

CMAP FY 2016-2020 CMAQ PROJECT APPLICATION

TRAFFIC FLOW IMPROVEMENTS

I. PROJECT IDENTIFICATION					
Project Sponsor Village of Orland Park			Contact Information – Name, Title, Agency, Address, Phone, e-mail (e-mail required)		
Other Agencies Participating In Project None			Kurt Corrigan, Village Engineer Village of Orland Park 147200 S. Ravinia Avenue Orland Park, IL 60463 (708) 403-6123 kcorrigan@orlandpark.org		
<input checked="" type="checkbox"/> New Project	TIP ID if project already has one				
<input type="checkbox"/> Existing CMAQ Project					
<input type="checkbox"/> Add CMAQ to Existing Project					
II. PROJECT LOCATION					
<ul style="list-style-type: none"> • Projects not readily identified by location must provide a title on the last line of this section • Attach a map sufficient to accurately locate this project in a GIS system 					
Name Of Street Or Facility To Be Improved 151 st Street			Marked Route #		
Project Limits: North/West Reference Point/Cross St/Intersection Regent Drive			Marked Route #	Municipality & County Orland Park/Cook	
Project Limits: South/East Reference Point/Cross St/Intersection			Marked Route #	Municipality & County	
Other Project Location Information Or Project Title Traffic Signal and Pedestrian Improvements					
III. PROJECT FINANCING & CMAQ FUNDING REQUEST					
Please review the instructions .					
	Starting Federal Fiscal Year*	Total Phase Costs	(New) CMAQ Funds Requested	Other Federal Funds Including prior CMAQ awards	
				Fund Type	Amount
Engineering Phase 1	2015	\$5,000	\$		\$
Engineering Phase 2	2016	\$22,000	\$		\$
Right-Of-Way Acquisition		\$	\$		\$
Construction (Including Construction Engineering)	2016	\$212,000	\$169,600		\$
Engineering (For Implementation Projects)		\$	\$		\$
Implementation		\$	\$		\$
Alternatives Analysis		\$	\$		\$
*Phase must be accomplished within 3 years		\$239,000	\$169,600		
Total Project Costs					
Source Of Local Matching Funds					
If Soft Matching Funds Are Intended To Be Used, Please Contact CMAP Staff.					
Have the Matching Funds Been Secured? (Provide Details):					

CMAP FY 2016-2020 CMAQ PROJECT APPLICATION

TRAFFIC FLOW IMPROVEMENTS – PAGE 2

IV. PROJECT EMISSIONS BENEFIT DATA

Type of Project (Check All that Apply):

Intersection Type: <input type="checkbox"/> Roundabout <input type="checkbox"/> Restricted Crossing U-Turn (J-Turn) <input type="checkbox"/> Median U-Turn <input type="checkbox"/> Diverging Diamond Interchange <input checked="" type="checkbox"/> Conventional	Bottleneck Eliminations: <input type="checkbox"/> Highway-Rail Grade Separation <input type="checkbox"/> Two-Way Left Turn Lane <input type="checkbox"/> Realignment	<input type="checkbox"/> Remove Obstruction <input type="checkbox"/> Vertical Clearance <input type="checkbox"/> Truck Route Improvement
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Turn Lanes: <input type="checkbox"/> Add Dual Left Turn Lanes <input type="checkbox"/> Add Single Left Turn Lanes <input type="checkbox"/> Add Right Turn Lanes <input type="checkbox"/> Multiple Turn Lane Types	Reconstruction: <input type="checkbox"/> Full Intersection Reconstruction (existing signal) <input type="checkbox"/> Traditional Interchange Reconstruction	Signals: <input checked="" type="checkbox"/> Signal Modernization <input type="checkbox"/> New Signalization
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------

Project Length (Miles – Bottleneck Elimination And Multiple Intersections Only): _____

Posted Speeds (Miles Per Hour For Each Street): 35 mph (151st Street) & 20 mph (Regent Drive)

Bi-Directional AADTs by Approach: North Leg (North Approach): 3,500; South Leg: 3,000;
 West Leg: 22,300; East Leg: 22,300;
 Year: 2010

Do queues currently clear on the major street at signalized intersections in the pm peak period? Yes No

Are the subject roadways included as part of the Congestion Management Process Highway System? Yes No

Is the project location identified in IDOT's 5% Safety Location report? Yes No

If "Yes" is checked, indicate in the project description how the project will address the safety issues.

Will bicycle facilities be added as part of this project? Yes No

If "Yes" is checked, describe the bicycle facility in the project description providing details asked for on the bicycle facility application form.

V. PROGRAM MANAGEMENT INFORMATION

Is right-of-way acquisition required for this project? Yes No

If so, has right-of-way been acquired? Yes No

Preliminary Design Status:

<input type="checkbox"/> N.A.	<input type="checkbox"/> Not Begun	<input type="checkbox"/> Agreement executed by Central Office	<input type="checkbox"/> Engineering Underway
<input type="checkbox"/> Submitted for review	<input type="checkbox"/> Responding to review comments		
<input type="checkbox"/> Agreement sent to District 1 for signatures		<input checked="" type="checkbox"/> Design approval granted	
Date approval is anticipated or was granted: <u>11/7/2014</u>			

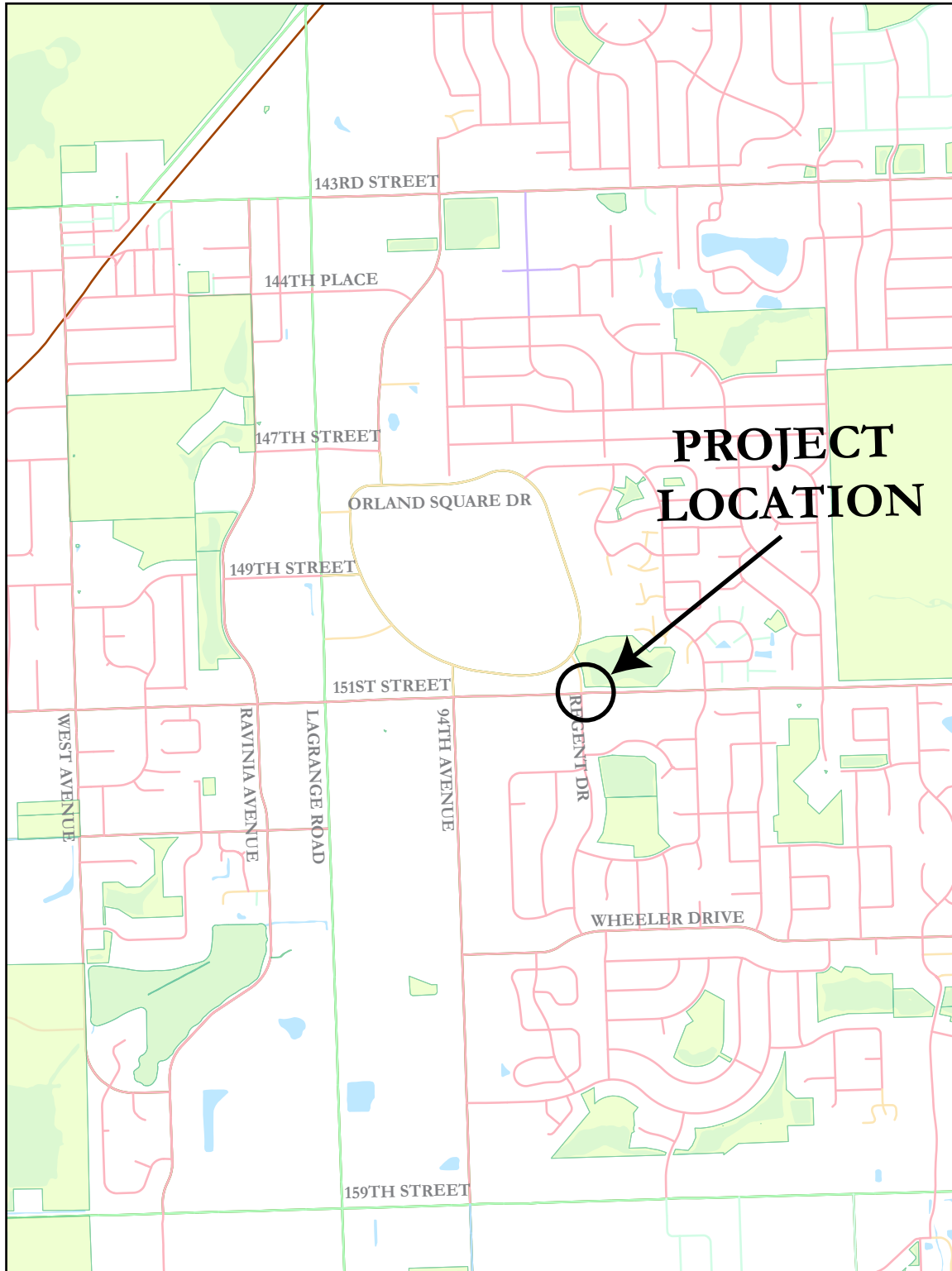
Estimated Completion Year: 2016

VI. PROJECT DESCRIPTION

Please describe project, including any qualitative travel time reliability improvements listed on pages 8-9 of application booklet. The project will improve traffic flow at this intersection by adding NB and SB left turn phases. There are currently left turn lanes on the north and south legs of the intersection, however there isn't a protected signal phase for left turning vehicles. Recent traffic counts show that there are 231 left-turning vehicles from the north leg of Regent Drive (SB to EB movement). There is significant delay as these left-turning motorists must wait for the through and right-turning motorists to clear the intersection before completing their maneuver.

This is also a pedestrian crossing intersection enhancement project. This project will promote non-vehicular trips to the Orland Square Mall as well as other retail businesses in the area. Currently the intersection does not meet ADA standards for curb ramps. There is a lack of continuity of crosswalks and no pedestrian signals. This project will include high visibility striping and signage, additional traffic signal equipment, pedestrian signals and meet ADA standards for curb ramps and pedestrian crossings.

There are two Pace bus routes that serve the Orland Square Mall (Route 364 and Route 832). The addition of the pedestrian signals and crosswalks will allow pace riders easier access to the mall and other destinations along both bus routes.



VILLAGE OF ORLAND PARK 151ST STREET AND REGENT DRIVE

This map is for reference only. The Village makes no representations as to the accuracy of the depicted utility locations or sizes. The data is subject to change without notice. The Village of Orland Park assumes no liability in the use or application of the data. Reproduction or redistribution is forbidden without the expressed written consent from the Village of Orland Park.



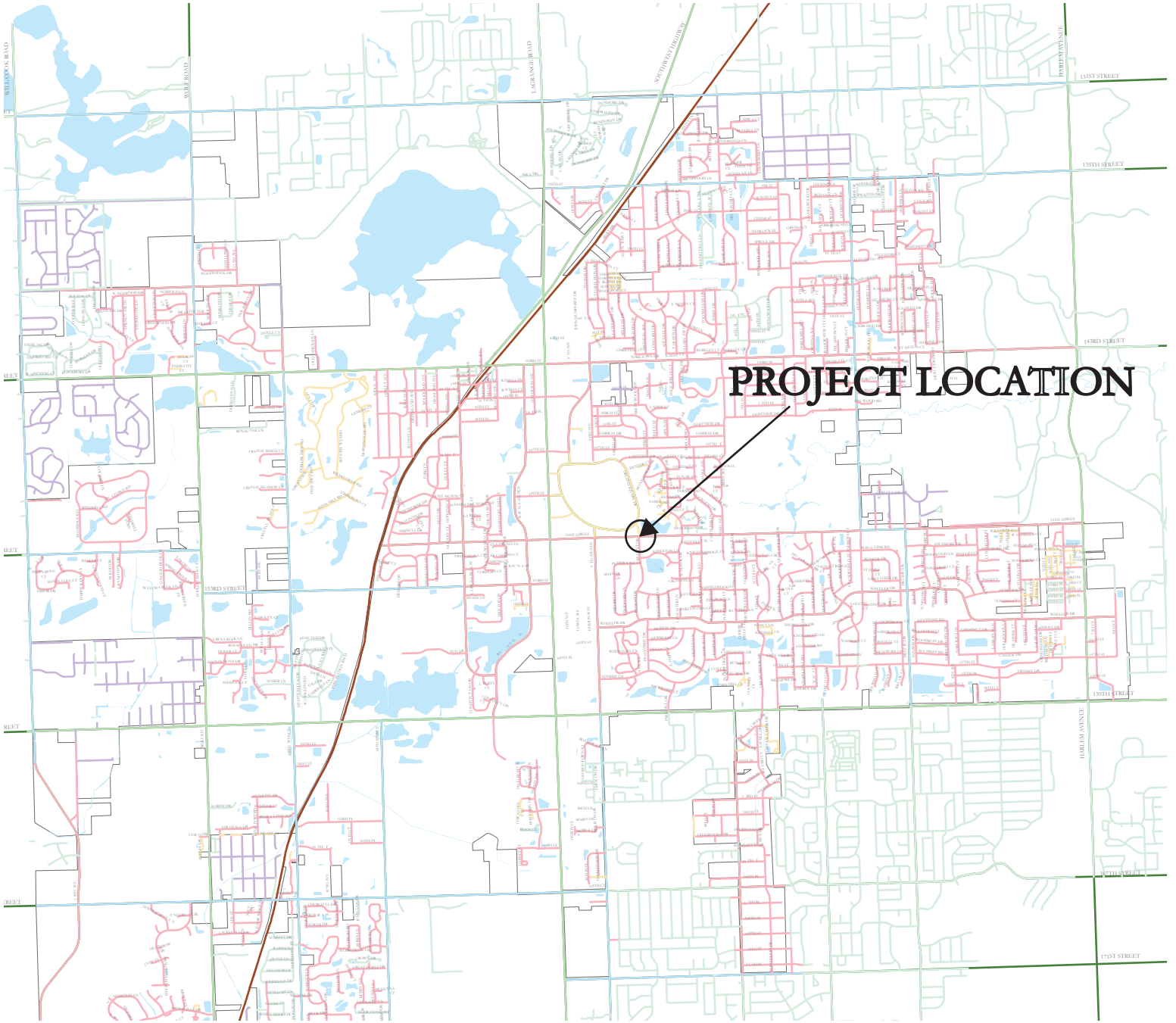
VILLAGE OF ORLAND PARK
151st STREET and REGENT DRIVE SIGNAL IMPROVEMENTS
SECTION 14-00073-00-ST

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE	LOCAL SHARE (20%)	FEDERAL SHARE (80%)
1	SIDEWALK REMOVAL & REPLACEMENT (INC. DETECTABLE WARNINGS)	SQ FT	800	\$15.00	\$12,000	\$2,400	\$9,600
2	TEMPORARY TRAFFIC SIGNALS	EACH	1	\$45,000.00	\$45,000	\$9,000	\$36,000
3	TRAFFIC SIGNAL CONTROLLER, CABINET AND FOUNDATION	EACH	1	\$30,000.00	\$30,000	\$6,000	\$24,000
4	30' MAST ARM AND FOUNDATION	EACH	2	\$10,000.00	\$20,000	\$4,000	\$16,000
5	16' TRAFFIC SIGNAL POST AND FOUNDATION	EACH	2	\$3,000.00	\$6,000	\$1,200	\$4,800
6	3-SECTION SIGNAL HEAD	EACH	2	\$1,500.00	\$3,000	\$600	\$2,400
7	5-SECTION SIGNAL HEAD	EACH	4	\$2,000.00	\$8,000	\$1,600	\$6,400
8	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,500	\$1.50	\$2,250	\$450	\$1,800
9	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,500	\$2.50	\$3,750	\$750	\$3,000
10	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,500	\$3.50	\$5,250	\$1,050	\$4,200
11	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,500	\$4.50	\$6,750	\$1,350	\$5,400
12	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	500	\$4.00	\$2,000	\$400	\$1,600
13	TRAFFIC SIGNAL POST, 10 FT.	EACH	4	\$1,200.00	\$4,800	\$960	\$3,840
14	CONCRETE FOUNDATION, TYPE A	FOOT	16	\$250.00	\$4,000	\$800	\$3,200
15	DRILL EXISTING HANDHOLE	EACH	4	\$300.00	\$1,200	\$240	\$960
16	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4	\$750.00	\$3,000	\$600	\$2,400
17	PEDESTRIAN PUSH-BUTTON	EACH	4	\$350.00	\$1,400	\$280	\$1,120
18	MOBILIZATION	L SUM	1	\$7,920.00	\$7,920	\$1,584	\$6,336
19	CONTINGENCY (15%)	L SUM	1	\$24,948.00	\$24,948	\$4,990	\$19,958
TOTAL CONSTRUCTION COST					\$191,268	\$38,254	\$153,014

PHASE II DESIGN ENGINEERING	\$22,000		
PHASE III CONST ENGINEERING (8%)	\$20,000		
TOTAL ENGINEERING COST	\$42,000		

TOTAL ESTIMATED CONSTRUCTION & ENGINEERING COST	\$233,268		
------------------------------------------------------------	------------------	--	--

VILLAGE OF ORLAND PARK 151ST STREET AND REGENT DRIVE



PROJECT LOCATION

This map is for reference only. The Village makes no representations as to the accuracy of the depicted utility locations or sizes. The data is subject to change without notice. The Village of Orland Park assumes no liability in the use or application of the data. Reproduction or redistribution is forbidden without the expressed written consent from the Village of Orland Park.





- 1 ADD PEDESTRIAN SIGNAL HEAD COUNTDOWN TIMERS
- 2 ADD MAST ARM WITH 3 AND 5 SECTION TRAFFIC SIGNAL HEADS
- 3 ADD 5 SECTION TRAFFIC SIGNAL HEAD
- 4 REVISE/ REINSTALL DETECTOR LOOP LAYOUT
- 5 ADD HIGH VISIBILITY CROSSWALK

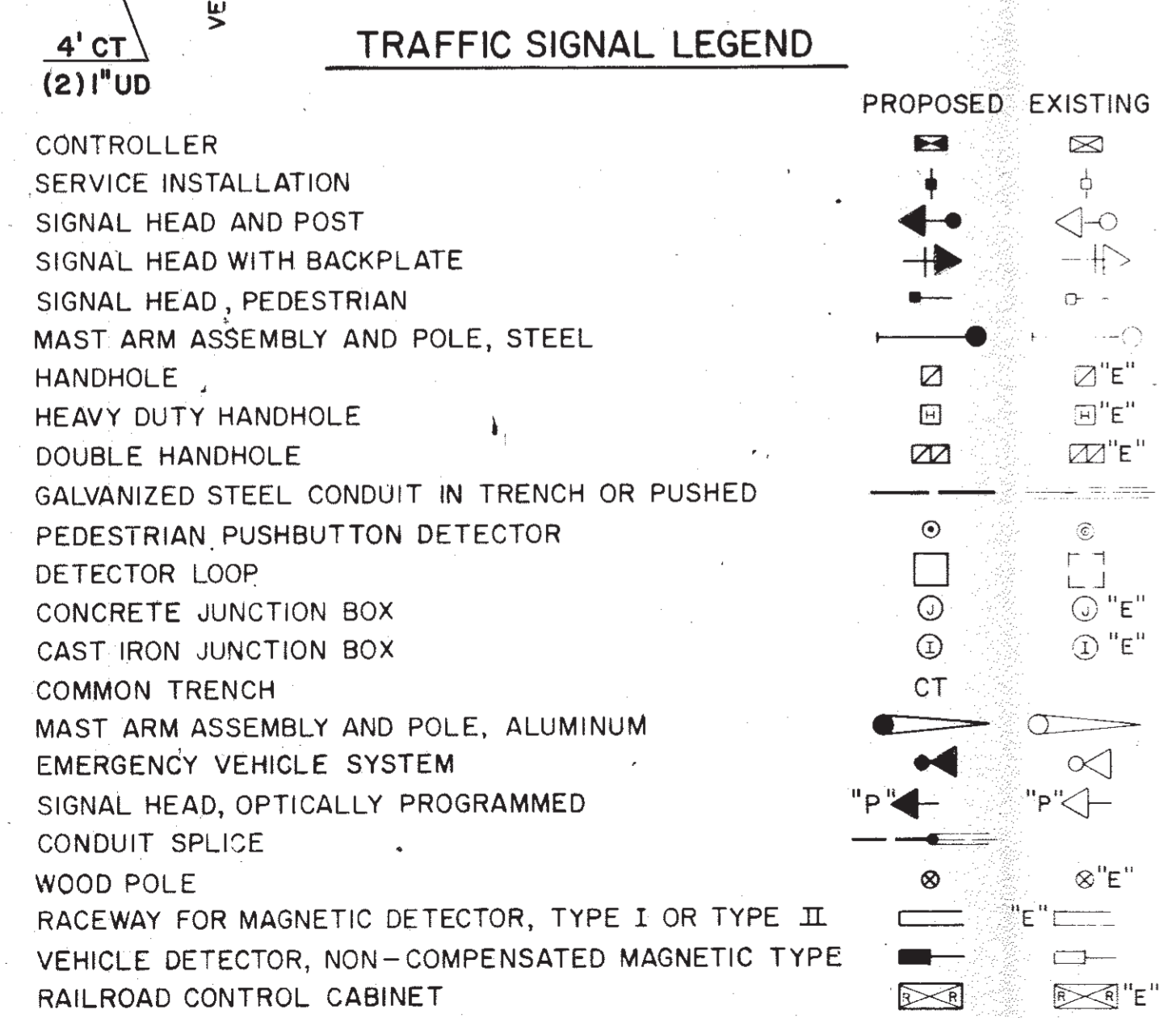
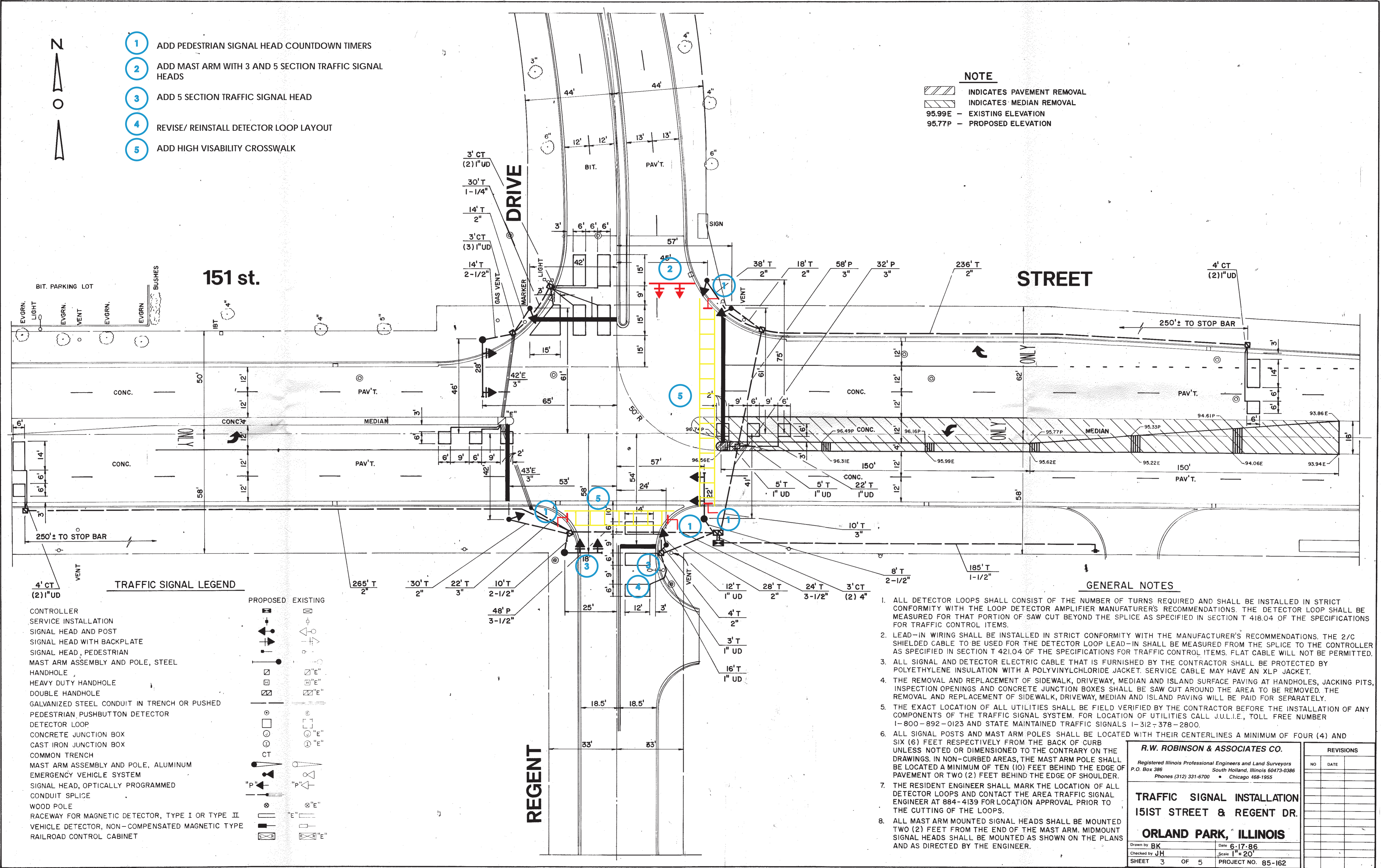
NOTE

INDICATES PAVEMENT REMOVAL

INDICATES MEDIAN REMOVAL

95.99E - EXISTING ELEVATION

95.77P - PROPOSED ELEVATION



- GENERAL NOTES**
- ALL DETECTOR LOOPS SHALL CONSIST OF THE NUMBER OF TURNS REQUIRED AND SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE LOOP DETECTOR AMPLIFIER MANUFACTURER'S RECOMMENDATIONS. THE DETECTOR LOOP SHALL BE MEASURED FOR THAT PORTION OF SAW CUT BEYOND THE SPLICE AS SPECIFIED IN SECTION T 418.04 OF THE SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
 - LEAD-IN WIRING SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE MANUFACTURER'S RECOMMENDATIONS. THE 2/C SHIELDED CABLE TO BE USED FOR THE DETECTOR LOOP LEAD-IN SHALL BE MEASURED FROM THE SPLICE TO THE CONTROLLER AS SPECIFIED IN SECTION T 421.04 OF THE SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS. FLAT CABLE WILL NOT BE PERMITTED.
 - ALL SIGNAL AND DETECTOR ELECTRIC CABLE THAT IS FURNISHED BY THE CONTRACTOR SHALL BE PROTECTED BY POLYETHYLENE INSULATION WITH A POLYVINYLCHLORIDE JACKET. SERVICE CABLE MAY HAVE AN XLP JACKET.
 - THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PITS, INSPECTION OPENINGS AND CONCRETE JUNCTION BOXES SHALL BE SAW CUT AROUND THE AREA TO BE REMOVED. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND PAVING WILL BE PAID FOR SEPARATELY.
 - THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR LOCATION OF UTILITIES CALL J.U.L.I.E., TOLL FREE NUMBER 1-800-892-0123 AND STATE MAINTAINED TRAFFIC SIGNALS 1-312-378-2800.
 - ALL SIGNAL POSTS AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF FOUR (4) AND SIX (6) FEET RESPECTIVELY FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS. IN NON-CURBED AREAS, THE MAST ARM POLE SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER.
 - THE RESIDENT ENGINEER SHALL MARK THE LOCATION OF ALL DETECTOR LOOPS AND CONTACT THE AREA TRAFFIC SIGNAL ENGINEER AT 884-4139 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS.
 - ALL MAST ARM MOUNTED SIGNAL HEADS SHALL BE MOUNTED TWO (2) FEET FROM THE END OF THE MAST ARM. MIDMOUNT SIGNAL HEADS SHALL BE MOUNTED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

R.W. ROBINSON & ASSOCIATES CO.
 Registered Illinois Professional Engineers and Land Surveyors
 P.O. Box 386 South Holland, Illinois 60473-0386
 Phones (312) 331-6700 • Chicago 468-1955

**TRAFFIC SIGNAL INSTALLATION
 151ST STREET & REGENT DR.**

ORLAND PARK, ILLINOIS

Drawn by BK Date 6-17-86
 Checked by JH Scale 1" = 20'
 SHEET 3 OF 5 PROJECT NO. 85-162

REVISIONS	
NO	DATE

151ST AND REGENT DRIVE PEDESTRIAN CROSSING ENHANCEMENTS AND TRAFFIC SIGNAL UPGRADES

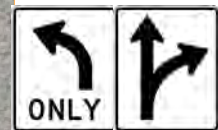
Change the lane designation signs to:



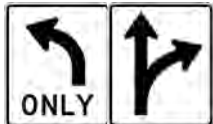
Add pavement markings in designated lanes:



Add the lane designation sign in median:



Change the lane designation signs to:



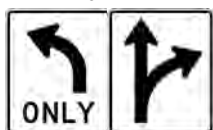
Re-align sidewalk

Upgrade traffic signal to include North/ South left turn phase

Add high visibility cross walk

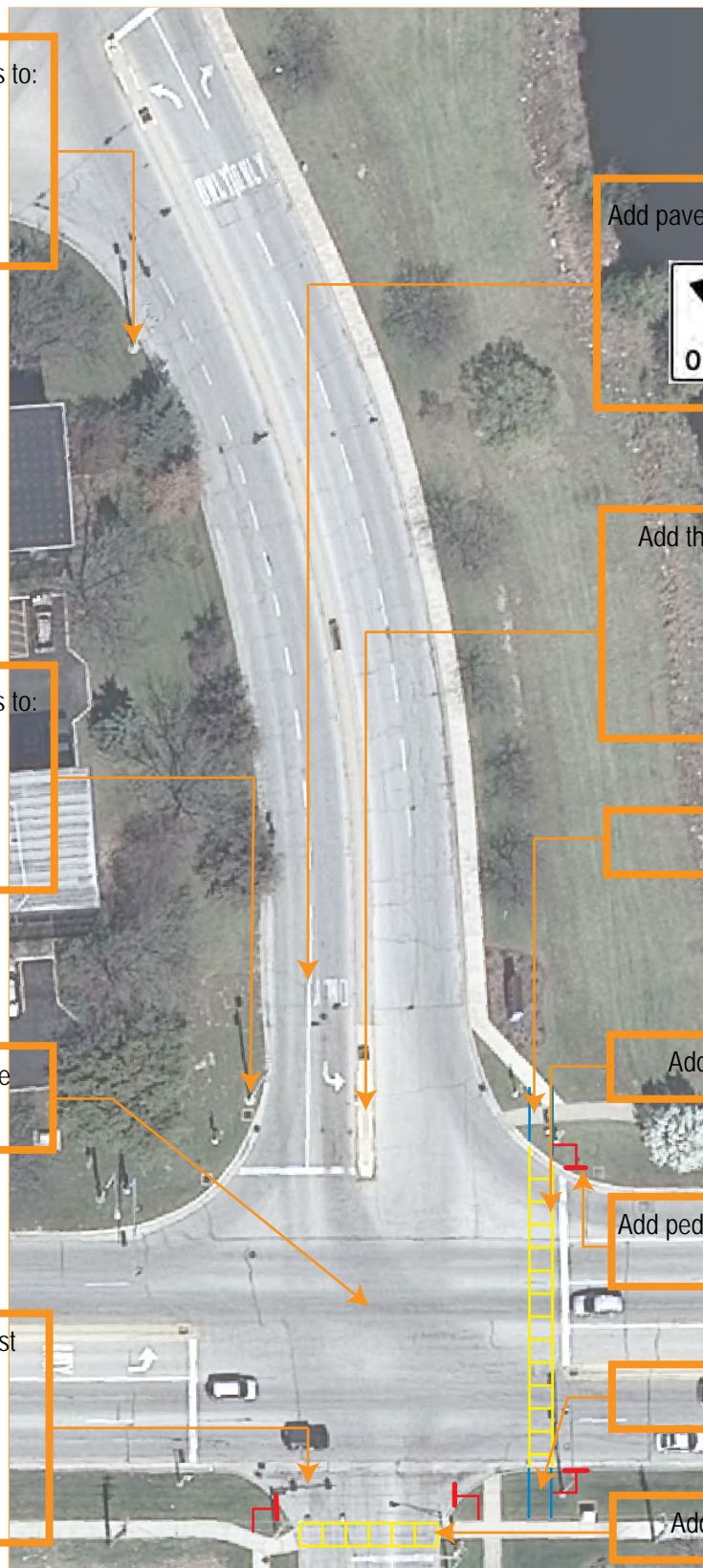
Add pedestrian signal with countdown timers

Optional: Add lane signage on mast arm



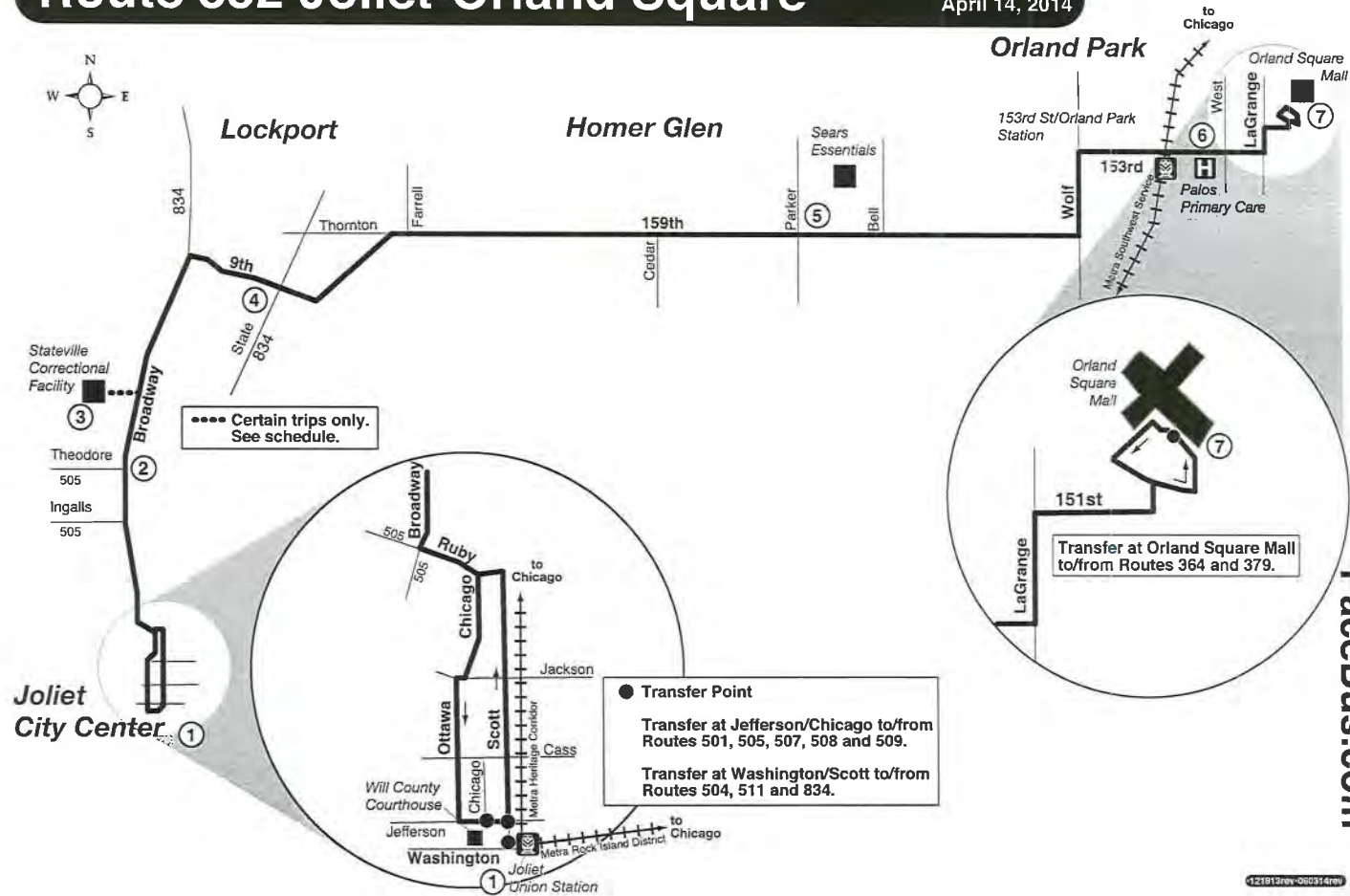
Re-align sidewalk

Add high visibility cross walk



Route 832 Joliet-Orland Square

Effective Date
April 14, 2014



PaceBus.com

Route 364 Effective Date November 23, 2014



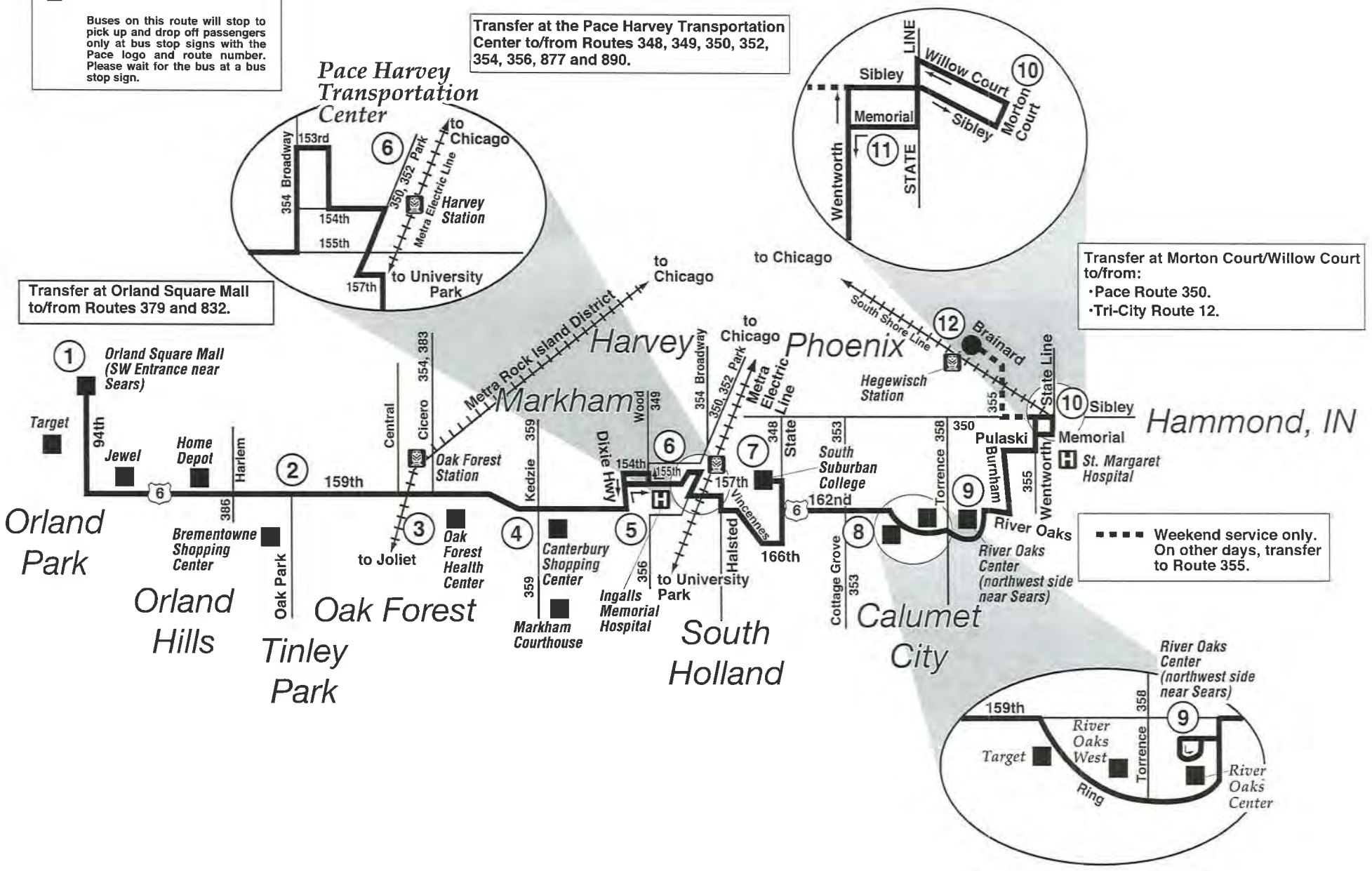
PS Posted Stops Only

Buses on this route will stop to pick up and drop off passengers only at bus stop signs with the Pace logo and route number. Please wait for the bus at a bus stop sign.

Transfer at the Pace Harvey Transportation Center to/from Routes 348, 349, 350, 352, 354, 356, 877 and 890.

Transfer at Orland Square Mall to/from Routes 379 and 832.

Transfer at Morton Court/Willow Court to/from:
 • Pace Route 350.
 • Tri-City Route 12.



1 Orland Square Mall (SW Entrance near Sears)

2 159th

3 Oak Forest Station

4 Canterbury Shopping Center

5 Ingalls Memorial Hospital

6 155th

7 157th

8 Cottage Grove

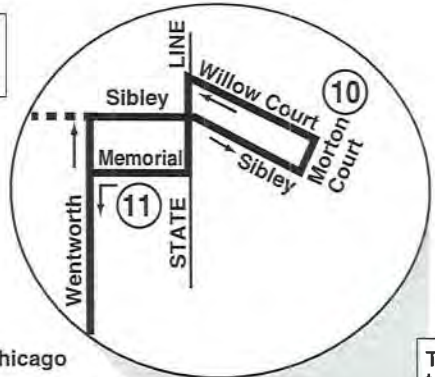
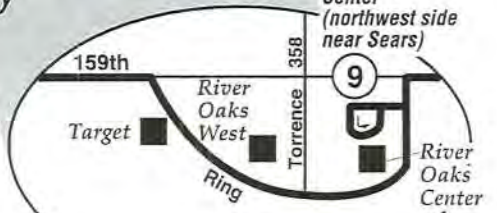
9 River Oaks Center (northwest side near Sears)

10 Sibley

11 Memorial

12 Brainerd

--- Weekend service only. On other days, transfer to Route 355.



NOTE: Route does not enter River Oaks West. Board bus on Ring Rd.



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

LOCAL ROADS AND STREETS

Finding of Categorical Exclusion – Group I Approval Notification

Village of Orland Park

Location: 151st Street and Regent Drive

Section No.: 14-00073-00-ST

Cook County

November 7, 2014

Mr. Kurt Corrigan
Transportation and Engineering Manager
Village of Orland Park
14700 South Ravinia Avenue
Orland Park, IL 60462

Dear Mr. Corrigan:

On November 7, 2014, the Categorical Exclusion – Group I Form (BLR 19100) without the requirement of a Project Development Report for the above-referenced project was approved in accordance with the group's definition as indicated in the Local Roads Manual Chapter 19-1 dated February 2009.

Additionally, our office has noted that:

- Biological Clearance is not required
- Cultural Clearance is not required
- Special Waste is not required

Attached is one copy for your records. If you have any questions or need additional information, please contact Kevin Stallworth, Field Engineer, at (847) 705-4169 or via email at Kevin.Stallworth@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Deputy Director of Highways,
Region One Engineer

A handwritten signature in black ink, appearing to read 'C. Holt'.

By:
Christopher J. Holt, P.E.
Bureau Chief of Local Roads and Streets

Attachments

cc: Jason Souden, P.E., Christopher B. Burke Engineering, Ltd. w/att.