

**NORTHWEST MUNICIPAL CONFERENCE**

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Des Plaines, Illinois 60016  
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[www.nwmc-cog.org](http://www.nwmc-cog.org)



*A Regional Association of Illinois  
Municipalities and Townships  
Representing a Population of Over One Million*

**MEMBERS**

Antioch  
Arlington Heights  
Bannockburn  
Barrington  
Bartlett  
Buffalo Grove  
Carpentersville  
Crystal Lake  
Deer Park  
Deerfield  
Des Plaines  
Elk Grove Village  
Evanston  
Fox Lake  
Glencoe  
Glenview  
Grayslake  
Hanover Park  
Highland Park  
Hoffman Estates  
Kenilworth  
Lake Bluff  
Lake Forest  
Lake Zurich  
Libertyville  
Lincolnshire  
Lincolnwood  
Morton Grove  
Mount Prospect  
Niles  
Northbrook  
Northfield  
Northfield Township  
Palatine  
Park Ridge  
Prospect Heights  
Rolling Meadows  
Schaumburg  
Skokie  
Streamwood  
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Highland Park

*Executive Director*  
Mark L. Fowler

**NORTHWEST COUNCIL OF MAYORS  
TECHNICAL COMMITTEE**

**Agenda**

**Friday, October 19, 2018**

**8:30 a.m.**

**BARRINGTON VILLAGE HALL**

**Board Room**

**200 S. Hough Street**

**Barrington, Illinois 60010**

- I. Call to Order**
- II. Approval of August 16, 2018 Meeting Minutes (Attachment A)**  
**Action Requested:** Approval of minutes
- III. Agency Reports**
  - a. CMAP Report
  - b. CMAP Council of Mayors Executive Committee
  - c. IDOT Highways Report
  - d. IDOT Local Roads Update (**Attachment B**)
  - e. Cook County Department of Transportation and Highways (**Attachment C**)
  - f. Metra (**Attachment D**)
  - g. Pace
  - h. Illinois Tollway**Action Requested:** Informational
- IV. Functional Classification Revision Requests Update (Attachment E)**

Staff will provide an update on the outstanding functional classification requests discussed at the August 16 meeting. These classification requests were previously approved by both the Technical Committee and the Northwest Council, but staff cannot verify that these requests were ever sent to, or received by, IDOT. Staff will discuss actions taken and next steps.

**Action Requested:** Discussion
- V. Village of Barrington Functional Classification Request for Lake Zurich Road (Attachment F)**

Related to Agenda Item IV above, on August 23, 2013, the Village of Barrington sent a Functional Classification Change Request for Lake Zurich Road and an STP application for funding in Phases II and III for this road relocation project (see attached). Funding for this project is currently listed in

the council's program under "TBD Lettings"; however, the functional classification change request does not appear to have been included on any Northwest Council Technical Committee agenda for approval at the time it was submitted. Therefore, staff recommends approval of the request.

**Action Requested:** Approve recommendation

**VI. Northwest Council Surface Transportation Program (STP)**

**A. Funding Availability Update**

Staff will update the committee on the Northwest Council's funding situation, including potential action that may need to be taken by the Council in order to maintain fiscal constraint.

**Action Requested:** Discussion

**B. Current Program Update (Attachment G)**

Staff will provide an update to projects currently programmed in the Council's Surface Transportation Program. The program has been updated to show target obligation and letting dates of all projects.

**C. Project Updates (Attachments H and I)**

The Village of Schaumburg requests that Phase II engineering funding for the National Parkway reconstruction and Construction funding for the Knollwood Drive reconstruction be moved into the Active Program. Both projects are currently on the MYB list.

**Action Requested:** Discussion

**D. Approval of Program**

Council approval is needed to include changes in the current program.

**Action Requested:** Approval of Program

**VII. STP Project Selection Committee Update**

Staff will provide an update on the work of the committee, including its approval of the new STP Regional Shared Fund scoring methodology and Active Program Management policies.

**Action Requested:** Discussion

**IX. Other Business**

**X. Next Meeting**

The next Northwest Council of Mayors Technical Committee meeting is scheduled for Friday December 7, 2018, 8:30 a.m. at the Barrington Village Hall.

**XI. Adjourn**

**NORTHWEST COUNCIL OF MAYORS  
TECHNICAL COMMITTEE  
Minutes  
Thursday, August 16, 2018  
8:30 a.m.  
BARRINGTON VILLAGE HALL  
Board Room  
200 S. Hough Street  
Barrington, Illinois 60010**

The Northwest Council of Mayors Technical Committee met on Thursday, August 16, 2018 at Barrington Village Hall. The following persons were in attendance:

President Karen Darch, Chair	Village of Barrington
Sharon Caddigan (representing President Billie Roth)	Village of Streamwood
President Tom Hayes	Village of Arlington Heights
Jim Norris	Village of Hoffman Estates
Reid Ottesen (representing President Jim Schwantz)	Village of Palatine
Ray Rummel	Elk Grove Village
Brian Townsend	Village of Schaumburg
Michael Cassady	Village of Mount Prospect
Kristin Mehl	Village of Schaumburg
Rick Mack	Metra
Mike Pagonis	Village of Arlington Heights
Steve Andrews	Pace
Matt Barry	Village of Palatine
Emily Karry	Lake County Department of Transportation
Kama Dobbs	Chicago Metropolitan Agency for Planning
Greg Summers	Village of Barrington
Bob Israel	Village of Northbrook
Akram Chaudhry	HR Green
Katie Renteria	Metra
Alex Beata	Cook County DOTH
Jim Goumas	Hancock Engineering
Brian Fairwood	TranSystems
Mike Hankey	Village of Hoffman Estates
Brian Lovering	Elk Grove Village
Matt Washkowiak	Baxter & Woodman
Jeff Wulbecker	Village of Mount Prospect
Dan Persky	DuPage Mayors and Managers Conference
Fred Vogt	City of Rolling Meadows

Greg Ellwanger  
Tavis Farmer  
Sam Trakas  
Mark Fowler  
Larry Bury

BLA  
Illinois Department of Transportation  
Village of Inverness  
Northwest Municipal Conference  
Northwest Municipal Conference

**I. Call to Order**

*President Darch called the meeting to order at 8:31 a.m.*

**II. Approval of Minutes**

*The minutes of the May 25, 2018 Technical Committee meeting were approved on a motion from Mr. Rummel, seconded by Ms. Caddigan.*

**III. Agency Reports**

**a. CMAP**

Ms. Dobbs provided updates on the CMAQ and STP regional expenditures, and provided information about the STP Project Selection Committee's August 22 meeting. She also discussed the Access to Transit grant program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. She noted that the ON TO 2050 comment period closed on August 14, and that she hoped Council members could attend the October 10 ON TO 2050 launch event at Millennium Park in Chicago.

**b. CMAP Council of Mayors Executive Committee**

Ms. Dobbs reported that the committee will hold its next meeting on August 21.

**c. IDOT Highways**

Mr. Farmer reviewed the various lettings that had been awarded since the last meeting. He also invited committee members to attend the South Barrington Rd. project open house on August 29.

Mr. Ottesen asked about the status of an appeal that the Village of Palatine had sent to IDOT to contest extra charges on a project associated with the state shutdown last summer. Mr. Ottesen noted that the Village had not heard back from IDOT. Mr. Farmer said that the agency would look into the matter. Mr. Ottesen recommended sending a survey to conference members regarding these appeals. Other members concurred.

**d. IDOT Local Roads**

Mr. Klingenstein reported that Mr. Househ could not attend.

**e. Cook County Department of Transportation and Highways.**

Mr. Beata discussed his project updates, noting that many planning studies were moving forward on future projects in addition to the projects already underway. He also discussed the upcoming Cook County Freight Plan. Approval for the plan is anticipated in September.

Mr. Townsend said his staff was trying to get an update about the Roselle Road project, but that they had not received a response. Mr. Cassidy similarly asked about the status of the Busse Rd. project. Mr. Beata responded that he would follow up directly with Mr. Townsend and Mr. Cassidy.

**f. Metra**

Mr. Mack noted that the Cumberland station renovation was 75% complete, and that the Arlington Park parking lot rehabilitation was completed. He noted that a rehabilitation of the Libertyville station will begin in the next few weeks and that a permanent warming shelter was being added at Prairie Crossing.

Mr. Mack reported on the implementation of positive train control on the UP-N and UP-NW lines, saying that he does not expect similar problems as what occurred on the Burlington Northern line. He also reported that the agency was working on crafting its FY19 budget.

Mayor Hayes thanked Mr. Mack for Metra's completion of the Arlington Park project.

**g. Pace**

Steve Andrews reported on the opening of the I-90 express station in Hoffman Estates at I-90 and S. Barrington Rd. He reported that service is active at the station and that an opening ceremony is scheduled for August 21.

**h. Illinois Tollway**

Mr. Klingenstein said that there was no report from the Tollway.

**IV. Surface Transportation Program (STP) Changes**

Ms. Dobbs discussed the work of the STP Project Selection Committee and its development of the new regional Shared Fund and Active Program Management policies. She discussed the draft Shared Fund scoring booklet, noting any changes to the methodology that had been proposed since the last technical committee meeting. She also reported that final comments on the draft documents would go back to the Project Selection Committee on September 28.

Ms. Dobbs discussed eligible project types and the minimum cost threshold for projects. Mr. Rummel asked if the ability to deliver on a project that was funded would be considered when selecting projects. Ms. Dobbs responded that it would not.

Mr. Norris said he would appreciate if the proposed focus for each subsequent calls for projects be listed as TBD until after the initial shared fund call for projects. Mr. Norris also asked about how projects that could fall into multiple categories would be scored. Ms. Dobbs replied that projects would fall be assigned to the category in which they scored the highest. Ms. Caddigan said that she was concerned that the fixing the categories for future calls for projects now would not allow for sufficient flexibility to address regional needs. President Darch reiterated these concerns. Ms. Dobbs noted that there was a general sentiment that having eight focus areas for projects was already specific enough.

Ms. Dobbs reviewed a proof of concept created by CMAP staff and then reviewed specific scoring criteria related to project readiness. Mr. Norris commented that it is difficult to bring funding sources to the table when applying for STP funding, since many other funding sources also require commitments. Ms. Dobbs emphasized that the points allotted for inclusion in local or agency plans applied to any planning document apart from On To 2050.

Ms. Dobbs reviewed the scoring criteria related to transportation impact. President Darch asked about the possibility of implementing a sliding scale for points awarded for Phase II engineering completion. Ms. Dobbs responded that this would be difficult to measure, and requested that the council provide a proposal for how to do so. Mr. Ottesen asked if transit stations would receive funding for ornamental features. Ms. Dobbs said there were existing federal funding eligibility requirements that would need to be adhered to in transit station design. Mr. Ottesen also asked if the availability of other funding sources would be considered in the scoring. He noted that there are many available fund sources for bridge projects, but not as many for other project types. Ms. Dobbs said that the availability of other funding would be considered, but also said there were federal requirements regarding bridge condition which led to that project category being included.

Ms. Dobbs discussed the scoring criteria related to planning factors, noting the five areas in which projects could gain points. Multiple members of the committee raised issues with the inclusive growth factor. President Darch asked how it was possible to know if a facility user was a person of color and under the poverty line. Ms. Dobbs responded that it is based on the CMAP travel demand model. Mr. Townsend asked if the inclusive growth criteria were based off another MPO, or if they were entirely designed by CMAP. Ms. Dobbs responded that she did not know and would bring the question to CMAP staff for clarification. Ms. Dobbs responded to comments about green infrastructure, saying that although the scoring criteria were not well-defined at this point, clarification would be provided before the call for projects. Mr. Norris asked why mixed-use land uses were prioritized over commercial land uses for the transit supportive density factor. President Darch also asked about including other factors like pedestrian count when evaluating this factor, and sought clarification as to why building height was prioritized. Ms. Dobbs responded that residential building height corresponds with higher density and leads to greater transit ridership. Ms. Dobbs said that adding the presence of event centers or other destinations to the transit supportive density evaluation would be considered. Ms. Dobbs also discussed the bonus points that can be allocated by local councils.

Ms. Dobbs asked if there were any questions about the Active Program Management component of the proposal. Mr. Townsend said that he believed the 6-month obligation extension was not long enough. Ms. Dobbs responded that the deadlines are intended to re-program ready-to-go projects while moving stalled projects back. Mr. Norris noted that the committee needed to be aware of what projects are ready to move. Ms. Dobbs confirmed.

## **V. Surface Transportation Program (STP) Update**

Mr. Klingenstein discussed latest council program, noting target letting dates that had changed from the previous report. He reported that the construction phase of the Irving Park Rd reconstruction would be split up into two separately funded phases. There were no cost increases to report.

***The committee approved the revised program on a motion by Mr. Norris, seconded by President Hayes.***

**VI. Functional Classification Change Request**

President Darch noted that there was some confusion about the status of previous functional classification change requests. She recommended that, because of the uncertainty surrounding previous requests, the committee table discussion of the Prospect Heights request until the issue was resolved. Mr. Klingenstein reported that he was looking into the matter.

***The committee moved to table discussion on the Functional Classification Change Request on a motion by President Hayes, seconded by Ms. Caddigan.***

**VII. Other Business**

There was no other business.

**VIII. Next Meeting**

The committee agreed that the next meeting should be scheduled for Friday, October 5 at 8:30 a.m. at the Barrington Village Hall.

**IX. Adjournment**

***The committee adjourned on a motion by President Hayes, seconded by Ms. Caddigan.***

Selections: RCO: 03	Engineer
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS

03

LOCATED IN THE CMAP NORTHWEST REGIONAL COUNCIL

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environmental Approval	Public Hearing Status	Design Appv Requested CD DTCD Est/Act CD DT	ROW Req Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
1 BARRINGTON 080008400PV	- Hart Road at US 14  INTERSECTION IMPROVEMENT	7,300,000	E1: / / / / E2: FFY14 / CMAQ / 927,604 / 742,083 / A RW: FFY14 / CMAQ / 322,000 / 258,000 / A C: FFY19 / STPL / 5,760,000 / 4,380,000 / / CMAQ / 2,875,000 / 2,300,000 /	CE 2 2 /11/2013	NR	Yes	A 2 /11/2013		1/18/2019	AH CR Transyste	NR	* NR * * * * * * * * * *
1393												
2 BARRINGTON 110008701PV	MS1000 - Lake Zurich Rd Citizen's Park Dr to US Route 14 RECONSTRUCTION/BIKEPATH INTERSECTION IMPRVMT/TS	3,487,000	03-14-0010 E1: / / / / E2: FFY15 / STPL / 371,926 / 185,963 / / ILL / 92,982 / RW: FFY15 / STPL / 1,826,000 / 913,000 / / ILL / 456,500 / C: FFY18 / STPL / 3,487,000 / 2,789,600 / / ILL / 348,700 /						1/1/2020	AH CR Civiltech		* * * * * * * * * * *
2538												
3 BARRINGTON 120008900PK	- Parking Garage at Metra Station  PARKING GARAGE INSTALL SIGNALS	2,300,500	03-06-0005 E1: / / / / E2: FFY17 / STPL / 240,092 / 120,046 / / ILL / RW: FFY18 / STPL / 95,000 / 47,500 / / ILL / C: FFY19 / STPL / 2,300,500 / 1,840,400 / / ILL /	CE 1 10/28/2014	NR	No			4/26/2019	AH CR Gewalt Ha NR	NR	* * * * * * * * * * *
1392												
4 BARRINGTON 120009000SW	Off - Various Various  SIDEWALKS	288,090	03-13-0001 E1: FFY13 / SRTS / 39,995 / 39,995 / A / / / / E2: / / / / / / / / RW: / / / / / / / / C: FFY19 / SRTS / 288,090 / 210,005 / / / / /	CE 1 3 /9 /2015	NR	Yes			1/18/2019	AH CR Gewalt Ha NR	NR	* Exempt * * * * * * * * * * *
2470												



Selections: RCO: 03	Engineer
Fund:	Tip Fund:

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5 COOK HIGHWAY 14A501503RP	Var - Various  RECONSTRUCTION; BRIDGE TS; LIGHTING	48,063,513	03-11-0020 E1: / / / / E2: / / / / RW: / / / / C: FFY18 / STPL / 13,025,000 / 10,420,000 / / CMAQ / 15,340,000 / 12,272,000 / / LO / 19,698,513 /	CE 2	NR		Yes		2/15/2019	ZH ZH Civiltech	NR  Yes	* NR * * * * * * * * * *
2835												
6 DES PLAINES 140022000TL	FAP0330 - Lee St/ForestAv Algonquin to Oakton to Jeannette to Dead End INTERSECTION IMPROVEMENT INSTALL SIGNALS	1,760,000	03-14-0006 E1: / / / / E2: FFY16 / STPL / 307,378 / 149,000 / A RW: FFY18 / STPL / 260,000 / 130,000 / C: FFY19 / STPL / 1,760,000 / 1,408,000 /	CE 1	NR		Yes		3/8/2019	AH CR Gewalt Ha	NR	* NR * * * * * * * * * *
2522												
7 DES PLAINES 140022100BT	Var - Rand Rd Central Rd to Elk Blvd BIKEWAYS INTERSECTION IMPROVEMENT	1,602,038	03-14-0014 E1: / / 119,911 / / E2: / / 153,571 / / RW: / / / / C: FFY19 / STE / 1,602,038 / 1,281,630 /	CE 1	NR		Yes		9/20/2019	AH CR Civiltech	NR  No	* NR * * * * * * * * * *
2820												
8 ELK GROVE VILL 150006100BR	MS1210 - Brickdale Dr Willow Creek  CULVERT REPLACEMENT	570,000	03-15-0006 E1: FFY16 / BRPP / 79,441 / 63,552 / A E2: FFY18 / BRP2 / 70,000 / 56,000 / RW: / / / / C: FFY19 / BRP / 570,000 / 456,000 /	CE 1	NR		Yes		1/1/2020	AH CR Civiltech	NR  Yes	* NR * * * * * * * * * *
2731												

Selections: RCO: 03	Engineer
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS

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9 ELK GROVE VILL 180006800RS	FAU1700 - Lively Blvd Devon Av to Landmeier Rd RESURFACING MODERNIZE TRAFFIC SIGNALS	1,370,000	03-18-0018 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 1,370,000 / 1,096,000 /	CE 1	NR	No			1/18/2019	AH CR Civiltech	NR	* NR * * * * * * * * * *
2870												
10 ELK GROVE VILL 180006900RS	- Nerge Rd Devon to Rohlwing RESURFACING	1,195,000	E1: / / / / E2: / / / / RW: / / / / C: MYB / STPL / 1,195,000 / 956,000 /	CE 1	NR	No	E 9/30/2018		4/26/2019	AH CR H R Gree	NR	* NR * * * * * * * * * *
2883												
11 HOFFMAN ESTATES 130009100BT	Off - Poplar Crk Tr EJ&E RR to Sutton Rd to Shoe Factory to Hoffman BIKEWAYS	915,000	03-13-0006 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STE / 915,000 / 676,000 /	CE 1	NR	Yes	A 5/1/2018		9/20/2019	AH CR	NR	* NR * * * * * * * * * *
2804												
12 NILES 120011400SP	- Cleveland St Caldwell Ave to Waukegan Rd PEDESTRIAN CROSSINGS ADVANCE WARNING BEACONS	117,000	03-12-0012 E1: FFY12 / CMAQ / 10,000 / 8,000 / A E2: / / / / RW: / / / / C: FFY19 / CMAQ / 117,000 / 93,600 /	CE 1	NR	No			1/1/2020	AH CR Gewalt Ha	NR	* NR * * * * * * * * * *
2247												

Selections: RCO: 03 Engineer  
Fund: Tip Fund:

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13 NILES 130011600TL  2348	FAU1334 - Howard St Milwaukee Av to Lehigh Av RESURFACING PEDESTRIAN UNDERPASS	4,750,000	03-13-0010 E1: / / / / E2: FFY18 / STPL / 350,000 / 175,000 / / STE2 / 91,500 / 73,200 / RW: FFY18 / STER / 81,250 / 65,000 / / / / / C: FFY19 / STPL / 4,750,000 / 3,800,000 / / STE / 1,258,500 / 1,006,800 / / / / /	CE 2	NR	No			9/20/2019	AH CR GHA	NR	* NR * * * * * * * * * *
14 PALATINE 170010200PV  2885	FAU1285 - Palatine Rd Quentin Rd to Smith Rd RECONSTRUCTION ADDITIONAL LANES/BIKEWAY	5,318,000	03-16-0008 E1: FFY18 / STPL / 380,000 / 190,000 / A / / / / E2: / / / / / / / / RW: / / / / / / / / C: / / / / / / / / / / / /	CE 2	NR	Yes			1/1/2021	AH CR BLA	NR	* NR * * * * * * * * * *
15 PALATINE 170010300RS  2808	- Smith St Palatine Rd to Dundee Rd LAFO	1,650,000	03-16-0009 E1: / / / / / / / / E2: / / / / / / / / RW: / / / / / / / / C: FFY19 / STPL / 1,650,000 / 1,320,000 / / / / / / / / /	CE 1	NR	No			11/9/2018	AH CR BLA	NR	* NR * * * * * * * * * *
16 ROLLING MEADOWS 090009800CH  1390	- Algonquin Road at New Wilke Road  INTERSECTION IMPROVEMENT MODERNIZE TRAFFIC SIGNALS	2,700,000	03-06-0006 E1: / / / / / / / / E2: / / / / / / / / RW: FFY20 / STPL / 600,000 / 300,000 / / / / / C: MYB / STPL / 2,700,000 / 1,890,000 / / / / / / / / /	CE 2	E	Yes			1/1/2022	AH CR CBBEL	Exempt	* Exempt * * * * * * * * * *

Selections: RCO: 03	Engineer
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS

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17 ROLLING MEADOWS 140011200BR  2745	FAU2315 - Barker Av Salt Creek  BRIDGE REHABILITATION	720,000	03-14-0011 E1: FFY14 / BRPP / 51,172 / 40,938 / A / / / / E2: FFY17 / BRP2 / 112,255 / 89,804 / A / / / / RW: / / / / / / / / C: FFY18 / BRP / 720,000 / 528,000 / / / / / / / / /	CE 2 7 / 5 / 2016	NR		Yes		11/9/2018	AH CR CBBEL	NR	* NR * * * * * * * * *
REMARKS: SN: 016-6055. PE2 kick-off meeting held 4-5-17. Hold til 11/9/2018 (earliest) per LPA due to school year (3-23-18).												
18 ROLLING MEADOWS 170012100RS  2781	FAU3517 - Kirchoff Rd Hicks Rd to New Wilke Rd RESURFACING	2,042,500	03-17-0006 E1: / / / / / / / / E2: FFY17 / STPL / 96,000 / 48,000 / A / / / / RW: / / / / / / / / C: FFY19 / STPL / 2,042,500 / 1,634,000 / / / / / / / / /	CE 1 7 / 19 / 2017	NR		No		11/9/2018	AH CR CBBEL	NR	* NR * * * * * * * * *
REMARKS: Max STP-L: \$1,682,000. PE2 kick-off meeting held 4-26-18.												
19 SCHAUMBURG 140011400PV  2601	FAU1689 - Woodfield Rd Meacham Rd to 53 E Frontage Rd RECONSTRUCTION; LIGHTING MOD TRAFFIC SIG; DRAINAGE		03-14-0017 E1: / / / / / / / / E2: FFY16 / STPL / / / / / / / RW: / / / / / / / / C: FFY17 / STPL / / / / / / / / / / /	CE 2 1 / 26 / 2016	NR		Yes		1/18/2019	AH CR TranSyste	NR	* NR * * * * * * * * *
REMARKS: PE1 Section Number for DA. Staged construction under -01-PV and -02-PV. 1/18/2019 per LPA due to ROW (1-18-19).												
20 SCHAUMBURG 140011401PV  2624	FAU1689 - Woodfield Rd Martingale Rd to E Frontage Rd RECONSTRUCTION; LIGHTING INSTALL SIGNALS; DRAINAGE	8,400,000	03-14-0017 E1: / / / / / / / / E2: FFY17 / STPL / 5,298,002 / 263,401 / A / / / / RW: FFY17 / STPL / 250,000 / 125,000 / A / / / / C: FFY19 / STPL / 5,800,000 / 4,000,000 / / CMAQ / 2,630,000 / 2,106,000 / / / / /	CE 2 1 / 26 / 2016	NR		Yes		1/18/2019	AH CR Civiltech		* * * * * * * * * * * * * *
REMARKS: PE1 under 00-PV (Transystems). 1/18/2019 per LPA due to ROW (8-28-18).												

Selections: RCO: 03	Engineer
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS

03

LOCATED IN THE CMAP **NORTHWEST REGIONAL COUNCIL**

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
21 SCHAUMBURG 140011402PV	FAU3073 - Woodfield Rd Meacham Rd to Martingale Rd RECONSTRUCTION; LIGHTING INSTALL SIGNALS; DRAINAGE	5,600,000	03-14-0017 E1: / / / / E2: FFY16 / STPL / 543,399 / 271,699 / A RW: FFY17 / STPL / 420,000 / 210,000 / A C: FFY19 / STPL / 5,600,000 / 4,000,000 /	CE 2 1/26/2016	NR		Yes		1/18/2019	AH CR Civiltech	NR	* * * * * * * * * *
2625							REMARKS: PE1 under 00-PV. 1/18/2019 per LPA due to ROW (8-28-18).					
22 SCHAUMBURG 150011900PV	FAU1103 - National Pkwy Plum Grove Rd to IL Route 58 RECONSTRUCTION DRAINAGE; LIGHTING	5,544,000	03-16-0010 E1: / / / / E2: FFY16 / STPL / 597,306 / 298,653 / A RW: FFY17 / STPL / 692,594 / 346,297 / A C: FFY18 / STPL / 5,544,000 / 4,000,000 /	CE 2 5/2/2016	NR		Yes		1/18/2019	AH CR Civiltech	NR	* * * * * * * * * *
2637							REMARKS: 1/18/2019 letting per LPA due to ROW (8-28-18).					
23 SCHAUMBURG 150012200BT	FAP0341 - IL 72/Higgins E of Plum Grove to W of Plum Grove BIKEWAYS	602,700	03-18-0002 E1: / / / / E2: FFY18 / CMAQ / 59,890 / 33,600 / RW: / / / / C: FFY19 / CMAQ / 602,700 / 482,160 /	CE 1 8/2/2017	NR		No		4/26/2019	AH CR V3	NR	* * * * * * * * * *
2884							REMARKS: Max CMAQ: \$515,760.					
24 SCHAUMBURG 160006800WR	FAP0339 - IL62/Algonquin Plum Grove Rd to IL 53 RECONSTRUCTION/LIGHTING MODERNIZE TRAFFIC SIGNALS	6,272,000	03-03-0102 E1: / / / / E2: FFY17 / STPL / 748,172 / 374,086 / A / ILL / 214,860 / / A RW: FFY18 / STPL / 1,700,000 / 625,000 / / CMAQ / / 360,000 / C: FFY19 / STPL / 6,272,000 / 2,697,600 / / CMAQ / / 2,320,000 / / ILL / 1,109,400 /	CE 2 3/1/2018	NR		Yes		3/8/2019	AH CR TranSyste	NR	* * * * * * * * * *
2715							REMARKS: Also: ROW: \$692,500 ILL. Kick-off meeting held 1-18-17.Tech Memo Approved 3-2-2018. L etting depends on ROW (Quick-Take?).					

Selections: RCO: 03	Engineer
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS  
 LOCATED IN THE CMAP **NORTHWEST REGIONAL COUNCIL**

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environmental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
25 SCHAUMBURG 160012600PV	MS2141 - Walnut Ln Schaumburg Rd to Weathersfield Way RECONSTRUCTION; SW C & G; DRAINAGE; LIGHTING	3,200,000	03-18-0010 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 3,200,000 / 2,560,000 /	CE 1 2 /22/2018	NR		Yes		1/18/2019	AH CR BLA	NR	* NR * * * * * * * * * *
2842							REMARKS: PE2 kick-off meeting held 3-13-18.					
26 STREAMWOOD 100005500WR	FAU1321 - Irving Park Rd Schaumburg Rd to Bartlett Rd WIDENING & RESURFACING	8,715,825	03-09-0073 E1: FFY11 / ILL / 687,558 / / A E2: FFY16 / STPL / 555,884 / 272,942 / A RW: FFY18 / STPL / 1,000,000 / 500,000 / C: FFY19 / STPL / 7,647,805 / 4,987,500 / / ILL / 175,000 / / ILL / 1,502,989 / / STE / 1,068,020 / 654,460 /	CE 2 2 /2 /2015	E		Yes		1/18/2019	AH CR HR Green	NR	* NR * * * * * * * * * *
2109							REMARKS: Max ILL: \$2,620,989. Max STP-L: \$5,760,442. Max STE: \$654,460. PE2 kick-off meeting held 9-14-16.					

Attachment C

**COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS (CCDOH)  
NORTHWEST COUNCIL OF MAYORS REPORT  
2017 - 2022**

**PHASE III - CONSTRUCTION**

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
<b>PAVEMENT PRESERVATION AND REHABILITATION PROGRAM NORTH 2017</b>							
Bode Rd (Sutton Rd to Barrington Rd)	Construction	\$ 2,948,400.00	2018	1/25/2018			12/17/2018
Bradwell Rd (Barrington Rd to Ela Rd)		\$ 2,511,600.00	2018	1/25/2018		6/21/2018	12/17/2018
Brinker Rd (Algonquin Rd to County Line Rd)		\$ 3,276,000.00	2018	1/25/2018		6/5/2018	12/17/2018
Mundhank Rd (Higgins Rd to South Meadow Ct)		\$ 1,092,000.00	2018	1/25/2018		6/19/2018	12/17/2018
Otis Rd (Old Sutton Rd to Brinker Rd)		\$ 1,419,600.00	2018	1/25/2018		6/8/2018	12/17/2018
Sanders Rd (at Winkelman Rd)		\$ 44,839.00	2018	1/25/2018			12/17/2018

Municipalities: Barrington Hills, Inverness, Schaumburg, South Barrington

**Project Status:** Work is 80% complete to date. Work completed through September 30 includes installation of storm sewers, pavement patches, and hot-mix asphalt surface on Bradwell Road; aggregate shoulders on Otis Road; loop detectors and aggregate shoulders on Bode Road; recessed pavement markers and aggregate shoulders on Brinker Road; and ditch grading on Mundhank Road. Work scheduled for next month includes installing traffic barrier terminals and sewer pipe cleaning on Bode Road; ditch grading, sewer pipe cleaning, and pavement markings on Bradwell Road; ditch grading on Mundhank Road; beginning work on Winkelman Road; and installing recessed pavement markers and landscaping on all roadways.

**ROSELLE ROAD**

At Schaumburg Road	Construction - addition of a southbound right turn lane, temporary traffic signal installation, permanent traffic signal installation consisting of LED traffic signal heads, LED countdown pedestrian signal heads, pedestrian pushbuttons, traffic signal posts, mast arm poles, controller and cabinet, service installation, handholes, cable, conduit, vehicle detectors, UPS, illuminated street name signs, interconnection of five (5) traffic signal installations, sidewalk, drainage, landscaping	\$ 889,351.29	2017	1/11/2017	4/24/2017	6/13/2017	Fall 2018
<b>Municipalities:</b> Schaumburg	Construction Engineering	In-House	2017				

**Project Status:** Work is 90% complete to date. Work completed through August 30 includes installation of sidewalks and detectable warnings, sign panels and supports, relocation of sign panels, traffic signal foundations, landscaping, and pavement markings. Remaining work includes continuing installation of sign panels and supports, sidewalks, topsoil, and sodding.

**CENTRAL RD**

Ela Road to Roselle Road	Construction - WB on-ramp onto I-90; land bridge construction along Central Road; reconstruction of Central Road	\$ 13,481,129.47	2017	2/17/2017		9/12/2017	Fall 2018
<b>Municipalities:</b> Hoffman Estates, Schaumburg	Construction Engineering (Tollway-led)		2017				

**Project Status:** Work is 97% complete to date. Work completed through September 30 includes Stage 3 installation of median, curb and gutter, traffic signal foundations, handholes, topsoil, revetment mat, landscaping, earthwork, installation of fencing north of the the bike path and along the right-of-way, permanent signing, pavement marking, and lighting.

**QUENTIN RD**

Over Salt Creek	Construction - job order contract (JOC) repairs	\$278,330.39	2018			7/30/2018	8/31/2018
<b>Municipalities:</b> Palatine							

**Project Status:** Work is 100% complete. Work included removing and pouring structural repair of concrete, furnishing and erecting structural steel, and opening southbound Quentin Road to traffic. Field inspection held 9/14/18; completing punch list work.

**PHASE II - DESIGN**

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
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**PAVEMENT PRESERVATION AND REHABILITATION PROGRAM NORTH 2019**

West Lake Avenue (Wolf Road to Landwehr Road)	Construction	\$4,600,000	2019				
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**Municipalities:** Glenview, Mount Prospect

**Project Status:** 90 percent plans complete, working toward 100 percent final plans.

**BARTLETT ROAD**

Over Poplar Creek	Design Engineering	In-House	2017				
<b>Municipalities:</b> Hoffman Estates	Construction - Remove and replace the existing expansion details and minor deck slab and approach slab repairs as needed.	\$ 250,000.00	2019				
	Construction Engineering	In-House	2018				

**Project Status:** Plans 100% complete. Finalizing cost estimate and preparing the contract documents. Letting scheduled for this winter.

**LAKE COOK RD**

Raupp Boulevard to Hastings Lane	Design Engineering (Village-led)	\$ 209,850.00	2017				
<b>Municipalities:</b> Buffalo Grove, Wheeling	ROW Acquisition	\$ 9,352,000.00	2017				
	Construction - Widening and Pavement Reconstruction, Intersection Improvement, Traffic Signal Modernization	\$ 53,927,313.03	2018	Est. Q4 2018			
	Construction Engineering	\$ 8,089,096.95	2018				
	Material Testing	\$ 404,454.85	2018				

**Project Status:** Plans at 99% completion. ROW acquisition is nearing final stages. Anticipate a fall 2018 letting.

**TOUHY AVE**

Elmhurst Road to Mount Prospect Road	Design Engineering	\$ 1,242,281.36	2017				
<b>Municipalities:</b> Chicago, Des Plaines, Elk Grove	Construction - Pavement Reconstruction, New Alignments, Grade Separations, Intersection Improvements, Drainage Improvements, New Street Lights, Bike path	\$ 74,894,492.00	2018	Est. Q4 2018		Q2 2019	2021
	Construction Engineering	\$ 10,857,325.00	2018				

**Project Status:** Final plans, specifications, and engineer's estimate submittal to IDOT is expected as part of the authorization to advertise in December 2018. Letting to follow in 2019.

**SHOE FACTORY RD**

Essex Drive to East of Beverly Road	Design Engineering (Village-led)	\$ 400,000.00	2018-19				
<b>Municipalities:</b> Hoffman Estates	ROW Acquisition	\$ 800,000.00	2018-19				
	Construction - Pavement reconstruction and widening, median improvements, roadway realignment, PCC sidewalks, hot-mix asphalt (HMA) bike path, upgraded drainage systems, traffic signal modernization, pavement markings, landscape restoration	\$ 10,026,392.00	2020	Est. Q4 2019			
	Construction Engineering	\$ 790,636.00	2020				

**Project Status:** Supplemental contract has been finalized for remaining design work. The Village Board has approved the second amendment to the intergovernmental agreement, and the IGA is planned for approval by the Cook County Board in November 2018. Phase II engineering will be initiated after this approval.



**PHASE I - PRELIMINARY ENGINEERING**

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
<b>BUSSE RD</b>							
Golf Rd to Central Rd	Preliminary Engineering	\$ 685,943.97	2017				
<b>Municipalities:</b> Mount Prospect	Design Engineering	\$ 700,000.00	2018				
	Roadway reconstruction and widening, multi-use path, and drainage improvements.	\$ 7,000,000.00	2020				
	Construction Engineering	\$ 700,000.00	2020				

**Project Status:** The Preferred Alternative involves widening roadway to include one lane in each direction with continuous center turn lane and outside curb and gutter, as well as off road shared-use path and sidewalk on alternate sides of road. Consultant is currently preparing roadway geometrics, drainage study, and project report for Preferred Alternative. Second public meeting for project is planned for Fall or Early Winter 2018.

<b>CENTRAL RD</b>							
Barrington Rd to Huntington Blvd	Preliminary Engineering	\$ 292,604.06	2017				
<b>Municipalities:</b> Hoffman Estates, South Barrington	Design Engineering	\$ 1,500,000.00	2018				
	Construction - Reconstruction or resurfacing of Central Road from Barrington Road to Huntington Blvd and the construction of an off-street path on Central Road.	\$ 9,000,000.00	2020				
	Construction Engineering	\$ 1,300,000.00	2020				

**Project Status:** The County has received plans for the proposed development along Central Road that would extend Eagle Way south to intersect Central Road on 06/19/2018, and is reviewing these plans in order to coordinate the two projects. For the Environmental Survey Request (ESR), the cultural clearance was received on 05/10/2018. For the ESR's biological/wetlands clearance, the project was tasked for an avian survey. The Forest Preserve District of Cook County has provided its preference for the multi-use path spur connection to the existing bike path in Paul Douglas Forest Preserve via a direct/diagonal connection at the northeast corner of Central Road/Huntington Blvd. Comments to the Preliminary Geometric were submitted back to the consultant on 8/27/2018 and will be resubmitted at a future date. Existing Drainage Plans were resubmitted on 08/28/2018 and are currently under internal review.

<b>QUENTIN RD</b>							
Dundee Rd to Lake Cook Rd	Preliminary engineering	\$ 425,041.14	2017				
<b>Municipalities:</b> Deer Park, Palatine	Design engineering	\$ 1,500,000.00	2020				
	Construction - Reconstruction of roadway with potential widening, drainage improvements, and channelization. Includes replacement of bridge over Salt Creek and new multi-use path connecting to Forest Preserve.	\$ 34,000,000.00	2021				
	Construction engineering	\$ 3,400,000.00	2021				

**Project Status:** Alternatives analysis still ongoing. Focus Group meeting #2 occurred on July 10, 2018 with environmental stakeholders. Focus Group Meeting #3 is scheduled for October 15, 2018.

**INVEST IN COOK 2017**

Project name	Applicant	Project type	Project phase	Awarded
West Bartlett Road/Devon Avenue swale and bike path replacement	Village of Bartlett	Bike/Ped	Design engineering	\$75,000
Des Plaines River Trail at the Union Pacific Railroad	Forest Preserve District of Cook County	Bike/Ped	Preliminary engineering	\$100,000
Wolf Road Sidewalk Connectivity Project	City of Prospect Heights	Bike/Ped	Construction	\$140,000
Des Plaines River Trail - Touhy Avenue to North Avenue	Village of Rosemont/West Central Municipal Conference	Bike/Ped	Preliminary engineering	\$309,000
Greater Woodfield Area Traffic Flow Improvements	Village of Schaumburg	Roadway	Construction	\$200,000
Barrington Road Bike Path	Village of South Barrington	Bike/Ped	Construction	\$76,000

**INVEST IN COOK 2018**

24 projects approved by the Cook County Board on July 25, 2018  
 Nearly \$7 million investment of *Invest in Cook* funds leverages an additional \$26.8 million in federal, state, and local funds

Project name	Applicant	Project type	Project phase	Awarded
Beverly Road Bicycle Tollway Crossing and Road Resurfacing	Hoffman Estates	Roadway	Preliminary engineering	\$60,000

**PLANNING STUDIES**

**COOK COUNTY FREIGHT PLAN**

Approval of final plan by Cook County Board expected Fall 2018  
 Presentations to Councils of Mayors expected Fall 2018

**ROSEMONT TRANSIT STUDY**

Cook County is preparing to take advantage of an opportunity to create a multimodal transportation center on County-owned land at the Rosemont Blue Line Station in the Village of Rosemont. The planned improvements include a new bus transfer facility that will increase capacity for Pace buses and create a better connection to the CTA. The cost of the transportation center will be partially covered through joint development of a mixed-use, privately developed office and retail complex. A traffic study of River Road, which fronts the site of the transit center, was just completed and survey and geotechnical work is currently underway as part of the due diligence required for issuance of an RFQ/P for the site's eventual development.

Application submitted to U.S. DOT's BUILD program on July 19, 2018.

**FOR IMMEDIATE RELEASE**

## **No Metra fare increase in 2019 but capital needs demand attention**

CHICAGO (Sept. 12, 2018) – Metra will not raise fares in 2019 and will spend the year highlighting the need for more public aid and sounding the alarm about the system’s deterioration and possible downsizing if that aid does not materialize, the Metra Board of Directors unanimously decided today.

“We ask our passengers and our elected leaders to join with us to tell our story to members of the state Legislature,” said Metra Chairman Norm Carlson. “That story is very simple: Metra needs a sustained capital program to maintain its existing service levels in the 2020s. Otherwise, drastic changes in service levels may be needed to shrink to a size that existing resources can sustain.”

In late 2014 Metra unveiled a \$2.4 billion plan to modernize its rolling stock and install the federally mandated Positive Train Control (PTC) safety system. That plan assumed that current state and federal funding sources would cover about \$700 million and Metra financing would cover an additional \$400 million. Metra hoped to secure \$1.3 billion in new funding for the remainder – most likely from a new state infrastructure program. The plan included projections for fare increases that would be needed over the next 10 years for financing and for the regular growth in operating expenses; but most of the fare increases approved since then have gone toward capital needs and PTC.

But Board members agreed that another fare increase for capital needs would overburden Metra’s customers after four straight fare increases while providing only a fraction of the revenue needed to address large capital funding shortfalls. They approved a pause in 2019 in the modernization-related increases and ordered staff to spend next year educating riders, the public and lawmakers about Metra’s need for sustained capital funding and detailing the consequences of falling short – including possibly shrinking the system to a size that matches available resources.

Metra still is working to modernize its rolling stock and pay for PTC. However, because the state has not passed a new infrastructure program since 2009 – and in fact reduced some of Metra’s \$700 million in expected funding – its efforts have been slowed. PTC installation remains on track, and by the end of this year Metra will have rehabbed about 145 cars and 42 locomotives since the plan was announced. However, it has not yet purchased any new cars and engines, and

the purchases that are coming soon will be smaller than originally anticipated unless new funding comes through.

The problems with state funding also postponed Metra's proposed financing, and with the exception of the first year, 2015, Metra has not raised fares for financing. (A portion of the 2015 increase was for financing; the revenue cumulatively set aside for financing since then now totals \$15.6 million. The Board today approved allocating that money towards the purchase of locomotives.)

###

***About Metra***

*Metra is one of the largest and most complex commuter rail systems in North America, serving Cook, DuPage, Will, Lake, Kane and McHenry counties in northeastern Illinois. The agency provides service to and from downtown Chicago with 242 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track. Metra operates nearly 700 trains and provides nearly 290,000 passenger trips each weekday.*

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**FOR IMMEDIATE RELEASE**

## **No fare increase in proposed 2019 budget**

*But capital needs must be addressed soon or system will be downsized*

CHICAGO (Oct. 9, 2018) – Metra today proposed a 2019 operating budget of \$822 million that does not include a fare increase. Metra also proposed a 2019 capital budget of \$185.6 million, far short of Metra’s needs, and warned about the system’s deterioration and possible downsizing unless chronic capital funding shortfalls are addressed.

“While this budget contains good news for our customers, that good news comes with a warning: Metra cannot continue to operate the system as it now exists – and we cannot grow it – unless we receive the funding we need,” said Metra CEO/Executive Director Jim Derwinski. “We will be spending the coming months highlighting our needs and working with our business and political leaders to solve this problem.”

Metra expects its operating costs to grow by about \$36 million in 2019. The primary drivers of that growth are rising costs in labor, benefits, fuel, rents, materials and other costs associated with operating the service and meeting the maintenance and inspection requirements related to the equipment and infrastructure.

About \$11 million of the increase will be covered by an increase in RTA funding, primarily from the regional transportation sales tax. Metra will offset an additional \$12 million of that increase through two actions: 1) Identifying about \$6 million in efficiencies, primarily personnel savings in the Engineering, Mechanical and Administrative departments and cuts to IT costs, and 2) Reducing its budget by approximately \$6 million, reflecting a normal level of employees who are on a leave of absence and not receiving wages or benefits in 2019. The remainder of the increase will be covered by reducing the amount of fare revenue spent on capital needs by about \$13 million (thus allocating that \$13 million to the operating budget).

That results in a 2019 operating budget of \$822 million, which is \$25 million or 3.1 percent, higher than \$797 million in 2018.

No fare increase for operations will be needed. And Metra Board members agreed that a fare increase for capital needs in 2019 would burden customers after four fare increases in a row while providing only a fraction of the needed revenue.

Those capital needs, however, aren’t going away. About 40 percent of Metra’s assets are classified as in marginal or worn condition. Half of its bridges are more than 100 years old, and at the present rate of replacement of three bridges a year, it would take Metra 150 years to replace

the oldest bridges. Its diesel cars have an average age of 30 years, the oldest in the nation. The oldest cars in daily service are more than 65 years old. Its locomotives have an average age of 31 years, the oldest in the nation. The oldest locomotives are more than 41 years old.

To address those needs next year, Metra's 2019 capital program contains only \$173.6 million in federal funds, \$5 million in local RTA funds and \$7 million in fare revenues set aside for capital needs. About half of that budget will pay for priorities such as new and rehabilitated cars and engines, bridges, yard rehabilitation and PTC. The remaining half will go to routine capital maintenance of tracks, signals, stations and other facilities.

Additional funding is needed – much more than could come from fares. Metra needs help, and the most likely source of that help is the state of Illinois, which created the RTA in 1973 and then Metra a decade later after recognizing that the private railroads then operating commuter rail service in Chicago could not continue without public subsidies.

The proposed 2019 budget will be the subject of a series of eight public hearings throughout the Chicago area. The schedule accompanies this release. Metra customers and members of the public are encouraged to attend and provide comments on the proposed budget.

Comments on the proposed budget can also be emailed to [2019budgetcomments@metrarr.com](mailto:2019budgetcomments@metrarr.com), faxed to 312-322-7094 or mailed to the Assistant Secretary to the Metra Board, Room 1300, 547 W. Jackson Blvd., Chicago, IL, 60661. Comments must be received no later than 24 hours after the last public hearing on Nov. 5. All comments received will be presented to Metra's Board of Directors prior to voting on the final budget in November 2018.

For more information about Metra's proposed 2019 budget, please visit [metrarail.com](http://metrarail.com).

###

### ***About Metra***

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## Public hearing schedule for Metra's 2019 budget

**Nov. 1, 2018, 4 p.m. to 7 p.m.**

**North Suburban Cook County**

Arlington Heights Village Hall  
Village Board Room  
33 S. Arlington Heights Road

**McHenry County**

Crystal Lake City Hall  
City Council Chambers  
100 W. Woodstock St.

**DuPage County**

Clarendon Hills Village Hall  
Village Board Room  
1 N. Prospect Ave.

**Will County**

Will County Office Building  
County Board Room – 2<sup>nd</sup> Floor  
302 N. Chicago St.  
Joliet

**Nov. 5, 2018, 4 p.m. to 7 p.m.**

**Lake County**

Mundelein Village Hall  
Village Board Room  
300 Plaza Circle

**South Suburban Cook County**

East Hazel Crest Village Hall  
Village Board Room  
1904 W. 174<sup>th</sup> St.

**Kane County**

Kane County Government Center  
Building A – 1<sup>st</sup> Floor Auditorium  
719 S. Batavia Ave.  
Geneva

**City of Chicago**

Metra  
Board Room, 13<sup>th</sup> floor  
547 W. Jackson Blvd.  
Chicago

**FOR IMMEDIATE RELEASE**

## **Public-private partnership formed to test reverse-commute service to Lake County**

*Metra to work with businesses and governments to add Milwaukee North trains*

CHICAGO (Oct. 9, 2018) – Metra has reached an agreement with business and civic groups in Lake County to share the costs of a potential two-year pilot project for two new reverse-commute trains on the Milwaukee District North Line and to work on a definitive agreement to share the cost of installing a universal crossover near Lake Forest, which would create additional opportunities for enhanced service.

The public-private partnership agreement, which must be approved by the Metra Board of Directors, is the culmination of a process that began with an appearance by Lake County officials at a Metra Board meeting in April. The officials asked Metra to explore ways to improve reverse-commute service to Lake County in order for them to effectively recruit and retain employees living in Chicago. They also argued that better train service would reduce pollution and roadway congestion and improve employee productivity and satisfaction.

After several months of discussion, Metra and Lake County Partners, an economic development corporation affiliated with Lake County businesses and government, agreed to a public-private partnership that would work together to investigate the viability of increased service. The groups will evenly split the \$1.4 million cost of operating one new reverse-commute train in each rush period as part of a two-year demonstration project and work on a definitive agreement to divide the \$4.75 million cost of installing a crossover near Lake Forest, with the partners contributing \$2.75 million, Metra contributing \$1 million and local governments contributing \$1 million.

“At a time when Metra is pinched for operating and capital funding, this partnership is an innovative way to test the demand for service to Lake County and potentially improve our infrastructure,” said Metra CEO/Executive Director Jim Derwinski. “We are hopeful that this initiative will build our ridership, help local businesses to recruit top talent and have a positive impact on economic activity in Lake County.”

“We hope this is a successful model for dealing with funding challenges going forward,” said Metra Chairman Norman Carlson.

“This project makes it even easier to live in Chicago and work in Lake County. Thanks to the hard work and support of so many local leaders, this unique partnership will give our business



community even greater access to workforce talent,” noted Lake County Partners President and CEO Kevin Considine.

Metra’s current schedule is not ideal for reverse-commute riders to and from Lake Forest, the station closest to several major employers including AbbVie, Horizon Pharma and others. There are no morning outbound express trains, and the afternoon trains are either too early or too late for most workers.

Changes to the current schedule were not possible until recently, when Metra upgraded the signal system on the line, creating more flexibility. Under the proposal, Metra would add new outbound express Train 2191, departing Union Station at 5:35 a.m. and arriving in Lake Forest at 6:25 a.m. It would change the schedule of one inbound afternoon train (2146) to create express service from Lake County and would add new inbound Train 2194, departing from Lake Forest at 5:30 p.m. and arriving at Union Station at 6:22 p.m. The schedule of Train 2148, which now arrives at Union Station at 6:11 p.m., would be pushed back three minutes. The new schedule would start in January.

There would also be a few other schedule adjustments to help relieve crowding or to better reflect actual operating conditions:

- A new Train 2192 will depart Lake Forest at 7:48 a.m., making stops at Lake Cook Road, North Glenview, Golf, Edgebrook and Western before arriving at Union Station at 8:40 a.m. That should relieve crowding on Train 2120, which will now make fewer stops and have a slightly adjusted schedule, and Train 2122.
- A new Train 2193 will leave Union Station at 3:20 p.m., serving Western, Healy, Morton Grove, Glenview, North Glenview, Northbrook, Lake Cook, Deerfield and Lake Forest. That will fill a gap in service on the current schedule.
- Later evening Trains 2154 and 2160, and North Central Service Train 120 (which uses the Milwaukee North tracks) will have their departure times shifted back by 5 to 8 minutes.
- Outbound rush hour Trains 2145 and 2147, which now depart Union Station at 5:58 p.m. and 6:19 p.m., would now depart at 6:05 p.m. and 6:25 p.m.

A copy of the new schedule can be viewed at [metrarail.com](http://metrarail.com).

If the pilot project shows that there is a strong market for reverse-commute service and that the service is self-sustaining, the partners agree to enter into an agreement to fund the construction of a new crossover near the Lake Forest Station. A crossover allows trains to switch between tracks. Constructing a crossover at Lake Forest would allow Metra to turn trains around at that location, which would create an opportunity for better service in the morning and evening rush periods if demand supported it.

###

### ***About Metra***

*Metra is one of the largest and most complex commuter rail systems in North America, serving Cook, DuPage, Will, Lake, Kane and McHenry counties in northeastern Illinois. The agency provides service to and from downtown Chicago with 242 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track. Metra operates nearly 700 trains and provides nearly 290,000 passenger trips each weekday.*

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Deerfield  
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Elk Grove Village  
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Glenview  
Grayslake  
Hanover Park  
Highland Park  
Hoffman Estates  
Kenilworth  
Lake Bluff  
Lake Forest  
Lake Zurich  
Libertyville  
Lincolnshire  
Lincolnwood  
Morton Grove  
Mount Prospect  
Niles  
Northbrook  
Northfield  
Northfield Township  
Palatine  
Park Ridge  
Prospect Heights  
Rolling Meadows  
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Skokie  
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Highland Park

*Executive Director*  
Mark L. Fowler

**Memorandum**

TO: Northwest Council of Mayors Technical Committee

FROM: Mark Fowler  
Executive Director

RE: Functional Classification Revision Requests Update

DATE: October 15, 2018

**Action Requested:** Discussion of the previous requests for roadway functional classification changes.

**Issue:** At the August 16 Northwest Council of Mayors Technical committee meeting, a question arose as to the status of previous council requests for roadway functional classification changes. Staff contacted former Northwest Council Liaison Mike Walczak, IDOT staff, IDOT's consultant and CMAP staff and we cannot verify that these requests were ever sent to, or received by, IDOT.

There are nineteen roadways in question dating back to 2009, but primarily to the 2015/2016 timeframe. With the exception of the Barrington Lake Zurich Road request, all have been approved by the Northwest Council Technical Committee and full Northwest Council (via the NWMC Board meeting), so what remains is to assemble the required documents for submittal to IDOT.

Staff is working with the affected municipalities to assemble the remaining information needed to submit the requests to IDOT and will ask for an expedited review.

## Attachment E

Road	Limits	Municipality	Date Approved by Tech Committee
Lake Zurich Road - US Route 14	W Cuba Rd (9-1260) to US Route 14 (2-305)	Barrington	Submitted 8/23/13; approval pending
Rohlwing Road	Cunningham Drive (Not Yet Classified) to NW Highway (2-305)	Palatine	8/11/2016
Cunningham Drive	Hicks Rd (9-2592) to Rohlwing Rd (Not Yet Classified)	Palatine	8/11/2016
Illinois Avenue	Roselle Rd (9-2573) to Hicks Rd (9-2592)	Palatine	8/11/2016
East Avenue	Schaumburg Rd (9-1322) to Buttitta Dr (9-1685)	Streamwood	10/2/2015
Streamwood Boulevard	Irving Park Rd (9-1321) to East Ave (9-1684)	Streamwood	10/2/2015
Park Boulevard	Bode Rd (9-1317) to Schaumburg Rd (9-1322)	Streamwood	10/2/2015
Old Church Rd	Barrington Rd (2-362) to Schaumburg Rd (9-1322)	Streamwood	10/2/2015
Knollwood Dr	Golf Rd (2-559) to Weathersfield Way (Not Yet Classified)	Schaumburg	2/11/2016
McConnor Parkway	Meacham Road (9-2585) to Golf Road (2- 559)	Schaumburg	2/11/2016
Rodenburg Road	Bode Road (9-1318) to Village Limits	Schaumburg	2/11/2016
Summit Drive	Schaumburg Rd (9-1322) to Wise Road (9-1338)	Schaumburg	2/11/2016
Greenleaf Ave	Elmhurst (9-2678) to Tonne (9-3652)	Elk Grove Village	10/2/2015
Pratt Boulevard	Elmhurst (9-2678) to Tonne (9-3652)	Elk Grove Village	10/2/2015
Landmeier Rd	Elmhurst (9-2678) to Higgins (2-341)	Elk Grove Village	10/2/2015
Ridge Ave	Landmeier (9-1333) to Devon (9-1346)	Elk Grove Village	10/2/2015
Gannon Drive	Higgins Rd (2- 341) to Golf Rd (2- 559)	Hoffman Estates	10/21/2016
Bernard Drive	Buffalo Grove Road (9-2657) to Arlington Heights Road (9-2626)	Buffalo Grove	10/21/2016
Weber Dr/Old Wilke Rd	Algonquin Road (2-339) to Central Road (9-1300)	Rolling Meadows	5/8/2009

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Attachment F

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- Crystal Lake
- Deer Park
- Deerfield
- Des Plaines
- Elk Grove Village
- Evanston
- Fox Lake
- Glencoe
- Glenview
- Grayslake
- Hanover Park
- Highland Park
- Hoffman Estates
- Kenilworth
- Lake Bluff
- Lake Forest
- Lake Zurich
- Libertyville
- Lincolnshire
- Lincolnwood
- Morton Grove
- Mount Prospect
- Niles
- Northbrook
- Northfield
- Northfield Township
- Palatine
- Park Ridge
- Prospect Heights
- Rolling Meadows
- Schaumburg
- Skokie
- Streamwood
- Vernon Hills
- Wheeling
- Wilmette
- Winnetka

**Memorandum**

TO: Northwest Council of Mayors Technical Committee

FROM: Mark Fowler  
Executive Director

RE: Barrington Lake Zurich Road Functional Classification Revision Request

DATE: October 15, 2018

**Action Requested:** Staff recommends approval of the Barrington Lake Zurich Road functional classification request that was originally submitted to council staff in 2013.

**Issue:** On August 23, 2013, the Village of Barrington sent a Functional Classification Change Request for Lake Zurich Road and an STP application for funding in Phases II and III for this road relocation project (see attached). Later that day, former Northwest Council Liaison Mike Walczak acknowledged receipt of that email (also attached). Additionally, in Barrington’s STP application for the project, village staff notes twice that a functional classification change request has been submitted to change this roadway to a collector.

Funding for this project is currently listed in the council’s program under “TBD Lettings”; however, the functional classification change request does not appear to have been included on any Northwest Council Technical Committee agenda for approval at the time it was submitted.

Therefore, staff recommends approval by the Technical Committee and full Council.

**Background:** At the August 16 Northwest Council of Mayors Technical committee meeting, a question arose as to the status of previous council requests for roadway functional classification changes. Staff contacted former Northwest Council Liaison Mike Walczak, IDOT staff, IDOT’s consultant and CMAP staff and we cannot verify that these requests were ever sent to, or received by, IDOT.

There are nineteen roadways in question dating back to 2009, but primarily to the 2015/2016 timeframe. With the exception of the Barrington Lake Zurich Road request, all have been approved by the Northwest Council Technical Committee and full Northwest Council (via the NWMC Board meeting), so what remains is to assemble the required documents for submittal to IDOT.

Staff is working with the affected municipalities to assemble the remaining information needed to submit the requests to IDOT and will ask for an expedited review.

*Executive Director*  
Mark L. Fowler

**Mark Fowler**

---

**From:** Darch, Karen <kdarch@barrington-il.gov>  
**Sent:** Thursday, October 11, 2018 5:07 PM  
**To:** Mark Fowler  
**Cc:** Summers, Greg; Joshua Klingenstein  
**Subject:** FW: Lake Zurich Road Functional Classification and STP Application  
**Attachments:** Lake Zurich Road STP Application\_FINAL.pdf; Lake Zurich Road-Functional Classification Change Request Form.pdf

Mark,  
Here is the August , 2013 application requests for LZ road. Also the LZ road project was approved for funding by the Tech committee on April 10,2014 with an extensive attachment which indicated that the functional classification request had been made. At the March 11, 2015 NWMC Board meeting , on the Consent Agenda, a shift in the funding for the LZ road program was approved as one of the changes to the existing road program. Hopefully this helps reconstruct the record.

Thanks,  
Karen

---

**From:** Summers, Greg [mailto:gsummers@barrington-il.gov]  
**Sent:** Friday, August 23, 2013 10:15 AM  
**To:** Mike Walczak  
**Subject:** Lake Zurich Road Functional Classification and STP Application

Mike,

Please find attached a Functional Classification Change Request for Lake Zurich Road and an STP application for funding in Phases II and III for this road relocation project. The Phase I portion of the project is underway as a part of the U.S. Route 14 Underpass study. IDOT and the Village have reached an understanding that the Village will be the lead agency for this portion of the overall project which needs to proceed prior to the larger underpass project. As such, the projects are being bifurcated after the Phase I Design Approval and Phases II and III will run independently for the remainder of the project. Later today, I will transmit to you an STP application for the Route 14 underpass project.

Greg E. Summers, AICP  
Director of Engineering & Building  
Village of Barrington  
200 South Hough Street  
Barrington, Illinois 60010  
847-304-3460  
847-381-1056 (fax)  
[gsummers@barrington-il.gov](mailto:gsummers@barrington-il.gov)

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# Appendix C: Functional Classification Change Request Form

## Functional Classification Revision

Northwest Council Of Mayors

Name of Jurisdiction Requesting Revision: Village of Barrington

Contact: Mr. Greg E. Summers, AICP -- (847) 304-3460, gsummers@barrington-il.gov

Township of Jurisdiction/Roadway: Cuba Township

Name of Roadway: Lake Zurich Road

Current IDOT Roadway Classification: Local Street

Endpoints of Roadway:

North/East Endpoint: W. Cuba Road

Functional Classification: Minor Arterial

FAU/FAP/FAS Number: 1260

South/West Endpoint: U.S. Route 14

Functional Classification: Other Principal Arterial (Strategic Regional Arterial)

FAU/FAP/FAS Number: 305

AADT: 3,400 veh/day (2011) 5,000 veh/day (2040)

Spacing: Lake Zurich Road is the only roadway for a distance of 1.8 miles between IL Route 59 and Ela Road that provides north-south continuity.

Route Continuity: Provides an important north-south connection between U.S. Route 14 and W. Cuba Road, both of which are arterials.

Route Length: 0.9 miles

Signalization Along Route: No signals -- stop controlled at both endpoints.

*Please mark on map*

Stop Sign Control of Cross-Streets: All cross streets are stop-controlled at Lake Zurich Road.

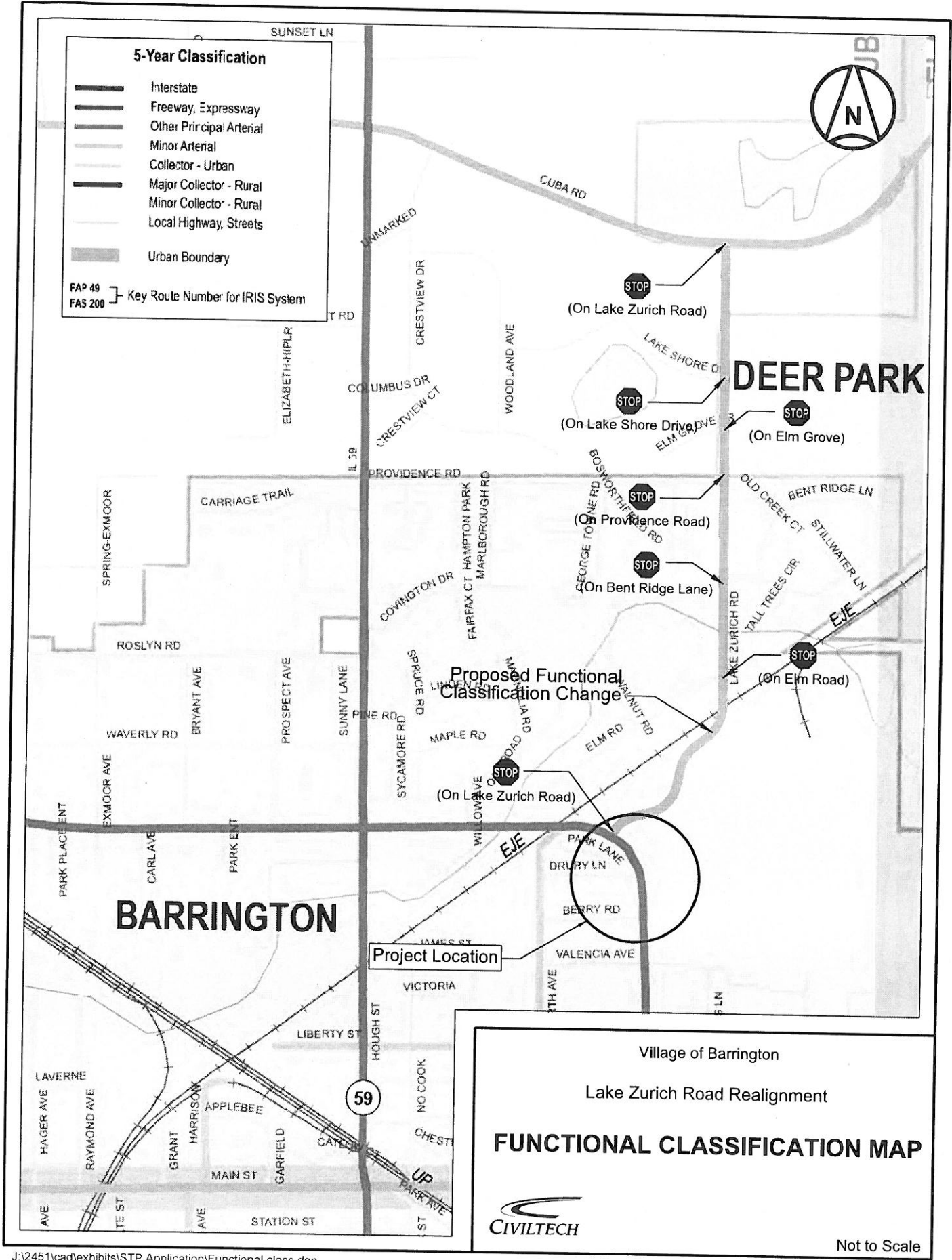
*Please mark on map*

Access to Traffic Generators: Lake Zurich Road provides access to several subdivisions, businesses, and Citizens Park.

Application Justification: Lake Zurich Road currently functions as a collector roadway connecting local land access for area residences, businesses, and Citizens Park to nearby arterial roadways. It also offers a parallel alternate route to the heavily congested IL Route 59.

Other Information: \_\_\_\_\_

See attached Functional Classification Map Revision.



**Mark Fowler**

---

**From:** Darch, Karen <kdarch@barrington-il.gov>  
**Sent:** Friday, October 12, 2018 2:00 PM  
**To:** Mark Fowler  
**Subject:** FW: STP Application - Underpass

**Importance:** High

We found this one too.

---

**From:** Mike Walczak [mailto:MikeW@NWMC-COG.ORG]  
**Sent:** Friday, August 23, 2013 5:08 PM  
**To:** Summers, Greg  
**Subject:** RE: STP Application - Underpass

Greg,  
I wanted to confirm that I received both of your emails. I'll review the applications next week and let you know if I have any questions. I may end up deferring the Lake Zurich Road request depending on the Functional Classification working group's meeting next week.

Mike

---

**From:** Summers, Greg [mailto:gsummers@barrington-il.gov]  
**Sent:** Friday, August 23, 2013 1:47 PM  
**To:** Mike Walczak  
**Subject:** FW: STP Application - Underpass

Mike,

Per my email from earlier today, attached is the STP application for the Route 14 Grade Separation.

Greg E. Summers, AICP  
Director of Engineering & Building  
Village of Barrington  
200 South Hough Street  
Barrington, Illinois 60010  
847-304-3460  
847-381-1056 (fax)  
[gsummers@barrington-il.gov](mailto:gsummers@barrington-il.gov)

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Attachment G

STP Projects										Green means funds have been expended			
Municipality	Project	Limits	Scope	Phase	Programmed Year	Total \$	Federal STP \$	Letting/Obligation	Project Status	Phase I	Phase II	ROW	Construction (other than STP)
Elk Grove Village	JF Kennedy/Elk Grove	Arlington Hts to Victoria	Resurface, bridge rehab	Construction	2018	\$ 2,968,000	\$ 1,979,200	Let - January	Project was let	Local	Local	Local	
Palatine	Palatine Rd	Quentin to Smith	Reconstruction, widening, new shared use path	Phase I	2018	\$ 380,000	\$ 190,000	March 2018	Agreement executed	STP	STP	STP	
Rolling Meadows	Kirchoff Road	Wilke to Hicks Rd	Resurfacing	Phase II	2018	\$ 95,424	\$ 47,712	March 2018	Agreement executed	Local	STP	None	
Schaumburg	Roselle Rd Bike Bridge	Bike Bridge	Bike bridge	Construction	2018	\$ 3,865,085	\$ 3,374,409	Let - April	Project was let	Local	STP	None	
Streamwood	East Ave @ Irving Park Rd	Intersection Improvement	Intersection improvement	Construction	2018	\$ 650,000	\$ 520,000	Let - April	Project was let	Local	STP	None	
Streamwood	North Ave @ Lake St	Intersection Improvement	Intersection improvement	Construction	2018	\$ 1,082,750	\$ 866,200	Let - April	Project was let	Local	STP	None	
Schaumburg	Plum Grove Rd	Golf to Wiley	Reconstruction	Construction	2018	\$ 6,600,000	\$ 4,000,000	Let - August	Phase II and ROW acquisition underway	Local	STP	STP	
Schaumburg	Plum Grove Rd	Higgins to Golf	Reconstruction	Construction	2018	\$ 6,500,000	\$ 4,000,000	Let - August	Phase II and ROW acquisition underway	Local	STP	STP	
Buffalo Grove	Improvements	Buffalo Grove Rd to Hastings	Intersection improvement	Construction	2019	\$ 14,889,500	\$ 4,000,000	November 2018	ROW near completion	County	County	County	CMAQ, County
Buffalo Grove	Weiland Rd Extension	Buffalo Grove to Lake Cook	Reconstruction	Construction	2019	\$ 10,285,400	\$ 4,000,000	November 2018	ROW near completion	County	County	County	CMAQ, County
Buffalo Grove	Lake-Cook Rd	Raupp to Hastings	Lighting	Construction	2019	\$ 3,025,000	\$ 1,815,000	November 2018	ROW near completion	County	County	County	County
<b>FY 2019</b>													
Streamwood	Irving Park Rd	Bartlett to Schaumburg	Reconstruction, widening	ROW	2018	\$ 1,000,000	\$ 500,000	January 2019	In Phase II, needs ROW cert - will be split into two Phase III's due to ROW issues	Local	STP/IDOT	STP/IDOT	
Streamwood	Irving Park Rd	Bartlett to Schaumburg	Reconstruction, widening	Construction	2018	\$ 8,665,825	\$ 5,000,000	January 2019	In Phase II, needs ROW cert - will be split into two Phase III's due to ROW issues	Local	STP/IDOT	STP/IDOT	
Rolling Meadows	Kirchoff Road	Wilke to Hicks Rd	Resurfacing	Construction	2018	\$ 2,042,000	\$ 1,633,600	November 2018	In Phase II	Local	STP	None	
Schaumburg	State/National	Plum Grove to Golf	Reconstruction	Construction	2018	\$ 5,979,904	\$ 3,900,000	January 2019	ROW near completion	Local	STP	STP	
Schaumburg	Woodfield Rd	Meacham to Martingale	Reconstruction	Construction	2019	\$ 5,600,000	\$ 4,000,000	January 2019	Phase II and ROW acquisition underway	Local	STP	STP	
Schaumburg	Woodfield Rd	Martingale to East Frontage	Reconstruction	Construction	2019	\$ 5,800,000	\$ 4,000,000	January 2019	Phase II and ROW acquisition underway	Local	STP	STP	
Palatine	Smith St	Palatine Rd to Dundee	Resurfacing	Construction	MYB	\$ 1,650,000	\$ 1,320,000	November 2018	Local Agency and CE agreements approved by IDOT	Local	Local	None	
Barrington	US 14 @ Hart Rd	Intersection Improvement	Intersection improvement	Construction	2018	\$ 7,000,000	\$ 4,000,000	January 2019	ROW acquisition complete, need RR agreement	County	CMAQ	CMAQ/Local/STP	CMAQ, County
Elk Grove Village	Lively Blvd	Devon to Landmeier	Resurfacing	Construction	MYB	\$ 1,430,000	\$ 1,144,000	January 2019	Phase I/II underway	Local	Local	None	
Schaumburg	Walnut Lane	Schaumburg Rd to Weathersfield	Reconstruction	Construction	MYB	\$ 3,200,000	\$ 2,560,000	January 2019	Phase II underway	Local	Local	None	
Des Plaines	Lee/Forest	Intersection Improvement	Intersection improvement	ROW	2018	\$ 320,000	\$ 160,000	March 2019	Phase II complete, ROW acquisition underway	Local	STP	STP	
Des Plaines	Lee/Forest	Intersection Improvement	Intersection improvement	Construction	2018	\$ 2,530,000	\$ 2,024,000	March 2019	Phase II complete, ROW acquisition underway	Local	STP	STP	
Schaumburg	Algonquin Rd @ Meacham Rd	Intersection Improvement	Intersection improvement	ROW	2018	\$ 2,040,000	\$ 1,020,000	June 2019	Phase II and ROW acquisition underway	Local	STP/IDOT	STP/IDOT/CMAQ	CMAQ/IDOT
Schaumburg	Algonquin Rd @ Meacham Rd	Intersection Improvement	Intersection improvement	Construction	2019	\$ 6,000,000	\$ 4,000,000	June 2019	Phase II and ROW acquisition underway	Local	STP/IDOT	STP/IDOT/CMAQ	CMAQ/IDOT
Barrington	Barrington Metra Access Road	Access Road	New access road to Metra Station	ROW	2018	\$ 95,000	\$ 47,500	September 2019	Phase II underway - IDOT approved ROW acquisition	Local	STP	STP	
Barrington	Barrington Metra Access Road	Access Road	New access road to Metra Station	Construction	2018	\$ 2,300,500	\$ 1,840,400	September 2019	Phase II underway - IDOT approved ROW acquisition	Local	STP	STP	
Niles	Howard St	Milwaukee to Lehigh	Reconstruction, new shared use path	Phase II	2018	\$ 350,000	\$ 175,000	September 2019	Phase I, design approval in near future	Local	STP	None	TAP for bike/ped
<b>Resurfacing</b>													
Arlington Heights	Kensington Rd	Dryden to Village Limits	Resurfacing and multi-use path	Construction	MYB	\$ 1,759,300	\$ 1,407,440	April 2019	Phase I approved, Phase II kickoff just held (October 2)	Local	Local	None	
Bartlett	North Ave	Oak Ave to Lake St	Resurfacing	Construction	MYB	\$ 809,010	\$ 647,208	2019	Phase I approved, ready to proceed if funded	Local	Local	None	
Elk Grove Village	Clearmont Ped Bridge	Over Salt Creek	Pedestrian Bridge	Construction	MYB	\$ 2,250,000	\$ 1,800,000	April 2020	Phase I underway	Local	Local	None	
Elk Grove Village	Nerge Rd	Devon to Rohlwing	Resurfacing	Construction	MYB	\$ 1,195,000	\$ 956,000	April 2019	Phase I underway	Local	Local	None	
Hoffman Estates	Salem Dr	Bode Rd to village limits	Resurfacing	Construction	MYB	\$ 200,000	\$ 160,000	March 2019	Phase I approved, local funds ready for Phase II	Local	Local	None	
Hoffman Estates	Huntington Blvd North	Palatine Rd to Westbury Dr	Resurfacing	Construction	MYB	\$ 510,000	\$ 408,000	March 2019	Phase I approved, local funds ready for Phase II	Local	Local	None	
Hoffman Estates	Beverly Rd	Prairie Stone Pkwy to I-90	Resurfacing	Construction	MYB	\$ 270,000	\$ 216,000	March 2019	Phase I approved, local funds ready for Phase II	Local	Local	None	
Hoffman Estates	Jones Rd	Rosedale Ln to Highland Blvd	Resurfacing	Construction	MYB	\$ 372,000	\$ 340,000	March 2019	Phase I approved, local funds ready for Phase II	Local	Local	None	
Rolling Meadows	Old Wilke/Weber/Wilke	Various	Resurfacing	Construction	MYB	\$ 3,270,000	\$ 2,289,000	TBD	Not started	Local	Local	None	
Schaumburg	Meacham Rd	Higgins to Golf	Resurfacing	Construction	MYB	\$ 3,500,000	\$ 2,800,000	TBD 2020	Not started	Local	Local	None	
Schaumburg	Weathersfield Way	Braintree Dr to Salem Dr	Resurfacing	Construction	MYB	\$ 1,750,000	\$ 1,400,000	TBD 2019	Phase I and Phase II complete, waiting for available funding	Local	Local - Have been expended	None	
Streamwood	Buttitta Dr	Barrington to East	Resurfacing	Construction	MYB	\$ 350,000	\$ 280,000	TBD 2018	Phase II underway	Local	Local	Local	
Streamwood	Woodland Heights Blvd	Buttitta Dr to Park Blvd	Resurfacing	Construction	MYB	\$ 780,000	\$ 624,000	TBD 2018	Phase II underway	Local	Local	Local	

Streamwood	East Ave	Buttitta Dr to Schaumburg Rd	Resurfacing	Construction	MYB	\$ 700,000	\$ 560,000	TBD 2019	Phase II underway	Local	Local	Local	
Streamwood	Park Blvd	Irving Park to Schaumburg	Resurfacing	Construction	MYB	\$ 960,000	\$ 768,000	TBD 2019	Phase II underway	Local	Local	None	
<b>TBD lettings</b>													
Barrington	Lake Zurich Road Realignment	Intersection Improvement	Realign intersection	Construction	2018	\$ 3,487,000	\$ 2,789,600	TBD	Phase II underway, ROW issues	Local	STP	STP	IDOT
Barrington	US 14 Grade Separation	Grade Separation	Grade separation	Phase II	MYB	\$ 3,120,000	\$ 1,560,000	TBD 2020	ROW acquisition underway	TIGER	STP	State/STP	Seeking additional funding
Barrington	US 14 Grade Separation	Grade Separation	Grade separation	Construction	MYB	\$ 38,084,000	\$ 4,000,000	TBD 2020	ROW acquisition underway	TIGER	STP	State/STP	Seeking additional funding
Elk Grove Village	Arlington Hts Rd	Devon to Elk Grove	Widening, resurfacing	Construction	MYB	\$ 5,325,000	\$ 4,000,000	January 2020	Phase I underway	Local	Local	None	
Elk Grove Village	Tonne Rd	Devon to Elk Grove	Reconstruction	Construction	MYB	\$ 4,706,000	\$ 3,764,800	September 2021	Not started	Local	Local	None	
Elk Grove Village	Tonne Rd	Elk Grove to Landmeier	Reconstruction	Construction	MYB	\$ 5,462,000	\$ 4,000,000	September 2019	Not started	Local	Local	None	
Niles	Howard St	Milwaukee to Lehigh	Reconstruction, new shared use path	Construction	2019	\$ 4,750,000	\$ 3,800,000	September 2019	Phase I, expected design approval May 2018	Local	STP	None	TAP for bike/ped
Niles	Touhy @ Gross Point/Harts	Intersection Improvement	Intersection improvement	Phase II	MYB	\$ 400,000	\$ 200,000	TBD 2020	Phase I, expected design approval Fall 2019	Local	STP	Local	
Niles	Touhy @ Gross Point/Harts	Intersection Improvement	Intersection improvement	Construction	MYB	\$ 2,787,500	\$ 2,230,000	TBD 2020	Phase I, expected design approval Fall 2019	Local	STP	Local	
Palatine	Palatine Rd	Quentin to Smith	Reconstruction, widening, new shared use path	Phase II	MYB	\$ 267,500	\$ 133,750	TBD 2021	Phase I to begin shortly	STP	STP	STP	
Palatine	Palatine Rd	Quentin to Smith	Reconstruction, widening, new shared use path	ROW	MYB	\$ 200,000	\$ 100,000	TBD 2021	Phase I to begin shortly	STP	STP	STP	
Rolling Meadows	Algonquin @ New Wilke	Intersection Improvement	Intersection improvement	Construction	2020	\$ 3,310,000	\$ 2,000,000	TBD 2020	Phase I starting late 2017	Local	Local	Local	
Schaumburg	Knollwood Rd	Bode Rd to Golf Rd (IL 58)	Reconstruction	Construction	MYB	\$ 3,821,250	\$ 3,057,000	March 2019	Phase II underway	Local	Local - Have been expended	None	
Schaumburg	Algonquin Rd at Hammond Dr	Intersection Impr	Intersection improvement	Phase II	MYB	\$ 70,000	\$ 35,000	TBD 2020	Phase I complete	Local	STP	STP	
Schaumburg	Algonquin Rd at Hammond Dr	Intersection Impr	Intersection improvement	ROW	MYB	\$ 180,000	\$ 90,000	TBD 2020	Phase I complete	Local	STP	STP	
Schaumburg	National Pkwy	Woodfield to Golf	Reconstruction	Phase II	MYB	\$ 1,200,000	\$ 600,000	TBD 2020	Phase I near completion	Local	STP	STP	
Schaumburg	National Pkwy	Woodfield to Golf	Reconstruction	ROW	MYB	\$ 400,000	\$ 200,000	TBD 2020	Phase I near completion	Local	STP	STP	



## VILLAGE OF SCHAUMBURG

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September 26, 2018

Mr. Joshua Klingenstein  
Program Manager for Transportation  
NORTHWEST MUNICIPAL CONFERENCE  
1600 E. Golf Road #0700  
Des Plaines, IL 60016

**Re: Knollwood Drive Improvements – Bode Road to Golf Road  
Village of Schaumburg**

Dear Mr. Klingenstein:

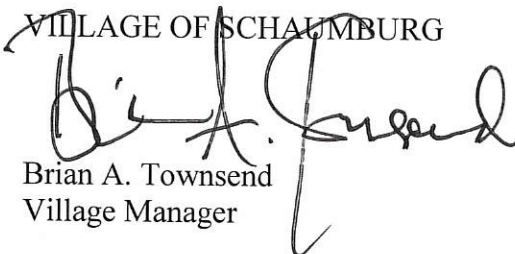
The Phase I Engineering and Phase II Engineering for the Knollwood Drive Improvements from Bode Road to Golf Road are nearing completion. Design approval is anticipated by the end October. The Phase II Engineering is on track for a March 2019 IDOT Letting.

Based on the progress that this project has made through Phase I and II Engineering and the continued deterioration of the pavement, I am requesting the construction phase of the project be moved into the NWMC's active program to be funded in FY19. The estimated cost for the construction phase is \$3,825,000.

If you have any questions, please contact Kristin Mehl, Engineering Division Manager, at 847.923.6618 or [kmehl@schaumburg.com](mailto:kmehl@schaumburg.com). Thank you for your consideration on this matter.

Sincerely,

VILLAGE OF SCHAUMBURG



Brian A. Townsend  
Village Manager

ec: Interim Director of Engineering & Public Works, Mike Hall  
Engineering Division Manager, Kristin Mehl



## VILLAGE OF SCHAUMBURG

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MUNICIPAL CENTER / 101 SCHAUMBURG COURT / SCHAUMBURG, IL 60193-1899  
847.895.4500 / FAX 847.895.7806 / WWW.CI.SCHAUMBURG.IL.US

September 26, 2018

Mr. Joshua Klingenstein  
Program Manager for Transportation  
Northwest Municipal Conference  
1600 E. Golf Road #0700  
Des Plaines, IL 60016

**Re: National Parkway Improvements – Woodfield Road to Golf Road  
Village of Schaumburg**

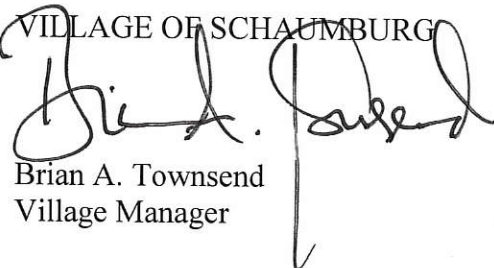
Dear Mr. Klingenstein:

The Phase I Engineering for the National Parkway Improvements from Woodfield Road to Golf Road is nearing completion. Design approval is anticipated by the end of the calendar year. The Phase II Engineering and Land Acquisition for this project are currently on the list of approved projects without specific funding years.

Based on the progress that this project has made through Phase I Engineering and the continued deterioration of the pavement, I am requesting the Phase II Engineering and Land Acquisition of the project be moved into the NWMC's active program to be funded in FY19. The estimated cost for the Phase II Engineering is \$800,000 and the estimated cost for the Land Acquisition is \$400,000.

If you have any questions, please contact Kristin Mehl, Engineering Division Manager, at 847.923.6618 or [kmehl@schaumburg.com](mailto:kmehl@schaumburg.com). Thank you for your consideration on this matter.

Sincerely,

VILLAGE OF SCHAUMBURG  
  
Brian A. Townsend  
Village Manager

cc: Interim Director of Engineering & Public Works, Mike Hall  
Engineering Division Manager, Kristin Mehl