

EXAMPLE APPLICATION

FY 2025 HIGHWAY SAFETY IMPROVEMENT PROGRAM GRANT APPLICATION

HSIP Roadway Segment Improvements

City of Springfield, Carpenter Street Intersection Improvements at 5th
and 6th Streets





June 30, 2023

Illinois Department of Transportation
Local Roads and Streets / Region 4/ District 6
Brian Wright
126 East Ash Street
Springfield, IL 62704
(217) 782-4690
Brian.Wright@illinois.gov

Re: FY 2025 Local Highway Safety Improvement Program
Carpenter Street Intersection Improvements at 5th Street and 6th Streets
City of Springfield

Dear Mr. Wright,

Carpenter Street is a local, minor arterial that runs east-west just north of Downtown Springfield. It extends from N Walnut Street on the west and to 19th Street approximately two miles to the east. The eastern section is bounded by residential neighborhoods. The western and middle sections are surrounded by residential areas, businesses, and also two large medical campuses which are major employment centers within the City. Accordingly, Carpenter Street services exceptionally heavy traffic at the start and conclusion of the typical business day.

Over the five-year study period, there have been 78 total crashes at the intersection of Carpenter Street at 5th Street, and 38 total crashes at the intersection of Carpenter Street at 6th Street. Each intersection has experienced 1 pedal cyclist and 1 pedestrian crash resulting in A, B, and C injuries.

The crashes at the intersection of Carpenter at 5th Street include 48 angle crashes, 16 turning crashes, 7 front to rear crashes, 5 sideswipe same direction crashes, along with the 1 pedestrian and pedal cyclist crash. Of these crashes, five resulted in A-injuries crashes, eleven were B-injury crashes, ten were C-injuries crashes, and 52 resulted in property damage only.

The intersection of Carpenter Street at 6th Street experienced 38 total crashes, made up of 22 angle crashes, 6 turning and front to rear crashes, and 1 each of sideswipe same direction, front to side, pedestrian, and pedal cyclist. These crashes resulted in two A-injury crashes, 5 B-injury crashes, 8 C-injury crashes, and 23 property damage only crashes.

It is evident why the two intersections landed on the Safety Tier listing and intersection initiative.

Mr. Brian Wright

June 28, 2023

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To reduce the number of crashes, in particular the significant number of angle crashes, the proposed project will reconstruct the N 5th Street and N 6th Street intersections with Carpenter Street and incorporate improvements including dedicated left turn lanes, mast arms for all approaches to replace existing pole mounted signals, pedestrian countdown timer signal heads, adjusting all red and yellow clearance intervals, retroreflective back plates on signal heads, and fiber optic installation to facilitate signal interconnectivity.

The benefit-cost ratio for the five-year analysis period was calculated to be 3.07.

The total estimated cost for this project is \$2,229,101.00 and the City of Springfield is prepared to provide the local match of 10% (\$222,910.10) for these improvements. The City of Springfield is requesting \$2,006,190.90, 90% of the improvement cost, in funding from the Highway Safety Improvement Program. In response to Circular Letter 2023-14 requesting project applications for the FY 2025 Highway Safety Improvement Program (HSIP) Program, please reference the following safety improvement funding application from Springfield, Illinois for Carpenter Street at 5th and 6th Streets.

Sincerely,

Lochmueller Group

Prepared on the behalf of:
City of Springfield, Office of Public Works

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12. BoBS 2831 – Disclosure of Conflict of Interest

SECTION 2
LRS GRANT APPLICATION



Illinois Department of Transportation

Office of Highways Project Implementation / Bureau of Local Roads & Streets
2300 South Dirksen Parkway / Room 205 / Springfield, Illinois / 62764

Local Roads & Streets Grant Application		
Program Information		
1.	IDOT Grant Program	Local Highway Safety Improvement Program
2.	Solicitation Cycle	Fiscal Year 2025
Applicant Information		
3.	Lead Applicant Name (Local Public Agency)	City of Springfield
4.	Partners/Co-Applicants	
5.	Employer / Taxpayer Identification Number (EIN, TIN) for Lead Applicant	██████████
6.	Organizational UEI Number (SAM.GOV) for Lead Applicant	██████████
7.	Business Address for Lead Applicant	Street address: 300 S 7 th Street, Municipal Center West City: Springfield State: IL County: Sangamon Zip + 4: 62701-1681
Applicant's Name and Contact Information for Person to be involving this Application		
8.	First Name	Nathan
9.	Last Name	Bottom
10.	Suffix	
11.	Title	City Engineer
12.	Organizational Affiliation	City of Springfield – Office of Public Works
13.	Telephone Number	217-789-2255
14.	Fax Number	
15.	Email address	Nathan.bottom@springfield.il.us
Applicant's Project		
16.	Description of Applicant's Project	Traffic Signal Improvements/Modernization on Carpenter Street at 5 th and 6 th Streets – Including widening for turn lanes

SECTION 3
BSPE HS1 – HSIP CANDIDATE FORM



FY 2025

ID: Contract: Award Date: Completion Date:

District: 6 County: Sangamon City: Springfield

Key route: Marked route: FAU 7975

Road Name: Carpenter Street Intersecting Roadway: 5th Street and 6th Street N/A

Length: 0.2 miles Mile station: to

Location Description: Carpenter Street at 5th Street and 6th Street

Rural Urban Lanes: 4

AADT(Segment): 8628 Total Entering AADT (Intersection): 15600 Speed Limit: 30 mph

Friction Test Results: N/A Lighting Present: Y N

CHSP Emphasis Area(s): Intersections District Documentation Systematic Improvements N/A

Peer Group: 7 - Urban Signalized Intersection N/A

Other:

Crashes Details

Table with 13 columns: Year, Total Crashes, Fatal Crashes, Fatalities, A-Injury Crashes, A-Injuries, B-Injury Crashes, B-Injuries, C-Injury Crashes, C-Injuries, PDO, Wet-Weather Crashes, Darkness (Not lighted) Crashes. Rows for years 2016-2020 and a Total row.

Location Description: 2 adjacent suburban intersections with 2 lanes in each direction on the main road and one-way minor cross roads.

Problem Description: Angle crashes due to turning vehicles from major route, low visibility of post mounted signal heads.

Previous Safety Improvements: None known

Collision Diagram: Y N Images: Y N

Predominant Crash Types: Angle and turning crashes at each intersection

Proposed Improvement(s): Adding dedicated left turn lanes and new mast arm mounted signal heads with retroreflective backplates.

Estimated Project Cost (\$000's): \$2229 Benefit-Cost Ratio: 3.07

Local Projects:

Annual Fatal Crash Rate (Fatal Crashes/100 Miles): 0 Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles): 700

Local Roads Rural Functional Class: Minor Arterial

Approved: Central HSIP Approval Date:

Signed: State Safety Engineer Funding: HSIP HRRR RAIL

Comment:

Distribution: OPP District BSPE LRS BDE

SECTION 4
BENEFIT TO COST RATIO FORM

PROJECT DESCRIPTION - PROJECT DATA INPUT (LOCAL INTERSECTIONS)

Project:	Springfield Carpenter Street Reconstruction	Prepared by:	Lochmuller Group
District:	6	County:	Sangamon
City:	Springfield	Date:	6/19/2023
Key Route:	FAU7975	Marked Route:	Carpenter Street
Location:	Carpenter Street at 5th and 6th Streets		
Current AADT:	Major Street	8628	
Minor Street	Minor Street	4200	
Crash date:	5	Years	2016 to 2020
Peer Group:	Peer Group 7 - Urban Signalized Intersection		

Messages

Please provide a detailed cost estimation for all countermeasures along with this summary sheet.
 3.4.4.7.1.1 - Signalization - Convert signal from pedestal-mounted to mast arm does not fully match HSM Setting/Facility Type Criteria
 3.2.1.1.7.1 - Pavement - Add Left Turn Lane (Existing Signalized, Four-Leg Intersection) AADT is not within HSM limits

LOCAL INTERSECTION CRASH SEVERITY DISTRIBUTION BY CRASH TYPE FOR ANALYSIS PERIOD

Crash Severity	CRASH TYPE																	SPECIAL CASE	Total			
	ALL	AG	AN	FO	HO	LT	Other/NC	Other/O	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T			TR	NGT	WP
All Crashes (Aggregated crash input only)	ALL	AG	AN	FO	HO	LT	Other/NC	Other/O	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T	TR	NGT	WP	TOT	
Fatal Crashes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Major Injury Crashes	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7
Minor Injury Crashes	11	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	0	0	0	16
Minor Injury Crashes	10	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	3	0	0	0	0	18
PDO Crashes	43	0	0	0	0	0	0	0	0	0	0	0	11	0	5	0	16	0	0	0	0	75

LOCAL INTERSECTION BENEFIT COST ANALYSIS

BENEFIT CALCULATIONS				COUNTERMEASURE COST CALCULATIONS									
COUNTERMEASURE	CMF *	Crash Type affected by this improvement	Unit Cost	Quantity	Units	Total Cost	Service Life	Present Worth	EUAC **	ANNUAL NUMBER OF FATALITIES POTENTIAL Y PREVENTED		TOTAL COST	TOTAL FATALITIES PREVENTED
3.4.4.7.1.1 - Signalization - Convert signal from pedestal-mounted to mast arm	0.71	All	\$45,000	6	Unit Only	\$270,000	15	\$270,000	\$24,300	0.00		\$24,300	0.00
TOTAL BENEFIT										0.00		\$24,300	0.00
BENEFIT COST										13.63			

*****NOTE: IF THE NUMBER OF LEGS AFFECTED VARIES BY COUNTERMEASURES SELECTED, THEN CALCULATE THE BENEFIT-COST RATIO FOR EACH COUNTERMEASURE SEPARATELY (Use separate spreadsheets for each countermeasure applied).**

* CMF = Crash Modification Factor

** EUAC = Estimated Uniform Annual Cost

PROJECT DESCRIPTION - PROJECT DATA INPUT (LOCAL INTERSECTIONS)

Project:	Springfield Carpenter Street Reconstruction	County:	Sangamon	City:	Springfield	Prepared by:	Lochmuller Group
District:	6	County:	Sangamon	City:	Springfield	Date:	6/21/2023
Key Route:	FAU7975	Marked Route:	Carpenter Street	Major Street:		Current AADT:	8628
Location:	Carpenter Street at 5th and 6th Streets			Minor Street:		AADT:	4200
Crash data:	5	Years	2016	to	2020	Traffic Growth factor:	1.0%
						Interest rate:	4.0%
Peer Group:	Peer Group 7 - Urban Signalized Intersection						

Messages

Please provide a detailed cost estimation for all countermeasures along with this summary sheet.

3.4.47.1.1 - Signalization - Convert signal from pedestal-mounted to mast arm does not fully match HSM Setting/Facility Type Criteria

3.2.11.17.1 - Pavement - Add Left Turn Lane (Existing Signalized, Four-Leg Intersection) AADT is not within HSM limits

The analysis contains a User Defined Countermeasure (please provide supporting documentation)

LOCAL INTERSECTION CRASH SEVERITY DISTRIBUTION BY CRASH TYPE FOR ANALYSIS PERIOD

Crash Type	CRASH TYPE																SPECIAL CASE		Total		
	ALL	AG	AN	FO	HO	LT	Other/NC	Other/O	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T	TR		NGT	WP
All Crashes (Aggregated crash input only)	ALL	AG	AN	FO	HO	LT	Other/NC	Other/O	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T	TR	NGT	WP	TOT
Fatal Crashes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Injury Crashes	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7
Bio Injury Crashes	11	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	0	0	16
C-Injury Crashes	10	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	3	0	0	0	18
PDO Crashes	43	0	0	0	0	0	0	0	0	0	0	0	11	0	5	0	16	0	0	0	75

LOCAL INTERSECTION BENEFIT COST ANALYSIS

BENEFIT CALCULATIONS										COUNTERMEASURE COST CALCULATIONS									
COUNTERMEASURE	Crash Type affected by this improvement	CMF *	Unit Cost	Quantity	Units	Total Cost	Service Life	Present Worth	EUAC **	ANNUAL NUMBER OF FATALITIES POTENTIALLY PREVENTED	TOTAL BENEFIT	ANNUAL COST	TOTAL FATALITIES PREVENTED	TOTAL COST					
															1.62	0.00	0.00		
3.5.101.U.D.1 - User Defined - Install left-turn lane	All	0.75	\$979,551	2	Unit Only	\$1,959,101	15	\$1,959,101	\$176,250	0.00 <td>\$285,500</td> <td>0.00</td> <td>0.00</td> <td>\$176,250</td>	\$285,500	0.00	0.00	\$176,250					
TOTAL BENEFIT											\$285,500			\$176,250					
BENEFIT COST										1.62			0.00						

***NOTE: IF THE NUMBER OF LEGS AFFECTED VARIES BY COUNTERMEASURES SELECTED, THEN CALCULATE THE BENEFIT-COST RATIO FOR EACH COUNTERMEASURE SEPARATELY (Use separate spreadsheets for each countermeasure applied).

* CMF = Crash Modification Factor

** EUAC = Estimated Uniform Annual Cost



CRASH MODIFICATION FACTORS CLEARINGHOUSE

[ABOUT THE CLEARINGHOUSE](#) | [USING CMFs](#) | [DEVELOPING CMFs](#) | [ADDITIONAL](#)

[Home](#) > [CMF / CRF Details](#)

CMF / CRF DETAILS

CMF ID: 7996

INSTALL LEFT-TURN LANE

DESCRIPTION:

PRIOR CONDITION: INTERSECTIONS WITHOUT LEFT TURN LANES

CATEGORY: INTERSECTION GEOMETRY

STUDY: [SAFETY EVALUATION OF SIGNAL INSTALLATION WITH AND WITHOUT LEFT TURN LANES ON TWO LANE ROADS IN RURAL AND SUBURBAN AREAS, SRINIVASAN ET AL., 2](#)

Star Quality Rating: [VIEW SCORE DETAILS]

Rating Points Total: 115

Crash Modification Factor (CMF)

Value: 0.748

Adjusted Standard Error:

Unadjusted Standard Error: 0.095

Crash Reduction Factor (CRF)

Value: 25.2 (This value indicates a *decrease* in crashes)

Adjusted Standard Error:

Unadjusted Standard Error: 9.5

Applicability

Crash Type: All

Crash Severity: All

Roadway Types: Not specified

Street Type:

Minimum Number of Lanes: 2

Maximum Number of Lanes: 2

Number of Lanes Direction:

Number of Lanes Comment:

Crash Weather:	Not specified
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	Not specified
Intersection Geometry:	3-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 2981 to Maximum of 18248 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 972 to Maximum of 13880 Annual Average Daily Traffic (AADT)
Average Major Road Volume :	9199 Annual Average Daily Traffic (AADT)
Average Minor Road Volume :	4847 Annual Average Daily Traffic (AADT)
Development Details	
Date Range of Data Used:	1992 to 2012
Municipality:	
State:	NC
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	576 crashes before, 388 crashes after
Sample Size (sites):	36 sites before, 36 sites after
Sample Size (site-years):	180 site-years before, 174 site-years after
Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov 10, 2016
Comments:	The CMF was developed for both rural and suburban areas. The number of crashes in the after period were not reported, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the reference/treatment group, (3) AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

[EXPORT DETAIL PAGE AS PDF](#)

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Center.

For more information, contact Matt Hinshaw at matthew.hinshaw@unc.edu

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

FY 2025 Highway Safety Improvement Program
Carpenter Street Intersection Improvements at 5th and 6th Streets
City of Springfield, IL

CMF	Benefit	Cost
<i>Convert Signal from Pedestal-Mounted to Mast Arm</i>	\$331,200	\$24,300
<i>Install Left Turn Lane</i>	\$285,500	\$176,250
Total	\$616,700	\$200,550
Total B/C	3.07	

SECTION 5
RAW CRASH DATA

Carpenter Street & 5th Street Crashes & Injuries by year (2016-2020)

Year	Total	Fatal Crashes	Fatal Injuries	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	Property Damage
2016	10	0	0	0	0	0	0	1	1	9
2017	14	0	0	3	6	1	3	1	2	9
2018	16	0	0	1	2	2	4	3	5	10
2019	21	0	0	0	0	5	7	2	3	14
2020	17	0	0	1	1	3	4	3	3	10
Total=	78	0	0	5	9	11	18	10	14	52

Carpenter Street & 5th Street Raw Crash Data (2016-2020)

Case ID	# Veh	Year	Month	Day	Hour	K	A	B	C	O	Collision Type
201601225558	2	16	9	26	23					1	Angle
201601362030	2	16	3	26	11					1	Turning
201601382201	2	16	4	20	13					1	Angle
201601430575	2	16	7	18	18					1	Angle
201601431496	2	16	7	11	14					1	Sideswipe Same direction
201601463967	2	16	9	8	10					1	Angle
201601467862	2	16	10	2	20					1	Front to Rear
201601488128	2	16	11	9	23					1	Angle
201601496901	2	16	12	6	12					1	Front to Rear
201601500738	2	16	12	22	11				1		Turning
201701365181	2	17	1	10	15					1	Angle
201701378457	2	17	3	1	9		3				Angle
201701388277	2	17	3	7	16		1				Angle
201701390548	2	17	3	24	13					1	Angle
201701435155	2	17	6	20	7			3			Angle
201701439939	2	17	4	27	12					1	Front to Rear
201701444886	2	17	7	19	16					1	Angle
201701451816	2	17	8	10	14					1	Angle
201701453249	2	17	8	15	15		2				Angle
201701454188	2	17	8	18	7				1		Angle
201701455937	2	17	8	24	17					1	Turning
201701462232	2	17	9	15	17					1	Turning
201701470159	2	17	10	16	14					1	Turning
201701485510	2	17	12	17	13					1	Angle
201801415554	2	18	1	25	8					1	Sideswipe Same direction
201801426836	2	18	3	12	23					1	Angle
201801427221	2	18	3	15	17			3			Angle
201801428428	2	18	3	21	8					1	Angle
201801429910	2	18	3	28	13					1	Angle
201801432114	2	18	4	7	9					1	Sideswipe Same direction
201801434963	2	18	4	19	13		2				Angle
201801436014	2	18	4	24	11					1	Angle
201801437521	2	18	5	1	11					1	Turning
201801451537	2	18	7	1	11					1	Angle
201801451850	2	18	6	29	20			1			Angle
201801462873	2	18	8	22	1					1	Angle

Carpenter Street & 5th Street Raw Crash Data (2016-2020)

Case ID	# Veh	Year	Month	Day	Hour	K	A	B	C	O	Collision Type
201801474768	2	18	10	8	11				1		Turning
201801489857	2	18	12	3	15				2		Angle
201801491993	2	18	12	11	12					1	Turning
201801493091	2	18	12	15	17				2		Turning
201901152293	2	19	1	11	10					1	Angle
201901175127	2	19	1	25	7					1	Turning
201901204749	2	19	2	27	13			1			Turning
201901244994	2	19	3	30	12				1		Angle
201901286385	2	19	5	23	4					1	Angle
201901290877	2	19	5	29	10			1			Angle
201901303298	2	19	6	19	8					1	Angle
201901313311	2	19	7	14	12					1	Angle
201901343496	2	19	8	15	20					1	Angle
201901392601	2	19	9	25	11			1			Turning
201901435268	2	19	9	10	9				2		Angle
201901456876	2	19	9	28	11			3			Angle
201901476885	2	19	10	26	12					1	Angle
201901479609	2	19	11	7	13					1	Front to Rear
201901480340	2	19	11	12	10			1			Angle
201901480417	2	19	11	12	15					1	Front to Rear
201901484233	2	19	12	7	11					1	Turning
201901485879	2	19	12	15	11					1	Angle
201901486927	2	19	12	20	19					1	Turning
202001095551	2	20	3	31	15			2			Angle
202001102892	2	20	1	2	7				1		Sideswipe Same direction
202001103616	2	20	4	21	8					1	Angle
202001103746	2	20	4	14	3					1	Angle
202001137237	2	20	6	4	8					1	Angle
202001155287	2	20	6	23	6			1			Angle
202001159949	1	20	6	28	9		1				Pedestrian
202001160707	2	20	2	22	16					1	Angle
202001199765	2	20	7	14	8					1	Angle
202001249281	2	20	9	21	12				1		Front to Rear
202001261264	2	20	10	6	6			1			Turning
202001267330	1	20	10	5	4				1		Pedalcyclist
202001270467	2	20	10	15	2					1	Angle
202001280573	2	20	10	26	1					1	Angle
202001297654	2	20	5	27	17					1	Turning
202001316282	2	20	11	28	10					1	Angle
202001316718	2	20	11	28	3					1	Angle
201901126992	2	19	3	19	7					1	Sideswipe Same Direction
201901389566	2	19	9	24	8					1	Front to Rear

Carpenter Street & 6th Street Crashes & Injuries by year (2016-2020)

Year	Total	Fatal Crashes	Fatal Injuries	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	Property Damage
2016	6	0	0	1	2	0	0	1	2	4
2017	10	0	0	1	1	0	0	1	1	8
2018	8	0	0	0	0	2	2	2	2	4
2019	10	0	0	0	0	2	2	3	4	5
2020	4	0	0	0	0	1	1	1	1	2
Total=	38	0	0	2	3	5	5	8	10	23

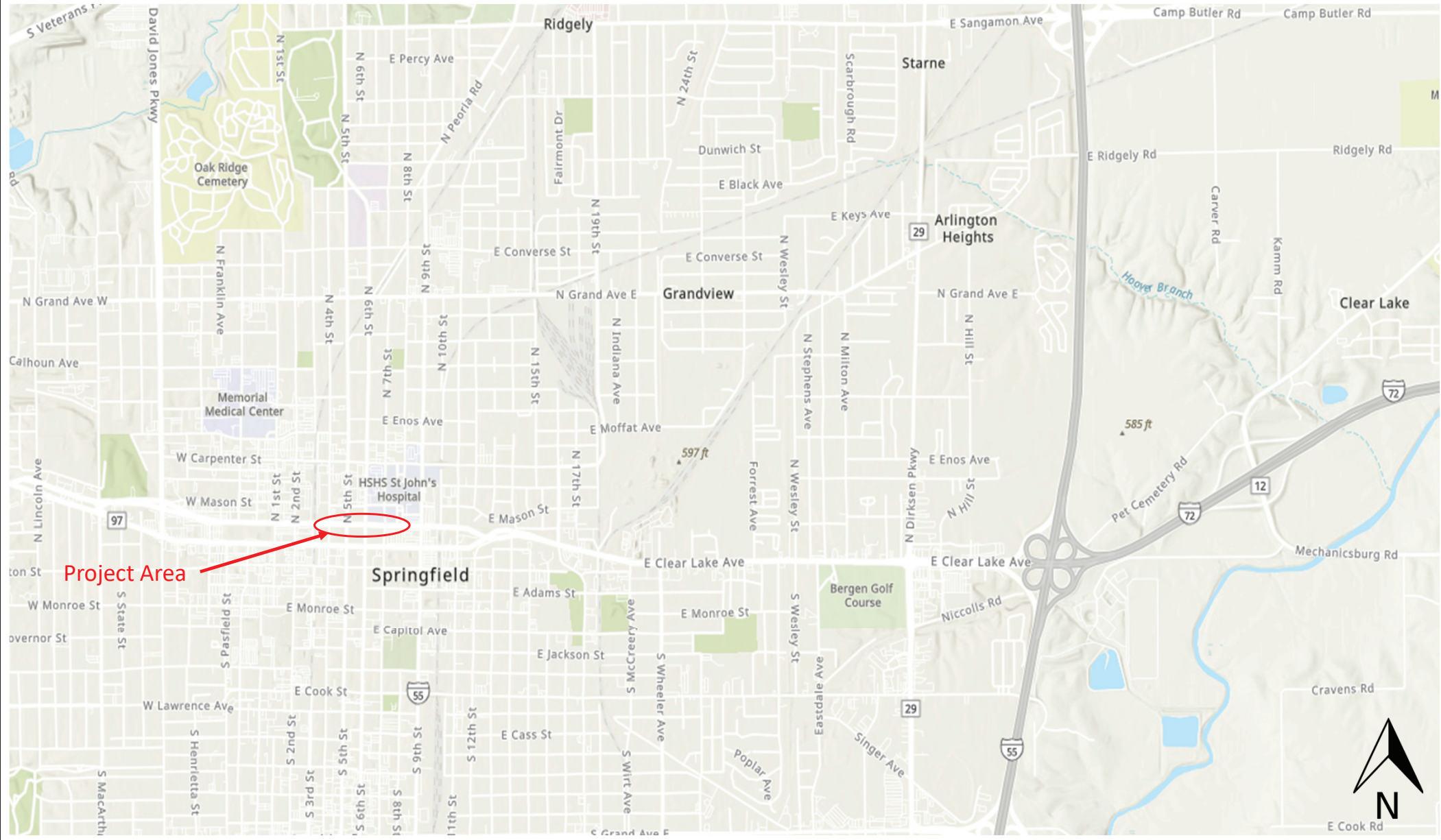
Carpenter Street & 6th Street Raw Crash Data (2016-2020)

Case ID	# Veh	Year	Month	Day	Hour	K	A	B	C	O	Collision Type
201601359259	2	16	3	2	23					1	Turning
201601405205	2	16	6	7	11		2				Angle
201601440370	2	16	8	11	12				2		Angle
201601488796	2	16	11	19	14					1	Turning
201601498852	2	16	12	15	12					1	Front to Rear
201601502244	2	16	12	25	12					1	Angle
201701380648	2	17	2	26	10					1	Angle
201701387737	2	17	3	4	10					1	Angle
201701391079	2	17	3	30	14					1	Angle
201701406354	2	17	4	17	10					1	Turning
201701439647	2	17	7	3	10		1				Angle
201701445248	2	17	7	18	11				1		Angle
201701449699	2	17	8	3	15					1	Angle
201701452454	2	17	8	12	12					1	Angle
201701464620	2	17	9	22	11					1	Sideswipe Same Direction
201801340189	2	18	10	31	10				1		Angle
201801409860	2	18	1	8	19					1	Angle
201801439301	2	18	5	8	14					1	Front to Rear
201801439744	2	18	5	10	14				1		Angle
201801457254	2	18	7	26	10			1			Angle
201801494904	2	18	12	22	12					1	Angle
201901170806	2	19	1	21	14					1	Turning
201901198919	2	19	2	21	21			1			Angle
201901236327	1	19	3	21	16			1			Pedestrian
201901285223	2	19	5	20	13				2		Angle
201901303305	2	19	6	19	16					1	Angle
201901309239	2	19	6	28	13					1	Angle
201901452167	2	19	9	22	20					1	Angle
201901456376	2	19	9	27	11					1	Turning
201901474623	2	19	10	10	13				1		Rear to Side
202001142904	2	20	2	10	8				1		Angle
202001176584	2	20	7	14	1			1			Angle
202001239766	2	20	9	16	8					1	Front to Rear
202001308353	2	20	11	17	4					1	Front to Rear

Carpenter Street & 6th Street Raw Crash Data (2016-2020)											
Case ID	# Veh	Year	Month	Day	Hour	K	A	B	C	O	Collision Type
201701454623	2	17	8	19	14					1	Turning
201801431697	2	18	4	5	11			1			Front to Rear
201901162113	1	19	1	12	14				1		Pedalcyclist
201801490184	2	18	12	4	15					1	Front to Rear

COMBINED Carpenter Street & 5th & 6th Street Crashes & Injuries by year (2016-2020)										
Year	Total	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	Property Damage
2016	16	0	0	1	2	0	0	2	3	13
2017	24	0	0	4	7	1	3	2	2	17
2018	24	0	0	1	2	4	6	5	7	14
2019	31	0	0	0	0	7	9	5	7	19
2020	21	0	0	1	1	4	5	4	4	12
Total	116	0	0	7	12	16	23	18	23	75

SECTION 6
PROJECT LOCATION MAP



Project Area



Springfield

Arlington Heights

Grandview

Clear Lake

Memorial Medical Center

HSHS St John's Hospital

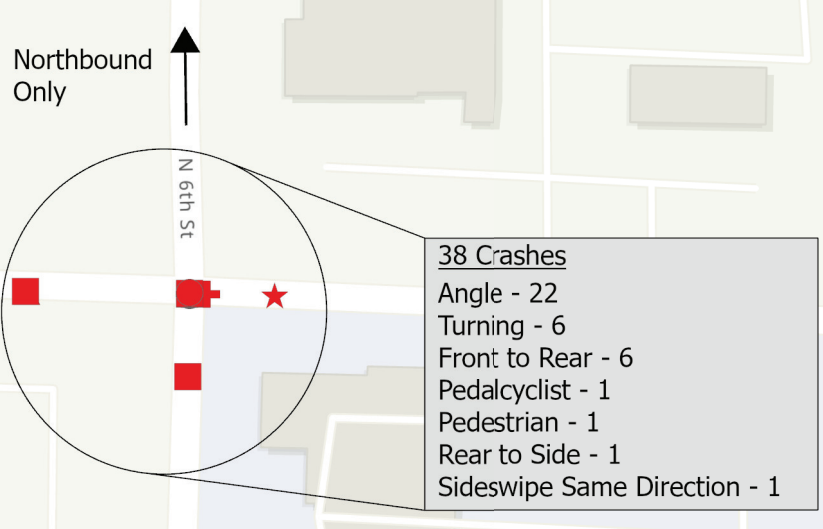
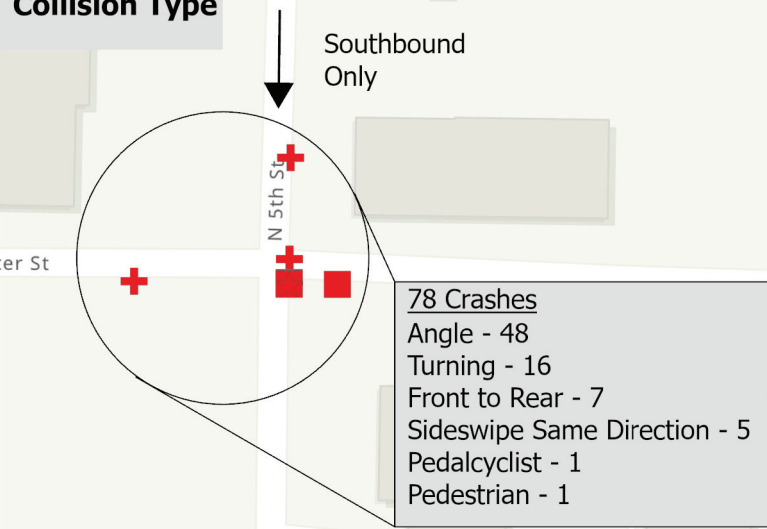
Bergen Golf Course

Oak Ridge Cemetery

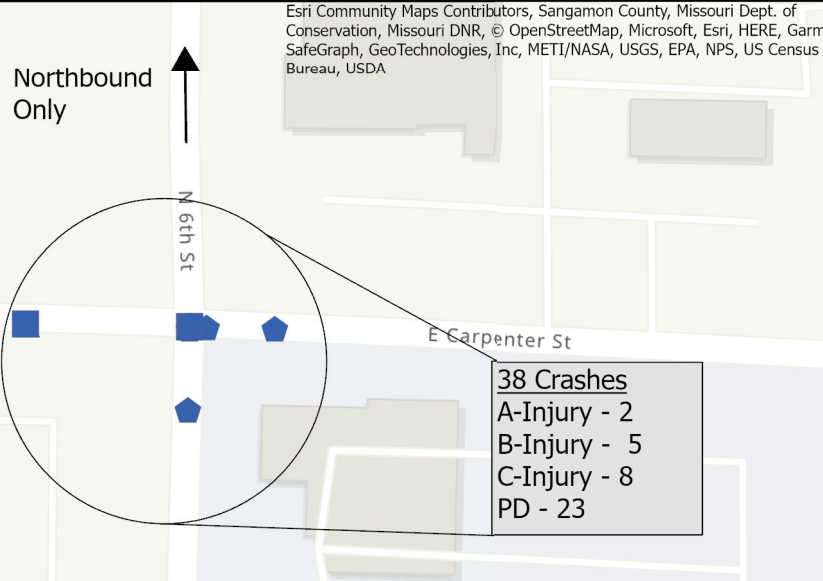
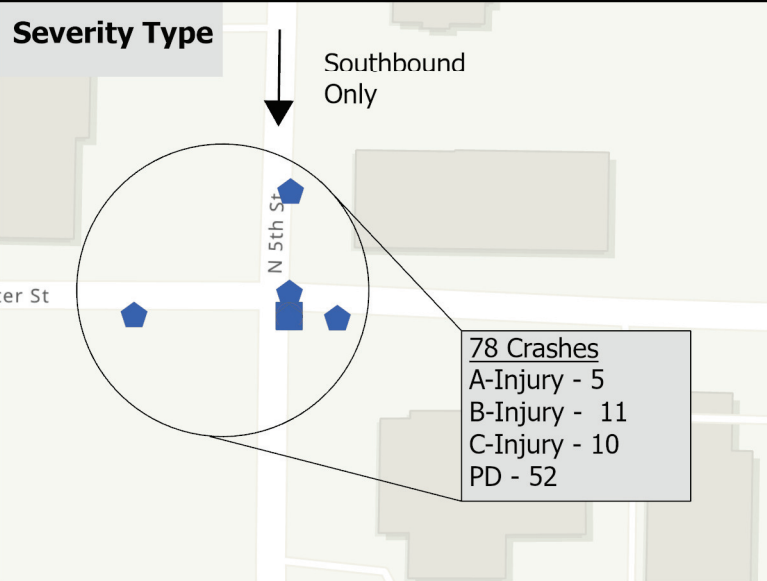




Collision Type



Severity Type



Esri Community Maps Contributors, Sangamon County, Missouri Dept. of Conservation, Missouri DNR, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

0 0.01 0.03 0.05 Miles



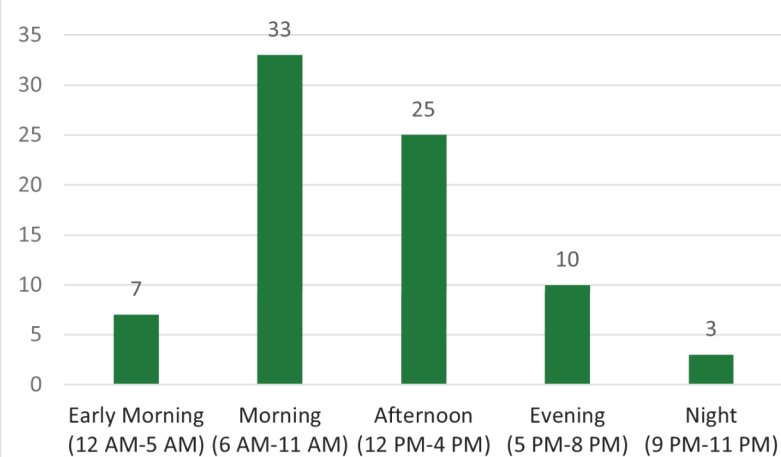
Collision Type

- Angle
- Front to Rear
- ▲ Pedalcyclist
- ◆ Pedestrian
- ◇ Rear to Side
- + Sideswipe Same Direction
- ★ Turning

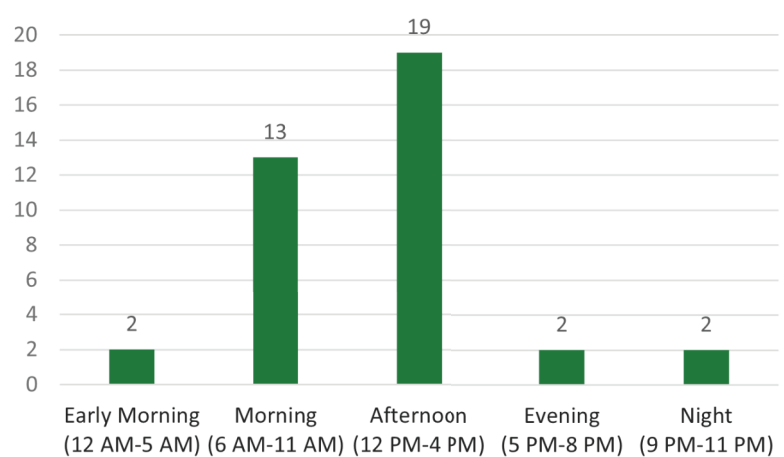
Severity Type

- A-Injury
- B-Injury
- ▲ C-Injury
- ◆ PD

Time of Day - 5th St Intersection



Time of Day - 6th St Intersection



SECTION 7
PROJECT PHOTOGRAPHS



Eastbound view of 5th Street at Carpenter Street. The westbound Carpenter Street queue extends the distance between 5th Street and 6th Street. In order to utilize the green time, it is not uncommon for the northbound 6th Street left turning vehicles (to westbound Carpenter) enter the queue and block the intersection during peak hours.



Westbound view of westbound Carpenter Street queue.



Carpenter Street at 6th Street with queueing in the eastbound and westbound approaches.

SECTION 8
ESTIMATED PROJECT COST BREAKDOWN

**SPRINGFIELD, ILLINOIS - CARPENTER STREET INTERSECTION IMPROVEMENTS AT 5TH AND 6TH STREETS PROJECT
PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COSTS**

DATE: 6/14/2023

Lochmueller Group
421-2002-PRJ01

PAY ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
20200100	EARTH EXCAVATION	1,963	CU YD	\$30.00	\$58,890.00
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	62	CU YD	\$30.00	\$1,863.00
25000110	SEEDING, CLASS 1A	0.305	ACRE	\$3,000.00	\$914.03
25000400	NITROGEN FERTILIZER NUTRIENT	27	POUND	\$5.00	\$137.10
25000500	PHOSPHORUS FERTILIZER NUTRIENT	27	POUND	\$5.00	\$137.10
25000600	POTASSIUM FERTILIZER NUTRIENT	27	POUND	\$5.00	\$137.10
25100115	MULCH, METHOD 2	0.61	ACRE	\$3,300.00	\$2,010.86
28000250	TEMPORARY EROSION CONTROL SEEDING	30	POUND	\$18.00	\$548.42
28000500	INLET AND PIPE PROTECTION	36	EACH	\$180.00	\$6,480.00
30300001	AGGREGATE SUBGRADE IMPROVEMENT	80	CU YD	\$150.00	\$12,000.00
31102500	SUBBASE GRANULAR MATERIAL, TYPE C 8"	2,204	SQ YD	\$45.00	\$99,180.00
35100300	AGGREGATE BASE COURSE, TYPE A 4"	2,777	SQ YD	\$9.00	\$24,988.50
35100700	AGGREGATE BASE COURSE, TYPE A 8"	318.7	SQ YD	\$12.00	\$3,824.40
35300300	PORTLAND CEMENT CONCRETE BASE COURSE 8"	1,415.0	SQ YD	\$89.00	\$125,935.00
35650600	BASE COURSE WIDENING (VARIABLE DEPTH)	1,415.0	SQ YD	\$55.00	\$77,825.00
40201000	AGGREGATE FOR TEMPORARY ACCESS	100	TON	\$33.00	\$3,300.00
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	1,896	TON	\$186.00	\$352,607.64
40604012	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, MIX "D", N70	626	TON	\$188.00	\$117,611.71
40700100	BITUMINOUS MATERIALS (TACK COAT)	10,155	POUND	\$7.50	\$76,165.65
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	115.2	SQ YD	\$125.00	\$14,400.00
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	3,156.0	SQ FT	\$8.00	\$25,248.00
42400800	DETECTABLE WARNINGS	240.0	SQ FT	\$55.00	\$13,200.00
44000100	PAVEMENT REMOVAL	438.0	SQ YD	\$11.00	\$4,818.00
44000200	DRIVEWAY PAVEMENT REMOVAL	350.2	SQ YD	\$12.00	\$4,202.40
44000500	COMBINATION CURB AND GUTTER REMOVAL	337.4	FOOT	\$19.00	\$6,410.60
44000600	SIDEWALK REMOVAL	3,608	SQ FT	\$3.00	\$10,824.00
44	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	6,107.5	SQ YD	\$12.00	\$73,290.40
44201039	CLASS B PATCHES, TYPE I, 16 INCH	10	SQ YD	\$380.00	\$3,800.00
44201043	CLASS B PATCHES, TYPE II, 16 INCH	127	SQ YD	\$380.00	\$48,260.00
44201047	CLASS B PATCHES, TYPE III, 16 INCH	29	SQ YD	\$380.00	\$11,020.00
44201048	CLASS B PATCHES, TYPE IV, 16 INCH	179	SQ YD	\$380.00	\$68,020.00
44213200	SAW CUTS	700	FOOT	\$7.00	\$4,900.00
54248510	CONCRETE COLLAR	2.4	CU YD	\$850.00	\$2,040.00
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	134.0	FOOT	\$70.00	\$9,380.00
550A2520	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12"	8.0	FOOT	\$95.00	\$760.00
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	10	EACH	\$2,200.00	\$22,000.00
60237000	INLETS, TYPE A, TYPE 15 FRAME AND LID	12	EACH	\$1,850.00	\$22,200.00
60240215	INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID	7	EACH	\$2,600.00	\$18,200.00
60240310	INLETS, TYPE B, TYPE 11 FRAME AND GRATE	12	EACH	\$2,800.00	\$33,600.00
60255600	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	2	EACH	\$2,500.00	\$5,000.00
60266600	VALVE BOXES TO BE ADJUSTED	11	EACH	\$300.00	\$3,300.00
60500040	REMOVING MANHOLES	1	EACH	\$600.00	\$600.00
60500060	REMOVING INLETS	16	EACH	\$500.00	\$8,000.00
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	2,293.4	FOOT	\$49.00	\$112,376.60
67100100	MOBILIZATION	1	L SUM	\$15,000.00	\$15,000.00
70300100	SHORT TERM PAVEMENT MARKING	347	FOOT	\$2.00	\$693.76
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	116	SQ FT	\$8.00	\$925.01
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	4,451	FOOT	\$1.50	\$6,677.10
72000100	SIGN PANEL - TYPE 1	281.0	SQ FT	\$50	\$14,050.00
72400310	REMOVE SIGN PANEL - TYPE 1	90.0	SQ FT	\$12	\$1,080.00
72900100	METAL POST - TYPE A	56.0	FOOT	\$17.00	\$952.00
78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	103.0	SQ FT	\$23.00	\$2,369.00
78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	3,236	FOOT	\$3.65	\$11,811.40
78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	1021	FOOT	\$11.00	\$11,235.40
78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	194	FOOT	\$35.00	\$6,790.00
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	2,084	SQ FT	\$1.00	\$2,083.80
81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	620	FOOT	\$28.00	\$17,360.00
81028370	UNDERGROUND CONDUIT, PVC, 3" DIA.	750	FOOT	\$32.00	\$24,000.00
81400730	HANDHOLE, COMPOSITE CONCRETE	11	EACH	\$1,500.00	\$16,500.00
81400740	DOUBLE HANDHOLE, COMPOSITE CONCRETE	2	EACH	\$2,500.00	\$5,000.00
81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	1,300	FOOT	\$4.00	\$5,200.00
83600352	LIGHT POLE FOUNDATION, METAL, 11 1/2" BOLT CIRCLE, 8 5/8" X 6'	5	EACH	\$1,500.00	\$7,500.00
84200804	REMOVAL OF POLE FOUNDATION	5	EACH	\$500.00	\$2,500.00
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	2,600	FOOT	\$1.50	\$3,900.00
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	2,600	FOOT	\$2.00	\$5,200.00
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	4,580	FOOT	\$2.50	\$11,450.00
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	1,700	FOOT	\$3.00	\$5,100.00
87301705	ELECTRIC CABLE IN CONDUIT, COMMUNICATION NO. 18 3 PAIR	340	FOOT	\$5.00	\$1,700.00
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	500	FOOT	\$3.50	\$1,750.00
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	1,000	FOOT	\$3.00	\$3,000.00
87502640	TRAFFIC SIGNAL POST, ALUMINUM 10 FT.	6	EACH	\$2,000.00	\$12,000.00
87502690	TRAFFIC SIGNAL POST, ALUMINUM 15 FT.	6	EACH	\$2,500.00	\$15,000.00
87700240	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	1	EACH	\$16,000.00	\$16,000.00
87700250	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	1	EACH	\$17,000.00	\$17,000.00
87700260	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	1	EACH	\$19,000.00	\$19,000.00
87700270	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	1	EACH	\$21,000.00	\$21,000.00
87700310	STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.	1	EACH	\$28,000.00	\$28,000.00
87700404	STEEL MAST ARM ASSEMBLY AND POLE, 62 FT.	1	EACH	\$35,000.00	\$35,000.00
87800100	CONCRETE FOUNDATION, TYPE A	36	FOOT	\$300.00	\$10,800.00
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	67	FOOT	\$350.00	\$23,450.00

87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	15	FOOT	\$500.00	\$7,500.00
88040070	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	4	EACH	\$1,300.00	\$5,200.00
88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	15	EACH	\$1,000.00	\$15,000.00
88040120	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	4	EACH	\$1,300.00	\$5,200.00
88040250	SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 1-3 SECTION, 1-4 SECTION, BRACKET MOUNTED	4	EACH	\$2,000.00	\$8,000.00
88102825	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	16	EACH	\$1,000.00	\$16,000.00
88200100	TRAFFIC SIGNAL BACKPLATE	27	EACH	\$250.00	\$6,750.00
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	2	EACH	\$45,000.00	\$90,000.00
89500400	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	16	EACH	\$400.00	\$6,400.00
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	8,000	FOOT	\$0.50	\$4,000.00
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	2	EACH	\$2,500.00	\$5,000.00
89502380	REMOVE EXISTING HANDHOLE	9	EACH	\$400.00	\$3,600.00
89502382	REMOVE EXISTING DOUBLE HANDHOLE	2	EACH	\$500.00	\$1,000.00
89502385	REMOVE EXISTING CONCRETE FOUNDATION	14	EACH	\$650.00	\$9,100.00
X1400012	REMOVE AND REINSTALL FIBER OPTIC CABLE IN CONDUIT	1,720	FOOT	\$4.00	\$6,880.00
X1400356	UNIT DUCT, 600V, 2-1/2" NO.6, 1/2" NO.8 GROUND, (XLP-TYPE USE), 2" DIAMETER POLYETHYLENE	700	FOOT	\$4.00	\$2,800.00
X1400399	VIDEO DETECTION SYSTEM COMPLETE	2	EACH	\$15,000.00	\$30,000.00
X1700021	BRICK PAVER REMOVAL AND REINSTALLATION, SPECIAL	200.0	SQ FT	\$25.00	\$5,000.00
X2090215	SELECT GRANULAR BACKFILL, SPECIAL	138.0	CU YD	\$41.00	\$5,658.00
X2600000	REMOVE SIGN AND POST	1	EACH	\$150.00	\$150.00
X2600011	REMOVE AND RELOCATE SIGN PANEL	36	EACH	\$205.00	\$7,380.00
X2600012	REMOVE AND RELOCATE SIGN PANEL AND POLE ASSEMBLY	3	EACH	\$350.00	\$1,050.00
X5510100	STORM SEWER REMOVAL	3.0	FOOT	\$27.00	\$81.00
X6026050	SANITARY MANHOLES TO BE ADJUSTED	2	EACH	\$1,500.00	\$3,000.00
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	1	L SUM	\$35,000.00	\$35,000.00
X8100105	CONDUIT SPLICE	1	EACH	\$500.00	\$500.00
X8100863	INTERCEPT EXISTING CONDUIT	4	EACH	\$1,000.00	\$4,000.00
X8140115	HANDHOLE TO BE ADJUSTED	2	EACH	\$500.00	\$1,000.00
X8440110	RELOCATE EXISTING LIGHT POLE WITH LUMINAIRE	5	EACH	\$2,000.00	\$10,000.00
X8950301	REMOVE EXISTING TRAFFIC SIGNAL POST	14	EACH	\$350.00	\$4,900.00
X8950305	REMOVE EXISTING SIGNAL HEAD	17	EACH	\$250.00	\$4,250.00
X8950307	REMOVE EXISTING PEDESTRIAN HEAD	16	EACH	\$100.00	\$1,600.00
Z0013798	CONSTRUCTION LAYOUT	1	L SUM	\$12,000.00	\$12,000.00
Z0018901	DRILL AND GROUT DOWEL BARS AT 12" CENTERS	193	FOOT	\$22.00	\$4,246.00
Z0018911	DRILL AND GROUT #6 TIE BARS	723	EACH	\$19.00	\$13,737.00
Z0062002	SAW CUTTING, (FULL DEPTH)	2,517	FOOT	\$8.00	\$20,136.00
	WATER METER PITS TO BE ADJUSTED	3	EACH	\$500.00	\$1,500.00
TOTAL PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST					\$2,229,101.00

SECTION 9
PROJECT TIMELINE

FY 2025 Highway Safety Improvement Program
Carpenter Street Intersection Improvements at 5th and 6th Streets
City of Springfield, IL

Stage	Start Date	Completion Date
<i>NTP</i>	December 2022	December 2022
<i>Traffic Data Collection and Survey</i>	January 2023	March 2023
<i>Phase I & II Engineering</i>	March 2023	July 2024
<i>Proposed Letting</i>	November 2024	November 2024
<i>Construction</i>	May 2025	October 2025

SECTION 10
PROJECT NARRATIVE

City of Springfield FY 2025 Highway Safety Improvement Project Narrative Carpenter Street Intersection Improvements at N 5th and N 6th Streets Project

History

Carpenter Street is a local, minor arterial that runs east-west just north of Downtown Springfield. It extends from N Walnut Street on the west to 19th Street approximately two miles to the east carrying between two and four lanes. The eastern section is bounded by residential neighborhoods. The western and middle sections are surrounded by residential areas, businesses, and also two large medical campuses which are major employment centers within the City. Accordingly, Carpenter Street services exceptionally heavy traffic at the start and conclusion of the typical business day.

Between the medical campuses, N 5th Street and N 6th Street intersect with Carpenter Street with one block (approximately 0.1 mile) between them. In combination they serve as a one-way coupler throughout Springfield. N 5th Street is a southbound-only minor arterial, and N 6th Street is a northbound-only minor arterial.

The Carpenter Street 2022 average annual daily traffic (AADT) ranges from 4,750 to 8,500 vehicles per day (vpd), and the section from 4th Street to 9th street services the highest AADT throughout the corridor. Furthermore, this section is heavily traveled by vulnerable road users (VRU) and services multiple mass transit routes.

According to the 2022 Local Safety Tiers (released in 2023), the N 5th Street intersection was rated High and the N 6th Street intersection was rated Medium. Both were flagged at 95% for Angle crashes. Furthermore, both intersections were identified for their angle crash representations as part of the Sangamon County Intersection Initiative.

Crashes

In reviewing crash data for the years 2016-2020, it is evident why the two intersections landed on the Safety Tier and intersection initiative lists. Over the five-year study period, there have been 78 total crashes at the intersection of Carpenter Street at 5th Street, and 38 total crashes at the intersection of Carpenter Street at 6th Street. Both intersections experienced 1 pedal cyclist and 1 pedestrian crash during the analysis period.

The 78 crashes at the intersection of Carpenter at 5th Street include 48 angle crashes, 16 turning crashes, 7 front to rear crashes, 5 sideswipe same direction crashes, along with the 1 pedestrian and pedal cyclist crash. Of these crashes, 5 were A-injury crashes, 11 were B-injury crashes, 10 were C-injury crashes, and 52 resulted in property damage only. 74% of the crashes occurred between 6am and 4pm, and the majority also occurred during clear weather, indicating a need for geometric, conspicuity, and operational improvements.

The intersection of Carpenter Street at 6th Street experienced 38 total crashes, made up of 22 angle crashes, 6 turning and front to rear crashes, and 1 each of sideswipe same direction, front to side, pedestrian, and pedal cyclist. Of these crashes, 2 were A-injury crashes, 5 were B-injury crashes, 8 were C-injury crashes, and 23 were property damage only crashes. 84% of the crashes occurred between 6am

and 4pm, and, as was documented at the adjacent intersection, the vast majority occurred during clear weather again indicating a need for geometric, conspicuity, and operational improvements.

Safety Improvements

To reduce the number of crashes, in particular the significant number of angle crashes, the proposed project will reconstruct the N 5th Street and N 6th Street intersections with Carpenter Street and incorporate the following improvements:

- Install a dedicated left turn lane for west to south left turning traffic at Carpenter Street & N 5th Street,
- Install a dedicated left turn lane for east to north left turning traffic at Carpenter Street & N 6th Street,
- Install signal mast arms with signal heads for each movement on all approaches to replace the existing pedestal mounted signals,
- Install pedestrian countdown timer pedestrian signal heads across all legs of the intersection of Carpenter Street & N 5th Street and the intersection of Carpenter Street & N 6th Street,
- Adjust signal timings such that all red and yellow clearance intervals satisfy current standards,
- Provide retroreflective back plates on all vehicle signal heads, and
- Implement crosswalk markings and Americans with Disabilities Act (ADA) accessibility updates as required. Pedestrian signals will also be fully ADA compliant.
- Either protected only turn phasing or flashing yellow arrow permissive/protected turn phasing will be provided for westbound left turns at Carpenter Street & N 5th Street, and eastbound left turns at Carpenter Street & N 6th Street, as determined by the capacity analysis results.
- Additionally, fiber optic installation connecting at 4th Street/7th Street along Carpenter Avenue will facilitate signal interconnectivity and improve traffic signal management and operations into the future.

The benefit-cost ratio for the 5-year analysis period was calculated to be 3.07.

The total estimated cost for this project is \$2,229,101.00, and the City of Springfield is prepared to provide the local match of 10% (\$222,910.10) for these improvements. The City of Springfield is requesting \$2,006,190.90, 90% of the improvement cost, in funding from the Highway Safety Improvement Program.

SECTION 11
BLR 04101 – LRS RISK ASSESSMENT

Local Public Agency

City of Springfield

Risk Factor	Description	Definition of Scale (time frames are based on LPA fiscal year)	Points
General History of Performance	Have there been any changes in key organizational staff or leadership, such as Fiscal and Administrative Management, Transportation Related Program/Project Management, and/or Elected Officials?	0 points - No significant changes in the last 4 or more years; 1 point - Minor changes, but majority of key staff and officials have not changed in the last 4 years; 2 points - Significant key staff or elected leadership changes within the last 3 years; 3 points - Significant key staff and elected leadership changes within the last 3 years.	■
	What is the LPA's history with federal-aid funded transportation projects?	0 points - One or more federal-aid funded transportation projects per year; 1 point - At least one project within the past three years; 2 points - At least one project within the past 5 years; 3 points - None or more than 5 years	■
	Does LPA have qualified technical staff with experience managing federal-aid funded transportations through IDOT?	0 points - Full-time employee with experience designated as being in "responsible charge"; 1 point - LPA has qualified technical staff, but will be utilizing an engineering consultant to manage day-to-day with LPA technical staff oversight; 2 points - LPA has no technical staff and all technical work will be completed by consultant, but LPA staff has prior experience with federal-aid projects; 3 points - LPA staff have no prior experience or technical expertise and relying solely on consultant.	■
	Has the LPA been untimely in submitting invoicing, reporting on federal-aid projects as required in 2 CFR 200 , and or audits as required?	0 points - No; 1 point - Delays of 6 or more months; 2 points - Delays of up to 1 year; 3 points - 1 year or more years of delay.	■
Financial Controls	Are the annual financial statements prepared in accordance with Generally Accepted Accounting Principles or on a basis acceptable by the regulatory agency?	0 points - Yes; 3 points - no	■
	What is the LPA's accounting system?	0 points -Automated accounting software; 1 point - Spreadsheets; 2 points - Paper only; 3 points - None.	■
	Does the organization have written policies and procedures regarding proper segregation of duties for fiscal activities that include but are not limited to: a) authorization of transactions; b) record keeping for receipts and payments; and c) cash management?	0 points - Yes; 3 points - no	■
Audits	When was the last time a financial statement audit was conducted?	0 points - In the past year; 1 point - In the past 2 years; 2 points - In the past three years; 3 points - 4 years or more or never.	■
	What type of financial statement audit has the organization had conducted?	0 points - Single Audit/Program Specific Audit in accordance with 2 CFR 200.501 or Financial audit conducted in accordance with Generally Accepted Auditing Standards or Generally Accepted Government Auditing Standards; 1 point -Financial review; 3 points - Other type or none	■
	Did the most recent audit disclose findings considered to be significant deficiencies or material weaknesses?	0 points - No; 3 points - yes, or no audits required	■
	Have the findings been resolved?	0 points - Yes or no findings; 1 point - In progress; 3 points - No	■

Summary of Risk	
General History of Performance	■
Financial Controls	■
Audits	■
Total	■

Completed By

Ramona Metzger

Title/Role

Director- Office of Budget & Management

Signature & Date



SECTION 12
BoBS 2831 – DISCLOSURE OF CONFLICT OF
INTEREST



Uniform Grant Agreement Affidavit of Disclosure of Conflicts of Interest-Grantee



06.068.0148

Agreement No.

Employee Name

Misty Buscher

Position of Employee

Mayor

Grantee's disclosure of the information contained in this Form is required by the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards published in Title 2, Part 200 of the Code of Federal Regulations, 2 CFR 200.112, and 44 Ill. Admin Code 7000.40(b)(3). As an Employee or Officer of Grantee, I will remain bias-free before, during and after the award process of the Grant Agreement. Pursuant to the above referenced Uniform Guidance and Administrative Rules, I have identified below any relationship I have, or have had, of a family, political, financial, or social nature with any of Grantor's employees related to this Grant Agreement, and wait for direction from the Grants Unit Manager and the Department's Ethics Officer before proceeding to participate with Grantor in the award process. After submittal of this Disclosure to the Department's Bureau of Business Services, the Bureau of Business Services will provide this form to the Ethics Officer if a conflict is noted.

Check statement 1 or 2. If you check statement 1, please sign and date the form. If you check statement 2, please complete the information and then sign and date the form.

- 1. I do not have, nor have I had, any relationship described above nor any other conflict of interest with any of Grantor's employees for this Grant Agreement.
- 2. I have, or have had, a relationship described above or other conflict of interest with the following employees of Grantor for this Grant Agreement.

Name of Grantor's employee or officer

Nature of Potential Conflict

By checking this box and typing my name below, I verify this document has been reviewed and approved by the owner and myself.

