

Council Chair:
Mayor Rockingham
North Chicago

Council Vice-Chair:
Mayor Ryback
Wadsworth



LAKE COUNTY COUNCIL OF MAYORS

Members:

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

Full Council Meeting Agenda

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

	<u>Action Requested</u>
1) Opening of Meeting/Introductions	Call to Order
2) Approval of Minutes a. February 7, 2019 Meeting (Attachment 1)	Approval
3) Transportation Committee Report	Information Only
4) Functional Classification Request- Lincolnshire a. Knightsbridge Parkway (Attachment 2) b. Schelter Road, Heathrow Drive, and Bond St (Attachment 3)	Approval
5) Functional Classification Request-Lake Zurich a. Bristol Trail Road (Attachment 4) b. Ensell Road (Attachment 5) c. Golfview Road (Attachment 6) d. Surryse Road (Attachment 7)	Approval
6) Functional Classification Request-Volo 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)	Approval
7) Resolution 050919LCC-12 (Attachment 13) a. A resolution regarding the disposition of federal transportation planning funds and professional staff assistance	Approval
8) STP Shared Fund Bonus Points Allocation (Attachment 14)	Approval
9) Current Lake Council STP Program (Attachment 15)	Information
10) LCCOM STP Guidebook: Presentation a. Revised STP Methodology Guidebook (Attachment 16) b. Release Draft for Public Comment	Discussion Approval
11) Other Business	
12) Public Comment	
13) Adjournment a. Next Meeting- August 1, 2019	



LAKE COUNTY COUNCIL OF MAYORS

Minutes of February 7, 2019 Lake County Council of Mayors Meeting
at the Lake County Division of Transportation

Attendance

<u>Name</u>	<u>Position</u>	<u>Representing</u>
Leon Rockingham	Mayor	North Chicago
Glenn Ryback	Mayor	Wadsworth
Daniel MacGillis	Mayor	Mundelein
Sam Cunningham	Mayor	Waukegan
Anne Marrin	Village Administrator	Fox Lake
Karl Warwick	Village Administrator	Lake Villa
David Kilbane	Village Administrator	Round Lake Beach
Mike May	Village Administrator	Volo
Thomas Maillard	Mayors Office	Waukegan
Bob Ells	City Engineer	Lake Forest
Bob Phillips	Director of Public Works	Deerfield
Dave Brown	Director of Public Works	Vernon Hills
Erika Frable	Director of Public Works	Hawthorn Woods
Kyle Johnson	Village Engineer	Buffalo Grove
Glen McCollum	Director of Public Works	Lake Villa
Taylor Wegrzyn	Village Planner	Mundelein
Alex Househ	Field Engineer	IDOT BLRS
Katie Herdus	Area Programmer	IDOT Programming
Linda Soto	Pace Board/ Executive Director	Pace Bus/LCTA
Rocky Donahue	Executive Director	Pace Bus
Tim Dilsaver	Community Relations Representative	Pace Bus
Andy Plummer	Community Relations Consultant	RTA
Rick Mack	Community Relations Representative	Metra
Katie Renteria	Community Relations Representative	Metra
Kevin Carrier	Dir. Of Planning and Programming	LCDOT
Barbara Zubek	Associate	CMAP
Mike Klemens	Council Liaison	Lake Council
Emily Karry	Council Liaison	Lake Council
Dan Brinkman		Consultant
Ben Lukes		Consultant
Jon Vana		Consultant
Kristin Kalitowski		Consultant
Joel Christell		Consultant
Joyce DeLong		Consultant
Chris Bouchard		Consultant

1. Call to Order

Mayor Rockingham called the meeting to order at 9:01am.
Those in attendance gave self-introductions



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2. Approval of the Minutes

With a First from Mayor MacGillis and a second from Mayor Ryback, on a voice vote the minutes of the October 31, 2018 meeting were approved unanimously.

3. Transportation Committee Reports

Bob Phillips gave the report on the Transportation Committee which met on January 24th, 2019. The meeting was very well attended with over 20 communities represented and nearly 50 attendees. Because of the full agenda, the transportation agency reports that the transportation committee usually receives were moved to the full council agenda.

The Transportation Committee received requests from Lake Villa to reclassify 3 roads from a local road to a minor collector. Those roads are Painted Lakes Boulevard, Park Avenue and Winddance Dr/Savanna Springs Drive. After discussion the committee approved sending all three requests to the full council, and they are included later on the agenda. The Committee also received requests from the Village of Beach Park to reclassify 4 roads from local roads to minor collectors, and one road from a local road to a major collector. The requested routes are Adams Road/Major Avenue to a Major Collector, and Cambridge Boulevard, Wakefield Drive, Talmadge Avenue and North Avenue to Minor Collectors. After discussion the committee voted to send the requests to today's full council meeting, and they will be later on today's agenda.

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. The bulk of the meeting was spent on a presentation to go through 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. At our Transportation Committee meeting, Council staff 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. If any communities have questions or comments on the presentation or proposed rule changes, they can reach out to Emily and Mike to discuss.

4. Agency Reports

IDOT Bureau of Programming- Katie Herdus gave the committee a report on the status of IDOT projects in Lake County. She informed the committee that because the district has not received new programming marks not much has changed with IDOT's program yet. She did inform the committee that IDOT would be working on a pavement management program beginning this summer and it includes resurfacing US 41 from Il 120 south to Lake-Cook Road. IDOT will also be testing an ultra-thin bonding layer this year. The US 41 project will be night work. Ms. Herdus also informed the Council that the IL 131 at Kenosha Road project will be on the April letting. She also informed the Council that work on the Millburn Bypass is ongoing and traffic will be shifted to the new Grass Lake Road alignment once the weather improves.



LAKE COUNTY COUNCIL OF MAYORS

IDOT Bureau of Local Roads and Streets- Alex Househ presented to the council. He walked the committee through the local roads status sheets and highlighted changes that had taken place since the last committee meeting. The changes include new target design approval dates for various projects.

Tollway- The tollway submitted a written report which was at the table for members to read.

CMAQ Report- Barbara Zubek presented the CMAP report to the committee. Ms. Zubek informed the committee that so far, this fiscal year the region has obligated \$42.5 million in CMAQ funding out of a goal of \$152 million. CMAQ project changes are due in March for the April project selection meeting for the August letting.

So far, the region has obligated \$37.1 million in STP-L funding and the region is on track for another record year for STP-L. In FY 2018 the suburbs spent \$118 million and 2019 looks to be a bigger year. Ms. Zubek also reminded the Council that the call for projects for the STP Shared Fund, CMAQ and TAP programs is now open, and applications should be entered into the eTIP for PL review by March 1st and applications are due to CMAP on March 15th.

CMAP also has two open public comment items, the first is for the TIP Conformity Amendment, comments are due February 18th. There is also a public comment period open for two proposed amendments to ON TO 2050, both are projects from the city of Chicago asking to be amended into the plan. More information can be found on CMAP's website.

RTA Report- Andy Plummer representing the RTA presented to the committee. He informed the Council that in December of 2018 the RTA passed its annual operating budget which is around \$3 billion. It consists of fares, sales tax and state funding; however, the state funding has not been reliable and so the RTA has been bonding to make up the shortfall. The RTA also passed a \$700 million capital budget which falls short of the amount needed for a state of good repair. Mr. Plummer stressed that the success of the regional economy depends on a well-functioning transit system and he encouraged the communities to talk to their legislators to include transit in any capital bill that is passed.

Metra Report- Rick Mack from Metra presented the report to the Council. He thanked the Council for the consideration of Metra's resolution which is later on the agenda. He informed the committee what Metra would use the funds from a capital bill on, what the top projects would be. The most important project for Metra is the A-2 interlocker, near western avenue in Chicago, over 50% of daily trains system wide pass through the A-2 interlocker. It is over 100 years old and is raised above the level of the roadways, which makes it susceptible to freezing. Metra would like to replace the interlocker at ground level and have Western Avenue go over the top of the tracks. Metra would also buy 40 new locomotives and 400 commuter car replacements. Metra has over 400 bridges that are over 100 years old and they need to put in place a replacement program because they take years to replace. Metra would also like to have service improvements to O'Hare if a capital build allowed for it. Metra is also hoping to add warming shelters at all platforms.

Pace Report- Tim Dilsaver introduced Rocky Donahue to the Council as Pace's Interim Executive Director. Mr. Donahue informed the committee he has been at Pace 36 years and has worked in a variety of positions. He is looking to have a strong relationship with the Council and told the committee that he would be attending meetings whenever possible. Mr. Donahue also echoed the need for a robust transit system in the region, in the last 3 years 70% of the new jobs created in the region are within 1 mile of a transit stop.



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Mr. Donahue also told the Council that Pace needs to update its strategic plan, its current plan is Vision 2020, so it is due for an update. The new plan will be built from the ground up and will seek input from the Council and stakeholders from throughout the region.

Linda Soto informed the Council that while Rocky Donahue currently is serving as the Interim Executive Director right now, at Pace's next board meeting he will be made the full executive director and the board is very excited for the experience he will bring to the role.

5. Functional Classification Requests- 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 all three requests and forward them on to IDOT for processing by Mayor Ryback, seconded by Mayor MacGillis. The motion was approved unanimously by voice vote.

6. Functional Classification Requests- 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. 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 question was asked about the difference between a major and a minor collector. Ms. Karry stated that the different levels of classification are based on a variety of factors but that there are not a set of firm guidelines that state a specific ADT or roadway design, it is more a description of how each type of roadway functions and how it moves traffic.

A question was asked about a committee that is looking at studying the functional classification of roadways and if these requests change that. Mr. Carrier responded he thought that the County's ordinance update study may be what was being referred to and that it would not affect these requests.

A motion was made to approve all five requests and send them to IDOT for processing by Mayor MacGillis, seconded by Mayor Cunningham. The motion was approved unanimously by voice vote.



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7. STP Fund Transfer Request- Lake County

Mr. Klemens discussed Lake County's request to the Council. LCDOT's 14th Street Reconstruction Project (TIP ID 10-99-0116) was on IDOT's January 18th, 2019 bid letting. Unfortunately, when the bids were opened the low bid was \$16,525,114.00 which is \$1,376,064.00 above the engineers estimate. LCDOT recognizes that the Lake County Council of Mayors cannot grant cost increases directly during this period of regional fiscal constraint and recognizes that federal funding increases cannot be accommodated at this time because the region's federal funds are fully programmed at this time. LCDOT is therefore requesting to transfer STP funds in the amount of \$1,223,234.20 from LCDOT's Weiland Road-Stage III, Deerfield Parkway to Aptakisic (10-94-0021) to LCDOT's 14th Street Reconstruction (10-99-0116) in order to bring the 14th Street Reconstruction project up to 80% STP funds. To accommodate this change, the federal share of construction of Weiland Road will be reduced by \$1,223,234.20 and the local share of Weiland Road will be increased by \$1,223,234.20. Kevin Carrier from LCDOT informed the Council that because this was the first letting of the year there is not a lot of data to tell if prices are starting to increase and that there is no guarantee that re-bidding the project later in the year will result in lower bids and so the County is seeking to award the contract now by shifting funds from the Weiland Road project to the 14th Street project to keep this project on track. He acknowledged that there is no guarantee that the Weiland Road project would see lower bids and the County may need to make up the shortfall with local funds when that project is bid.

Mr. Klemens informed the committee that this request would not change the federal funding for any other projects in the program and would not delay any of the Council's projects. A motion to approve the fund transfer as request was made by Mayor MacGillis and seconded by Bob Phillips. The motion was approved unanimously by voice vote.

8. Resolution in support of a Capital Bill for Metra

Ms. Karry presented the resolution to the committee. Metra sent a request to Council staff for the resolution to be considered by the Council. She also mentioned that supporting this resolution doesn't preclude the Council from adopting other resolutions supporting capital bill resolutions. Mayor Rockingham also stated that a Capital bill is very needed in the state and that transit needs to be included in any capital bill that is passed. Having Metra and transit in Lake County communities is an asset and it needs to be maintained and improved. Mayor Rockingham also encouraged community leaders to go out and advocate for strengthening the transportation system.

A motion to approve the resolution was made by Mayor Cunningham and seconded by Dave Brown. The motion passed unanimously by voice vote.

9. Transportation for Illinois Coalition Petition

Ms. Karry informed the committee that the Transportation for Illinois Coalition (TFIC) has a petition on their website advocating for sustainable transportation funding in the state of Illinois. Council staff took the petition language and crafted a resolution that supports the petition and authorizes the Council to sign the petition.

A motion to approve the resolution was made by Kevin Carrier and seconded by Mayor Cunningham. Linda Soto informed the committee that TFIC is the statewide version of the LCTA, and she encourages everyone to sign the petition themselves. The motion was passed unanimously by voice vote.

10. STP Shared Fund Bonus Points Allocation

Mr. Klemens discussed the proposal for allocating the Council's bonus points for the STP Shared Fund. Each council receives 25 points to allocate to projects that apply for the STP Shared Fund. No council can award more than 15 points to one project and no project can receive more than 25 total points. Council staff met with the Council leadership to discuss options for allocating the bonus points. The recommendation presented is to use a simple scoring system to



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evaluate the projects against each other and rank them. The proposed scoring system is something that could be done quickly using the information in the applications for the STP Shared Fund. The recommendation is to award bonus points to the top two scoring projects, 15 points to the highest scoring project and 10 points to the second ranked project to maximize the value of the bonus points. The proposal also says that projects from outside the council will be considered if there are not enough projects from within the council.

A motion to approve the policy as presented was made by Mayor Ryback and seconded by Bob Phillips. The motion was passed unanimously by voice vote.

11. Current Lake County STP Program

Ms. Karry discussed the current status of the Council's program. She highlighted that the region is projected to have another banner year for STP. At this time the region is not able to accommodate cost increases or new projects. Likely the only way cost increases can be accommodated moving forward is to provide a direct offset for the funds, either through projects moving out of FY2019 or through bid savings when projects go to a letting.

12. LCCOM STP Guidebook Status Update

The STP sub-committee's recommendation was presented to the Transportation Committee in January and feedback will be solicited for the next several months. Mr. Klemens gave the committee an overview of the approval timeline to adopt new rules for the Council's Local STP Program. Any feedback and revisions will be discussed by the Transportation Committee in April. The full proposal will be presented to the Full Council this spring and then approval will be requested at the July TC and August Full Council Meetings.

13. Other Business

Mr. Klemens informed the Council that CMAP is looking for volunteers for their Citizens Advisory Committee which meets quarterly at CMAP's office. They are looking for residents in the region who would represent the region at large.

Mr. Klemens also informed the Council that staff would be meeting with IDOT and CMAP to go through all the federally funded projects in the region. Status updates will be going out to all the communities that have projects and Council staff is asking them to be returned by February 22nd.

14. Public Comment

There was no public comment.

15. Next Meeting

The next meeting of the Council of Mayors was scheduled for May 2nd, 2019 however it was determined that May 2nd is the IML Lobby Day in Springfield and as many mayors will be in attendance there a new date will be selected for the next Council of Mayors meeting. Council staff informed members that an e-mail with a new date would be sent out.

16. Adjournment

A motion to adjourn was made by Mayor Cunningham and seconded by Mayor MacGillis, the meeting adjourned at 10:19 am.



LAKE COUNTY COUNCIL OF MAYORS

**RESOLUTION 050919LCC-01
A RESOLUTION REQUESTING THE RECLASSIFICATION OF
KNIGHTSBRIDGE PARKWAY BETWEEN
MILWAUKEE AVENUE (US RTE 45/IL RTE 21) AND SCHELTER ROAD
TO A MINOR COLLECTOR**

WHEREAS, the Chicago Metropolitan Agency for Planning (CMAP) and the Policy Committee as the Metropolitan Planning Organization for Northeastern Illinois has designated the CMAP Council of Mayors to program Surface Transportation Program (STP) funds; and

WHEREAS, the Lake County Council of Mayors is one of eleven sub-regional councils which was established to locally program STP funds; and

WHEREAS, the Lake County Council of Mayors has reviewed the system of collectors and arterials eligible and found that a certain change is desirable to reflect certain changes in traffic and development patterns in Lake County;

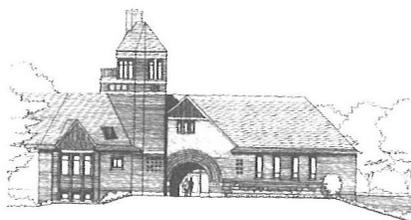
NOW, THEREFORE, BE IT RESOLVED that the Lake County Council of Mayors requests the reclassification of the following described local road to the classification of minor collector:

Knightsbridge Parkway between Milwaukee Avenue (US Route 45/IL Route 21) and Schelter Road in the Village of Lincolnshire.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the Chicago Metropolitan Agency for Planning, the Lake County Engineer and the Illinois Department of Transportation Region 1/District 1 Engineer.

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

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



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.

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.)

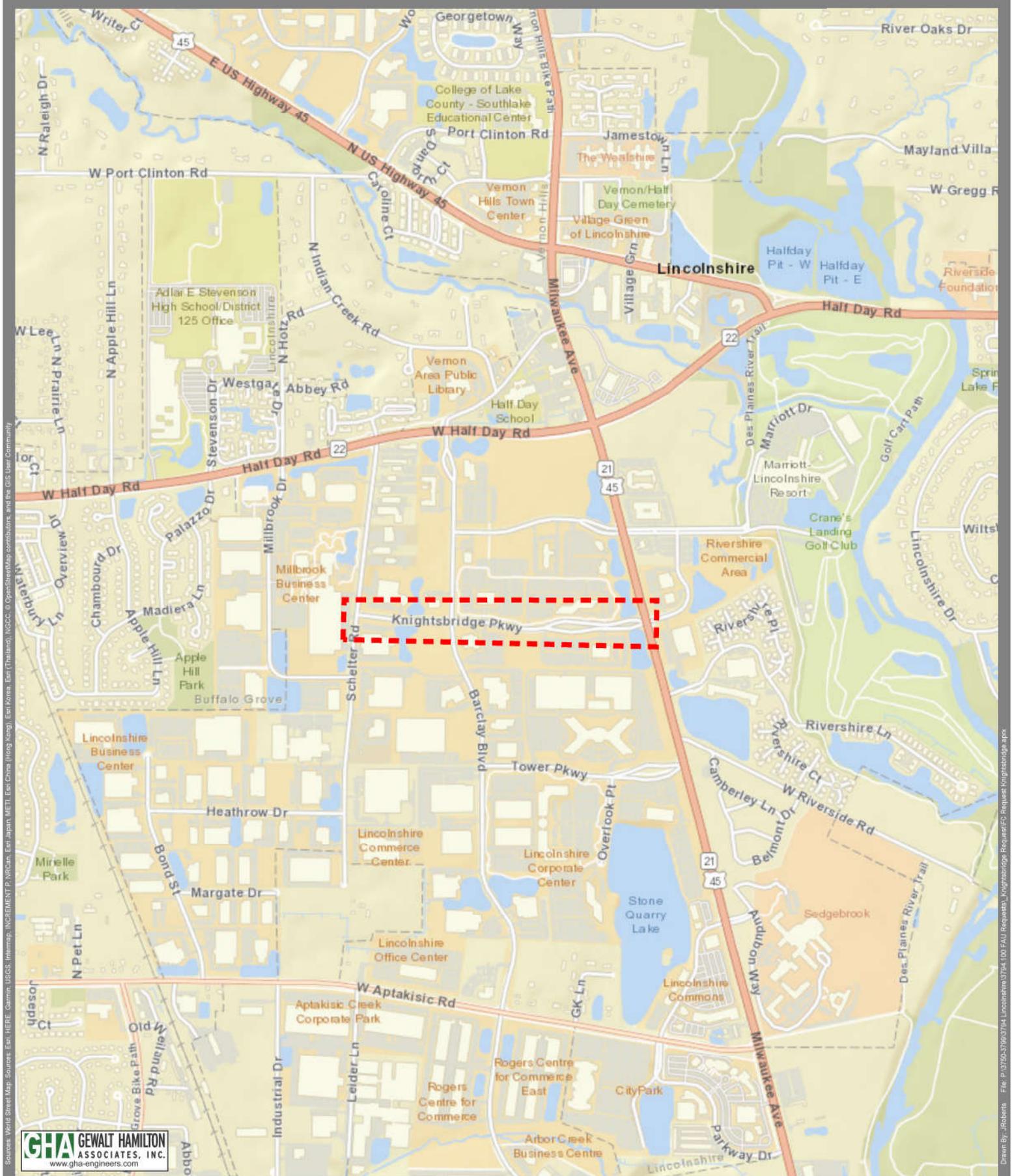
20. Provide any additional (optional) information or justification:

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)





Sources: World Street Map; Source: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, Esri (Thailand), NAVTEQ, © OpenStreetMap contributors, and the GIS User Community

Drawn By: JRoberts File: P:\2705-2019\2704_Lincolnshire\0724_100_FAU_Requests\Knightsbridge_Requests\knightsbridge.aprx



1 inch = 1,000 Feet

Project Location Map
County: Lake
Municipality: Village of Lincolnshire

Functional Class

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

Proposed Revision



1 inch = 1,000 Feet

Functional Classification Revision

County: Lake

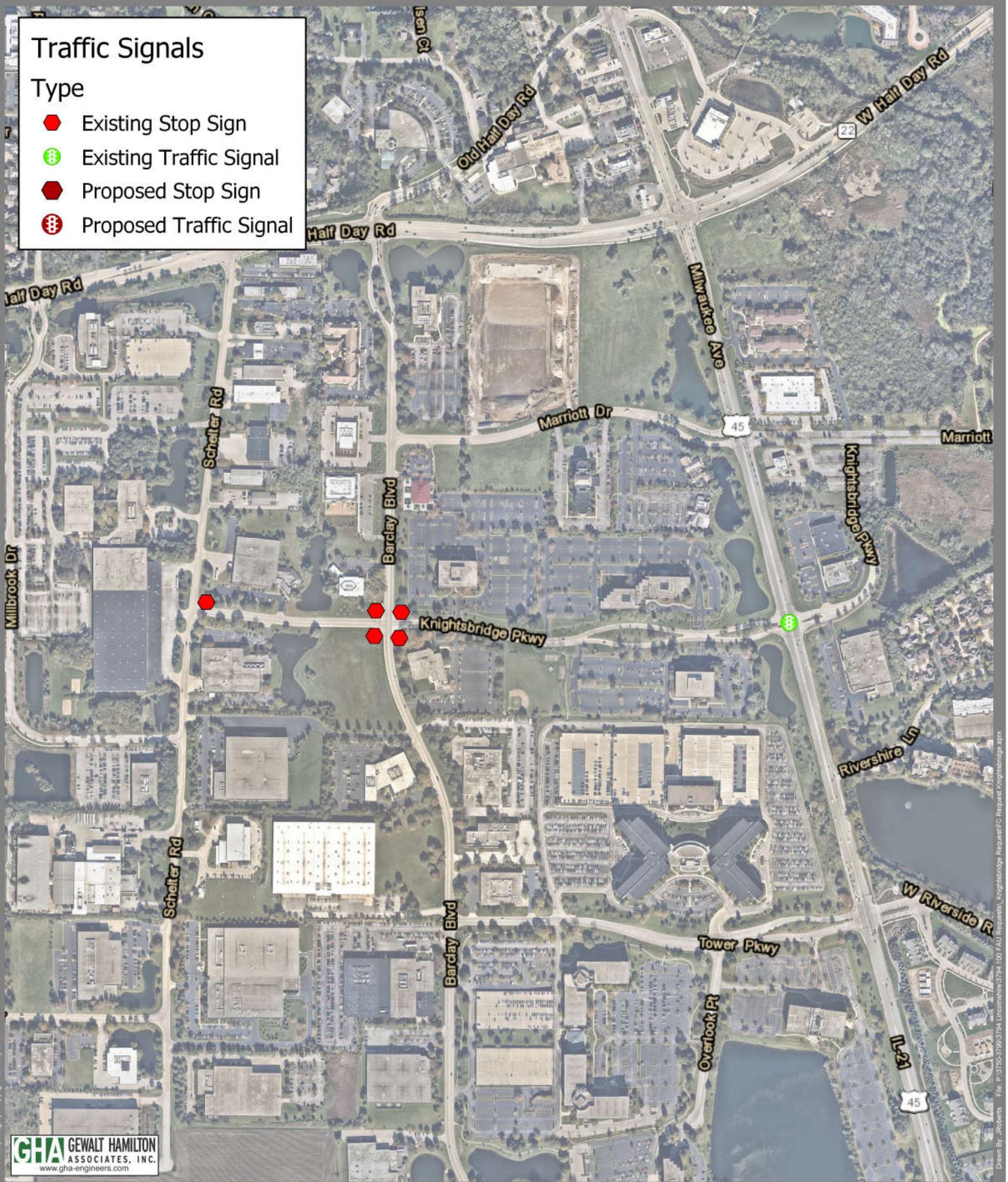
Municipality: Village of Lincolnshire

Action: Change Knightsbridge Parkway from Local Road to Minor Collector

Traffic Signals

Type

-  Existing Stop Sign
-  Existing Traffic Signal
-  Proposed Stop Sign
-  Proposed Traffic Signal



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ASSOCIATES, INC.
www.gha-engineers.com



1 inch = 600 Feet

Stop Control and Traffic Signalization Map Knightsbridge Parkway, Lincolnshire, IL

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

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

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

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



LAKE COUNTY COUNCIL OF MAYORS

**RESOLUTION 050919LCC-02
A RESOLUTION REQUESTING THE RECLASSIFICATION OF
SCHELTER ROAD, HEATHROW DRIVE AND BOND STREET BETWEEN
HALF DAY ROAD (IL ROUTE 22) AND APTAKISIC ROAD
TO A MINOR COLLECTOR**

WHEREAS, the Chicago Metropolitan Agency for Planning (CMAP) and the Policy Committee as the Metropolitan Planning Organization for Northeastern Illinois has designated the CMAP Council of Mayors to program Surface Transportation Program (STP) funds; and

WHEREAS, the Lake County Council of Mayors is one of eleven sub-regional councils which was established to locally program STP funds; and

WHEREAS, the Lake County Council of Mayors has reviewed the system of collectors and arterials eligible and found that a certain change is desirable to reflect certain changes in traffic and development patterns in Lake County;

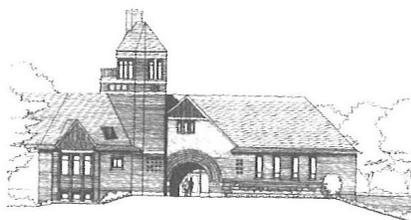
NOW, THEREFORE, BE IT RESOLVED that the Lake County Council of Mayors requests the reclassification of the following described local road to the classification of minor collector:

Schelter Road, Heathrow Drive and Bond Street between Half Day Road (IL Route 22) and Aptakisic Road in the Village of Lincolnshire.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the Chicago Metropolitan Agency for Planning, the Lake County Engineer and the Illinois Department of Transportation Region 1/District 1 Engineer.

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

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



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.

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.)

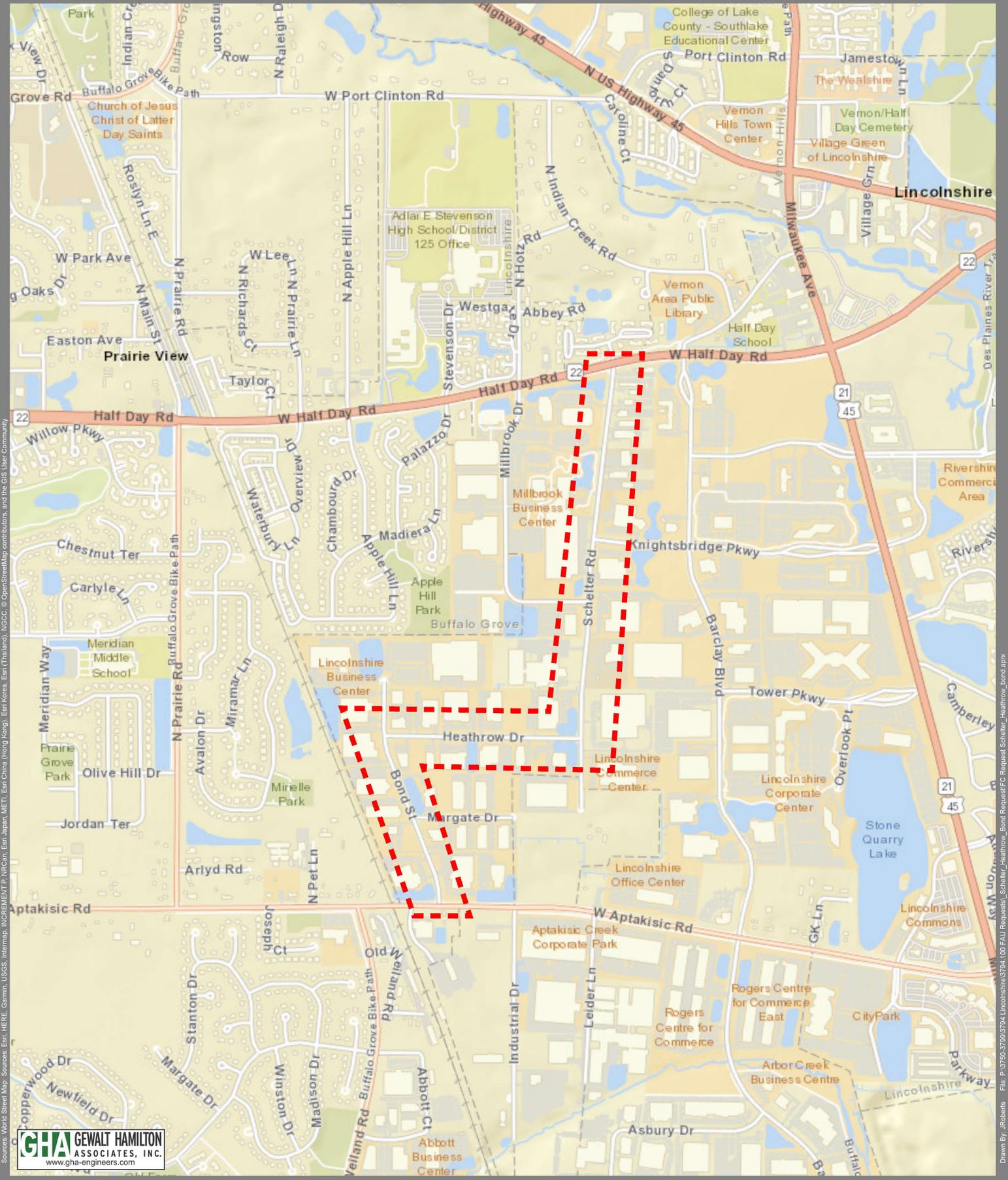
20. Provide any additional (optional) information or justification:

None.

21. Attach Support Resolutions & Letters:

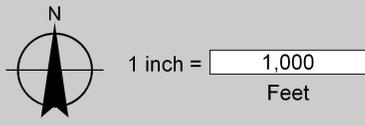
1. Local Council of Mayors or Councils of Mayors resolution(s) of support (required)
2. Affected neighboring jurisdictions' letters of support (required)
3. Requesting municipality's resolution of request (optional)





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

Drawn By: JRoberts File: P:\3750-3759\3754_Lincolnshire\3754_100_FAU_Requests_Scholas_Heatrow_Bond_Requests_C Request_Scholas_Heatrow_Bond.aprx

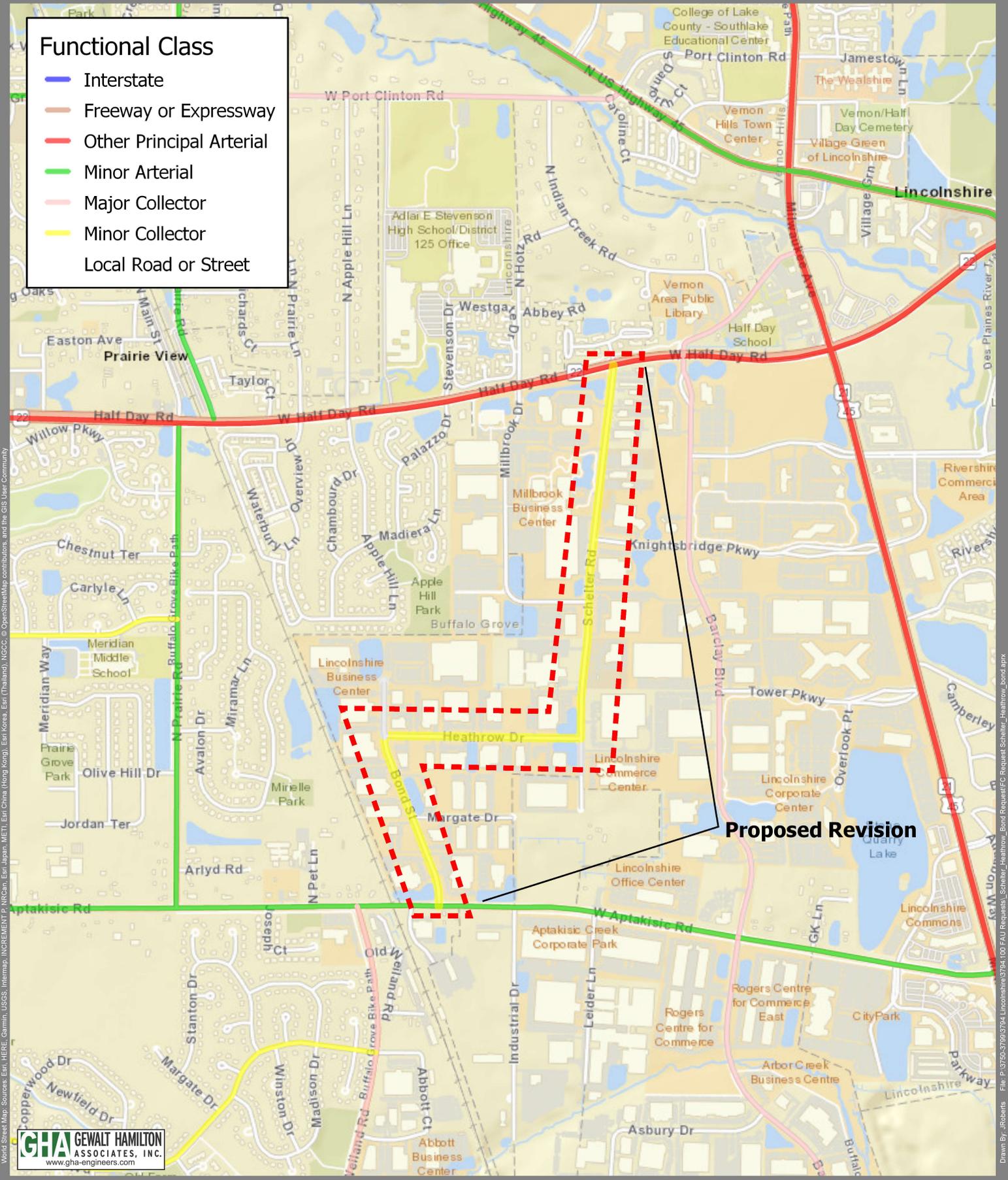


Project Location Map

County: Lake
Municipality: Village of Lincolnshire

Functional Class

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



Proposed Revision



1 inch = 1,000 Feet

Functional Classification Revision

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

Traffic Signals

Type

-  Existing Stop Sign
-  Existing Traffic Signal
-  Proposed Stop Sign
-  Proposed Traffic Signal



1 inch = 200
Feet

Stop Control and Traffic Signalization Map Schelter Rd, Heathrow Dr, and Bond St, Lincolnshire, IL

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
 Page No: 1

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
 Page No: 2

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
 Page No: 1

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
 Page No: 2

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
Page No: 1

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
Page No: 2

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
Page No: 1

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
Page No: 2

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



LAKE COUNTY COUNCIL OF MAYORS

**RESOLUTION 050919LCC-03
A RESOLUTION REQUESTING THE RECLASSIFICATION OF
BRISTOL TRAIL ROAD BETWEEN
OLD MILL GROVE ROAD AND QUENTIN ROAD
TO A MINOR COLLECTOR**

WHEREAS, the Chicago Metropolitan Agency for Planning (CMAP) and the Policy Committee as the Metropolitan Planning Organization for Northeastern Illinois has designated the CMAP Council of Mayors to program Surface Transportation Program (STP) funds; and

WHEREAS, the Lake County Council of Mayors is one of eleven sub-regional councils which was established to locally program STP funds; and

WHEREAS, the Lake County Council of Mayors has reviewed the system of collectors and arterials eligible and found that a certain change is desirable to reflect certain changes in traffic and development patterns in Lake County;

NOW, THEREFORE, BE IT RESOLVED that the Lake County Council of Mayors requests the reclassification of the following described local road to the classification of minor collector:

Bristol Trail Road between Old Mill Grove Road and Quentin Road in the Village of Lake Zurich.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the Chicago Metropolitan Agency for Planning, the Lake County Engineer and the Illinois Department of Transportation Region 1/District 1 Engineer.

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

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



At the Heart of Community

Public Works Department

505 Telsler Road
Lake Zurich, Illinois 60047

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

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.)

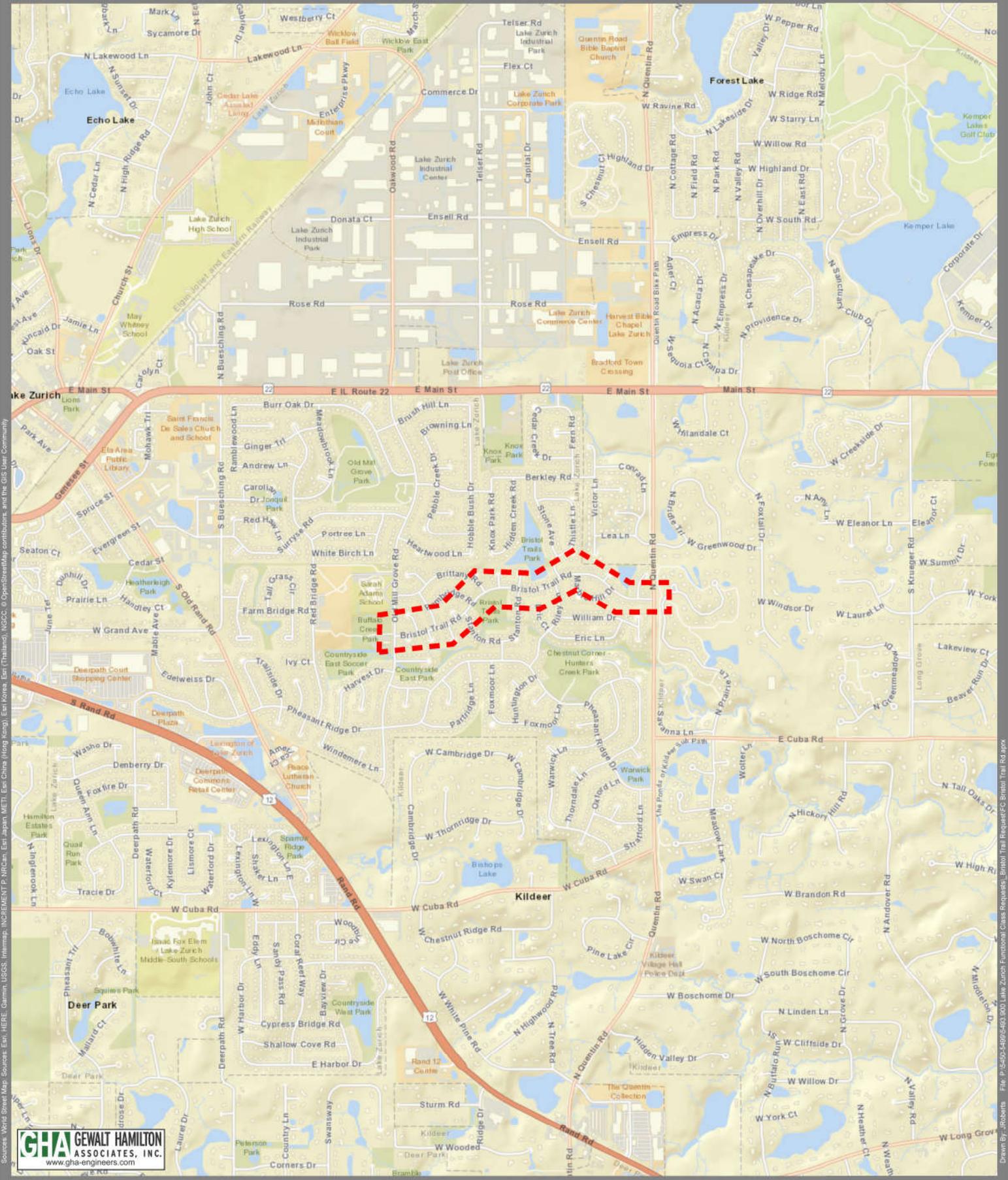
20. Provide any additional (optional) information or justification:

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)





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

Created by: J. Roberts File: P:\5495-5499\5493_900_Lake Zurich Functional Class Request_Bristol Trail Request\PC Bristol Trail Rd.aprx



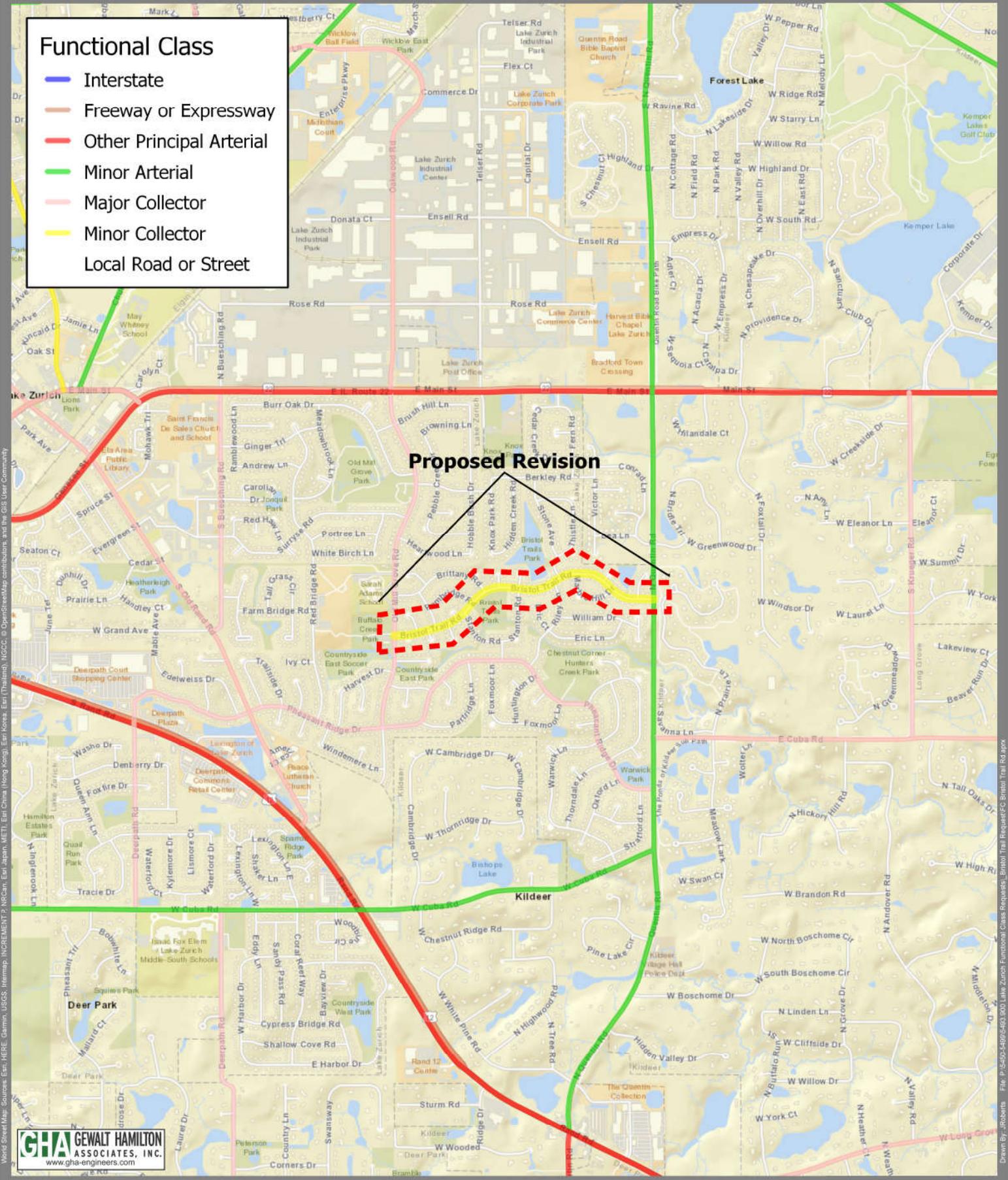
1 inch = 1,000 Feet

Project Location Map

County: Lake
Municipality: Village of Lake Zurich

Functional Class

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



Proposed Revision



1 inch = 1,000 Feet

Functional Classification Revision

County: Lake

Municipality: Village of Lake Zurich

Action: Change Bristol Trail from Local Road to Minor Collector

Traffic Signals

Type

-  Existing Stop Sign
-  Existing Traffic Signal
-  Proposed Stop Sign
-  Proposed Traffic Signal



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1 inch = 600
Feet

Stop Control and Traffic Signalization Map

Bristol Trail Road, Lake Zurich, IL

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403697 Street: Bristol Trail E/O Old Mill Grove State: IL City: County:	Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1	End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 1196 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 Street: Bristol Trail E/O Old Mill Grove State: IL City: County:		Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1		End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 1196 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 Street: Bristol Trail W/O Quentin State: IL City: County:	Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1	End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 1309 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 Street: Bristol Trail W/O Quentin State: IL City: County:		Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1		End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 1309 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	



LAKE COUNTY COUNCIL OF MAYORS

**RESOLUTION 050919LCC-04
A RESOLUTION REQUESTING THE RECLASSIFICATION OF
ENSELL ROAD BETWEEN
OAKWOOD ROAD AND QUENTIN ROAD
TO A MINOR COLLECTOR**

WHEREAS, the Chicago Metropolitan Agency for Planning (CMAP) and the Policy Committee as the Metropolitan Planning Organization for Northeastern Illinois has designated the CMAP Council of Mayors to program Surface Transportation Program (STP) funds; and

WHEREAS, the Lake County Council of Mayors is one of eleven sub-regional councils which was established to locally program STP funds; and

WHEREAS, the Lake County Council of Mayors has reviewed the system of collectors and arterials eligible and found that a certain change is desirable to reflect certain changes in traffic and development patterns in Lake County;

NOW, THEREFORE, BE IT RESOLVED that the Lake County Council of Mayors requests the reclassification of the following described local road to the classification of minor collector:

Ensell Road between Oakwood Road and Quentin Road in the Village of Lake Zurich.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the Chicago Metropolitan Agency for Planning, the Lake County Engineer and the Illinois Department of Transportation Region 1/District 1 Engineer.

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

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

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)



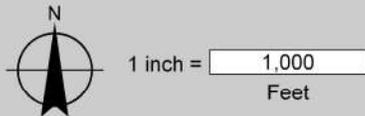
Functional Class

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



Proposed Revision

Ensell Rd



Functional Classification Revision

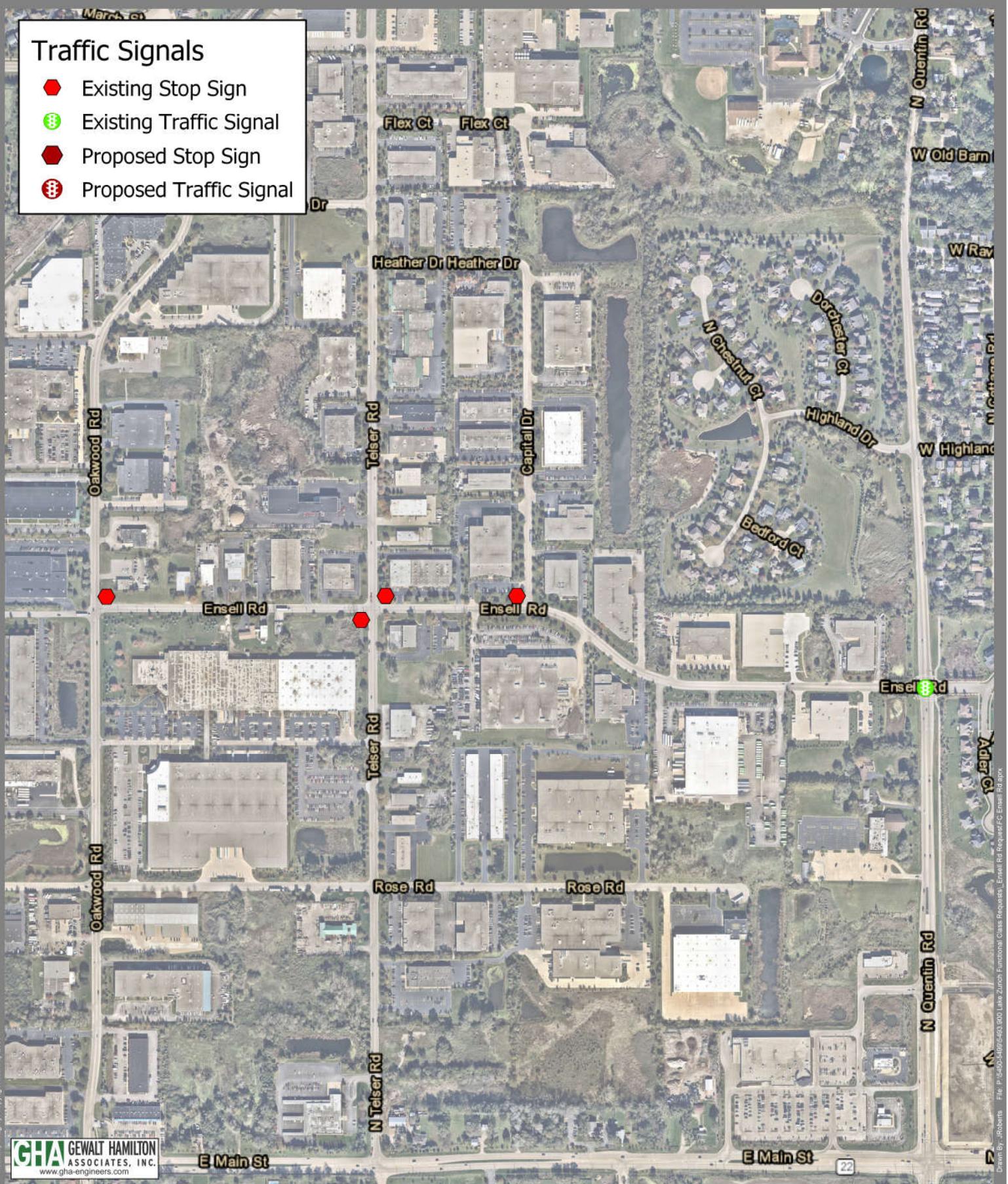
County: Lake

Municipality: Village of Lake Zurich

Action: Change Ensell Road from Local Road to Minor Collector

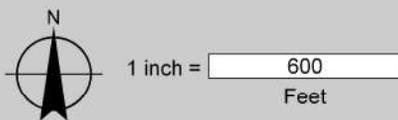
Traffic Signals

-  Existing Stop Sign
-  Existing Traffic Signal
-  Proposed Stop Sign
-  Proposed Traffic Signal



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Stop Control and Traffic Signalization Map Ensell Road, Lake Zurich, IL



Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403696 Street: Ensell Oakwood to Telser State: IL City: County:	Begin: Mar/21/2019 12:00:00 PM Lane: COMBINED Oper: GHA Posted: 25 AADT Factor: 1	End: Mar/22/2019 12:00:00 PM Hours: 24.00 Period: 60 Raw Count: 1180 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 Street: Ensell Oakwood to Telser State: IL City: County:		Begin: Mar/21/2019 12:00:00 PM Lane: COMBINED Oper: GHA Posted: 25 AADT Factor: 1		End: Mar/22/2019 12:00:00 PM Hours: 24.00 Period: 60 Raw Count: 1180 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 Street: Ensell Rd Telser to Capitol State: IL City: County:	Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1	End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 2318 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 Street: Ensell Rd Telser to Capitol State: IL City: County:		Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1		End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 2318 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 Street: Ensell Rd W/O Quentin State: IL City: County:	Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1	End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 3209 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 Street: Ensell Rd W/O Quentin State: IL City: County:		Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1		End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 3209 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	



LAKE COUNTY COUNCIL OF MAYORS

**RESOLUTION 050919LCC-05
A RESOLUTION REQUESTING THE RECLASSIFICATION OF
GOLFVIEW ROAD BETWEEN
US ROUTE 12 AND SUMMIT ROAD
TO A MINOR COLLECTOR**

WHEREAS, the Chicago Metropolitan Agency for Planning (CMAP) and the Policy Committee as the Metropolitan Planning Organization for Northeastern Illinois has designated the CMAP Council of Mayors to program Surface Transportation Program (STP) funds; and

WHEREAS, the Lake County Council of Mayors is one of eleven sub-regional councils which was established to locally program STP funds; and

WHEREAS, the Lake County Council of Mayors has reviewed the system of collectors and arterials eligible and found that a certain change is desirable to reflect certain changes in traffic and development patterns in Lake County;

NOW, THEREFORE, BE IT RESOLVED that the Lake County Council of Mayors requests the reclassification of the following described local road to the classification of minor collector:

Golfview Road between US Route 12 and Summit Road in the Village of Lake Zurich.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the Chicago Metropolitan Agency for Planning, the Lake County Engineer and the Illinois Department of Transportation Region 1/District 1 Engineer.

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

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

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.)

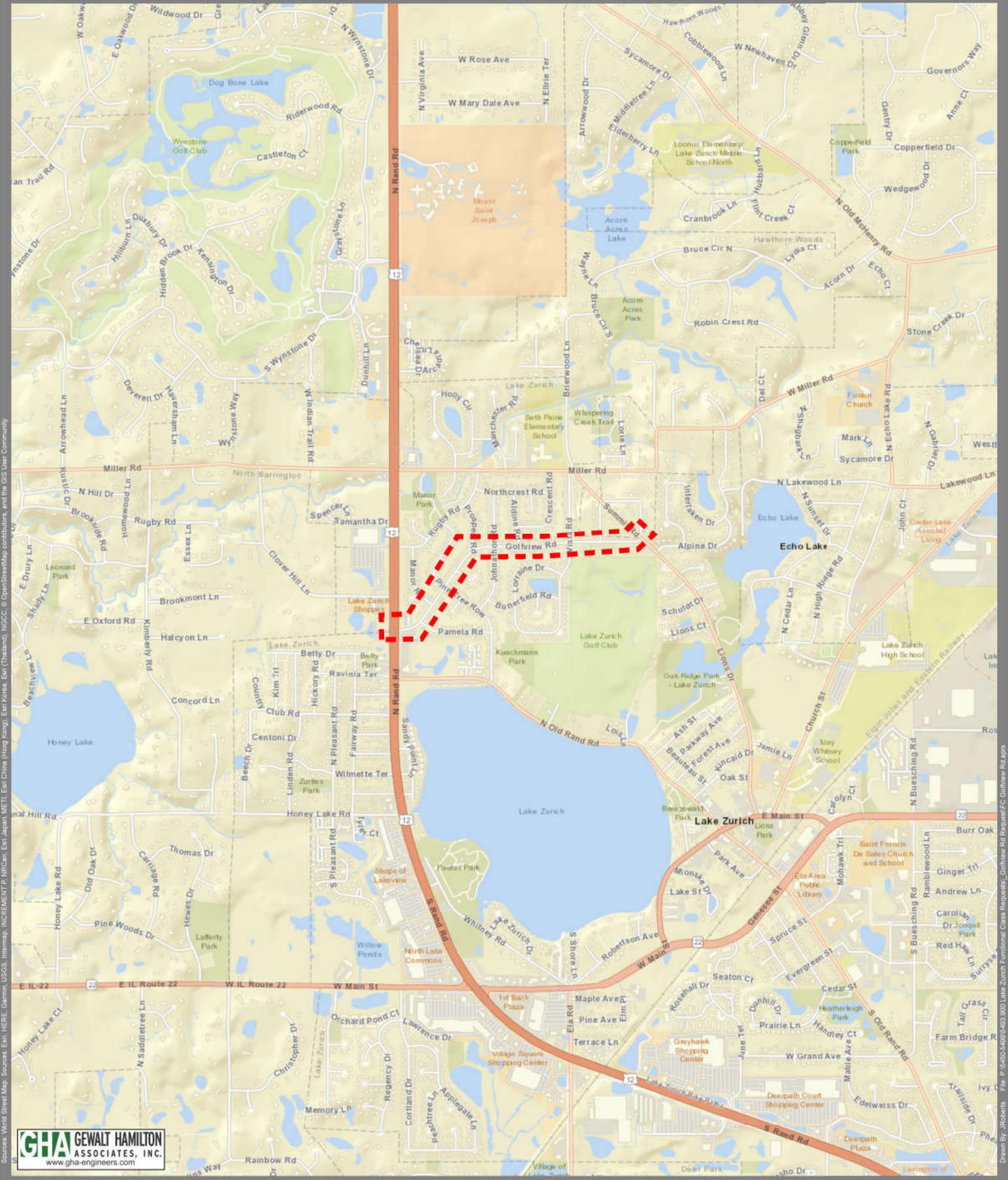
20. Provide any additional (optional) information or justification:

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)





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

Created by JRoberts File: P:\5493\5493\5493_900_Lake Zurich Functional Class Request\Collinear Rd Request\C_Golliher Rd.aprx



1 inch = 1,000 Feet

Project Location Map

County: Lake

Municipality: Village of Lake Zurich

Functional Class

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

Proposed Revision



1 inch = 1,000 Feet

Functional Classification Revision

County: Lake

Municipality: Village of Lake Zurich

Action: Change Golfview Road from Local Road to Minor Collector

Traffic Signals

-  Existing Stop Sign
-  Existing Traffic Signal
-  Proposed Stop Sign
-  Proposed Traffic Signal



Aerialmap Imagery Copyright Maxar 2015



Drawn by: J. Roberts File: P:\5493\5493-503-900 Lake Zurich Functional Class Requested_Golfview Rd Requested_C Golfview Rd.sppx



1 inch = 540
Feet

Stop Control and Traffic Signalization Map Golfview Road, Lake Zurich, IL

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403682 Street: Golfview E/O Rand Rd State: IL City: County:	Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1	End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 989 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 Street: Golfview E/O Rand Rd State: IL City: County:		Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1		End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 989 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 Street: Golfview W/O Summit State: IL City: County:	Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1	End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 616 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 Street: Golfview W/O Summit State: IL City: County:		Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1		End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 616 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	



LAKE COUNTY COUNCIL OF MAYORS

**RESOLUTION 050919LCC-06
A RESOLUTION REQUESTING THE RECLASSIFICATION OF
SURRYSE ROAD BETWEEN
OLD RAND ROAD AND OLD MILL GROVE ROAD
TO A MINOR COLLECTOR**

WHEREAS, the Chicago Metropolitan Agency for Planning (CMAP) and the Policy Committee as the Metropolitan Planning Organization for Northeastern Illinois has designated the CMAP Council of Mayors to program Surface Transportation Program (STP) funds; and

WHEREAS, the Lake County Council of Mayors is one of eleven sub-regional councils which was established to locally program STP funds; and

WHEREAS, the Lake County Council of Mayors has reviewed the system of collectors and arterials eligible and found that a certain change is desirable to reflect certain changes in traffic and development patterns in Lake County;

NOW, THEREFORE, BE IT RESOLVED that the Lake County Council of Mayors requests the reclassification of the following described local road to the classification of minor collector:

Surryse Road between Old Rand Road and Old Mill Grove Road in the Village of Lake Zurich.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the Chicago Metropolitan Agency for Planning, the Lake County Engineer and the Illinois Department of Transportation Region 1/District 1 Engineer.

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

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

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)



Functional Class

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

Proposed Revision



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

Traffic Signals

Type

-  Existing Stop Sign
-  Existing Traffic Signal
-  Proposed Stop Sign
-  Proposed Traffic Signal



1 inch = 600
Feet

Stop Control and Traffic Signalization Map

Surryse Road, Lake Zurich, IL

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 403724 Street: Surryse EO Old Rand Rd State: IL City: County:	Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1	End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 1612 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 Street: Surryse EO Old Rand Rd State: IL City: County:		Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1		End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 1612 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 Street: Surryse Buesching to Red Bridge State: IL City: County:	Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1	End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 817 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 Street: Surryse Buesching to Red Bridge State: IL City: County:		Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1		End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 817 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 Street: Surryse W/O Old Mill Grove State: IL City: County:	Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1	End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 569 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 Street: Surryse W/O Old Mill Grove State: IL City: County:		Begin: Mar/20/2019 12:00:00 AM Lane: COMBINED Oper: GHA Posted: 20 AADT Factor: 1		End: Mar/21/2019 12:00:00 AM Hours: 24.00 Period: 60 Raw Count: 569 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	



LAKE COUNTY COUNCIL OF MAYORS

**RESOLUTION 050919LCC-07
A RESOLUTION REQUESTING THE ADDITION OF
ELLIS DRIVE EXTENSION BETWEEN
US ROUTE 12/IL ROUTE 59 AND GILMER ROAD
AS A MAJOR COLLECTOR**

WHEREAS, the Chicago Metropolitan Agency for Planning (CMAP) and the Policy Committee as the Metropolitan Planning Organization for Northeastern Illinois has designated the CMAP Council of Mayors to program Surface Transportation Program (STP) funds; and

WHEREAS, the Lake County Council of Mayors is one of eleven sub-regional councils which was established to locally program STP funds; and

WHEREAS, the Lake County Council of Mayors has reviewed the system of collectors and arterials eligible and found that a certain change is desirable to reflect certain changes in traffic and development patterns in Lake County;

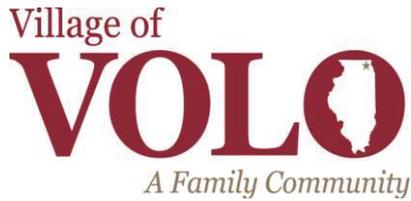
NOW, THEREFORE, BE IT RESOLVED that the Lake County Council of Mayors requests the addition of the following described road extension to the functional classification system as a major collector:

Ellis Drive Extension between US Route 12/IL Route 59 and Gilmer Road in the Village of Volo.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the Chicago Metropolitan Agency for Planning, the Lake County Engineer and the Illinois Department of Transportation Region 1/District 1 Engineer.

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

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



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

A handwritten signature in black ink that reads "Michael J. May". The signature is written in a cursive style.

Michael May
Village Administrator

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



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.)

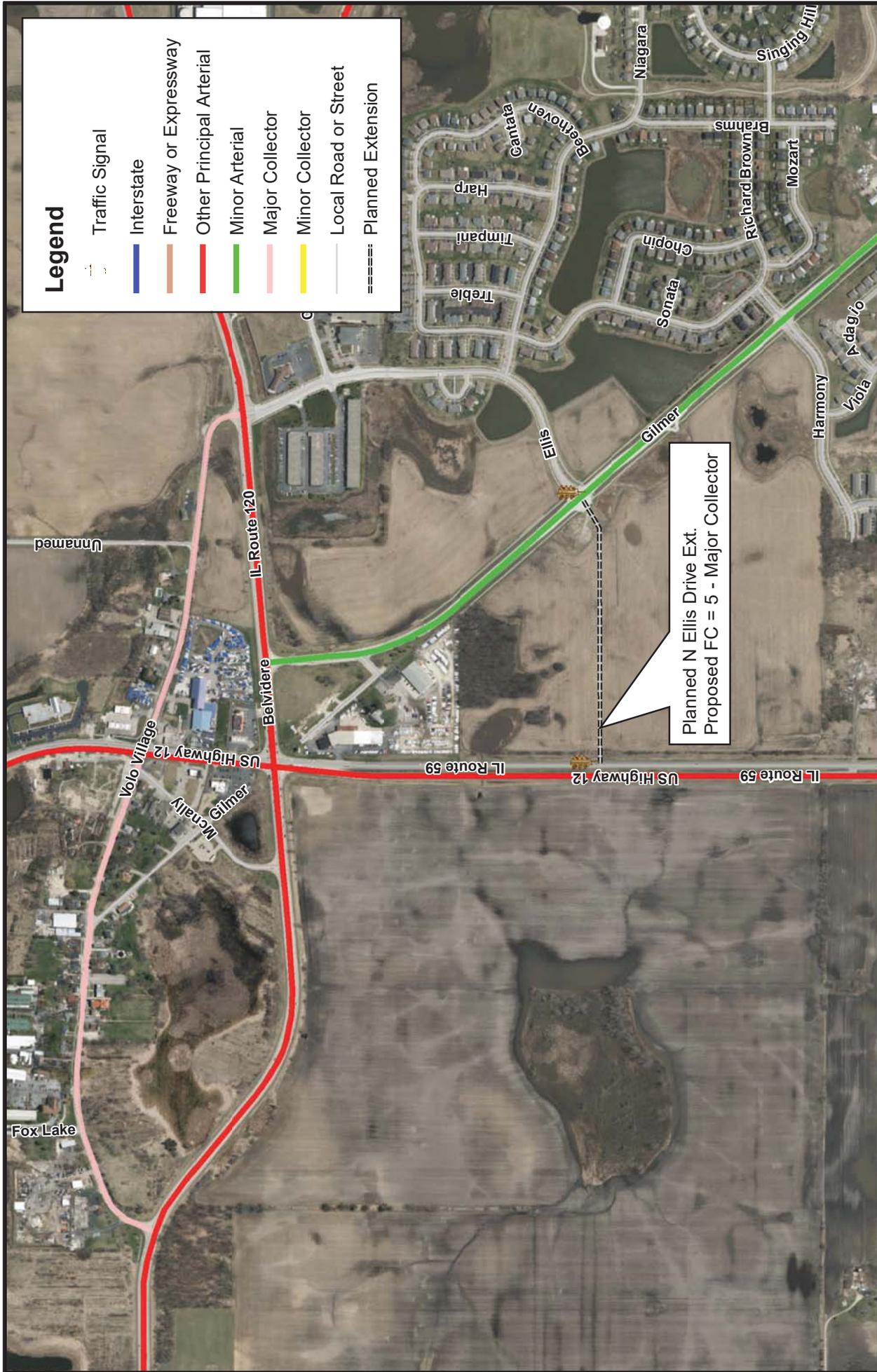
21. Provide any additional (optional) information or justification:

The proposed extension of N Ellis is in the Village's Transportation Comprehensive plan and construction of the extension is anticipated 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)





Legend

	Traffic Signal
	Interstate
	Freeway or Expressway
	Other Principal Arterial
	Minor Arterial
	Major Collector
	Minor Collector
	Local Road or Street
	Planned Extension

Planned N Ellis Drive Ext.
Proposed FC = 5 - Major Collector



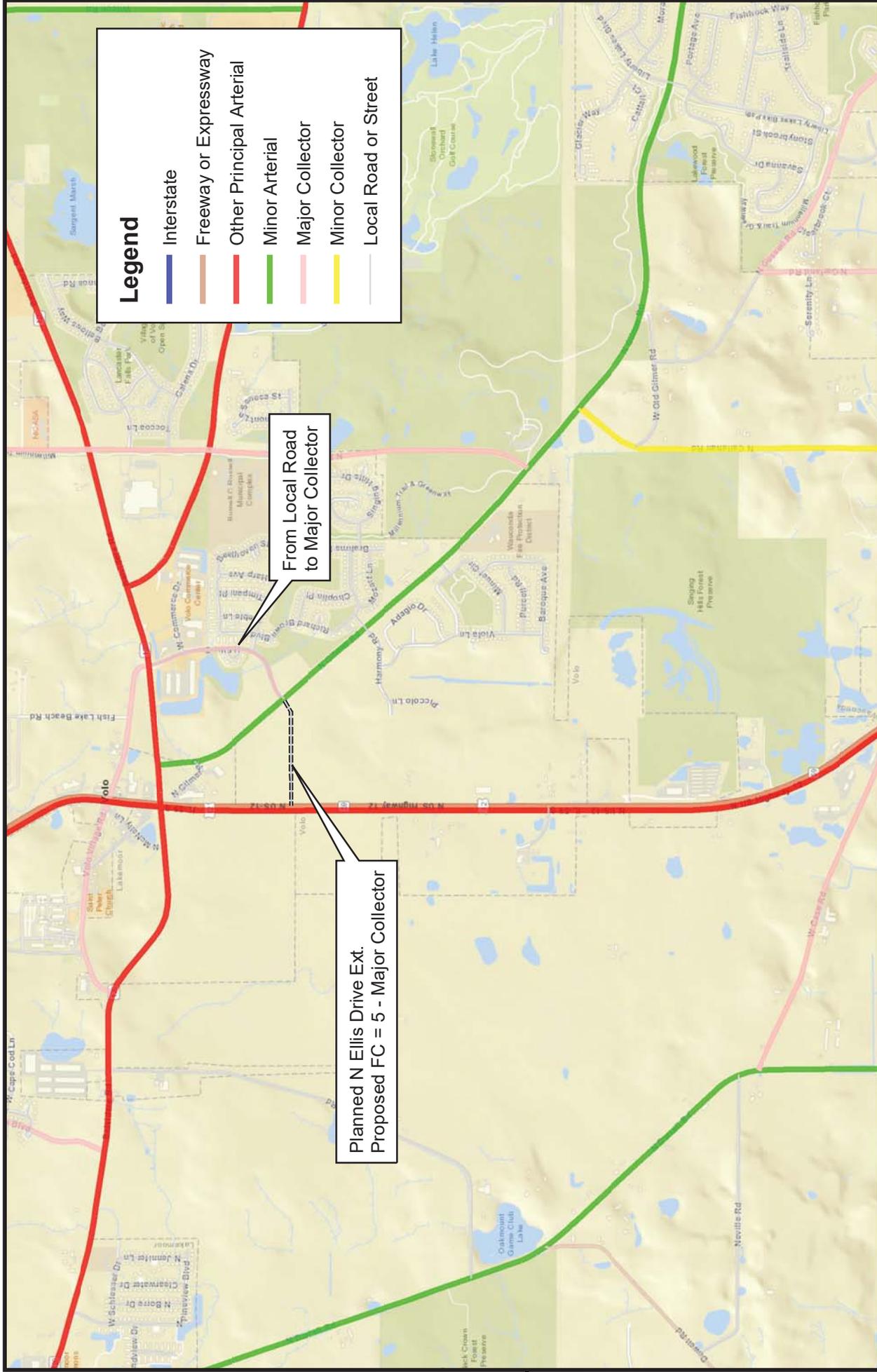
1 Overlook Point, Suite 290, Lincolnshire, IL 60069
ph: 847-634-5550 manhard.com



1 in = 800 ft
Date: 03/28/19

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

Proj: 201.002003.00



Legend

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

From Local Road
to
Major Collector

Planned N Ellis Drive Ext.
Proposed FC = 5 - Major Collector

**N ELLIS DRIVE
LOCATION MAP
VOLO, LAKE COUNTY, IL**

 NORTH

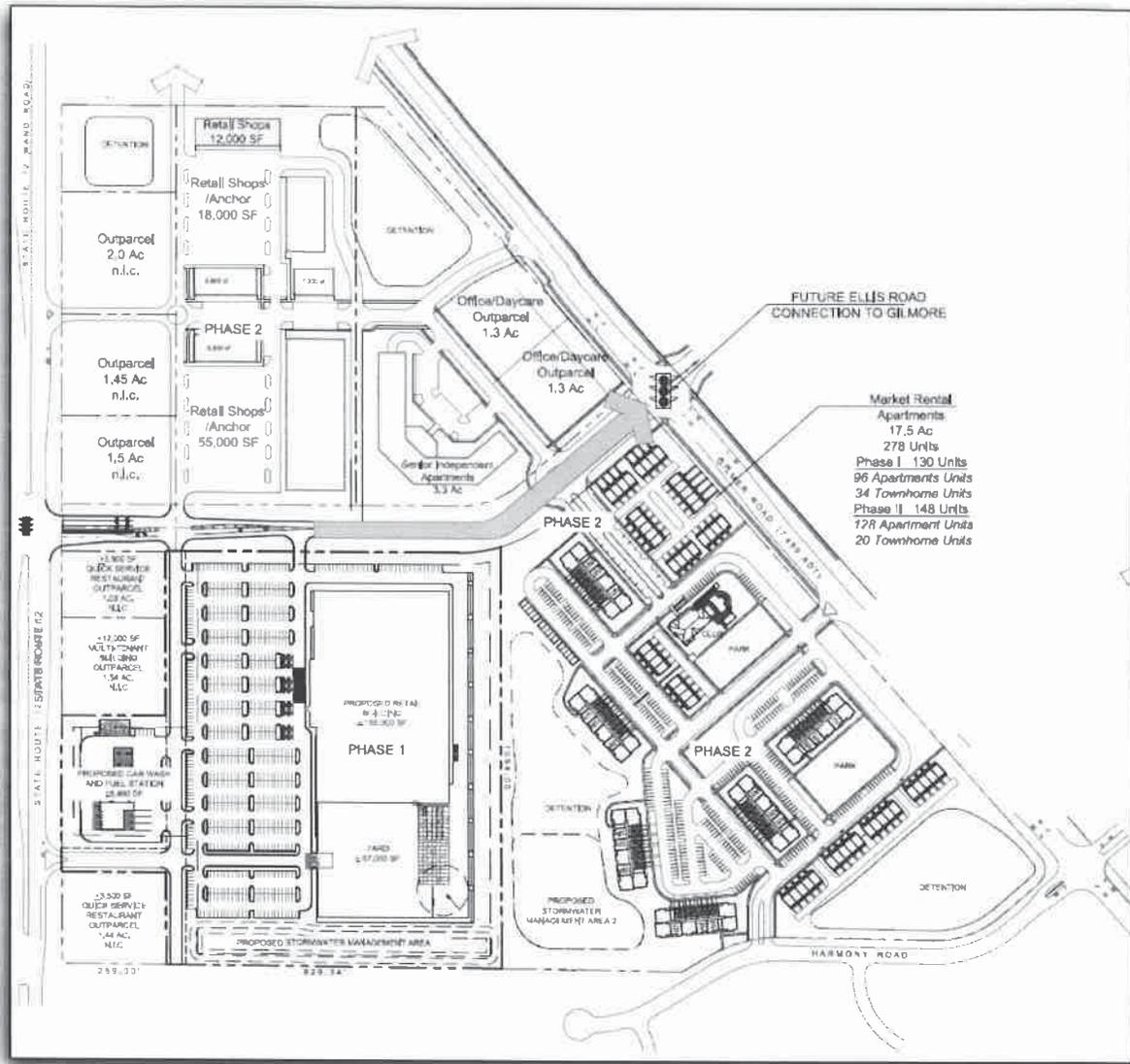
1 in = 2,000 ft
Date: 04/15/19

 **Manhard**
CONSULTING

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

Proposed N. Ellis Drive Extension Schedule

<u>Activity</u>	<u>Estimated or Completed Date</u>
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



LAKE COUNTY COUNCIL OF MAYORS

**RESOLUTION 050919LCC-08
A RESOLUTION REQUESTING THE RECLASSIFICATION OF
HARTIGAN ROAD BETWEEN
US ROUTE 12/IL ROUTE 59 AND TERRA SPRINGS DRIVE
TO A MAJOR COLLECTOR**

WHEREAS, the Chicago Metropolitan Agency for Planning (CMAP) and the Policy Committee as the Metropolitan Planning Organization for Northeastern Illinois has designated the CMAP Council of Mayors to program Surface Transportation Program (STP) funds; and

WHEREAS, the Lake County Council of Mayors is one of eleven sub-regional councils which was established to locally program STP funds; and

WHEREAS, the Lake County Council of Mayors has reviewed the system of collectors and arterials eligible and found that a certain change is desirable to reflect certain changes in traffic and development patterns in Lake County;

NOW, THEREFORE, BE IT RESOLVED that the Lake County Council of Mayors requests the reclassification of the following described local road to the classification of major collector:

Hartigan Road between US Route 12/ILs Route 59 and Terra Springs Drive in the Village of Volo.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the Chicago Metropolitan Agency for Planning, the Lake County Engineer and the Illinois Department of Transportation Region 1/District 1 Engineer.

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

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



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

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.

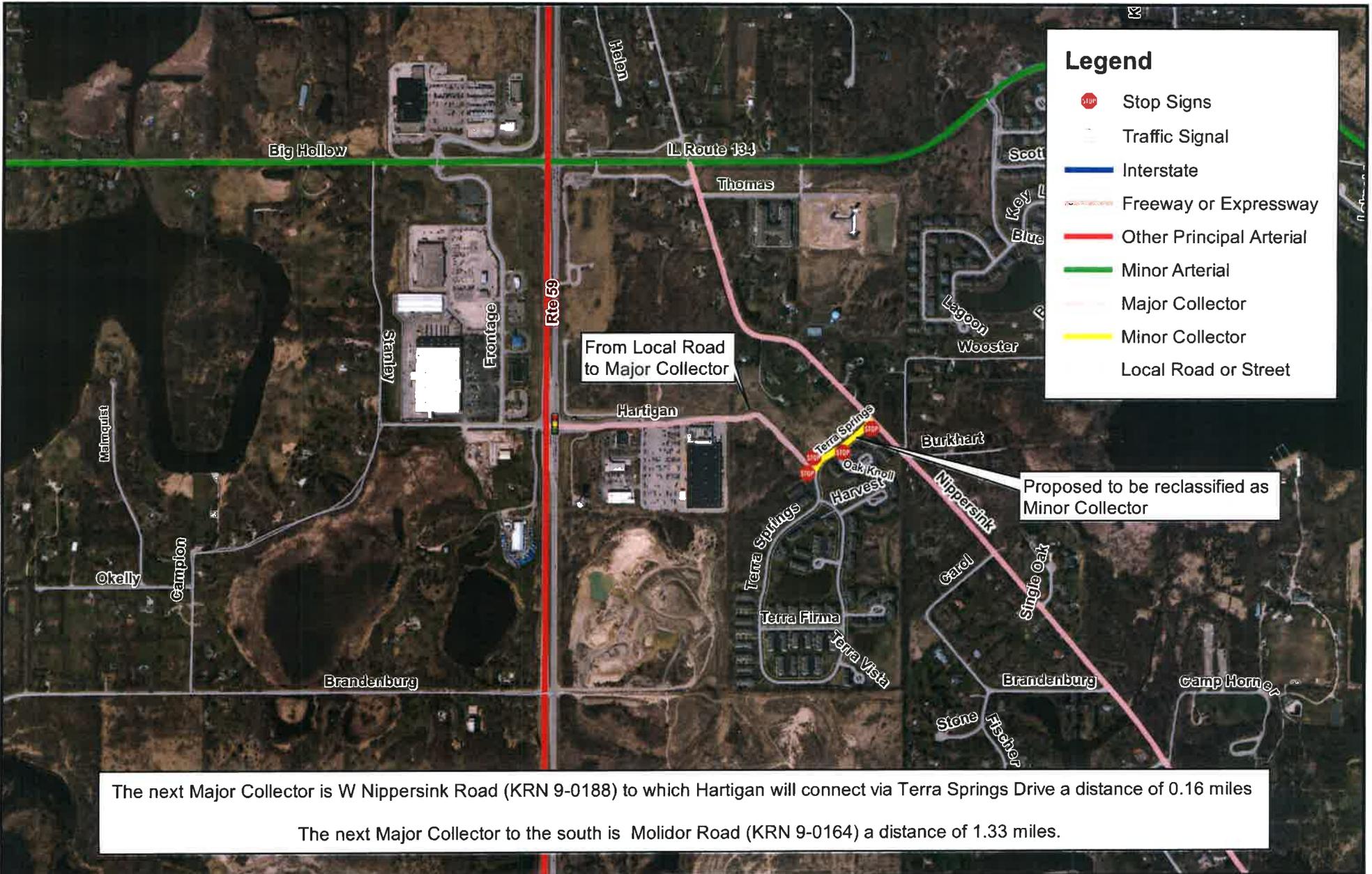
("To establish federal funding eligibility" is NOT a justification.)

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 Molitor Road (KRN 9-0164) a distance of 1.33 miles.



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

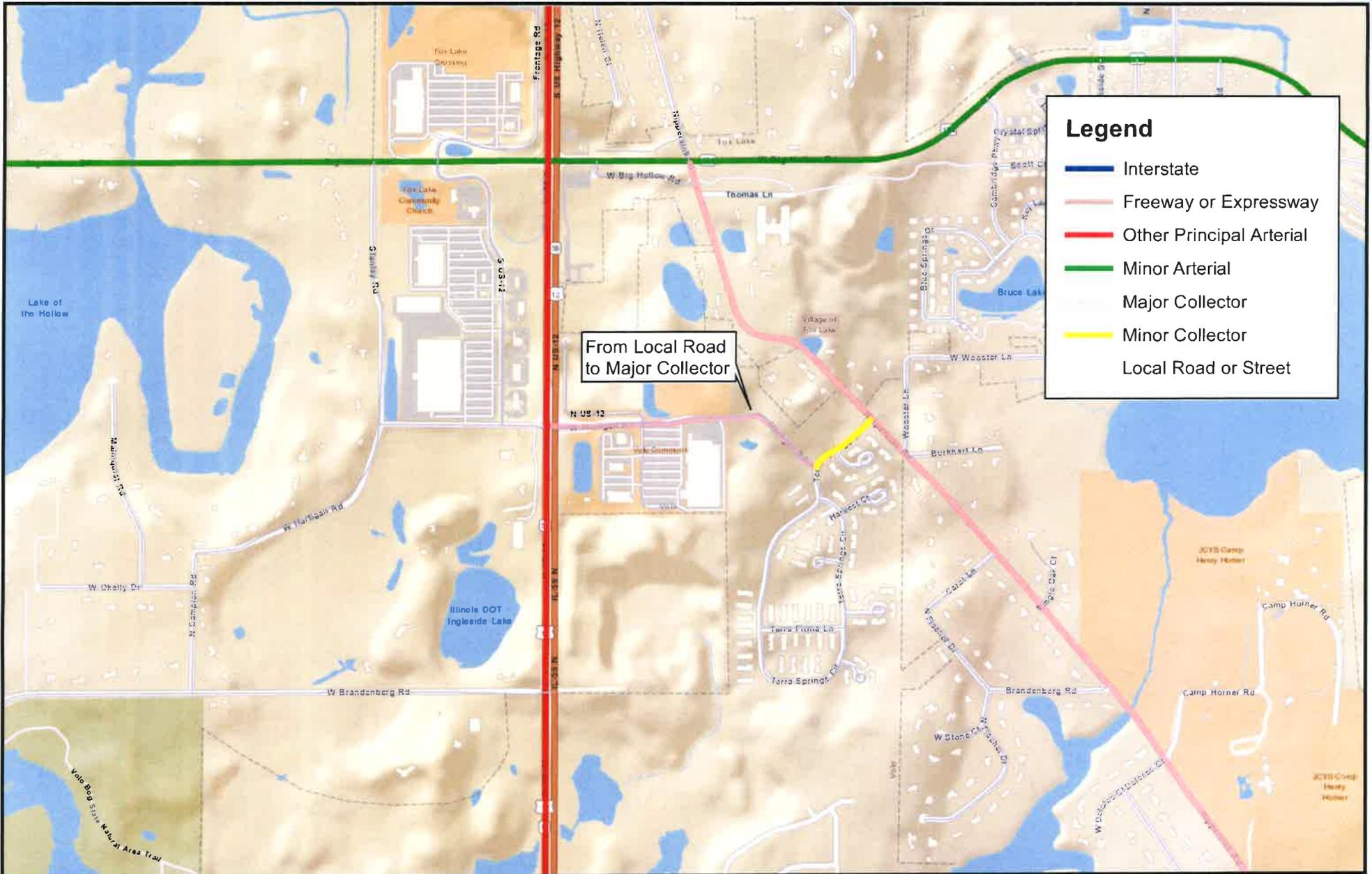


1 in = 1,000 ft
 Date: 04/15/19

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

Proj: 201.002003.00

L:\GIS\Illinois\Municipality\Volvo\Functional Classification Maps\MXDs\HARTIGAN\LOCATION.mxd



Legend

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



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

Type of report: Tube Count - Volume Data

LOCATION: Hartigan Road (West) QC JOB #: 14848701 SPECIFIC LOCATION: Hartigan Road (West) DIRECTION: EB, WB CITY/STATE: Volo, IL 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:

Type of report: Tube Count - Volume Data

LOCATION: Hartigan Road (East) **QC JOB #:** 14848702
SPECIFIC LOCATION: Hartigan Road (East) **DIRECTION:** EB, WB
CITY/STATE: Volo, IL **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:



LAKE COUNTY COUNCIL OF MAYORS

**RESOLUTION 050919LCC-09
A RESOLUTION REQUESTING THE RECLASSIFICATION OF
TERRA SPRINGS DRIVE BETWEEN
HARTIGAN ROAD AND NIPPERSINK ROAD
TO A MINOR COLLECTOR**

WHEREAS, the Chicago Metropolitan Agency for Planning (CMAP) and the Policy Committee as the Metropolitan Planning Organization for Northeastern Illinois has designated the CMAP Council of Mayors to program Surface Transportation Program (STP) funds; and

WHEREAS, the Lake County Council of Mayors is one of eleven sub-regional councils which was established to locally program STP funds; and

WHEREAS, the Lake County Council of Mayors has reviewed the system of collectors and arterials eligible and found that a certain change is desirable to reflect certain changes in traffic and development patterns in Lake County;

NOW, THEREFORE, BE IT RESOLVED that the Lake County Council of Mayors requests the reclassification of the following described local road to the classification of minor collector:

Terra Springs Drive between Hartigan Road and Nippersink Road in the Village of Volo.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the Chicago Metropolitan Agency for Planning, the Lake County Engineer and the Illinois Department of Transportation Region 1/District 1 Engineer.

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

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

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.

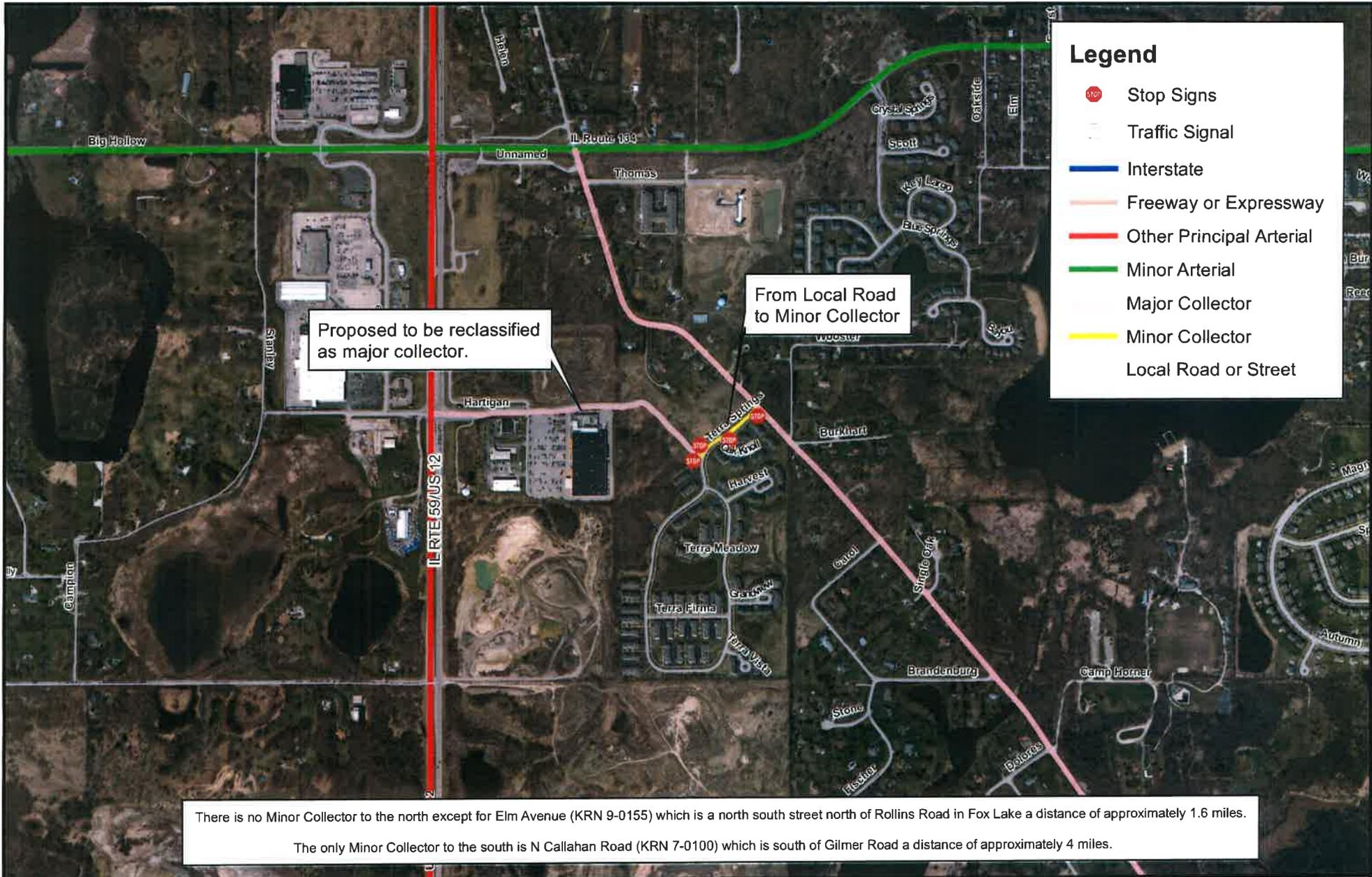
(“To establish federal funding eligibility” is NOT a justification.)

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)





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 ph: 847-634-5550 manhard.com



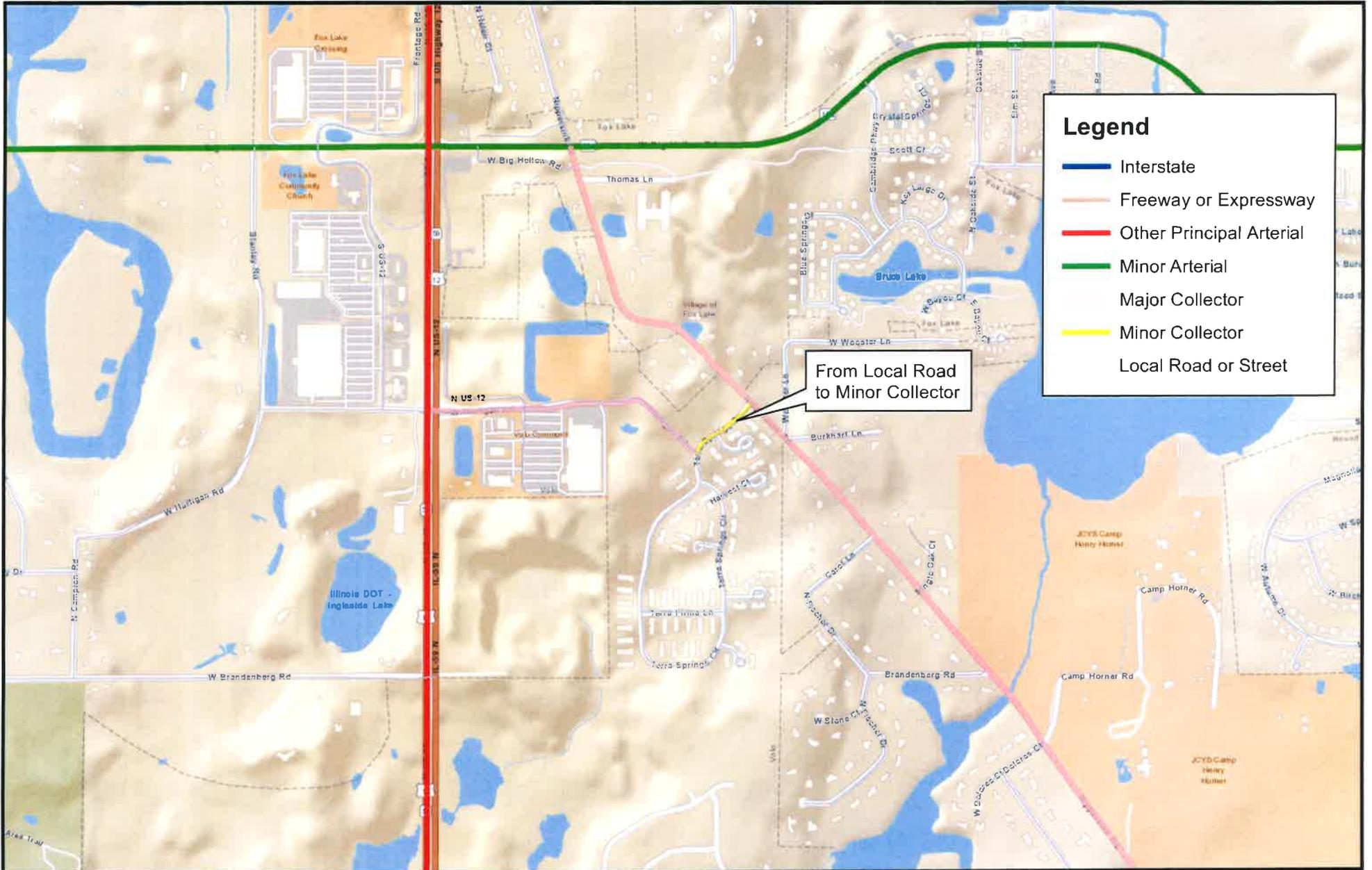
NORTH

1 in = 1,000 ft

Date: 04/15/19

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

Proj: 201.002003.00



Legend

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

From Local Road to Minor Collector



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1 in = 1,000 ft
 Date: 04/15/19

**TERRA SPRINGS DRIVE
 LOCATION MAP
 VOLO, LAKE COUNTY, IL**

Proj: 201.002003.00

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>)



LAKE COUNTY COUNCIL OF MAYORS

**RESOLUTION 050919LCC-10
A RESOLUTION REQUESTING THE RECLASSIFICATION OF
ELLIS DRIVE BETWEEN
GILMER ROAD AND ILLINOIS ROUTE 120
TO A MAJOR COLLECTOR**

WHEREAS, the Chicago Metropolitan Agency for Planning (CMAP) and the Policy Committee as the Metropolitan Planning Organization for Northeastern Illinois has designated the CMAP Council of Mayors to program Surface Transportation Program (STP) funds; and

WHEREAS, the Lake County Council of Mayors is one of eleven sub-regional councils which was established to locally program STP funds; and

WHEREAS, the Lake County Council of Mayors has reviewed the system of collectors and arterials eligible and found that a certain change is desirable to reflect certain changes in traffic and development patterns in Lake County;

NOW, THEREFORE, BE IT RESOLVED that the Lake County Council of Mayors requests the reclassification of the following described local road to the classification of major collector:

Ellis Drive between Gilmer Road and Illinois Route 120 in the Village of Volo.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the Chicago Metropolitan Agency for Planning, the Lake County Engineer and the Illinois Department of Transportation Region 1/District 1 Engineer.

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

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

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.

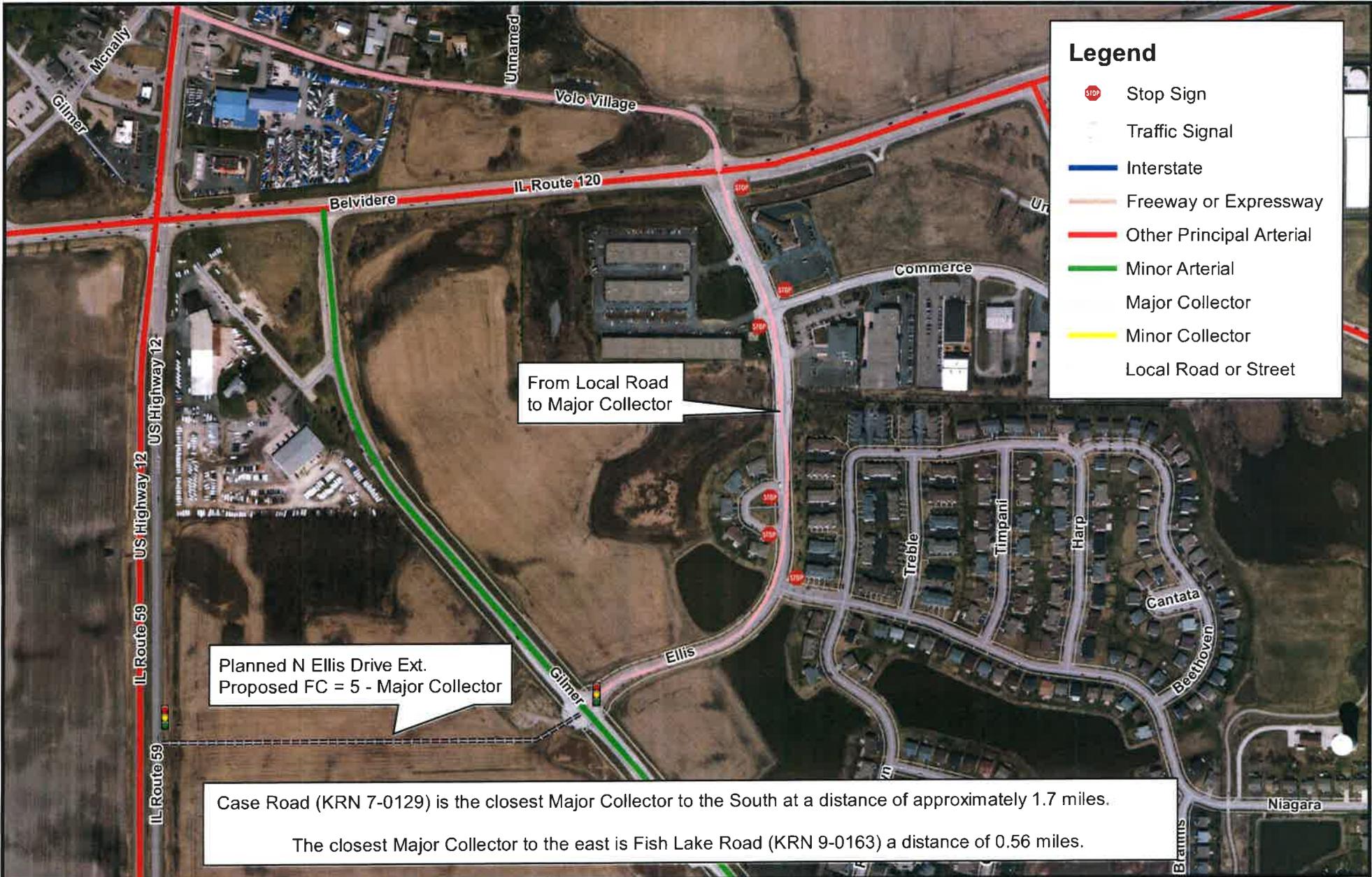
("To establish federal funding eligibility" is NOT a justification.)

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)





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 ph: 847-634-5550 manhard.com



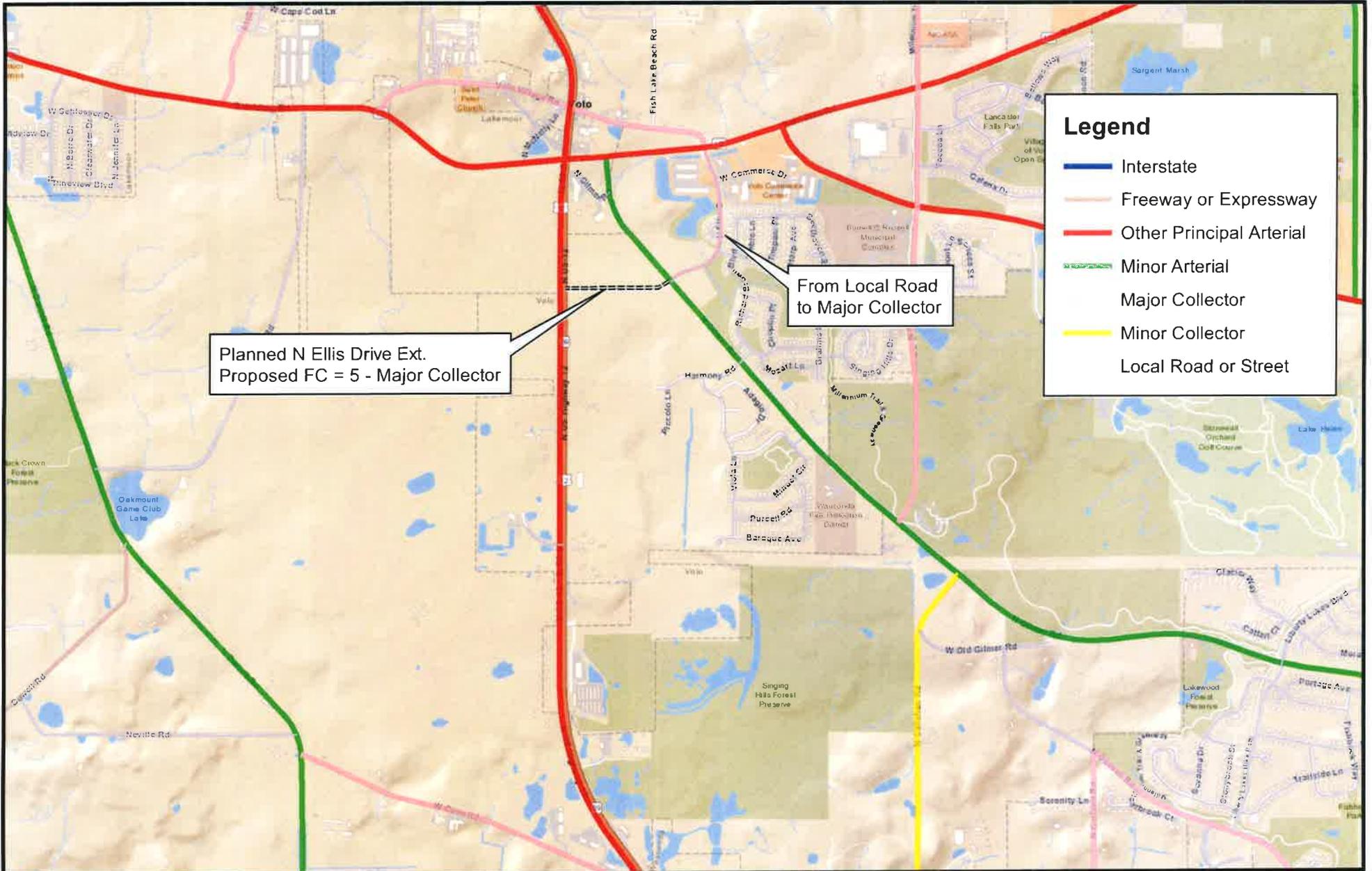
NORTH

1 in = 500 ft

Date: 04/15/19

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

Proj: 201.002003.00



Legend

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

Planned N Ellis Drive Ext.
Proposed FC = 5 - Major Collector

From Local Road
to Major Collector



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CONSULTING

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NORTH

1 in = 2,000 ft

Date: 04/15/19

**N ELLIS DRIVE
LOCATION MAP
VOLO, LAKE COUNTY, IL**

Proj: 201.002003.00

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:



LAKE COUNTY COUNCIL OF MAYORS

**RESOLUTION 050919LCC-11
A RESOLUTION REQUESTING THE RECLASSIFICATION OF
NIAGARA DRIVE BETWEEN
ELLIS DRIVE AND FISH LAKE ROAD
TO A MINOR COLLECTOR**

WHEREAS, the Chicago Metropolitan Agency for Planning (CMAP) and the Policy Committee as the Metropolitan Planning Organization for Northeastern Illinois has designated the CMAP Council of Mayors to program Surface Transportation Program (STP) funds; and

WHEREAS, the Lake County Council of Mayors is one of eleven sub-regional councils which was established to locally program STP funds; and

WHEREAS, the Lake County Council of Mayors has reviewed the system of collectors and arterials eligible and found that a certain change is desirable to reflect certain changes in traffic and development patterns in Lake County;

NOW, THEREFORE, BE IT RESOLVED that the Lake County Council of Mayors requests the reclassification of the following described local road to the classification of minor collector:

Niagara Drive between Ellis Drive and Fish Lake Road in the Village of Volo.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the Chicago Metropolitan Agency for Planning, the Lake County Engineer and the Illinois Department of Transportation Region 1/District 1 Engineer.

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

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

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)





Legend

-  Stop Sign
-  Traffic Signal
-  Interstate
-  Freeway or Expressway
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local Road or Street

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.



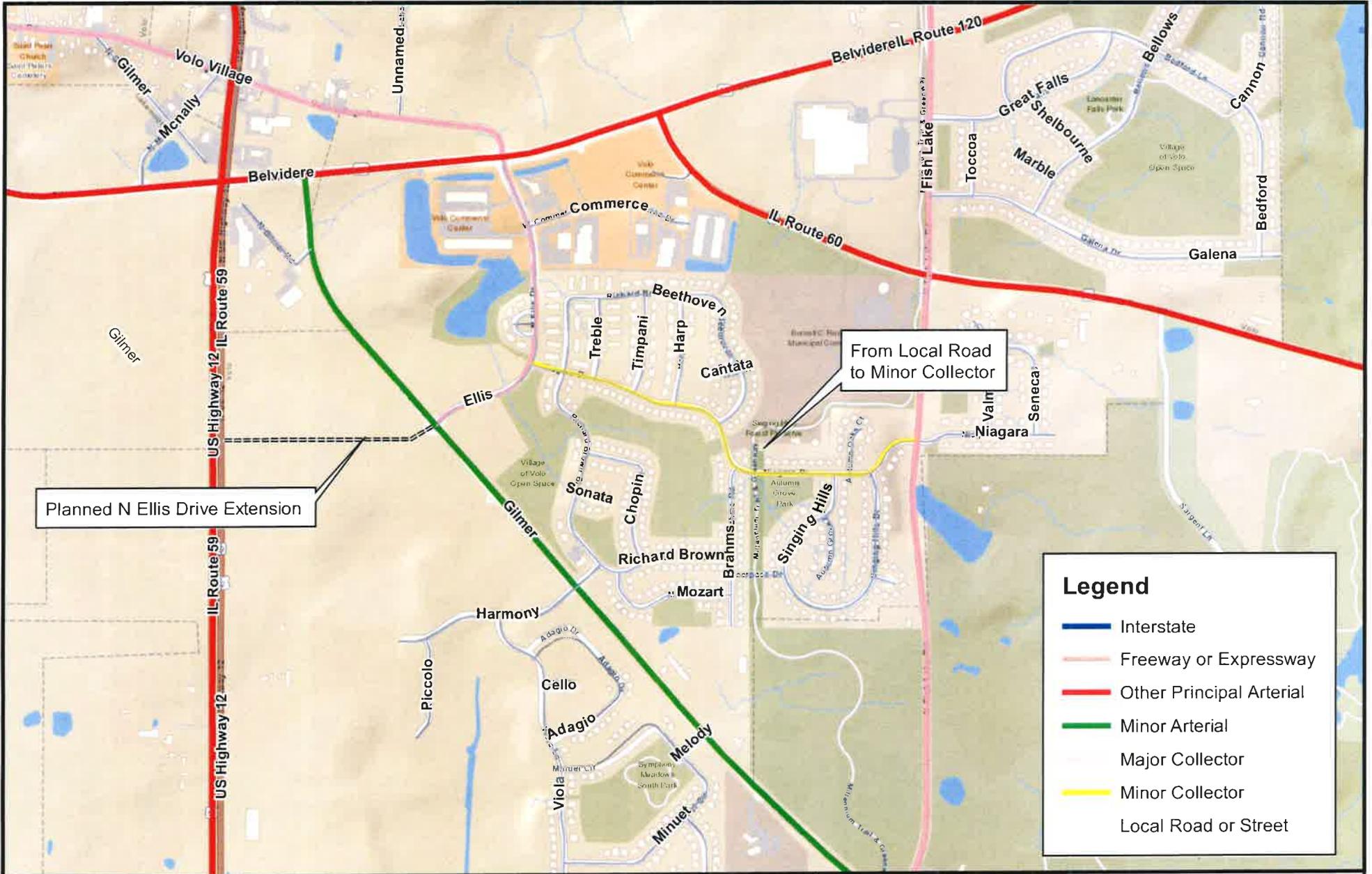
1 Overlook Point, Suite 290, Lincolnshire, IL 60069
 ph: 847-634-5550 manhard.com



1 in = 500 ft
 Date: 04/15/19

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

Proj: 201.002003.00



Planned N Ellis Drive Extension

From Local Road to Minor Collector

Legend

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



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1 in = 1,000 ft
 Date: 03/28/19

**NIAGRA DRIVE
 LOCATION MAP
 VOIO, LAKE COUNTY, IL**

Proj: 201.002003.00

Type of report: Tube Count - Volume Data

LOCATION: Niagara Drive (West) **QC JOB #:** 14848706
SPECIFIC LOCATION: Niagara Drive (West) **DIRECTION:** EB, WB
CITY/STATE: Lake, IL **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:



LAKE COUNTY COUNCIL OF MAYORS

RESOLUTION 0509LCC-12 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



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

Regional Impact (30 points)

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



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



FFY 2019 STP Program

Municipality =====	Roadway =====	TIP ID# =====	Project Type =====	Total \$ =====	Federal \$ =====	Letting	
<u>Phase II Engineering</u>							
Buffalo Grove	Brandywyn Ln - Deerfield Pkwy to Prairie Rd	10-16-0038	Eng II	360,685	288,548	12/1/2018	19
Buffalo Grove	Thompson Blvd - Arl Hghts Rd to Weiland Rd	10-16-0039	Eng II	363,575	290,860	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
<u>Construction Projects</u>							
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	



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 Reconstruction	11,000,000	8,800,000	1/1/2021	MYB
Highland Park	Green Bay Road - Central Ave to Clavey Rd	10-16-0037	CE Reconstruction	560,000	448,000	1/1/2021	MYB
			Reconstruction	4,400,000	3,520,000	1/1/2021	
				21,181,316	16,945,053		



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



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](#) (STP) provides funding to state departments of transportation.

The 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](#) 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.

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

Lake County Council of Mayors Membership

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

LCCOM Implementation Policy

Eligible Routes

Currently the [functional classification](#) of a road determines its eligibility for federal funding. The routes eligible for STP funding should be those routes, which promote regional and/or sub-regional travel. Roads classified as Arterials (Principal or minor) or collectors (major or minor) are eligible to receive funding. 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 clean 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

Pavement Rehabilitation

The intended purpose of a pavement 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 Rehabilitation category addresses the repair and resurfacing of existing roadways. The LCCOM has determined that the following types of Pavement Rehabilitation Projects are eligible for STP funding through the LCCOM:

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

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 approved a 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](#).

Program Development

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

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

Project Proposals

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

1. The project is on a STP eligible route and has logical termini, as determined by the LCCOM and concurred by IDOT, in accordance with FHWA requirements;
2. The project is a STP eligible project type as specified in the current federal transportation program bill, and on the LCCOM eligible project list;
3. The project sponsor(s) can fund the required local match and adopts a resolution/ordinance. Multi-jurisdictional projects must specify which municipality will be responsible for each component or phase of the project.
4. The project sponsor is a member of the Lake County Council of Mayors; any Township Road District within Lake County or any transit agency that wishes to apply for a project must have a Lake County Council of Mayors member as a co-sponsor.
5. The project sponsor completes the proper Project Application and submits it for consideration during a Call for Projects.

Call for Projects

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

Project Applications

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

Project Evaluation Process

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

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

LCCOM staff will rank each project using the appropriate selection methodology based on project category adopted by the Council. 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.

Contingency Programs

It is anticipated that during each call for projects there will be more applications than can be programmed within the years of the call cycle. To facilitate the region's goal of obligating 100% of available funding each year, the LCCOM can effectively "over program" by developing a Contingency Program of projects during each call cycle. The Contingency Program should include, in rank order, the next highest ranked projects that were unable to be funded in the call for projects due to fiscal constraint. Sponsors of contingency projects must be committed to keeping projects active and moving forward toward obligation of federal funding in the two years between calls for projects. If sponsors of potential Contingency Program projects are not committed to moving forward, for example because funding was requested in an out year, those projects should not be included in the Contingency Program. Projects requiring a conformity determination that are not already included in the current conformed TIP, may be included in Contingency Programs, but cannot be reprogrammed into the current year of the Active Program after the TIP change submittal deadline for the spring semi-annual conformity analysis. These projects can be reprogrammed into an out year of the Active Program. Projects, or phases of projects, that did not apply for funding during a call for projects cannot be added to a Contingency Program until the next applicable call for projects.

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

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

Project Management

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

Training

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

Designated Project Managers

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

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

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

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

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

Status Updates

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

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

Table 2:

	If required quarterly updates are not submitted...
Projects with any phase programmed in the current FFY	The project phase, and all subsequent phases, will be moved from the active program to the contingency program. Funds programmed in the CMAP TIP for these phases will be moved to "MYB", and a formal TIP amendment will be required to reinstate these phases.
Projects with any phase(s) programmed in an out year (years 2 – 5)	The project phase, and all subsequent phases, will be removed from the active program. Out year projects removed will <i>not</i> be placed in the contingency program and must re-apply for funding during the next Call for Projects.
Contingency projects	The project phase, and all subsequent phases, will be removed from the contingency program, and must re-apply for funding during the next Call for Projects.

Active Program Management

Obligation Deadlines

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

Table 3: Milestones for Obligation

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

*-Approximately 6 weeks prior to letting

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

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

Programmed funds will be eligible to be carried over (subject to carryover limitations described later in this document) to the next FFY if the request is approved. Each project phase may only be granted one extension. If an extended project phase misses the extended obligation deadline, the phase, and all subsequent phases of the project, will immediately be moved to the contingency program, and the funds programmed in the current year will be removed from the 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.

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 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 Contingency 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.

Accessing Unobligated Funds

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

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

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

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

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

Additional Provisions

Grant Accountability and Transparency Act (GATA)

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

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

Qualifications Based Selection (QBS)

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

Grandfathering Projects

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

Effective Date

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



LAKE COUNTY COUNCIL OF MAYORS

Roadways and Intersections Project Evaluation Methodology

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

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

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

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

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

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

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

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

2. Project Readiness (35 Possible Points)

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

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

Financial Commitment

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

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

3. Transportation Impact (30 Possible Total Points)

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

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

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

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

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

4. Condition of Pavement (25 Possible Points)

The Pavement Condition Testing done by CMAP will be used to rank 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.

Pavement Category	Points
Poor (0-45)	25
Fair (46-60)	15
Satisfactory (61-75)	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 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. 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. 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: $(ADT \times 20) / 10,000 = \text{Points (maximum 7)}$



LAKE COUNTY COUNCIL OF MAYORS

Pavement Rehabilitation Project Evaluation

The intended purpose of a pavement 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 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 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 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 Council’s 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

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 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	10
Phase I Engineering Contract Entered into by Applicant Member	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 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.

Condition	Points
Fair (46-60)	40
Satisfactory (61-75)	30
Poor (0-45)	20
Good (75-100)	0

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

Sustained Participation (15 possible Points)

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

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

Community Need (10 possible points)

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

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

5. Traffic Volumes: (20 possible points)

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

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

6. Multi-Agency Participation (10 possible points)

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

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