565,520	4/26/2019	19
Round Lake Bch	**Orchard Lane/Hook Drive** - Monaville to Rollins Rd/ Orchard to Rollins	10-15-0010	Con	Reconstruction	4,165,625	3,092,444	4/26/2019	19
Round Lake Bch	**Orchard Lane/Hook Drive** - Monaville to Rollins Rd/ Orchard to Rollins	10-15-0010	CE	Reconstruction	496,397	326,142	4/26/2019	19
Fox Lake	**Grand Ave** - Rollins Road to IL 59	10-15-0002	Con	Resurface	1,230,054	984,043	4/26/2019	19
Fox Lake	**Grand Ave** - Rollins Road to IL 59	10-15-0002	CE	Resurface	147,594	98,357	4/26/2019	19
Buffalo Grove	**Weiland Rd -** Deerfield Pkwy to Aptakisic R (Stg 3)	10-94-0021	Con	Add Lanes	11,090,290	7,945,229	9/20/2019	19
Buffalo Grove	**Weiland Rd -** Deerfield Pkwy to Aptakisic R (Stg 3)	10-94-0021	CE	Add Lanes	1,195,326	856,260	9/20/2019	19
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	19
Libertyville TWP	**Rockland Rd. -** Des Plaines R to St Marys Rd	10-16-0033	CE	Reconstruction	250,000	200,000	9/20/2019	19
Lake Forest	**Everett Road at Waukegan Road**	10-17-0016	Con	Int Imp	2,518,469	1,932,938	11/8/2019	MYB
				Total	64,288,145	45,913,454		

LAKE COUNTY COUNCIL OF MAYORS

STP Program of Projects
FFY 2019-2020

4/17/2019

FFY 2020 STP Program

Municipality	Roadway	TIP ID#		Project Type	Total $	Federal $	Letting	
=========	=======	======		==========	=====	========		
Highland Park	**West Park Ave -** US 41 to west of Skokie River	10-14-0002		Eng II	75,000	60,000	3/1/2020	MYB
Highland Park	**Greenbay Rd -** Central Ave to Clavey Rd	10-16-0037		Eng II	700,000	560,000	3/1/2020	19
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	**Sayton Rd** - Industrial Ave to Rand Rd	10-15-0001	Con	Reconstruction	600,000	480,000	3/6/2020	MYB
Fox Lake	**Sayton Rd** - Industrial Ave to Rand Rd	10-15-0001	CE	Reconstruction	38,000	30,400	3/6/2020	MYB
Vernon Hills	**Lakeview Pkwy** - Center Rd to Fairway Dr.	10-03-0012	Con	Intersection Imp.	4,631,000	3,704,800	3/6/2020	MYB
Vernon Hills	**Lakeview Pkwy** - Center Rd to Fairway Dr.	10-03-0012	CE	Intersection Imp.	556,000	336,000	3/6/2020	MYB
Long Grove	**N. Krueger Road -** IL 22 to Gilmer Road	10-15-0024	Con	Reconstruction	1,000,200	801,600	3/6/2020	MYB
Long Grove	**N. Krueger Road -** IL 22 to Gilmer Road	10-15-0024	CE	Reconstruction	120,215	96,172	3/6/2020	MYB
Grant Township	**Fish Lake Rd** - Nippersink Rd to IL 120	10-15-0021	Con	Reconstruction	1,364,000	955,000	4/24/2020	MYB
Grant Township	**Fish Lake Rd** - Nippersink Rd to IL 120	10-15-0021	CE	Reconstruction	136,000	95,500	2/24/2020	MYB
Fox Lake	**Nippersink BLVD -** Oak St to Grand Ave	10-16-0035	Con	Reconstruction	1,665,000	1,332,000	4/24/2020	MYB
Fox Lake	**Nippersink BLVD -** Oak St to Grand Ave	10-16-0035	CE	Reconstruction	152,000	121,600	4/24/2020	MYB
Highland Park	**Clavey Rd** - US 41 to Green Bay Road	10-15-0026	Con	Reconstruction	10,260,000	5,388,000	7/31/2020	20
Highland Park	**Clavey Rd** - US 41 to Green Bay Road	10-15-0026	CE	Reconstruction	1,030,000	581,120	7/31/2020	20
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	33,474,375	23,459,760		
				FFY18-20 Totals	137,876,008	101,260,094		

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
Highland Park	**West Park Ave -** US 41 to west of Skokie River	10-14-0002	Con	Resurface	750,000	600,000	1/1/2021	MYB
Highland Park	**West Park Ave -** US 41 to west of Skokie River	10-14-0002	CE	Resurface	112,500	90,000	1/1/2021	MYB
Highland Park	**Green Bay Road -** Central Ave to Clavey Rd	10-16-0037	Con	Recontruction	11,000,000	8,800,000	1/1/2021	MYB
Highland Park	**Green Bay Road -** Central Ave to Clavey Rd	10-16-0037	CE	Recontruction	560,000	448,000	1/1/2021	MYB
				Recontruction	4,400,000	3,520,000	1/1/2021	
					21,181,316	16,945,053		

LAKE COUNTY COUNCIL OF MAYORS

STP Program of Projects
FFY 2019-2020

4/17/2019

FFY 2022 STP Program

Municipality	Roadway	TIP ID#	Project Type	Total $	Federal $	
=========	=======	======	==========	=====	========	
			Reconstruction	2,300,000	1,840,000	1/1/2022

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

Attachment 18

4/17/194/8/19

LAKE COUNTY
COUNCIL OF MAYORS

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 Block Grant Program ~~Block Grant~~ (~~STP~~STP) provides funding to state departments of transportation.

The ~~STP Block Grant~~STBG Program 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 Block Grant 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~~ will be informed of 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.

Field Code Changed

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

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

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.~~ Recognizing that the function of a roadway may change as land development and travel patterns change over time, LCCOM members may propose additions or deletions to the system (along with justification for the addition or deletion). STP routes must serve more than a local land access function. 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 c~~lean~~ air conformity quality 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~~ Rehabilitation 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~~ Rehabilitation Projects are eligible for STP funding through the LCCOM:

Pavement ~~Preservation~~Rehabilitation

- 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~~

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~~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~~ approved 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.

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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.

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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. While projects will be evaluated using the separate ranking systems as described above, once scored, all projects will be ranked in a single program of projects in order to generate the recommended program. 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. Exceptions to the ranking system cannot be used to add new projects to the program outside a call for projects, new projects can only be added through an active call for projects. The exception to the ranking system is designed to provide a mechanism for a unique project with components not captured by the Council scoring 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.

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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.

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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.

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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 *not* 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.

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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~~LCCOM'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.

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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~~LCCOM'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 costs 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 C~~contingency ~~L~~list, are not eligible for cost increases.~~;~~ For projects phases programmed in the first two years of the Council's Active program, cost increases can only be granted for project phases in the current fiscal year that are ready for obligation. Projects that are in the last three years of the Council's Active Program can seek cost increases only during the Council's next Call for Projects.

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.

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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.

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

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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~~Congestion Mitigation	8	4%
9. ~~Congestion Mitigation~~Traffic Volumes	7	3.5%
Total	200	100%

*- Per STP agreement, required to be 25% of all local council methodologies

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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

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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. Condition~~s~~ of Pavement (25 Possible Points)

The Pavement Condition Testing done by CMAP will be used to rank ~~all~~ projects where data is available, IDOT's CRS data will be used where PCI data is not available, if neither data source is available local pavement testing data will be considered, if no testing data is available Council staff will estimate pavement condition index score. 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. The Pavement Condition Index (PCI) is an overall rating of road condition.

~~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 (0-45)	25
Fair (46-60)	15
~~Good~~Satisfactory (61-75	~~0~~5
Excellent (75-100)	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

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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~~Congestion Mitigation (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~~Traffic Volumes (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: (ADTx20) /10,000= Points (maximum 7)

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LAKE COUNTY
COUNCIL OF MAYORS

Pavement ~~Preservation~~ Rehabilitation Project Evaluation

The intended purpose of a pavement ~~preservation~~ rehabilitation 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~~ Rehabilitation 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~~ Rehabilitation projects 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~~ Rehabilitation projects are to receive up to 20% of the LCCOM's STP funding on annual basis. While efforts will be made to program Pavement Rehabilitation projects evenly across the program, this may not be possible depending on the other projects making up the active program. The maximum of 20% of the councils allotment annually will provide a not to exceed amount of Pavement Rehabilitation funds to be programmed during the active program window.

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

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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 Ready for Submittal~~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~~10
Phase I Engineering Contract Entered into by Applicant Member	~~10~~5

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 where data is available, IDOT's CRS data will be used where PCI data is not available, if neither data source is available local pavement testing data will be considered, if no testing data is available Council staff will estimate pavement condition index score. 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 and Satisfactory.

~~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
Satisfactory	30
Poor	20~~5~~
Good	0

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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.

(ADT x20) / 10,000 = 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

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