

**Northwest Council of Mayors
Surface Transportation Program (STP)
Project Application
Rand Road (US 12), Henry Street to Main Street (IL 83)**

Project Application

General Information

Municipality/Lead Agency: Village of Mount Prospect

- 1. Contact Person:** Jeff Wulbecker
- 2. Contact Phone:** 847-870-5640
- 3. Contact Email:** jwulbeck@mountprospect.org

Project Location: Rand Road (US 12) between Henry Street to Main Street (IL 83) in the Village of Mount Prospect.

Project Limits:

- 1. First Reference Point/Street:** Rand Road (US 12) and Henry Street
- 2. Second Reference Point/Street:** Rand Road (US 12) and Main Street (IL 83)

Existing and Proposed Condition

Describe the existing condition:

Central Road is an east-west four lane roadway with sidewalks behind curb and gutter on both sides of the road. Aerial utilities exist on the north side of Central Road. Street lighting exists beyond both project limits. The adjacent land use within the proposed project limits is residential. Central Road is classified by IDOT as a Minor Arterial.

Describe the proposed improvements:

New street lighting will be installed to fill in a gap between the existing street lighting systems to the north and south of the proposed improvements along Rand Road (US 12). Transition lighting will be provided as required for the triangle of signalized intersections where Rand Road (US 12), Main Street (IL 83) and Kensington Road meet. Transition lighting will also be provided as required along Business Center Drive. Design will be completed in accordance with IDOT District 1 guidelines.

Work types (see guide for specific work types): Safety - Lighting

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Regional Transportation Significance

Roadway Designation: Other Principal Arterial (Rand Road (US 12))

Roadway #2 (if intersection project) : Other Principal Arterial (Main Street (IL 83))

Safety (If project does not address safety, leave this section blank)

Vehicular Crashes for each of the last three years available:

- | | |
|-------------------------|-----------------------------------|
| 1. Year: to be provided | Vehicular Crashes: to be provided |
| 2. Year: to be provided | Vehicular Crashes: to be provided |
| 3. Year: to be provided | Vehicular Crashes: to be provided |

Will this project address bicycle and/or pedestrian safety: Yes

Please list all the type K (fatality) and A (incapacitating) accidents from the previous five years:
to be provided

Describe how the project will address safety and crash/accident history:

Per IDOT HSIP documentation, the installation of roadway lighting has a crash reduction factor of 50%.

Source: Safety Engineering Policy Memorandum SAFETY 1-06

Scope of Project

Please enter the scope of work for the project: This project will consist of a new roadway lighting system, including the installation of foundations, poles, luminaires, unit duct, lighting controller, restoration and all other incidental work necessary to complete this improvement..

Complete Streets/Multimodal

Describe any transit or transit access improvements:

N/A

Describe any pedestrian improvements:

Improved visibility.

Describe any bicycle improvements:

Improved visibility.

Are the transit, pedestrian and/or bicycle improvements included within a local, regional or state plan?

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No

Is the proposed route a local or regional truck route?

Yes

If yes, please list plans and include reference (Exhibit F):

Existing truck route map provided.

Congestion Mitigation *(If project does not address congestion mitigation, leave this section blank)*

Does the project improve the level of service (LOS)?

1. Pre-implementation LOS:
2. Post-implementation LOS:

Please attach LOS analysis as evidence of improvement (Exhibit E).

Intergovernmental Importance

Please list the financially contributing project sponsors and partner agencies:

Project Readiness

Please choose the appropriate project status: Phase I Engineering has not been initiated with IDOT

If Phase I Engineering has not been initiated with IDOT, please describe any planning or engineering work that the project sponsor has undertaken:

IDOT form BLR 19100 (Categorical Exclusion Group I) will be completed for this project.

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Project Cost Estimate

	Federal		Local			Total
	STP	Other (CMAQ, ITEP, etc)	Municipal	State	County	
Phase I Engineering (only for CMAQ/TAP projects)	-	-	-	-	-	-
Phase II Engineering	\$27,720	-	\$27,720	-	-	\$55,440
Right-Of-Way Acquisition	-	-	-	-	-	-
Construction (includes Phase III Engineering)	\$813,280	-	\$203,280	-	-	\$1,016,400

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Project Schedule *(Fill in dates for applicable activities)*

Activity	Estimated Date	
Initial Phase I Engineering Kick-off Meeting:	11/15/2016	
Submit draft Phase I Engineering Report (PDR) to IDOT: (3-6 month review period)	N/A	
Submit Final PDR:	11/15/2016	(BLR form 19100)
Submit Draft Local Agency Agreement (BLR 5310) for Phase II Engineering:	12/1/2016	
Phase I Engineering Design Approval:	12/1/2016	
Execute Local Agency Agreement (BLR 5310) for Phase II Engineering:	5/1/2017	
Submit of Pre-Final Plans w/ Estimates to IDOT: (1-4 month review period)	10/13/2017	
Submit Draft Local Agency Agreement (BLR 5310) for Construction and Phase III Engineering Agreement:	12/11/2017	
Execute Local Agency Agreement (BLR 5310) for Construction and Phase III Engineering Agreement:	1/17/2018	
Submit Final Plans, Spec. & Estimates (PS&E):	12/11/2017	
Right-of-Way Certification:	1/24/2018	
Target Letting:	3/9/2018	

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Exhibits

Please submit the required exhibits with this application:

- A. Map showing location of project within the region – Included
- B. Map showing location of project within municipality – Included
- C. Existing typical section – not included
- D. Proposed typical section – not included
- E. Evidence of level of service (LOS) improvement, if applicable – not included
- F. Local, regional or state plans that include project (you can include reference or expert from plans) – Included (truck route map)
- G. Street Lighting Warrant Form, per TRB Document #152 – Included
- H. Village Board Resolution – Included

Exhibit A – Regional Location Map

Rand Road (US 12) – Henry Street to Main Street (IL 83)

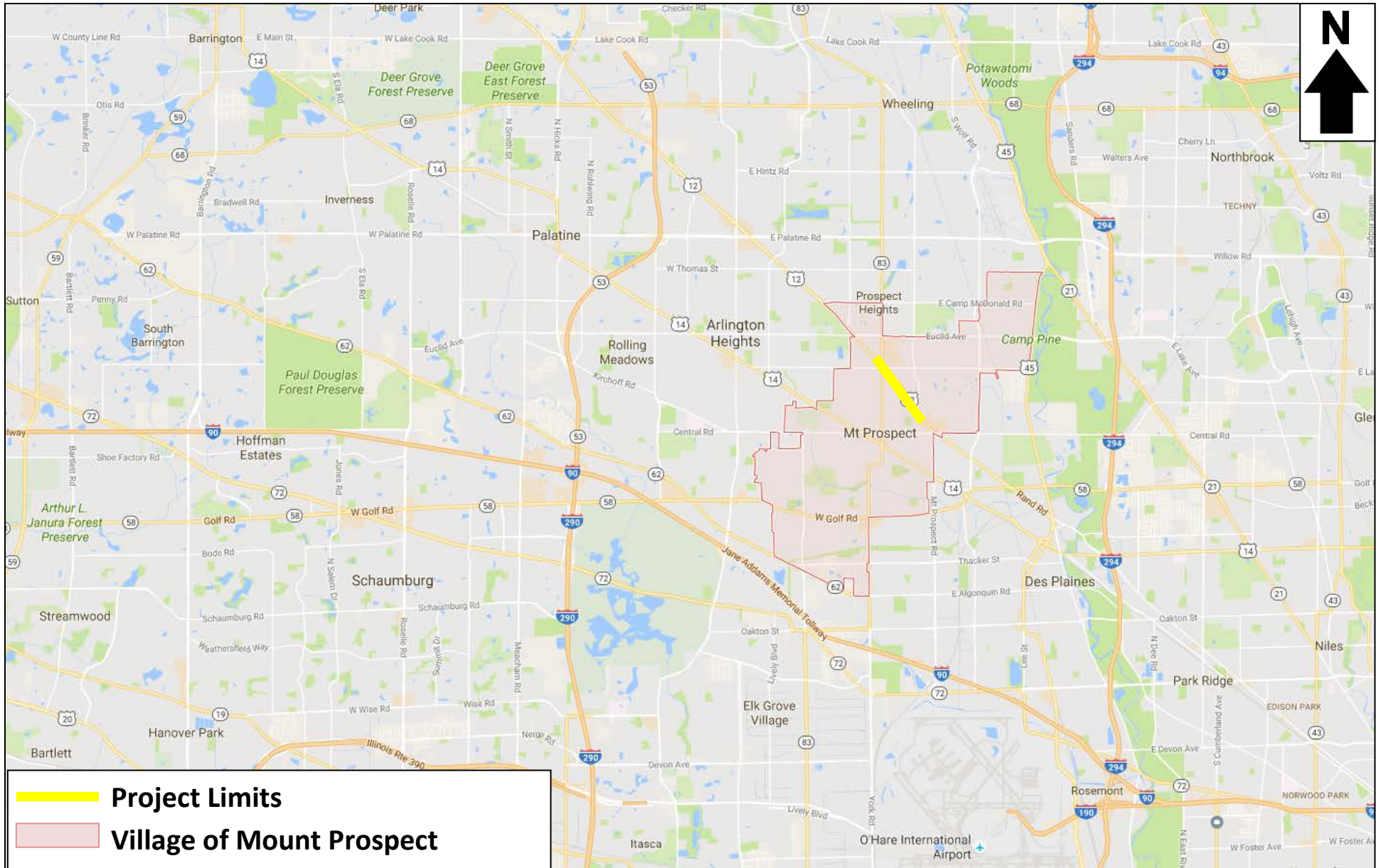


Exhibit B – Municipal Location Map

Rand Road (US 12) – Henry Street to Main Street (IL 83)

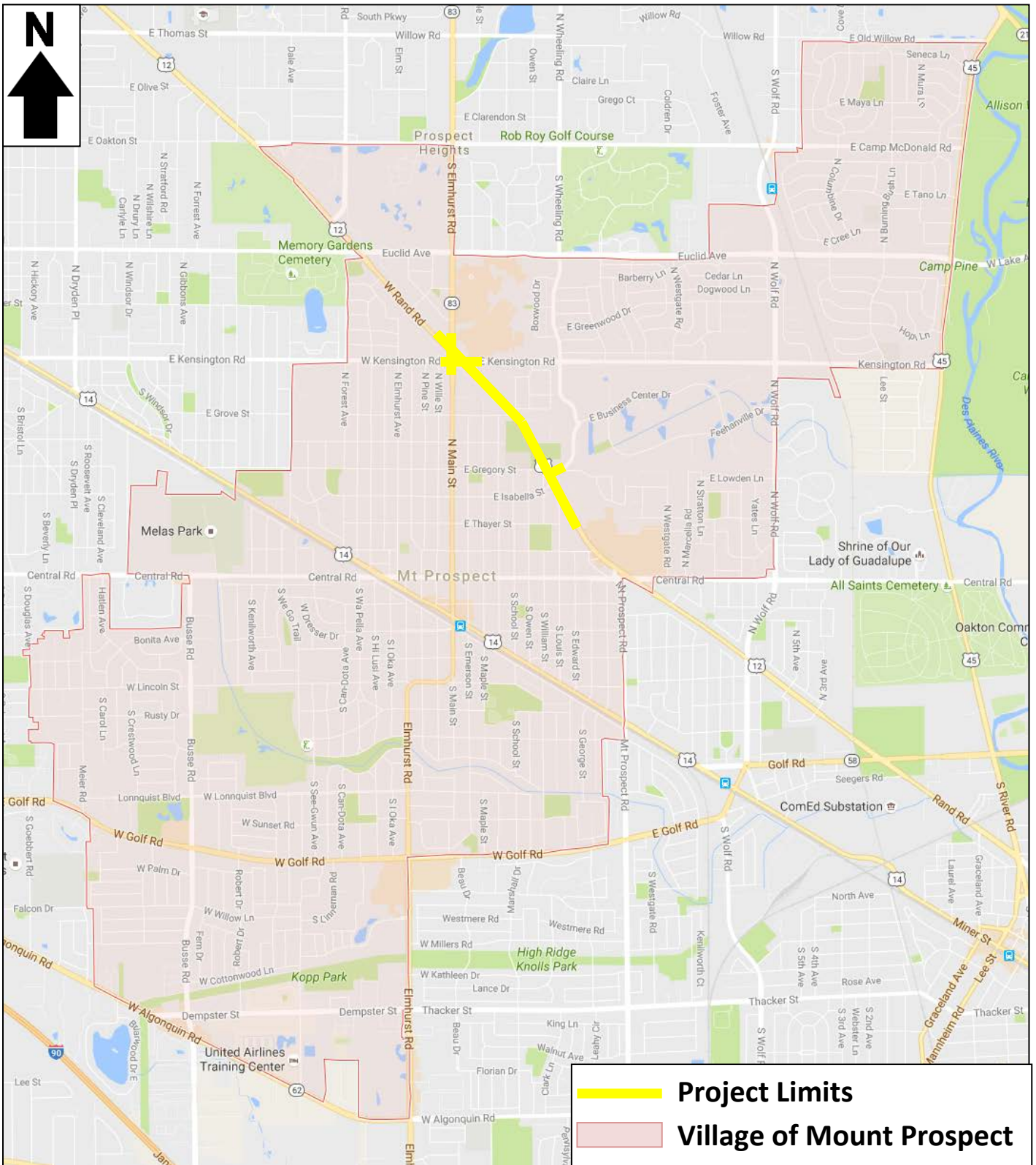
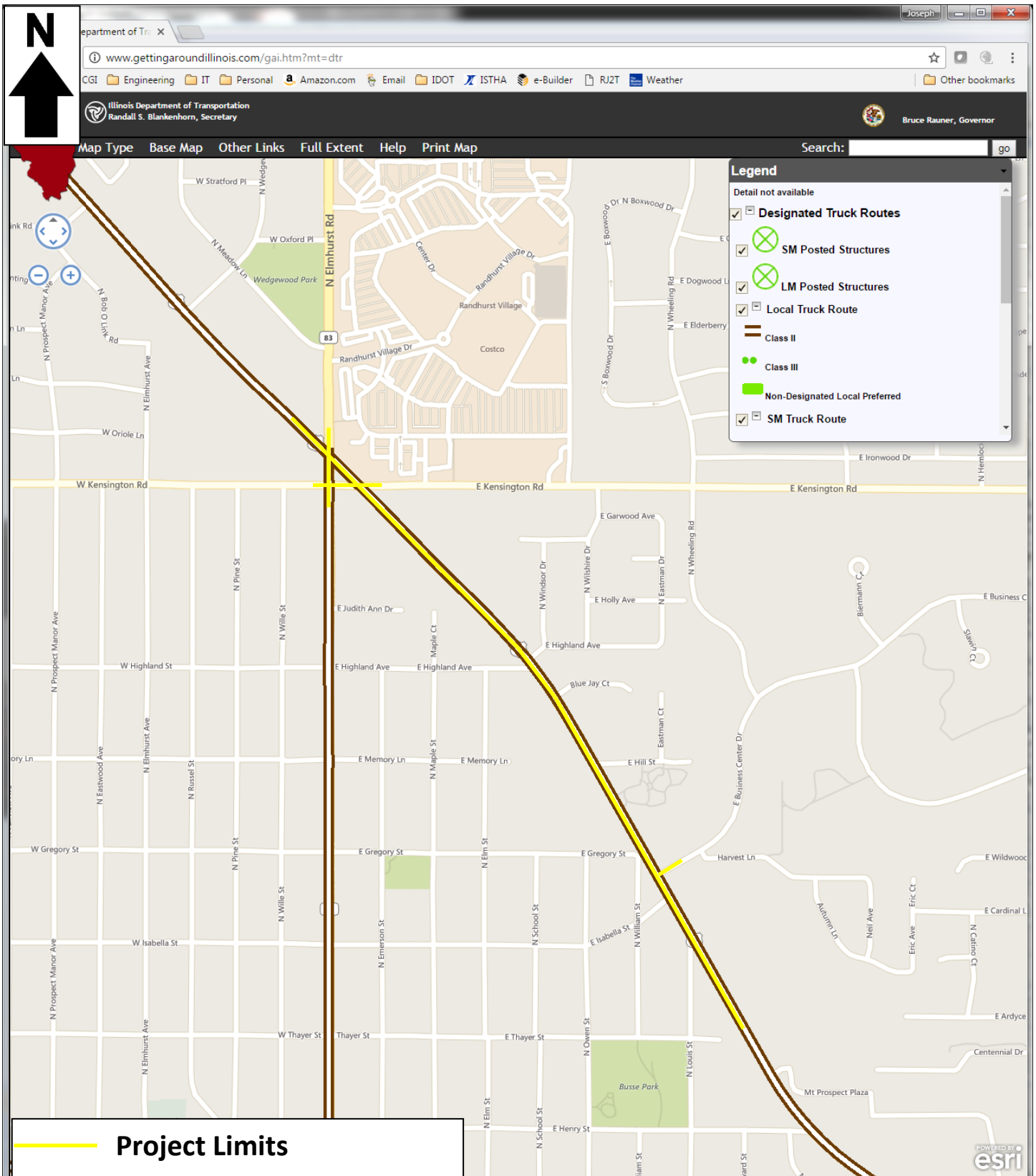


Exhibit F – Truck Route Map

Rand Road (US 12) – Henry Street to Main Street (IL 83)



Illinois Department of Transportation 2300 S. Dirksen Parkway Springfield, IL 62764 - [Contact](#)

Disclaimer

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CLASSIFICATION FOR NONCONTROLLED-ACCESS FACILITY LIGHTING

(FROM TRB Document #152 - Warrants for Highway Lighting)

Rand Road (US 12) - Henry Street to Main Street (IL 83)

Exhibit G

CLASSIFICATION FACTOR	1	2	RATING			UNLIT WEIGHT	LIGHTED WEIGHT	DIFF (A-B)	SCORE [RATING]
			3	4	5				
GEOMETRIC FACTORS									
No. of lanes	4 or less	-	6	-	8 or more	1.0	0.8	0.2	0.2
Lane Width	>12'	12'	11'	10'	<10'	3.0	2.5	0.5	2.0
Median Openings per mile	<4.0 or one way operation	4.0-8.0	8.1-12.0	12.1-15.0	>15.0 or no access control	5.0	3.0	2.0	10.0
Curb Cuts	<10%	10-20%	20-30%	30-40%	>40%	5.0	3.0	2.0	8.0
Curves	<3.0°	3.1-6.0°	6.1-8.0°	8.1-10.0°	>10°	13.0	5.0	8.0	40.0
Grades	<3%	3.0-3.9%	4.0-4.9%	5.0-6.9%	7% or more	3.2	2.8	0.4	0.4
Sight Distance	>700'	500-700'	300-500'	200-300'	<200'	2.0	1.8	0.2	0.2
Parking	prohibited both sides	loading zones only	off-peak only	permitted one side	permitted both sides	0.2	0.1	0.1	0.1
GEOMETRIC TOTAL									60.9
OPERATIONAL FACTORS									
Signals	all major intersections signalized	substantial majority of intersections signalized	most major intersections signalized	about half the intersections signalized	frequent non-signalized intersections	3.0	2.8	0.2	0.2
Left turn lane	all major intersections or one way operation	substantial majority of intersections	most major intersections	about half the major intersections	infrequent turn bays or undivided streets	5.0	4.0	1.0	1.0
Median Width	30'	20-30'	10-20'	4-10'	0-4'	1.0	0.5	0.5	2.0
Operating Speed	25 or less	30	35	40	45 or greater	1.0	0.2	0.8	3.2
Pedestrian Traffic at night (peds/mi)	very few or none	0-50	50-100	100-200	>200	1.5	0.5	1.0	3.0
OPERATIONAL TOTAL									9.4
ENVIRONMENTAL FACTORS									
% Development	0	0-30%	30-60%	60-90%	100%	0.5	0.3	0.2	1.0
Predominant Type Development	undeveloped or backup design	residential	half-residential and/or commercial	industrial or commercial	strip industrial or commercial	0.5	0.3	0.2	1.0
Setback Distance	>200'	150-200'	100-150'	50-100'	<50'	0.5	0.3	0.2	1.0
Advertising or area lighting	none	0-40%	40-60%	60-80%	essentially continuous	3.0	1.0	2.0	6.0
Raised Curb Median	none	continuous	at all intersections	at signalized intersections	a few locations	1.0	0.5	0.5	0.5
Crime Rate	extremely low	lower than city aver.	city aver.	higher than city aver.	extremely high	1.0	0.5	0.5	e+A1
ENVIRONMENTAL TOTAL									9.5
ACCIDENTS									
Ratio of night to day accident rates	<1.0	1.0-1.2	1.2-1.5	1.5-2.0	2.0*	10.0	2.0	8.0	
ACCIDENT TOTAL									0.0

* Continuous lighting warranted

GEOMETRIC TOTAL = 60.9
 OPERATIONAL TOTAL = 9.4
 ENVIRONMENTAL TOTAL = 9.5
 ACCIDENT TOTAL = 0.0
 SUM = 79.8 POINTS
 WARRANTING CONDITION = 85 points