CITY OF ELMHURST

209 NORTH YORK STREET
ELMHURST, ILLINOIS 60126-2759
(630) 530-3000
www.elmhurst.org

PETER "PETE" DICIANNI
MAYOR
PATTY SPENCER
CITY CLERK
DAVID DYER
CITY TREASURER
THOMAS P. BORCHERT
CITY MANAGER

March 16, 2011

Holly Ostdick
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

RE: Butterfield Road (IL Route 56) at York Street Intersection Improvements
CMAP FY 2012-2016 CMAQ Project Application
City of Elmhurst

Dear Ms. Ostdick:

The City of Elmhurst is pleased to submit the enclosed CMAQ funding application for the Butterfield Road at York Street Intersection Improvements. A new Integrated Health Campus is being constructed by Elmhurst Memorial Healthcare (EMHC) on the northwest corner of York Street and Brush Hill Road.

The new hospital is expected to generate considerable traffic that, together with the regional growth, will greatly increase delay at the intersection. The project will improve the flow of traffic at the intersection by adding two right turn lanes and lengthening one existing left turn lane. The improvements will reduce congestion, improve air quality and improve the quality of life for residents of DuPage County.

Thank you for your consideration. If you have any questions or need any additional information, please contact me at (630) 530-3777.

Very truly yours,

Cori Tiberi

Cori Tiberi
City Engineer
City of Elmhurst

Cc: Tam Kutzmark, DMMC
Todd Bright, TranSystems

Congestion Mitigation/Air Quality Improvement Program

Transportation Control Measure Committal Agreement

One copy of this page must be completed and signed by each sponsor of proposed FY 2012-2016 CMAQ projects.

The project sponsor certifies that it is willing and able to manage, maintain, and operate the project(s).

The project sponsor possesses legal authority to nominate the CMAQ project proposal(s) and to finance, acquire, and construct the proposed project(s); and by this committal agreement the sponsor authorizes the submittal of the CMAQ project(s), including all understanding and assurances contained therein, and authorizes the person identified as the project contact to act in connection with the proposal(s) and to provide such additional information as may be required.

The project sponsor will cause work on the project(s) to be commenced within a reasonable time after receipt of notification from the Chicago Metropolitan Agency for Planning that the project has been selected and that the project will be carried to completion with reasonable diligence.

Whereas the CMAQ program funds transportation control measures (TCM), the sponsor agrees that, if selected, the project(s) may be included as a TCM in the State Implementation Plan (SIP) for attaining the applicable national ambient air quality standards. Inclusion of CMAQ projects in the SIP will follow procedures established by the CMAQ Project Selection Committee. The sponsor will provide any tracking information required in a timely fashion.

Name: MICHAEL J. HUGHES
(Please print)

Title: DIRECTOR OF PUBLIC WORKS
(Please print)

Michael J Hughes
(Signature)

3/9/11
(Date)

Project Sponsor: City of Elmhurst

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CMAP FY 2012-2016 CMAQ PROJECT APPLICATION FORM
TRAFFIC FLOW IMPROVEMENTS

I. PROJECT IDENTIFICATION

PROJECT SPONSOR City of Elmhurst	CONTACT INFORMATION – NAME, TITLE, AGENCY, ADDRESS, PHONE, FAX,E-MAIL Cori Tiberi, PE, City Engineer City of Elmhurst 209 N. York Street Elmhurst, IL 60126 Phone: (630) 530-3777 / Fax: (630) 530-6403 Email: cori.tiberi@elmhurst.org
OTHER AGENCIES PARTICIPATING IN PROJECT None	
TIP PROJECT ID, IF PROJECT IS ALREADY IN TIP TBD	

II. PROJECT LOCATION

Note: Projects not readily identified by location should provide a project title on the last line of the Project Location section

NAME OF STREET OR FACILITY TO BE IMPROVED Butterfield Road	MARKED ROUTE # IL Route 56 (FAU 3545)	
PROJECT LIMITS: NORTH/WEST REFERENCE POINT/CROSS ST/INTERSECTION York Street	MARKED ROUTE # FAU 2678	MUNICIPALITY & COUNTY Elmhurst, DuPage County
PROJECT LIMITS: SOUTH/EAST REFERENCE POINT/CROSS ST/INTERSECTION	MARKED ROUTE #	MUNICIPALITY & COUNTY
OTHER PROJECT LOCATION INFORMATION OR PROJECT TITLE Butterfield Road at York Street Intersection Improvements		

III. PROJECT FINANCING & CMAQ FUNDING REQUEST

	STARTING YEAR	TOTAL PHASE COSTS (THOUSANDS)	CMAQ FUNDS REQUESTED (THOUSANDS)	OTHER FEDERAL FUNDS List prior CMAQ funding here.	
				FUND TYPE	AMOUNT
ENGINEERING PHASE 1	2012	**$140,000**	**$ 112,000**		**$**
ENGINEERING PHASE 2	2014	**$160,000**	**$ 128,000**		**$**
RIGHT-OF-WAY ACQUISITION	2014	**$ 437,400**	**$ 349,920**		**$**
CONSTRUCTION (INCLUDING CONST ENG)	2016	**$ 1,282,400**	**$1,025,920**		**$**
ENGINEERING (FOR IMPLEMENTATION PROJECTS)		**$**	**$**		**$**
IMPLEMENTATION		**$**	**$**		**$**
ALTERNATIVES ANALYSIS		**$**	**$**		**$**
TOTAL PROJECT COSTS:		**$1,869,480**	**$1,495,584**		

SOURCE OF LOCAL MATCHING FUNDS:	City of Elmhurst General Funds

NOTE: IF SOFT MATCHING FUNDS ARE INTENDED TO BE USED, PLEASE CONTACT CMAP STAFF.

HAVE THE MATCHING FUNDS BEEN SECURED (PROVIDE DETAILS):	The matching funds will be included in the Capital Expenditure Budget that will be approved by the City Council in May 2011.

CMAP FY 2012-2016 CMAQ PROJECT APPLICATION FORM
TRAFFIC FLOW IMPROVEMENTS – PAGE 2

IV. PROJECT EMISSIONS BENEFIT DATA

TYPE OF PROJECT (CHECK ONE) ☒ INTERSECTION IMPROVEMENT ☐ BOTTLENECK ELIMINATION

PROJECT LENGTH (MILES – BOTTLENECK ELIMINATION AND MULTIPLE INTERSECTIONS ONLY): NA

POSTED SPEEDS (MILES PER HOUR FOR EACH STREET):
Butterfield Road – 35mph; York Street 35mph

CURRENT TRAFFIC VOLUME FOR EACH STREET (ADT – INDICATE YEAR):
Butterfield Road – 17,300 west leg (2009) & 12,900 east leg (2009); York Street – 19,500 (2008)

WILL PEDESTRIAN OR BICYCLE FACILITIES BE ADDED AS PART OF THIS PROJECT? ☐ Yes ☒ No
If "Yes" is checked, complete the sections on pedestrian/bicycle facilities in the Project Scoping Report

DO QUEUES CURRENTLY CLEAR ON THE MAJOR STREET AT SIGNALIZED INTERSECTIONS IN THE PM PEAK PERIOD? ☒ Yes ☐ No

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

INDICATE THE STATUS OF THE PRELIMINARY DESIGN: ☐ N.A. ☒ Not Begun ☐ Underway ☐Submitted ☐ Approved

ESTIMATED COMPLETION YEAR: 2016

VI. PROJECT DESCRIPTION AND MAP

1. PLEASE DESCRIBE PROJECT. FOR OUTREACH, PROMOTION OR MARKETING EFFORTS GIVE SPECIFIC DETAILS OF THE CAMPAIGN. DESCRIBE THE COORDINATION OF THESE EFFORTS WITH RESPECT TO OTHER SUCH CAMPAIGNS (SEE SECTION I.6 ON PAGE 34 OF THE INSTRUCTIONS):

The project will improve the flow of traffic at the intersection by adding two right turn lanes and lengthening one existing left turn lane. Specifically, the addition of northbound and southbound right turn lanes will help accommodate the 290 right turning vehicles and 120 right turning vehicles, respectively, projected to make these movements for the 2011 PM Peak Hour. Additionally, lengthening the existing westbound left turn lane will allow it to better accommodate the 365 left turning vehicles projected to make the turn during the PM Peak Hour. See Exhibit B for Aerial Site Map and Proposed Roadway Improvements.

A new Integrated Health Campus is being constructed by Elmhurst Memorial Healthcare (EMHC) and is expected to generate considerable traffic that, together with the regional growth, will greatly increase delay at the intersection of Butterfield Road and York Street. See Exhibit 3 for Existing Traffic and Exhibit 7 for Development Traffic, both within Exhibit D. The development is located just south of the Butterfield/York intersection, on the northwest corner of York Street and Brush Hill Road. The Campus will include a new 259-bed Hospital Building (approximately 866,000 square feet) and Medical Office Buildings (MOB) up to 200,000 square feet to complement the existing Center for Health (CFH). The hospital expansion is currently under construction and is expected to open in summer 2011. In addition to the hospital expansion, the intersection of York Street with Brush Hill Road/Westbound IL Route 38 Exit Ramp is expected to be improved, such that it will allow southbound left turns, northbound right turns, and eastbound through movements to access westbound Illinois Route 38 at the intersection. The 2011 PM Peak traffic volumes at the intersection of Butterfield Road and York Street include some reallocation of traffic volumes to take into account the fact that this new ramp access will influence the travel patterns at this intersection as well.

The attached Capacity Analysis (Exhibit D) indicates that with the proposed improvements the intersection will operate at LOS C with an intersection delay of 29.4 seconds. Without the improvements, the intersection will operate at LOS E with an intersection delay of 68.7 seconds. The proposed improvements at the intersection of Butterfield Road and York Street will reduce congestion, improve air quality, improve safety, and ultimately improve the quality of life for residents of DuPage County.

2. PROJECT MAP. PLEASE ATTACH A MAP TO THE APPLICATION FORM. INFORMATION MUST BE SUFFICIENT TO ACCURATELY LOCATE THE PROJECT ON A LOCAL STREET MAP. HAND DRAWN MAPS OR MAPS PRODUCED BY GIS SYSTEMS ARE ACCEPTABLE. MAPS FROM TELEPHONE BOOKS WILL NOT BE ACCEPTED.

3. Planning Liaison Reviewed _____ (see pp 20-22 of application book for your Liaison; applications are due to the Liaison by March 18, 2011)
☐ Complete ☐ Missing information – must be completed before application will be processed
☐ Missing information that will result in immediate rejection

CMAQ FY 2012-2016 PROJECT SCOPING REPORT

FOR PROPOSED INTERSECTION IMPROVEMENTS, BOTTLENECK ELIMINATIONS, BICYCLE/PEDESTRIAN, AND COMMUTER PARKING FACILITY PROJECTS

FOR PROJECTS FOR WHICH A PROJECT DEVELOPMENT REPORT IS NOT NOW BEING REVIEWED

PART I. OVERVIEW

COMMON ROUTE NAME: Butterfield Road ROUTE MARKING: IL 56

LIMITS: FROM: York Street Intersection TO:

COUNTY: DuPage County

FIELD/SITE REVIEW DATE: January 24, 2008 & November 4, 2008

FIELD REVIEW PARTICIPANTS: Kathleen Meyerkord, PE, PTOE – TranSystems

Todd Bright, PE – TranSystems

JURISDICTIONS INVOLVED:

City of Elmhurst

IDOT

KEY PEOPLE:

Name Cori Tiberi – City of Elmhurst
Title City Engineer
Phone/fax (630) 530-3777 / (630) 530-6403

Name Ryan Jacox, PE, PTOE – TranSystems
Title Traffic Engineer
Phone/fax (847) 605-9600 / (847) 605-9610

PART II. EXISTING CONDITIONS

VERTICAL CLEARANCE RESTRICTIONS (existing profile/overhead structures):
No restrictions

HORIZONTAL RESTRICTIONS (ROW/sidewalks/curb & gutter/buildings):
Gas stations are located on the NE & SE corners of the intersection. A bank is very near the existing ROW on the SW corner and a Jewel Food store parking lot is on the NW corner.

UNUSUAL SOIL CONDITIONS (CHECK ALL THAT APPLY):
☐ wetlands ☐ cattails in ditches ☐ bogs ☐ dry land bridges ☒contaminated soil

UTILITIES INVOLVED (CHECK ALL THAT APPLY):
☒ electrical ☒ gas ☒ telephone ☒ cable ☒ sewer ☒ water ☐ pipelines ☐ other

SPECIAL SAFETY CONSIDERATIONS (high accident spots and sections):
This is not a high accident location.

CROSSED OR ADJACENT BRIDGES:
- ☐ Applicable (**Complete and include one or more copies of Attachment 1**)
- ☒ Not Applicable

SIGNALIZED INTERSECTIONS:
- ☒ Applicable: **Complete and include for each intersection:**
  - **one copy of Attachment 2**
  - **two Input Module Worksheets (one for current conditions and one for conditions after the proposed project)**
  - **if signals are actuated, the Actuated Controller Properties page of the Input Module Worksheet**
  - **As many Actuated Controller Coordination pages of the Input Module Worksheet as warranted, i.e., based on extended side-street leading left-turn phases**
- ☐ Not Applicable

UNSIGNALIZED INTERSECTIONS NEEDING UPDATE:
- ☐ Applicable: **Complete and include for each intersection:**
  - **one copy of Attachment 3**
  - **two Input Module Worksheets (one for current conditions and one for conditions after the proposed project)**
- ☒ Not Applicable

DRAINAGE DATA:
- ☒ **Complete and include one or more copies of Attachment 4**

RAILROADS:
- ☐ Applicable (**Complete and include one or more copies of Attachment 5**)
- ☒ Not Applicable

PART III. ENVIRONMENTAL AND SPECIAL DATA

Documented (IDNR) or possible wetlands: ☐ Yes ☒ No:
Location(s) Not Applicable

Parks or Forest Preserve: ☐ Yes ☒ No:
Location(s) Not Applicable
4(f) Involvement ☐ Definite ☐ Possible

Cultural resource involvement (check all that apply):
☐ Historic district ☐ Historic structure ☐ Historical marker
☐ Other eligible historic designations ☐ Other cultural resources
Location(s) Not Applicable

Adjacent land use (Check all that apply)
☒ Residential ☒ Office/Retail ☐ Schools
☐ Industrial ☐ Park or Forest Preserve ☐ Other Institutional

Hazardous materials (UST, LUST, other hazardous waste sites) ☒ Yes ☐ No
The gas stations have a high potential to be hazardous waste sites. The intersection will be screened for hazardous materials during preliminary engineering.

Potential contaminated soils: High

Local Acceptability *(a federally accepted public involvement program will be prepared during project development)*

Is there local public support, generally? ☒ Yes ☐ No

Has the affected public been involved/informed? ☒ Yes ☐ No

How? The public was informed about this project through a Public Works and Buildings Committee meeting on January 14, 2008. This intersection was part of a traffic study presented at the meeting.

PART IV. PROPOSED SCOPE OF WORK

Engineering (Enter cost if eligible for federal funding):

Phase I (preliminary design) $140,000 % complete 0 Months to complete 24

Phase II (plans, specs and estimates) $160,000 % complete 0 Months to complete 19

Right of way needed: ☐ No ☒ Yes: Estimated cost $ 287,080

Utility Relocation ☒ No ☐ Yes: Cost $ Not Applicable

Construction: Cost $1,145,000 Months to complete: 7 Calendar Year 2016

(INCLUDE DETAILED COST ESTIMATE FOR CONSTRUCTION ITEMS ON FOLLOWING PAGE).

Proposed cross section(s)/dimensions (If applicable):

Number of through lanes (Roads): 2 (York St) / 2 (Butterfield Rd)
Pavement width 76' e-e (York St), 64' e-e (Butterfield Rd)
Shoulder or parkway width: parkways vary 8-20'
Median: ☐ None ☒ Raised ☐ Flush ☐ Mixed
Square feet (Parking) Prohibited

Project Length: York Street 1,200'; Butterfield Road 700'; 1,900' Total

Check all that apply, and complete number where applicable.

- ☒ Intersection improvements (Number 1)
- ☐ New traffic signals (Number_____)
- ☒ Signals to be interconnected (Number 3)
- ☒ Pedestrian/bicycle accommodations (Describe below. Include limits and connecting facilities)
- ☐ Train Station Improvements
- ☐ Railroad Grade Crossing Improvements
- ☐ Landscaping
- ☐ Bottleneck elimination
- ☒ Traffic signal modernization (Number 1)
- ☐ Structural improvements
- ☐ Roadside Improvements (Retaining walls, positive barriers, etc.)
- ☐ New/Relocated Train Station
- ☐ ADA Access Improvements
- ☐ Commuter Parking (Number of spaces_____)

For all items checked above, describe improvements in the space below. Attach additional sheets if necessary.

Improvements include the addition of northbound and southbound right turn lanes on York Street, as well as lengthening the existing westbound left turn lane on Butterfield Road. Full pavement width resurfacing will also be performed within the intersection and for approximately 350 feet along each of the four intersection approaches. Traffic signal equipment and pavement markings shall be modified and restriped, respectively, to accommodate the additional lanes into the operational configuration. See Proposed Roadway Improvements, Exhibit B.

Drainage:

☒ Urban (Enclosed) ☐ Rural (Open)

Is detention required? ☒ No ☐ Yes (If yes, check type below)

☐ In line detention ☐ New outlets (Where?) _____
☐ Detention basin ☐ Detention off-site _____

DETAILED ESTIMATE OF CONSTRUCTION COSTS

Item	Description	Unit	Quantity	Unit Price	Total
	See Attached Estimate, Exhibit C				
TOTAL COST OF CONSTRUCTION ITEMS					

ESTIMATES MUST BE BASED UPON QUANTITIES AND UNIT COSTS WHENEVER POSSIBLE.
LUMP SUM AMOUNTS ARE NOT ACCEPTABLE.

ATTACHMENT 2 – SIGNALIZED INTERSECTIONS

FILL OUT FOR EACH SIGNALIZED INTERSECTION

Provide ***Existing and Proposed*** Conditions for Each Item

Location: Butterfield Road at York Street **(Existing)**

a. Conditions: On the HCM Input Module Worksheet, indicate/sketch the number of through and shared lanes, all designated turn pockets and the length of all turn pockets, lane width for all lanes, percent grade, free flow speed and saturation flow rate for all legs within the intersection, right turn on red allowed or prohibited, and provide separate right turn and right turn on red volumes.

	Butterfield	York
Free flow speed:	35 mph	35mph
Saturation flow rate:	1,900 pc/h/ln	1,900 pc/h/ln
Right turn on red allowed:	Yes	Yes
Right turn on red volumes:	minimal	minimal

b. Type of controller ☐ Pretimed ☐ Semi-Actuated ☒ Fully Activated

If the controller is actuated, please provide a layout for all actuated legs of the intersection with the following information: detector distance from stop line, detector length, delay time and carry-over. If using IDOT's standard for detector loop layout, a copy of the standard containing the above required detector information will suffice.

c. Pedestrian signals: ☐ No ☒ Yes:

Locations: All approaches

d. Sidewalks/bicycle facilities: ☒ Sidewalk ☐ Bicycle/Multi-Use ☐ Neither

Locations: Sidewalk runs along both sides of York Street and Butterfield Road

e. Preemption (Railroad/fire/emergency vehicle): ☐ No ☒ Yes: Emergency Vehicle

Locations: Mast arm – northeast quadrant; Mast Arm – northwest quadrant

f. Describe parking and parking restrictions and identify any bus stops in the vicinity.

On-street parking is not permitted; no bus stops in the vicinity.

g. Do current signals meet MUTCD standards? ☒ No ☒ Yes

h. Is intersection a part of a current signal interconnect system? ☐ No ☒ Yes:

Limits: Butterfield Road to Brush Hill Road along York Street

Jurisdictions involved: IDOT, City of Elmhurst

i. Operational deficiencies: None

ATTACHMENT 2 – SIGNALIZED INTERSECTIONS

FILL OUT FOR EACH SIGNALIZED INTERSECTION

Provide ***Existing and Proposed*** Conditions for Each Item

Location: Butterfield Road at York Street **(Proposed)**

a. Conditions: On the HCM Input Module Worksheet, indicate/sketch the number of through and shared lanes, all designated turn pockets and the length of all turn pockets, lane width for all lanes, percent grade, free flow speed and saturation flow rate for all legs within the intersection, right turn on red allowed or prohibited, and provide separate right turn and right turn on red volumes.

	Butterfield	York
Free flow speed:	35 mph	35mph
Saturation flow rate:	1,900 pc/h/ln	1,900 pc/h/ln
Right turn on red allowed:	Yes	Yes
Right turn on red volumes:	minimal	minimal

b. Type of controller ☐ Pretimed ☐ Semi-Actuated ☒ Fully Activated

If the controller is actuated, please provide a layout for all actuated legs of the intersection with the following information: detector distance from stop line, detector length, delay time and carry-over. If using IDOT's standard for detector loop layout, a copy of the standard containing the above required detector information will suffice.

c. Pedestrian signals: ☐ No ☒ Yes:

Locations: All approaches

d. Sidewalks/bicycle facilities: ☒ Sidewalk ☐ Bicycle/Multi-Use ☐ Neither

Locations: Sidewalk will continue to be provided along both sides of York Street and Butterfield Road.

e. Preemption (Railroad/fire/emergency vehicle): ☐ No ☒ Yes: Emergency Vehicle

Locations: Mast arm – northeast quadrant; Mast Arm – northwest quadrant

f. Describe parking and parking restrictions and identify any bus stops in the vicinity.

On-street parking will not be permitted and no bus stops are currently planned at the intersection.

i. Do current signals meet MUTCD standards? ☐ No ☒ Yes

j. Is intersection a part of a current signal interconnect system? ☐ No ☒ Yes:

Limits: Butterfield Road to Brush Hill Road along York Street

Jurisdictions involved: IDOT, City of Elmhurst

i. Operational deficiencies: None

ATTACHMENT 4 – DRAINAGE DATA

COMPLETE FOR EACH DRAINAGE BASIS (2 PER PAGE)

Location: Butterfield Road at York Street Intersection

a. Existing drainage type (Open/closed): Existing stormwater runoff is accommodated by two enclosed drainage systems. One system drains the east leg of Butterfield Road and south leg of York Street. The second system drains the north leg of York Street and west leg of Butterfield Road.

b. Existing drainage problems: None

c. Flood plains (Transverse/longitudinal): None

d. Regulatory (FEMA) Floodways: Salt Creek Floodway

e. Major drainage structures: None within project limits

f. Outfall conditions: System one runs south along York Street and outfalls into a 60 inch storm sewer at Roosevelt Road. This sewer ultimately discharges into Salt Creek, south of Roosevelt Road. System two runs west along Butterfield Road and outfalls into Salt Creek.

g. Comments (Realignment/cost participation/jurisdictional transfer): Drainage realignment is not anticipated, the existing storm sewer systems will be utilized. The City will provide the local cost participation match and this is not a jurisdictional transfer.

CONGESTION MITIGATION AND AIR QUALITY PROGRAM

FY 2012-2016

ILLINOIS ROUTE 56 (BUTTERFIELD ROAD) (FAU 3545)) AT YORK STREET (FAU 2678)

INTERSECTION IMPROVEMENTS

CITY OF ELMHURST

EXHIBITS

A. Project Location Map
B. Aerial Site Map and Proposed Roadway Improvements
C. Cost Estimate
D. Input Worksheet, Actuated Controller, and HCS Data
E. Milestone Schedule
F. GO TO 2040 Support Form

EXHIBIT A

PROJECT LOCATION MAP

Location Map

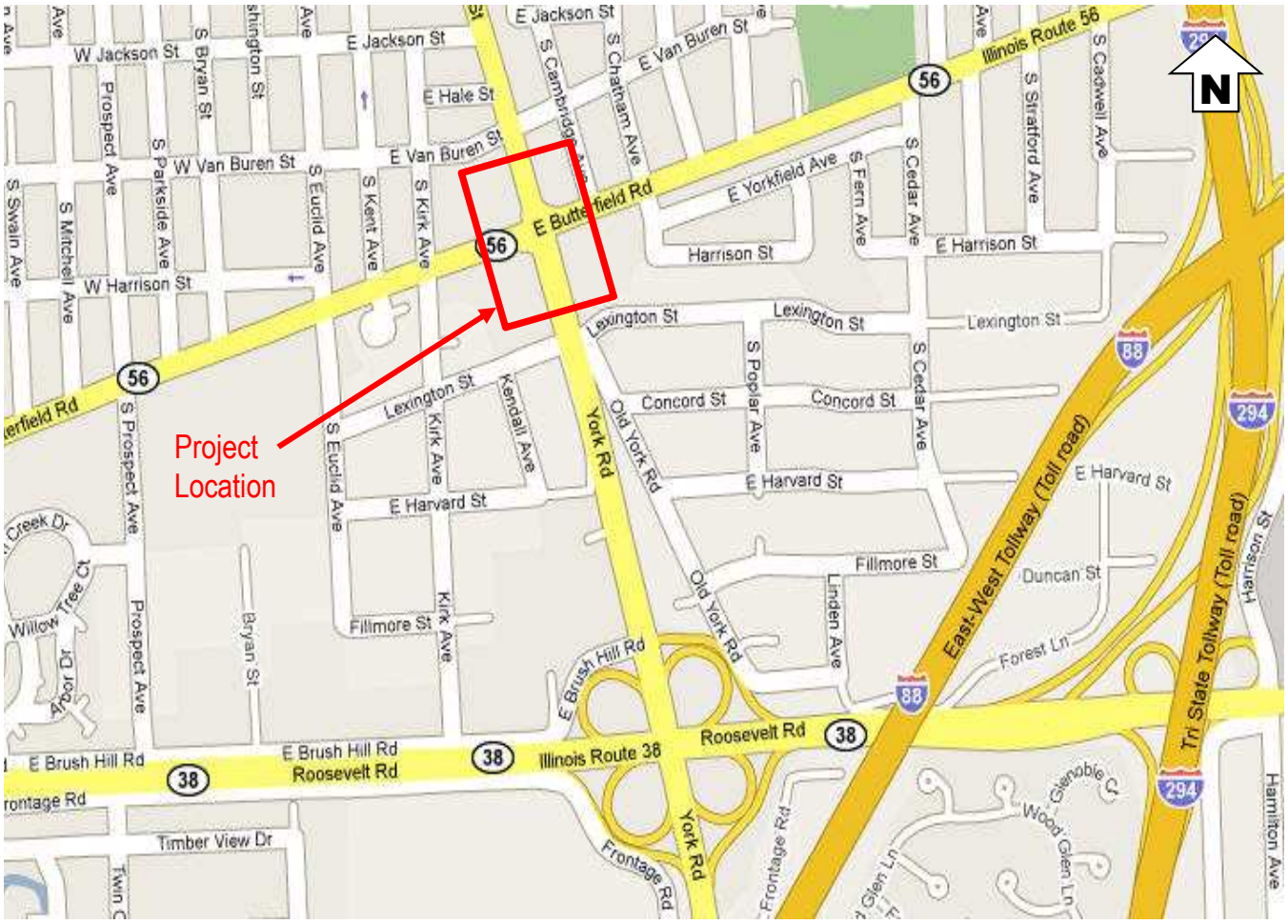


EXHIBIT A - Project Map

IL Route 56 (Butterfield Road) at York Street
Intersection Improvements
City of Elmhurst

EXHIBIT B

AERIAL SITE MAP
PROPOSED ROADWAY IMPROVEMENTS

SITE AERIAL MAP

IL Route 56 (Butterfield Road) at York Street
City of Elmhurst

FILE NAME : g:\CH08\0007\Road\YorkButterfield\BUTTER_p-hd.sheet.dgn	USER NAME : rpjacox	DESIGNED - RPJ	REVISED - -
		DRAWN - NFO	REVISED - -
	PLOT SCALE : 155.0000 ' / IN.	CHECKED - KMM	REVISED - -
	PLOT DATE : 3/14/2011	DATE - 12-01-09	REVISED - -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET
AT IL ROUTE 56 (BUTTERFIELD ROAD)
DRAFT CONCEPT PLAN

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
--		DUPAGE		
		CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Trans Systems
1475 E. WOODFIELD ROAD, SUITE 600
SCHAUMBURG, IL 60173

EXHIBIT C

COST ESTIMATE

BUTTERFIELD ROAD (IL ROUTE 56) AT YORK STREET
INTERSECTION IMPROVEMENTS
CITY OF ELMHURST

March 14, 2011

PRELIMINARY ESTIMATE OF COST

Butterfield Road	700	FT	0.13	Miles
York Street	1200	FT	0.23	Miles
Total Project Length	**1,900**	**FT**	**0.36**	**Miles**

1. CONSTRUCTION

	QTY.	UNIT	UNIT PRICE	TOTAL	CMAQ	City
Roadway & Intersection Improvements	11,338	SY	$ 47	**$ 535,834**		
{ curb removal	970	LF	$ 6	**$ 5,820**		
{ pavement removal	300	SY	$ 15	**$ 4,500**		
{ driveway pavement removal	198	SY	$ 20	**$ 3,960**		
{ barrier median removal	3,200	SF	$ 6	**$ 19,200**		
{ sidewalk removal	3,500	SF	$ 3	**$ 10,500**		
{ proposed curb and gutter	970	LF	$ 16	**$ 15,520**		
{ Mill and resurface	1,956	TON	$ 100	**$ 195,581**		
{ proposed bit. pavement construction	1,193	SY	$ 70	**$ 83,510**		
{ proposed driveway pavement	198	SY	$ 45	**$ 8,910**		
{ proposed pcc sidewalk	3,500	SF	$ 7	**$ 24,500**		
{ proposed street lighting	4	EA	$ 6,000	**$ 24,000**		
{ temporary street lighting	4	EA	$ 1,500	**$ 6,000**		
{ earthwork	333	CY	$ 40	**$ 13,333**		
{ drainage modifications (20%)	1	L SUM	$ 80,400	**$ 80,400**		
{ sodding, signing, and striping (5%)	1	L SUM	$ 20,100	**$ 20,100**		
{ miscellaneous	1	L SUM	$ 20,000	**$ 20,000**		
Traffic Signal Replacement (With UPS)	1	EA	$ 200,000	**$ 200,000**		
Traffic Signal Modifications	0	EA	$ 100,000	**$ -**		
Temporary Traffic Signal Installation	1	EA	$ 30,000	**$ 30,000**		
Interconnect Modifications	1	EA	$ 20,000	**$ 20,000**		
Mobilization (5%)	1	LSUM	$ 39,000	**$ 39,000**		
Traffic Control & Protection (3%)	1	LSUM	$ 23,000	**$ 23,000**		
Contingency (20%)				**$ 169,000**		
Subtotal -- Construction (2011$)				**$ 1,017,000**		
Subtotal -- Construction (2015$)				**$ 1,145,000**	**$ 916,000**	**$ 229,000**
* 3% annual increase				**100%**	**80%**	**20%**
2. R.O.W. Acquisition (4 Parcels)						
Title Reports, Later Dates & Recording	4	LSUM	$600	$ 2,400		
Plats & Legals	4	LSUM	$3,000	$ 12,000		
Appraisals & Review	4	LSUM	$2,000	$ 8,000		
Negotiations	4	LSUM	$2,000	$ 8,000		
Easement	12,600	SF	$10	$ 126,000		
Acquisition	4,356	SF	$30	$ 130,680		
Subtotal -- R.O.W.				**$ 287,080**	**$ 229,664**	**$ 57,416**
				100%	**80%**	**20%**
3. Engineering						
Preliminary Design				$ 140,000	$ 112,000	$ 28,000
Final Design				$ 160,000	$ 128,000	$ 32,000
Construction Engineering				$ 137,400	$ 109,920	$ 27,480
Subtotal -- Engineering				**$ 437,400**	**$ 349,920**	**$ 87,480**
				100%	**80%**	**20%**
Construction (Incl Const Engineering				$ 1,282,400	$ 1,025,920	$ 256,480
				100%	80%	20%
PROJECT TOTAL:				**$ 1,869,480**	**$ 1,495,584**	**$ 373,896**
				100%	**80%**	**20%**

I:\ELMHURST\York at Butterfield\2012-16 CMAQ\[Ex C Prelim Cost 2011.XLS]2009-8-06

EXHIBIT D

INPUT WORKSHEET, ACTUATED CONTROLLER, AND HCS DATA

Highway Capacity Manual 2000

Check:
☒ Before improvement
☐ After improvement

both before and after worksheets are required

INPUT WORKSHEET

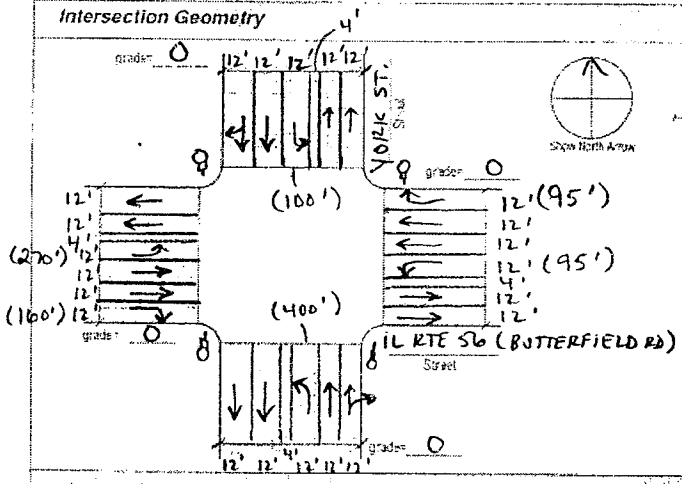
General Information

Analyst	R. JACOX
Agency or Company	TRANSYSTEMS
Date Performed	3/10/11
Analysis Time Period	pm peak

Site Information

Intersection	IL RTE 56 (BUTTERFIELD) @ YORK ST.
Area Type	☐ CBD ☒ Other
Jurisdiction	IDOT / ELMHURST
Analysis Year	2011

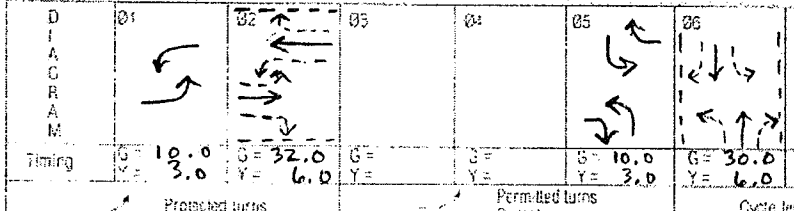
Intersection Geometry



Volume and Timing Input

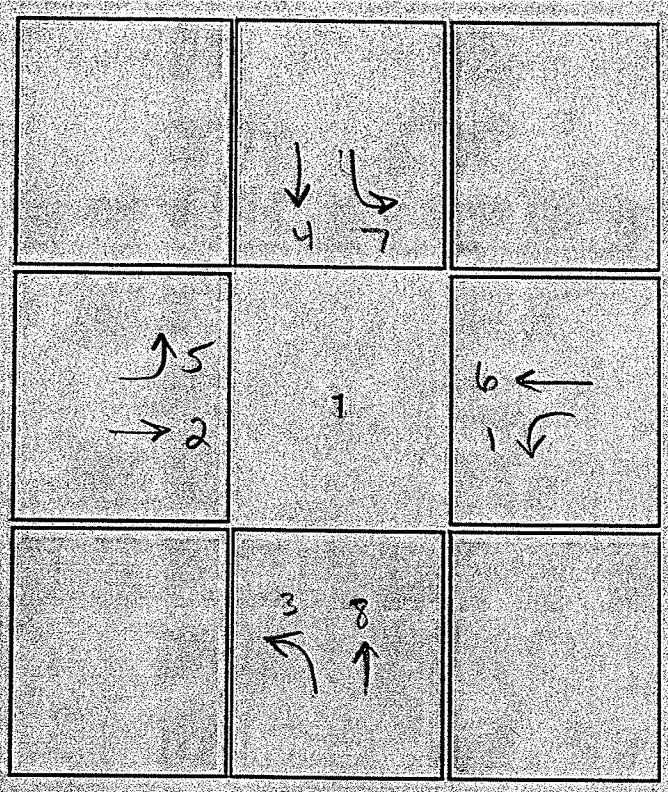
	EB			WB			NB			SB		
	LT	TH	RT[1]	LT	TH	RT[1]	LT	TH	RT[1]	LT	TH	RT[1]
Volume, V (veh/h)	195	425	185	365	305	55	190	900	290	155	625	120
% heavy vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up lost time, l_1 (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of effective green time, e (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Approach pedestrian volume,[2] v_{ped} (p/h)		0			0			0			0	
Approach bicycle volume,[2] v_{bic} (bicycles/h)		0			0			0			0	
Parking (Y or N)		N			N			N			N	
Parking maneuvers, N_m (maneuvers/h)		0			0			0			0	
Bus stopping, h_B (buses/h)		0			0			0			0	
Min. timing for pedestrians,[2] G_p (s)		28 sec.			26 sec.			26 sec.			26 sec.	

Signal Phasing Plan



Notes

1. RT volumes, as shown, exclude RTOR.
2. Approach pedestrian and bicycle volumes are those that conflict with right turns from the subject approach.
3. Refer to Equation 16-2.

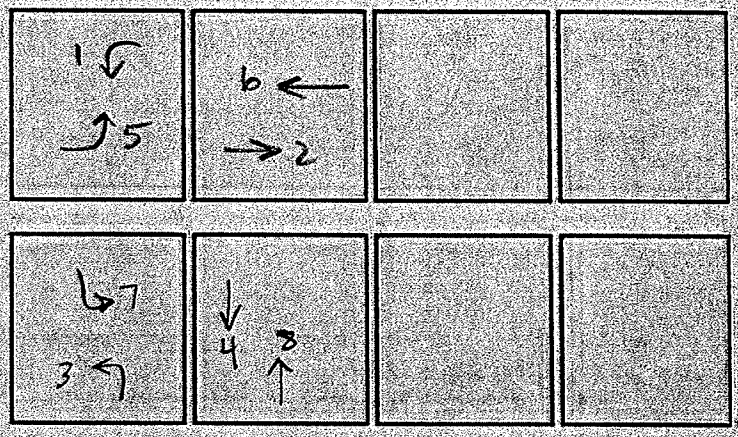


Scheme

Save Scheme | Load Scheme

Reverse

1 2 3 4

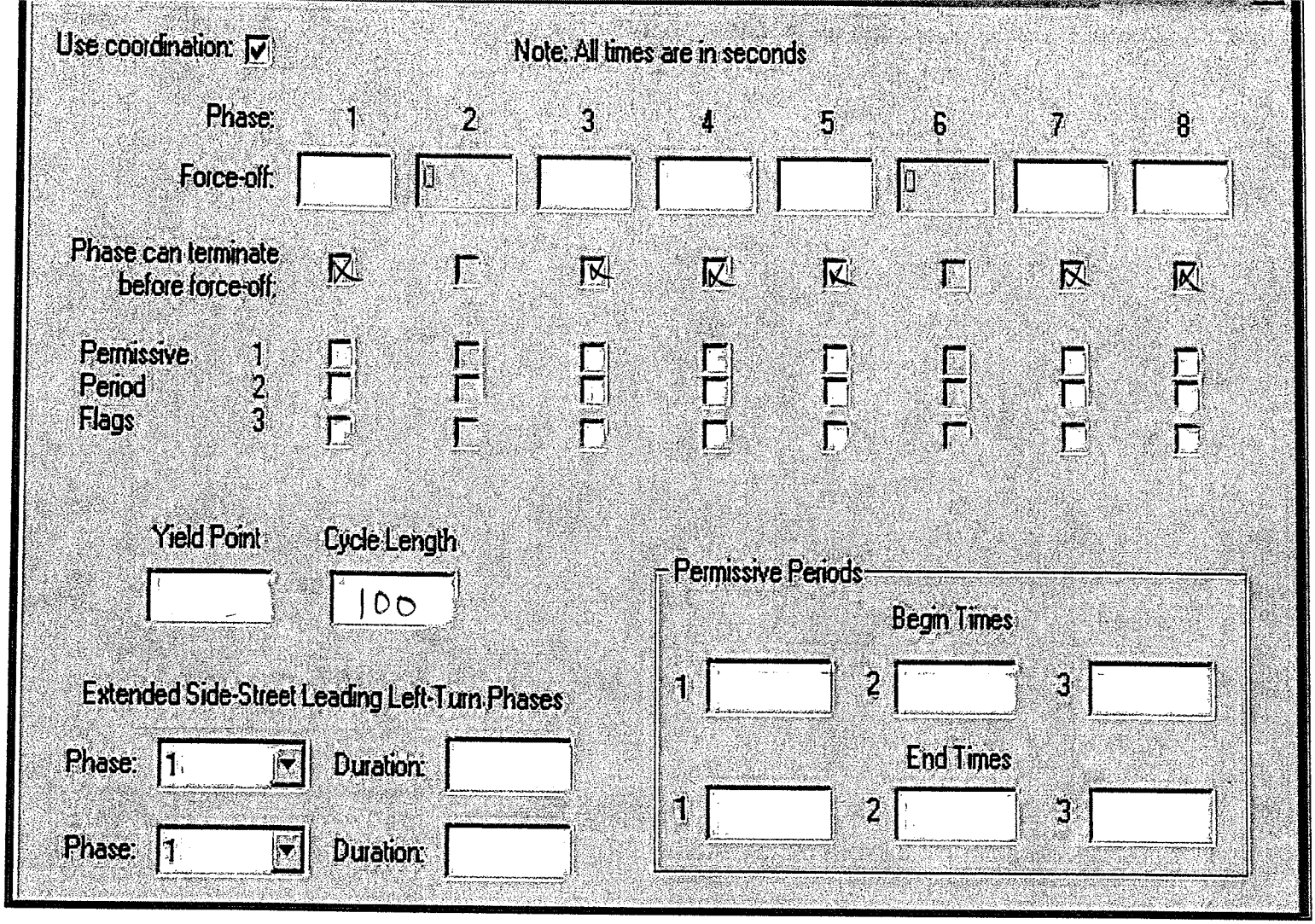


5 6 7 8

Reverse

Phase Settings (All times are in seconds):

Phase:	1	2	3	4	5	6	7	8
Max Green:	10.0	32.0	10.0	30.0	10.0	32.0	10.0	30.0
Min Green:	4.0	14.0	4.0	12.0	4.0	14.0	4.0	12.0
Amber:	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
All Red:	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Veh. Ext.:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Recall:	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall:	☐	☒	☐	☐	☐	☒	☐	☐


Use coordination:
Note: All times are in seconds
Phase: 1 2 3 4 5 6 7 8
Force-off:
Phase can terminate before force-off:
Permissive Period Flags
1
2
3
Yield Point
Cycle Length
100
Extended Side-Street Leading Left-Turn Phases
Phase:
Duration:
Phase:
Duration:
Permissive Periods
Begin Times
1
2
3
End Times
1
2
3

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	*R. Jacox*	Intersection	*Butterfield Rd. at York St.*
Agency or Co.	*TranSystems*	Area Type	*All other areas*
Date Performed	*3/10/2011*	Jurisdiction	*IDOT/Elmhurst*
Time Period	*PM Peak*	Analysis Year	*2011*
		Project ID	*Butterfield at York Before Improvement*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*2*	*0*	*1*	*2*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*		*L*	*TR*	
Volume, V (vph)	*195*	*425*	*185*	*365*	*305*	*55*	*190*	*900*	*290*	*155*	*625*	*120*
% Heavy Vehicles, %HV	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Pretimed (P) or Actuated (A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Start-up Lost Time, l_1	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green, e	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type, AT	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*		*3*	*3*	
Unit Extension, UE	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	
Filtering/Metering, I	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
Initial Unmet Demand, Q_b	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*		*0.0*	*0.0*	
Ped / Bike / RTOR Volumes	*50*	*5*	*0*	*50*	*5*	*0*	*50*	*5*	*0*	*50*	*5*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	
Min. Time for Pedestrians, G_p	*3.6*			*3.6*			*3.6*			*3.6*		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = *10.0*	G = *32.0*	G =	G =	G = *10.0*	G = *30.0*	G =	G =
	Y = *3*	Y = *6*	Y =	Y =	Y = *3*	Y = *6*	Y =	Y =
Duration of Analysis, T = *0.25*					Cycle Length, C = *100.0*			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	*205*	*447*	*195*	*384*	*321*	*58*	*200*	*1252*		*163*	*784*	
Lane Group Capacity, c	*485*	*1195*	*714*	*423*	*1195*	*714*	*275*	*1009*		*252*	*1028*	
v/c Ratio, X	*0.42*	*0.37*	*0.27*	*0.91*	*0.27*	*0.08*	*0.73*	*1.24*		*0.65*	*0.76*	
Total Green Ratio, g/C	*0.48*	*0.32*	*0.48*	*0.48*	*0.32*	*0.48*	*0.46*	*0.30*		*0.46*	*0.30*	
Uniform Delay, d_1	*15.7*	*26.3*	*15.6*	*29.1*	*25.3*	*14.1*	*19.6*	*35.0*		*21.7*	*31.8*	
Progression Factor, PF	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
Delay Calibration, k	*0.11*	*0.11*	*0.11*	*0.43*	*0.11*	*0.11*	*0.29*	*0.50*		*0.22*	*0.31*	
Incremental Delay, d_2	*0.6*	*0.2*	*0.2*	*23.1*	*0.1*	*0.0*	*9.3*	*116.9*		*5.7*	*3.4*	
Initial Queue Delay, d_3	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*		*0.0*	*0.0*	
Control Delay	*16.3*	*26.5*	*15.8*	*52.2*	*25.4*	*14.1*	*28.9*	*151.9*		*27.3*	*35.2*	
Lane Group LOS	*B*	*C*	*B*	*D*	*C*	*B*	*C*	*F*		*C*	*D*	
Approach Delay	*21.5*			*38.0*			*135.0*			*33.8*		
Approach LOS	*C*			*D*			*F*			*C*		
Intersection Delay	*68.7*			X_C = *1.09*			Intersection LOS			*E*		

Check:

Highway Capacity Manual 2000 ☐ Before improvement ☒ After improvement — both before and after worksheets are required

INPUT WORKSHEET

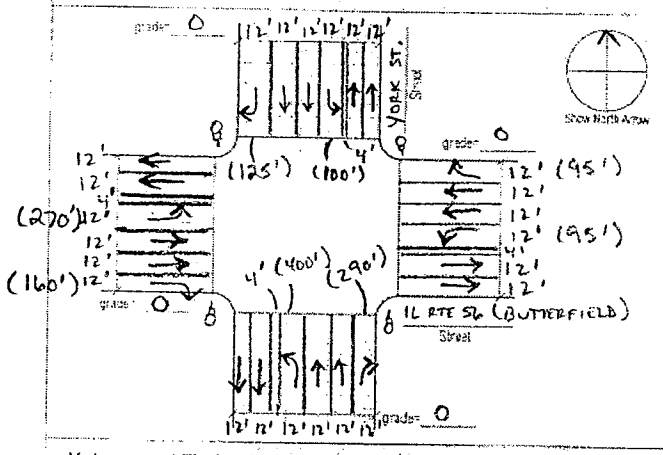
General Information

Analyst: R. JACOX
Agency or Company: TRANSYSTEMS
Date Performed: 3/10/11
Analysis Time Period: pm peak

Site Information

Intersection: IL RTE 56 (BUTTERFIELD) @ YORK ST.
Area Type: ☐ CBD ☒ Other
Jurisdiction: IDOT / ELMHURST
Analysis Year: 2011

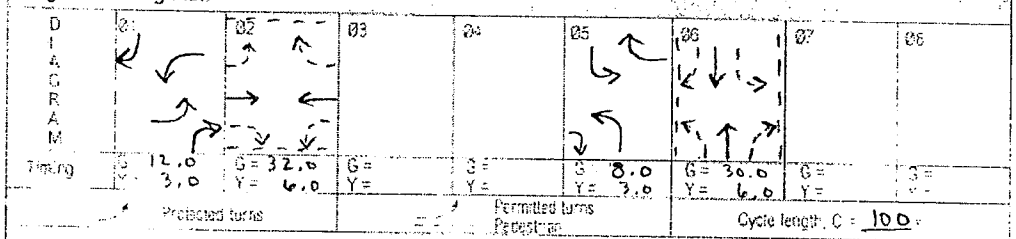
Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT[1]	LT	TH	RT[1]	LT	TH	RT	LT	TH	RT[1]
Volume, V (veh/h)	195	425	185	365	305	55	190	900	290	155	625	120
% heavy vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up lost time, l_1 (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of effective green time, e (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Approach pedestrian volume,[2] v_{ped} (p/h)	0			0			0			0		
Approach bicycle volume,[2] v_{bic} (bicycles/h)	0			0			0			0		
Parking (Y or N)	N			N			N			N		
Parking maneuvers, N_m (maneuvers/h)	0			0			0			0		
Bus stopping, N_B (buses/h)	0			0			0			0		
Min. timing for pedestrians,[2] G_p (s)	28 Sec.			26 Sec.			26 Sec.			26 Sec.		

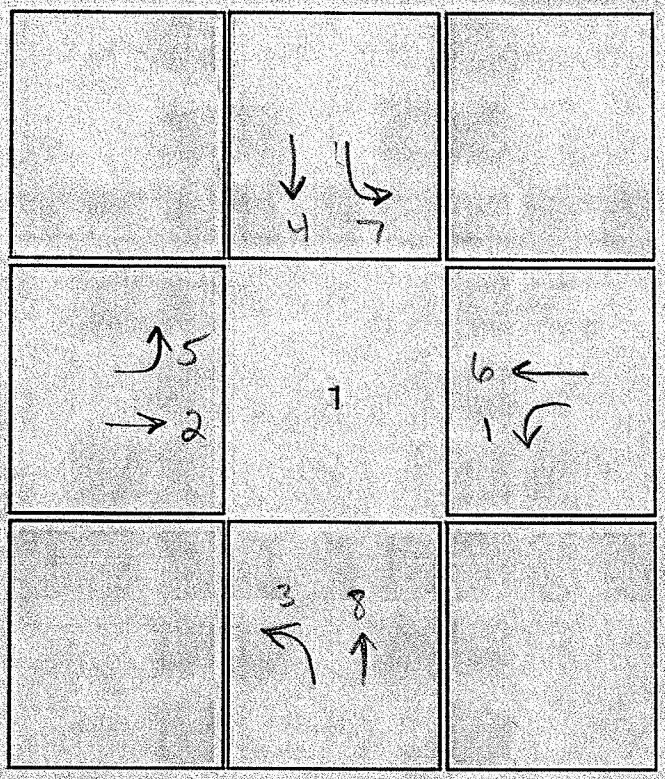
Signal Phasing Plan



Notes

1. RT volumes, as shown, exclude RTOR.
2. Approach pedestrian and bicycle volumes are those that conflict with right turns from the subject approach.
3. Refer to Equation 16-2.

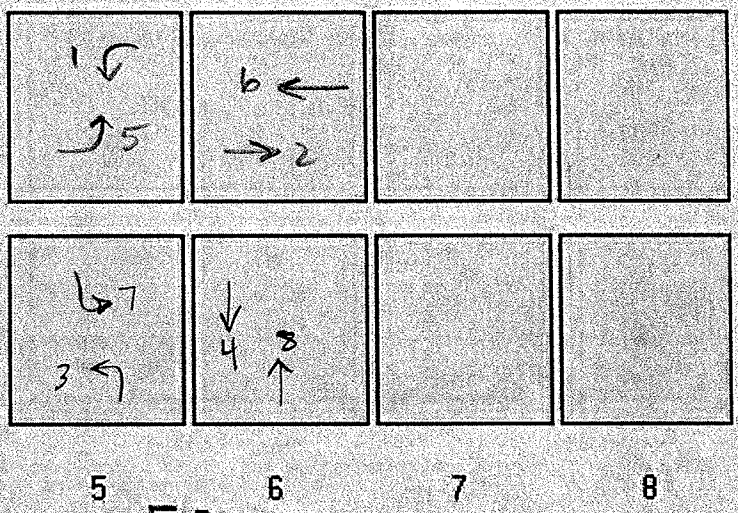
Actuated Controller Properties



Scheme

Save Scheme | Load Scheme

Reverse



Reverse

Phase Settings (All times are in seconds):

Phase:	1	2	3	4	5	6	7	8
Max Green:	12.0	32.0	8.0	30.0	12.0	32.0	8.0	30.0
Min Green:	3.0	14.0	5.0	12.0	3.0	14.0	5.0	12.0
Amber:	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
All Red:	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Veh. Ext.:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Min Recall:	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall:	☐	☒	☐	☐	☐	☒	☐	☐

Actuated Controller Coordination

Use coordination: ☑ Note: All times are in seconds

Phase:	1	2	3	4	5	6	7	8
Force-off:								
Phase can terminate before force-off:	☒	☐	☒	☒	☒	☐	☒	☒
Permissive Period Flags 1	☐	☐	☐	☐	☐	☐	☐	☐
Permissive Period Flags 2	☐	☐	☐	☐	☐	☐	☐	☐
Permissive Period Flags 3	☐	☐	☐	☐	☐	☐	☐	☐

Yield Point

Cycle Length: 100

Extended Side-Street Leading Left-Turn Phases

Phase: 1 Duration:

Phase: 1 Duration:

Permissive Periods

	Begin Times	End Times
1		
2		
3		

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	*R. Jacox*	Intersection	*Butterfield Rd. at York St.*
Agency or Co.	*TranSystems*	Area Type	*All other areas*
Date Performed	3/10/2011	Jurisdiction	*IDOT/Elmhurst*
Time Period	*PM Peak*	Analysis Year	2011
		Project ID	*Butterfield at York After Improvement*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*2*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume, V (vph)	*195*	*425*	*185*	*365*	*305*	*55*	*190*	*900*	*290*	*155*	*625*	*120*
% Heavy Vehicles, %HV	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Pretimed (P) or Actuated (A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Start-up Lost Time, l_1	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green, e	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type, AT	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension, UE	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Filtering/Metering, I	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Initial Unmet Demand, Q_b	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
Ped / Bike / RTOR Volumes	*50*	*5*	*0*	*50*	*5*	*0*	*50*	*5*	*0*	*50*	*5*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Min. Time for Pedestrians, G_p	*3.6*			*3.6*			*3.6*			*3.6*		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = *12.0*	G = *32.0*	G =	G =	G = *8.0*	G = *30.0*	G =	G =
	Y = *3*	Y = *6*	Y =	Y =	Y = *3*	Y = *6*	Y =	Y =
Duration of Analysis, T = *0.25*					Cycle Length, C = *100.0*			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	*205*	*447*	*195*	*384*	*321*	*58*	*200*	*947*	*305*	*163*	*658*	*126*
Lane Group Capacity, c	*520*	*1195*	*684*	*458*	*1195*	*684*	*283*	*1120*	*712*	*214*	*1120*	*712*
v/c Ratio, X	*0.39*	*0.37*	*0.29*	*0.84*	*0.27*	*0.08*	*0.71*	*0.85*	*0.43*	*0.76*	*0.59*	*0.18*
Total Green Ratio, g/C	*0.50*	*0.32*	*0.46*	*0.50*	*0.32*	*0.46*	*0.44*	*0.30*	*0.48*	*0.44*	*0.30*	*0.48*
Uniform Delay, d_1	*14.5*	*26.3*	*16.8*	*25.8*	*25.3*	*15.2*	*19.6*	*32.8*	*17.0*	*21.8*	*29.7*	*14.8*
Progression Factor, PF	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Delay Calibration, k	*0.11*	*0.11*	*0.11*	*0.37*	*0.11*	*0.11*	*0.27*	*0.38*	*0.11*	*0.31*	*0.18*	*0.11*
Incremental Delay, d_2	*0.5*	*0.2*	*0.2*	*12.9*	*0.1*	*0.1*	*7.8*	*6.1*	*0.4*	*14.8*	*0.8*	*0.1*
Initial Queue Delay, d_3	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
Control Delay	*15.0*	*26.5*	*17.0*	*38.8*	*25.4*	*15.2*	*27.5*	*39.0*	*17.4*	*36.6*	*30.6*	*14.9*
Lane Group LOS	*B*	*C*	*B*	*D*	*C*	*B*	*C*	*D*	*B*	*D*	*C*	*B*
Approach Delay	*21.5*			*31.4*			*32.9*			*29.5*		
Approach LOS	*C*			*C*			*C*			*C*		
Intersection Delay	*29.4*			X_C = *0.88*			Intersection LOS			*C*		

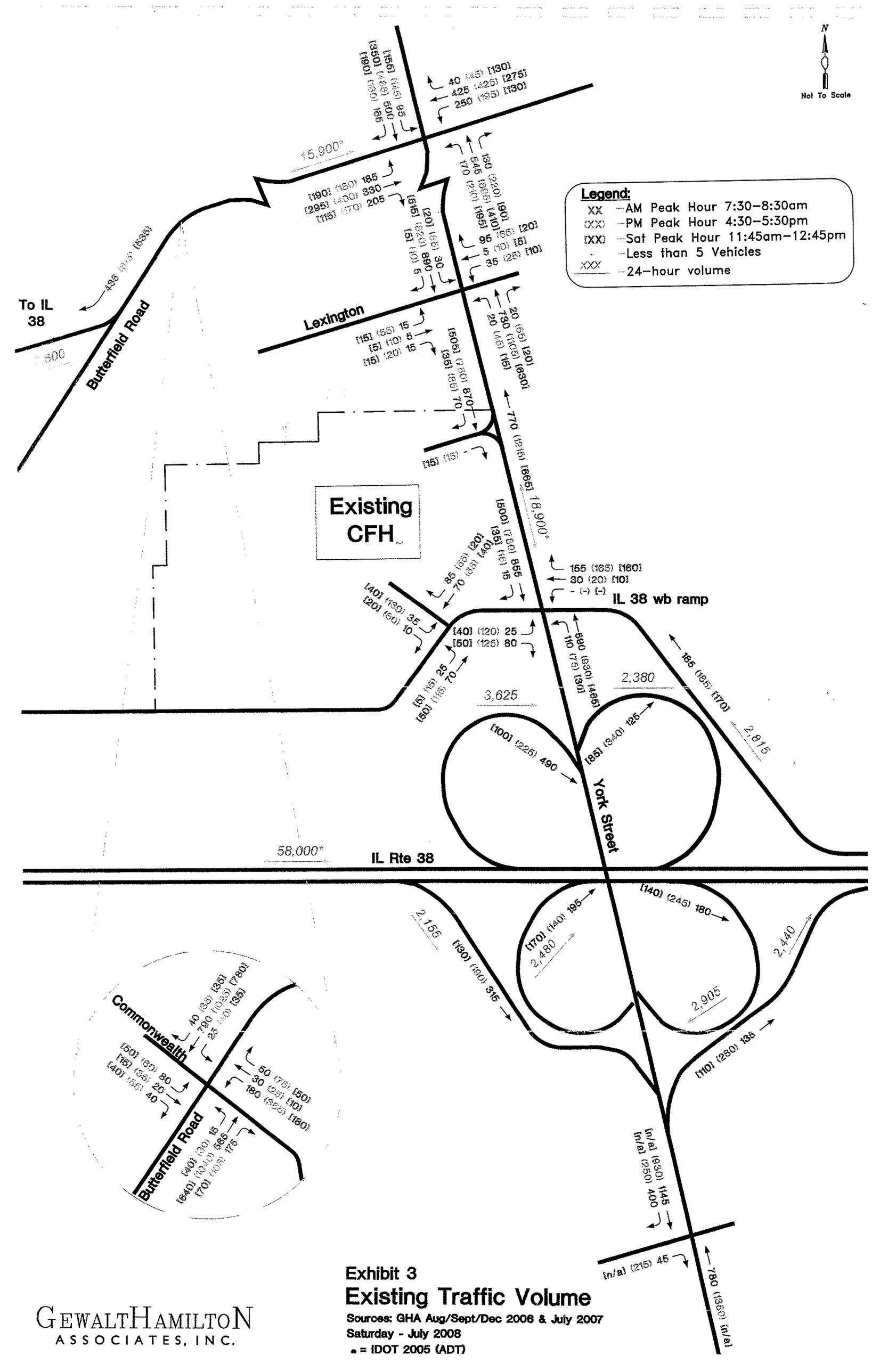


Exhibit 3

Existing Traffic Volume

Sources: GHA Aug/Sept/Dec 2006 & July 2007
Saturday - July 2008
• = IDOT 2005 (ADT)

GEWALTHAMILTON ASSOCIATES, INC.

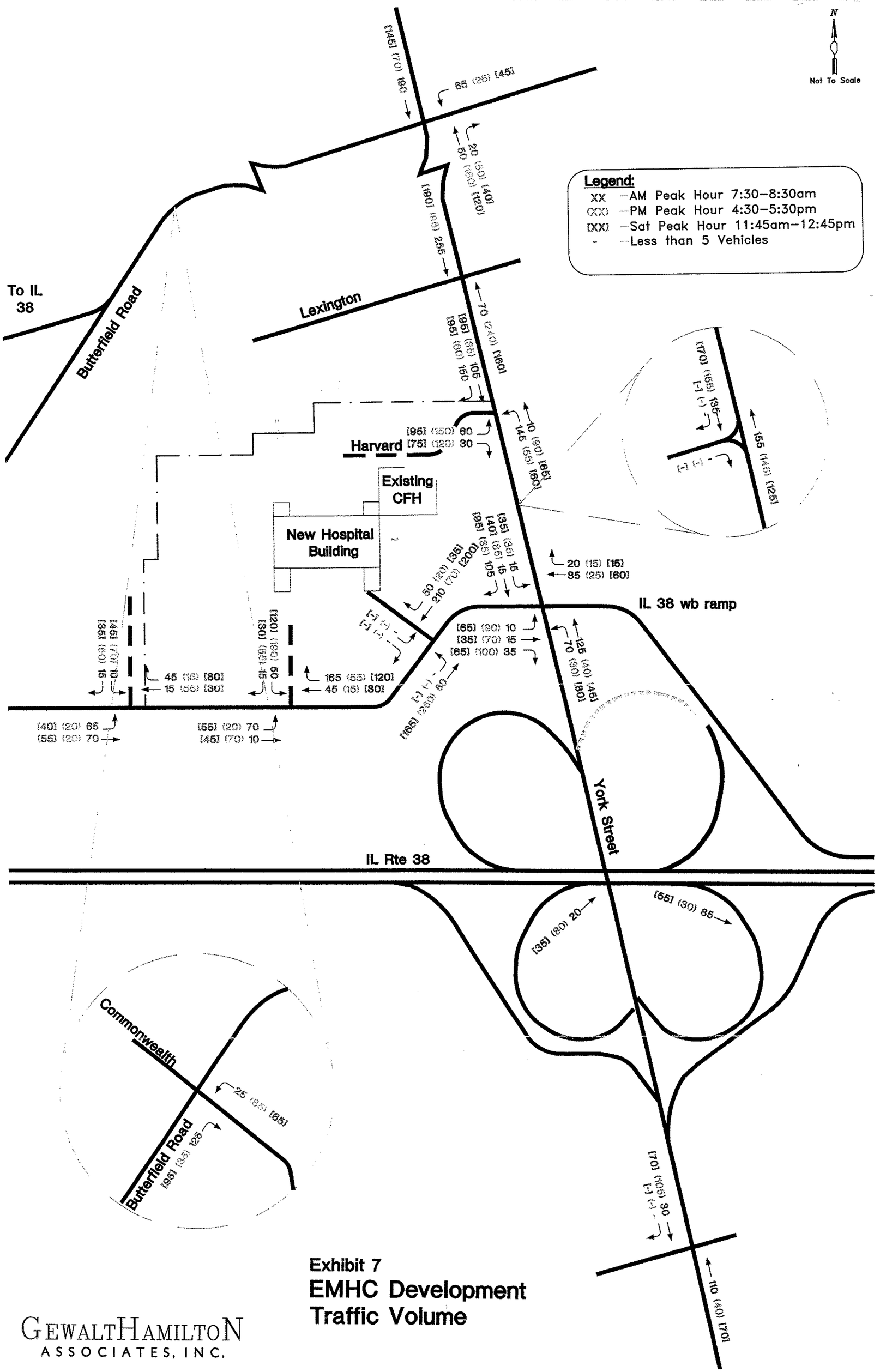


Exhibit 7
EMHC Development
Traffic Volume

GEWALTHAMILTON
ASSOCIATES, INC.

EXHIBIT E

MILESTONE SCHEDULE

PROJECT MILESTONE SCHEDULE

Municipality:	City of Elmhurst
Project:	IL Route 56 (Butterfield Rd) at York St
Scope of Work:	Intersection Improvements
TIP #:	TBD
TIP Years (Ph II / Const):	TBD
Section #:	TBD
Last Constr & E3 Cost	3/14/2011 $ 1,282,400
Current Constr & E3 Cost	3/14/2011 $ 1,282,400

Contact Information

Municipality	City of Elmhurst
Council/Liaison	DuPage / Tam Kutzmark
Consultant	TranSystems Todd Bright 847-407-5271
IDOT	Marilin Solomon 847-705-4407

Date Prepared: 3/14/2011 Date Revised:

	Projected Dates			
	Initial Est.	Kick-Off	Revised/Actual	Notes
1. Project Scoping	Mar-11			
2. IDOT Phase I Kick-off Meeting	Mar-12			CMAQ Funding Approval November 2011 with 3 month contract approval
3. 1st State/Federal Coordination Meeting	Oct-12			8 months from kickoff meeting
4. Categorical Exclusion Concurrence	Oct-12			
5. Design Variance Concurrence	Oct-12			
6. Submit Draft Phase I Report (PDR) to IDOT (a)	Mar-13			13 months from kickoff meeting
7. Public Hearing/Meeting (or N/A)	Apr-13			
8. Right-of-Way Kick-off Meeting (or N/A)	May-13			
9. Submit Final Phase I Report (PDR) to IDOT (b)	Aug-13			18 months from kickoff meeting
10. Submit Phase II Engr. Agreem't to IDOT (or N/A)	Mar-13			
11. Phase I Design Approval	Mar-14			24 months from kickoff meeting
12. ROW Acquisition Initiation (or N/A) (c)	Mar-14			
13. Phase II Engr. Agreement Approval (or N/A)	Mar-14			
14. Submit Pre-Final Plans and Estimates (d)	Mar-15			13 months from agreement approval
15. Submit Phase III Engr. Agreement to IDOT	Mar-15			
16. Submit Final Plans, Specs & Estimates (PS&E) (e)	Jul-15			17 months from agreement approval
17. ROW Acquisition Complete	Sep-15			19 months from ROW initiation
18. Construction Letting	Nov-15			

Notes:

(a) 3 to 6 month review required per complexity and submittal quality
(b) 1 to 3 month review
(c) Minimum 9 to 18 months required from plats to acquisition
(d) 1 to 4 month review
(e) 7 to 10 days before Springfield BLR due date

See IDOT Local Roads' **Mechanics of Project Management** "Federal Aid Project Initiation to Completion" Flow Chart for sequence of events and estimated review times.

Prepared by: CATS-Comm. Liaison / IDOT-BLRS (7-11-02, 5-03)

File Name: I:\ELMHURST\York at Butterfield\2012-16 CMAQ\[Ex E Milestone Schedule.xls]Sheet1

EXHIBIT F

GO TO 2040 SUPPORT FORM

GO TO 2040 Support Information Form

1. Briefly describe your project: provide type of work and limits of project:

The Butterfield Road (IL Route 56) at York Street intersection improvements will improve the operation of the existing intersection by adding turn lanes. Specifically, the addition of northbound and southbound right turn lanes will help accommodate the 290 right turning vehicles and 120 right turning vehicles, respectively, projected to make these movements for the 2011 PM Peak Hour. Additionally, lengthening the existing westbound left turn lane will allow it to better accommodate the 365 left turning vehicles projected to make the turn during the PM Peak Hour.

The City needs to make these improvements to accommodate the projected traffic generated from the new hospital campus located on the northwest corner of York Road and the IL Route 38 Interchange. The new Integrated Health Campus will include a new 259-bed Hospital Building (approximately 866,000 square feet) and Medical Office Buildings (MOB) up to 200,000 square feet to complement the existing Center for Health (CFH). The hospital expansion is scheduled to be completed in summer 2011.

2. Describe how the proposed project helps implement the goals and objectives of GO TO 2040. Please see the instructions for specific action areas and recommendations from GO TO 2040 that apply to the CMAQ program.

The proposed improvements will improve the operation of the intersection, reduce congestion, and improve air quality. The quality of life for residents of DuPage County will also be enhanced by making the new hospital and medical offices more accessible. The improvements will improve intersection level of service, allowing more time to be given to the critical movements of the intersection. In addition the new right turn lanes will allow buses to make turns at the intersection more efficiently without having to wait for through movement vehicles sharing the lane to first clear the intersection. Lengthening the westbound left turn lane will also allow buses to gain access to the left turn lane earlier. These improvements will decrease delay to buses traveling through the intersection. See attached for pace bus route maps.

3. Please identify any local or sub-regional plan containing this proposed project. Describe how that plan is consistent with the overall recommendations of GO TO 2040. Please provide a link to the plan (if available online) or a copy (or relevant excerpts) of the plan or program if it is not available online.

A traffic impact study was prepared for the new Center for Health facility and approved by IDOT in 2010 (see attached). The study identified three major intersections to be improved. Butterfield Road (IL Route 56) at Commonwealth Lane, Butterfield Road (IL Route 56) at York Road, and York Road at the IL Route 38 Interchange. The York Road at the IL Route 38 Interchange project is scheduled for a September 2011 letting. The Butterfield Road (IL Route 56) at Commonwealth Lane intersection project is currently targeting a November 2011 letting.

4. Identify any phase of work (phase I engineering, phase II engineering, ROW, construction, implementation, engineering for non-highway projects) of this project currently in an adopted program. Please provide a link to the program if available online, or a copy of the relevant excerpts otherwise.

Two of the three intersections listed in item 3 above are identified in the DuPage Regional Council FY 2011 – 2016 Surface Transportation Program (see attached). The City has locally funded phase 1 engineering, phase 2 engineering, and ROW for these projects. For this project the City is requesting CMAQ funding for all phases of engineering and construction.

Route 301

Effective Date
August 22, 2010

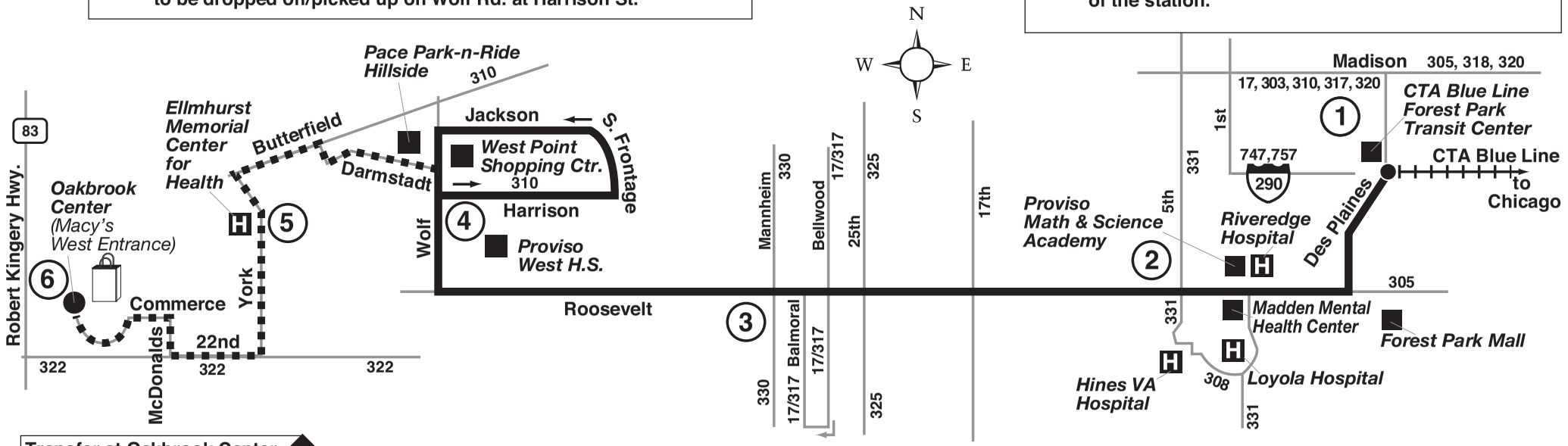
■ ■ ■ Saturday service only. Please see schedule.

Note: Trips to/from Oakbrook Center will not operate via Harrison St. - Frontage Rd. - Jackson Blvd. - Wolf Rd. Passengers may request to be dropped off/picked up on Wolf Rd. at Harrison St.

Transfer at the CTA Blue Line Forest Park Transit Center to/from:

- Pace Routes 303, 305, 308, 310, 317, 318, 320, 747 and 757.
- CTA Route 17.

Note: At the CTA Blue Line Forest Park Transit Center, the bus stop for Route 301 is located on the north side of the station.

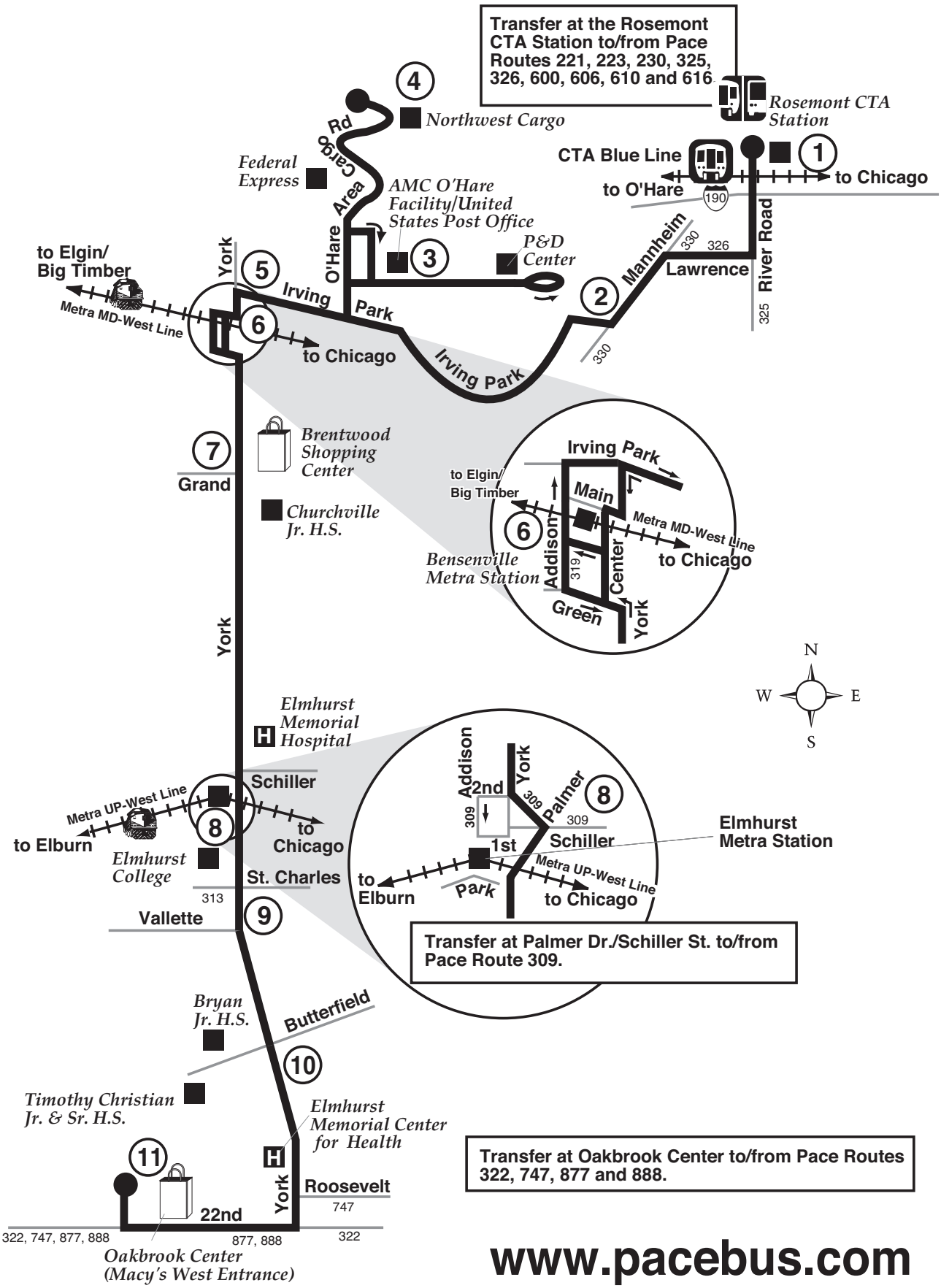


Transfer at Oakbrook Center to/from Pace Route 322.

122209rev071410rev

Route 332

Effective Date
December 13, 2004



www.pacebus.com

1200108rp021710rp

Illinois Department of Transportation

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

PERMITS
Location: IL. Rte. 38 @ York Rd.
Municipality: Elmhurst, DuPage Co.
Re: Elmhurst Memorial Hospital
Reference No: 022-42607

September 20, 2010

Mr. Daniel Brinkman
Gewalt Hamilton Associates, Inc.
820 Lakeside Drive - Suite 5
Gurnee, IL 60031

Dear Mr. Brinkman:

Please be advised that we approve of your submitted Traffic Impact Study for the subject location. Please submit 3 copies of your construction plans for the intersection of IL. Route 56 and York Rd. when they become available to continue the review process.

If you have any questions regarding this matter, please contact Mike Wisniewski at (847) 705-4541.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: Thomas Gallenbach MKW
Thomas G. Gallenbach, P.E.
Traffic Permit Engineer

cc: Thomas Borchert – City of Elmhurst

DUPAGE REGIONAL COUNCIL
FY 2011 - 2016 SURFACE TRANSPORTATION PROGRAM

Additions to the program are highlighted in gray. N - New Projects, R - Resubmittal

FEDERAL FY 11 (Lettings from November 2010 to September 2011)

		TIP YR	TGT LET	TIP ID	SECTION	SPONSOR	LOCATION	BOUNDARIES	TYPE	MATCH	STP	LOCAL	OTHER	TOTAL	MAX STP
		2011	04/11	08-05-0019	05-00069-00-CH	Glen Ellyn	Lambert Rd	at Roosevelt Rd	HWY	70%	238	102		340	286
		2011	04/11	08-10-0007	09-00041-00-RS	Burr Ridge	91st St. LAPP	Madison St. to County Line Rd.	HWY	70%	123	53		176	148
		2011	04/11	08-03-0109	00-00083-00-PV	Westmont	Pasquinelli Dr	at Ogden Ave	HWY	70%	620	265		885	744
		2011	06/11	08-05-0023	06-00034-00-PV	Burr Ridge	Madison St Improvements	at Joliet Rd.	HWY	70%	847	363		1,210	1,016
		2011	06/11	08-07-0013	08-00052-00-BT	Carol Stream	Kuhn Rd Multi-Use Path		TCM	75%	788	263	CMAQ	1,051	946
	AF	2012	06/11	08-03-0114	06-00151-00-BR	Lombard	GWT Ped Bridges	at Grace St, UPW, St Charles Rd	TCM	75%	3,825	1,275		5,100	4,590
N	AF	2013	06/11	08-11-0014	11-00176-00-RS	Elmhurst	Spring Road LAPP	Harrison St. to Vallette St.	HWY	70%	469	201		670	563
N	AF	2012	06/11	08-11-0011	NO KICKOFF YET	Carol Stream	Kuhn Road LAPP	North Ave. (IL 64) to Lies Road	HWY	70%	630	270		900	756
N	AF	2013	06/11	08-11-0012	NO KICKOFF YET	Carol Stream	Fair Oaks Road LAPP	North Ave. to Army Trail Rd.	HWY	70%	612	262		874	734
N	AF	2013	06/11	08-11-0013	11-00177-00-RS	Elmhurst	West Ave. LAPP	First Street to Lake Street (US 20)	HWY	67%	669	327		995	802
N	AF	2013	06/11	08-11-0014	11-00176-00-RS	Elmhurst	Spring Road LAPP	Harrison St. to Vallette St.	HWY	70%	469	201		670	563
	AF	2012	08/11	08-00-0077	07-00232-04-WR	DuPage County	75th St.	Woodward Ave to Lyman Ave.	HWY	22%	2,500	8,904		11,404	3,000
	AF	2012	08/11	08-00-0077	07-00232-04-WR	DuPage County	75th St.	Woodward Ave to Lyman Ave.	HWY	22%	2,500	8,904		11,404	3,000
	AF	2013	09/11	08-10-0009	09-00171-00-CH	Elmhurst	York St. / IL 38 Interchange		HWY	70%	1,052	451		1,503	1,262
N	AF	2013	2011	08-11-0015	NO KICKOFF YET	Woodridge	Center Drive LAPP	Janes Ave. to Woodridge Dr.	HWY	65%	237	128		365	285

TOTAL	15,579
FY11 FED MARK (LESS ADV USED IN 10)	5,556
FED BALANCE	-10,023
ADV. FUNDING NEEDED FROM FY12	10,023

FEDERAL FY 12 (Lettings from November 2011 to September 2012)

	TIP YR	TGT LET	TIP ID	SECTION	SPONSOR	LOCATION	BOUNDARIES	TYPE	MATCH	STP	LOCAL	OTHER	TOTAL	MAX STP
	2013	11/11	08-09-0011	09-00171-00-CH	Elmhurst	Butterfield Rd.	At Commonwealth Ave.	HWY	70%	799	342		1,141	959
	2013	11/11	08-00-0033	00-00064-00-BT	West Chicago	Bikeway - Geneva Spur	GW Trail to IPP	TCM	75%	436	365		801	523
R	2012	11/11	08-07-0003	01-00245-04-CH	DuPageCo.	Thorndale Ave.	I-290 to Park Ave.	HWY	67%	3,212	1,577		4,789	3,854
	2013	01/12	08-07-0021	08-00002-04-BT	DuPage Co	E Branch DP Rvr Trl	S. Lisle/Woodridge	TCM	75%	732	244		976	878
	2013	02/12	08-07-0008	10-00087-00-RS	Bensenville	Green St LAPP	York Rd to Village Limits	HWY	70%	770	330		1,100	924
	2013	03/12	08-04-0002	04-00094-02-SW	Downers Grove	Ogden Ave Sidewalks - Stage 2	Williams St to I-355	TCM	75%	1,286	429		1,715	1,543
R	2012	03/12	08-10-0008	NO KICKOFF YET	Itasca	Downtown Area Ped. Improvements	Various along Irving Park Rd.	TCM	75%	458	153		611	550
N	2013	03/12	08-11-0016	NO KICKOFF YET	Bensenville	Foster Ave. LAPP	York Rd. to IL 83	HWY	70%	393	168		561	472
N	2012	03/12	08-11-0017	NO KICKOFF YET	Bensenville	Church Road LAPP	Grove St. to Grand Ave.	HWY	70%	490	210		700	588
N	2013	03/12	08-11-0018	NO KICKOFF YET	Bensenville	Jefferson St. LAPP	Church Rd. to Mt. Prospect Rd.	HWY	70%	488	209		697	586
	2013	04/12	08-09-0010	NO KICKOFF YET	Bartlett	Schick Rd	At IL 59	HWY	70%	1,837	787		2,624	2,204
	MYB	04/12	08-00-0054	01-00181-00-FP	Naperville	95th Extension	Plainfield Rd to Boughton Rd	HWY	70%	7,263	3,112		10,375	8,716
N	2014	04/12	08-11-0019	NO KICKOFF YET	Naperville	Rickert Dr. LAPP	US 34 (Ogden Ave.) to 75th St.	HWY	50%	635	635		1,270	762
	2013	06/12	08-09-0012	10-00055-00-BT	Carol Stream	Fair Oaks Trail	GWT to Army Trail Rd.	TCM	75%	1,090	364		1,454	1,308
	2014	06/12	08-04-0011	05-00002-02-BT	DuPage Co	Benedictine Connect. Trail	Yackley Rd, College Rd, Maple Ave	TCM	75%	2,003	668		2,670	2,404
	2014	09/12	08-05-0013	06-00000-02-SP	DuPage County	Pedestrian-Rail Crossings	multiple locations	TCM	75%	359	120		479	431
	2013	2012	08-05-0020	05-00051-00-BT	Bloomingdale	East Branch DuPage River Trail	Glen Ellyn Rd to Army Train Rd	TCM	75%	390	130		520	468

TOTAL	22,641
FY12 FED MARK (LESS ADV USED IN 11)	1,110
FED BALANCE	-21,531
ADV. FUNDING NEEDED FROM FY13	11,320
ADV. FUNDING NEEDED FROM FY14	10,211

AF - Indicates Advanced Funding will be needed.