

**NORTHWEST MUNICIPAL CONFERENCE**

1600 East Golf Road, Suite 0700  
Des Plaines, Illinois 60016  
(847) 296-9200 • Fax (847) 296-9207  
www.nwmc-cog.org



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

**NORTHWEST COUNCIL OF MAYORS  
TECHNICAL COMMITTEE**

**Agenda**

**Friday, April 23, 2021**

**8:30 a.m.**

**Via Zoom Video Conference**

<https://us02web.zoom.us/j/88625528035?pwd=eEZ6N3k4L0RtcExsdll0YXZkM0xzU>

**T09**

**Meeting ID: 886 2552 8035**

**Passcode: NW042321**

- MEMBERS**
- Antioch
  - Arlington Heights
  - Bannockburn
  - Barrington
  - Bartlett
  - Buffalo Grove
  - 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
  - West Dundee
  - Wheeling
  - Wilmette
  - Winnetka
- President*  
Kathleen O'Hara  
Lake Bluff
- Vice-President*  
Joan Frazier  
Northfield
- Secretary*  
Dan Shapiro  
Deerfield
- Treasurer*  
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*Executive Director*  
Mark L. Fowler

- I. Call to Order**
- II. Approval of January 22, 2021 Meeting Minutes (Attachment A)**  
*Action Requested:* Approval of minutes
- III. Agency Reports**
  - a. CMAP Report (Attachment B)
  - b. IDOT Highways Report (Attachment C)
  - c. IDOT Local Roads Update (Attachment D)
  - d. Illinois Tollway (Attachment E)
  - e. Cook County Department of Transportation and Highways (Attachment F)
  - f. Metra (Attachment G)
  - g. Pace (Attachment H)
  - h. RTA*Action Requested:* Informational
- IV. Northwest Council Surface Transportation Program**
  - A. Current Program Update (Attachment I)**  
Staff will provide a brief overview of the current program, noting any changes since the previous meeting.  
*Action Requested:* Informational/Discussion
  - B. Cost Increase Request – Village of Streamwood (Attachment J)**  
Staff recommends approval of the Village of Streamwood’s request for \$220,783 in Construction funding for the Park Ave Resurfacing project in FFY 2021.  
*Action Requested:* Approve funding request

**C. Cost Increase Request – Village of Schaumburg (Attachment K)**

Staff recommends deferral of the Village of Schaumburg’s request for \$429,966.13 in Construction and \$86,033.87 in Construction Engineering funding for their Roselle Rd project in FFY 2021.

**Action Requested:** Defer action on request to July meeting

**D. Approval of Current Program (Attachment L)**

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

**Action Requested:** Approve program

**V. STP-Shared Fund Regional Priority Points (Attachment M)**

Staff will provide an overview of the possible projects that the Northwest Council of Mayors can allocate their Regional Priority points towards, including three applications (Attachment N) that were received from Northwest Council of Mayors members that will be available to provide short presentations. Staff requests feedback and discussion from the Technical Committee before members submit their preferred rankings of these projects to allocate the Northwest Council’s points.

**Action Requested:** Discussion

**VI. STP Methodology Working Group & Staff Recommendation (Attachment O)**

Staff will revisit the recommendations from the working group convened in December with staff to revise the Complete Streets category of the Northwest Council’s STP methodology. These changes are summarized in Attachment O and are also shown in the draft handbook (Attachment P).

**Action Requested:** Discussion

**VII. Other Business**

**VIII. Next Meeting**

The next Northwest Council of Mayors Technical Committee meeting is scheduled for Friday, July 23 at 8:30 a.m., location TBD.

**IX. Adjourn**

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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  
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Mark L. Fowler

**NORTHWEST COUNCIL OF MAYORS****TECHNICAL COMMITTEE****Minutes****Friday, January 22, 2021****8:30 a.m.****Via Zoom Video Conference**

The Northwest Council of Mayors Technical Committee met on Friday, October 23, 2020 via video conference. The following committee members were in attendance:

President Karen Darch, Chair

Dane Bragg

Mayor Tom Hayes

Ray Rummel

Michael Cassidy

Reid Ottesen (representing Mayor Jim Schwantz)

Brian Townsend

Sharon Caddigan (representing President Billie Roth)

Village of Barrington

Village of Buffalo Grove

Village of Arlington Heights

Village of Elk Grove Village

Village of Mount Prospect

Village of Palatine

Village of Schaumburg

Village of Streamwood

**Others Present:**

Mike Pagonis

Marie Hansen

Bob Allen

Darren Monico

Eric Heiker

Brian Lovering

Alan Wenderski

Jenny Horn

Sam Trakas

Jeff Wulbecker

Tom Powers

Matt Barry

Lou Arrigoni

Rob Horne

Anna Kesler

Mayor Paula McCombie

Greg Ellwanger

Gerry Heimsoth

Kristin Kalitowski

Mary Weber

Russell Petrowiak

Cecilia Diaz

Joe Cwynar

Dan Brinkman

Akram Chaudhry

Alex Househ

Kelsey Passi

Village of Arlington Heights

Village of Barrington

Village of Bartlett

Village of Buffalo Grove

City of Des Plaines

Village of Elk Grove Village

Village of Hoffman Estates

Village of Hoffman Estates

Village of Inverness

Village of Mount Prospect

Village of Niles

Village of Palatine

City of Park Ridge

City of Rolling Meadows

Village of Schaumburg

Village of South Barrington

BLA, Inc.

Ciorba Group

CivilTech

CMAP

CMAP

Cook County DOTD

Engineering Enterprises Inc.

Gewalt Hamilton

H.R. Green

IDOT

Illinois Tollway

Sagar Sonar  
Katie Renteria  
Rick Mack  
Tammy Wierciak  
Steven Andrews  
Tom Gill  
Matt Smith  
Dave Block  
Kendra Johnson  
Larry Bury  
Mark Fowler  
Matt Pasquini

Kimley-Horn  
Metra  
Metra  
Metro Strategies  
Pace  
Thomas Engineering  
TranSystems  
TranSystems  
NWMC  
NWMC  
NWMC  
NWMC

**I. Call to Order**

President Darch called the meeting to order at 8:30 a.m., and asked those present to provide introductions.

**II. Approval of October 23, 2020 Meeting Minutes**

*Mr. Rummel moved approval of the October 23, 2020 meeting minutes. Mr. Bragg seconded the motion, which was unanimously approved by a roll call vote.*

**III. Agency Reports**

**a. CMAP Report**

Mr. Petrowiak referred the Committee to the written report provided and noted that he was available for any questions. He reminded attendees of the call for projects for the STP-Shared Fund, CMAQ, and TAP-L programs. Mr. Petrowiak reported that safety has been a major issue recently and that CMAP would be partnering with IDOT and other regional agencies to develop a safety action agenda and come up with solutions to achieve the region's safety targets.

**b. IDOT Highways**

No report.

**c. IDOT Local Roads**

Mr. Househ referred to the attached local roads status sheets and noted that IDOT released their updated calendar of deadlines and approval dates. He advised the Committee to contact Local Roads with any questions regarding Rebuild Illinois Bond funds. Mr. Townsend noted that the most recent circular letter sent out was helpful in clarifying how the funding is to be used.

**d. Illinois Tollway**

Ms. Passi introduced herself and reported that she would be taking over as the contact for the Tollway for the Northwest Council. She referred the Committee to the handout provided in the agenda packet, noting that a balanced budget was recently approved by the Tollway Board of Directors. She reported that Tollway employees are still working from home and that toll collections were all still cashless due to the pandemic. Ms. Passi provided an update on their toll violation relief program and various updates with construction projects in the Northwest Council service area. Mr. Townsend and Mr. Rummel asked for an updated timeline on the IL 490/IL 390 construction project. Ms. Passi responded

that the project is still on track but would follow up with more specific updates after the meeting.

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

Ms. Diaz noted that the written report provided should answer most questions with regard to local project updates, and that more detailed information regarding the previous MFT questions from the Committee would be forthcoming. Ms. Diaz reported that the Invest in Cook program recently opened for applications. The program consists of roughly \$8.5 million to be awarded to local projects and the program was open for applications until March 12. Mr. Cassady asked for an update on the Busse Rd reconstruction project, and Ms. Diaz said she would follow up with the project coordinator to learn if there are any delays. Mr. Ottesen asked for a similar follow up on the status of the Quentin Rd alternative decision, and Ms. Diaz said she would follow up on that project as well.

**f. Metra**

Mr. Mack reported that the Metra board approved the purchase of 500 new railcars at their last meeting. He noted that the new cars would include many new upgraded amenities and would include upgraded HVAC systems to improve customer experience. Mr. Mack also noted that Metra is plowing approximately 50 percent of the parking lots at stations that they maintain and is allowing municipalities that maintain their stations to do the same. Currently, ridership is hovering around 10 percent, and that federal relief funding will help address the budget deficit that low ridership has created. He acknowledged that Metra is closely watching the rollout of the vaccine in order to determine a return to normal operations. Mr. Cassady asked whether there were any updates regarding the dispute with Union Pacific, and Mr. Mack responded that it is still working its way through the courts and there has been no update on a decision yet.

**g. Pace**

Mr. Andrews provided a brief update on ridership which is roughly 55 percent below last year's. Service changes put into effect at the beginning of the pandemic are still in effect. He noted that service on Route 352 Halsted was expanded as part of the Fair Transit South Cook pilot. Mr. Andrews also noted that the design was being finalized on the Pulse Dempster line and anticipates construction to start this year. Mr. Townsend asked Mr. Andrews to go into more detail on the Fair Transit South Cook and how Pace decided where to expand and change service as part of the program. Mr. Andrews noted that Route 352 is one of the system's highest ridership routes even during the pandemic, and that the increased service would not have been possible during this time without funding from Cook County. Finally, he also noted that the program helps prevent overcrowding on a high ridership route during the pandemic. Ms. Diaz also noted that Cook County's intention was to target transit-dependent areas for improved service. Mr. Townsend asked if either Pace or Cook County could follow up with the Committee on the financial commitments from partners involved in the program and both Mr. Andrews and Ms. Diaz responded that they would.

**h. RTA**

Written report provided.

**IV. Northwest Council Surface Transportation Program**

**a. Current Program Update**

Ms. Johnson provided an update on the council's current STP program, noting changes since the October meeting.

**b. Cost Increase Request – City of Rolling Meadows**

Ms. Johnson noted that the cost increase request for \$115,200 for the City of Rolling Meadows was due to a clerical error and referred the Committee to the written request included in the agenda packet. Mr. Townsend asked Ms. Johnson to clarify where the discrepancy came from and Ms. Johnson noted that there were two separate amounts in two different fields of the application.

***Mr. Townsend moved approval of the current program. Ms. Caddigan seconded the motion, which was unanimously approved by a roll call vote.***

**c. Approval of Current Program**

***Mr. Ottesen moved approval of the current program. Mr. Rummel seconded the motion, which was unanimously approved by a roll call vote.***

**V. STP-Shared Fund Regional Priority Points**

Ms. Johnson provided an overview of the changes in the point structure for the current call for projects and asked for feedback from the Committee on how the Northwest Council should distribute them. Mr. Ottesen and Mr. Rummel noted their support for the staff recommended approach.

**VI. Prior STP Program Issue**

Mr. Fowler reported that a requested \$390,410 cost increase from the Village of Schaumburg for the Roselle Road bike path bridge project was approved by the Northwest Council of Mayors Technical Committee in May, 2018. He said former Council Planning Liaison Mike Walczak did not present the request for approval by the full Northwest Council of Mayors at the time and therefore the cost increase was not entered into the region's Transportation Improvement Program. He said staff was contacted by the village's engineering consultant on January 8 regarding the funding discrepancy and outlined efforts by staff to determine what happened. Mr. Fowler reported that staff is working with Schaumburg village staff as well as staff from the Chicago Metropolitan Agency for Planning on solutions to provide funding for the cost increase. Mr. Petrowiak stated that he was working with NWMC staff and IDOT to provide guidance on the issue. Mr. Ottesen asked if there were options to increase the local match ratio on other projects in the current program. Mr. Townsend noted that the Village was still in the process of exploring options with NWMC staff. Mr. Ottesen asked if Ms. Johnson would follow up on the FAU functional classification requests in process and Mr. Fowler responded that staff would get an update.

**VII. STP Methodology Working Group and Staff Recommendations**

Ms. Johnson provided an overview of the recommended changes to the Northwest Council of Mayors STP Handbook and application, noting that both documents are

subject to final approval by the full Northwest Council of Mayors. Mr. Ottesen noted his support for all recommendations except for the Complete Streets policy. Ms. Johnson responded that the working group had strong support for the option but additional resources and time for discussion could be provided to the Technical Committee before approving the Complete Streets recommendation. Mr. Townsend asked which funding years these changes would apply to, and Ms. Johnson responded that the new scoring would only apply to projects applying in the next call for projects.

***Mr. Ottesen moved approval of items A, B, D, and E of the staff recommended changes. Mr. Rummel seconded the motion, which was unanimously approved by a roll call vote.***

#### **VIII. Other Business**

Mr. Townsend asked if staff could go back on through past requests for funding and any other requests in process to make sure that there are no other unaddressed issues. Mr. Fowler noted that efforts were being taken by staff to ensure that there are no other outstanding issues with either council and additional project tracking measures are in place going forward.

#### **IX. Next Meeting**

The Committee scheduled the next meeting of the Northwest Council of Mayors Technical Committee for Friday, April 23 at 8:30 a.m. via video conference.

#### **X. Adjourn**

***Mr. Bragg moved adjournment of the meeting at 9:33 a.m. Mr. Rummel seconded the motion, which was unanimously approved.***

## CMAP News

In accordance with the stay at home order, the CMAP office remains closed for the foreseeable future, but [staff](#) are working remotely and are available via email and telephone. [CMAP committee meetings](#) continue to be conducted virtually.

For general questions, you can send an email through our [contact form](#) and remember to stay up-to-date by subscribing to CMAP's Weekly Update emails or [viewing online](#).

### Meeting recordings available

Did you miss a CMAP committee meeting? You can now watch recordings of public meetings since June. CMAP will continue to post the recordings for all public committee meetings going forward. You can find them linked on each [committee page](#).

### COVID-19 Response and Resources

CMAP wants to keep you updated on COVID-19 impacts to the region. Each week, we will bring you more information and analysis to help shape decision making. You can find previous analyses on our [COVID-19 Response](#) page, as well as a [list of resources](#) to aid our partners in this uncertain time. We've also updated our [transportation system analysis](#) — covering roads, trips, safety, transit, and freight rail — with the latest data.

### Job Opportunities

CMAP is seeking applicants for two program manager positions. Visit the agency's [Careers](#) page to learn more and apply.

### Governor's Budget Proposal Highlights Priorities and Continued Pandemic Impacts

CMAP analyzed Governor J.B. Pritzker's budget proposal and the priorities of ON TO 2050, the region's long-range plan. The budget request includes investments and programs that address mobility, water management, and resources for local governments. CMAP explores what the proposal could mean for northeastern Illinois. Learn more [here](#).

### CMAP's state legislative agenda

Current funding for road and transit projects can't keep pace with growing maintenance needs, let alone improvements crucial to northeastern Illinois' recovery and economic competitiveness.

To address the maintenance backlog, CMAP's state legislative agenda focuses on three policies recommended in ON TO 2050. A pilot program for a [road usage charge](#), additional [regional revenues](#), and [congestion pricing](#) all would help alleviate funding constraints. The state also needs to consider equity in these programs to ensure a transportation system that works for everyone. Enacting these policies would help build and maintain a world-class system that keeps people and goods moving throughout northeastern Illinois.

Learn more about [CMAP's legislative agenda for the 102nd General Assembly](#).

### Join us for a Discussion on Rental Assistance During the Pandemic

Renters have been hit hard by the COVID-19 pandemic. Many people are struggling to keep up with rent, raising concerns about a wave of evictions in the future. Landlords are struggling with reduced revenue and late payments. The Illinois Housing Development Authority (IHDA) is launching a new rental



assistance program in mid-April. Municipalities can play an important role by connecting renters and landlords to financial assistance.

Please join us on Friday, April 9, from 10:00 to 11:30 a.m. to learn how renters and landlords can connect to available programs. Speakers include Rodrigo Carrillo of IHDA, Esther Salutillo of the village of Mount Prospect, and Stacie Young of The Preservation Compact. [Register here.](#)

### **Preserving Agriculture in Northeastern Illinois**

On National Agriculture Day, Tuesday, March 23, we celebrated how agriculture contributes to the rural character and economies of the region's collar counties. Nearly 900,000 acres, or 35 percent of northeastern Illinois' land area, are in agricultural production. The region is projected to add more than 1.9 million residents and 700,000 jobs by 2050. Infill and reinvestment strategies can help diminish the pressure for new development of agricultural and natural lands.

In ON TO 2050, our comprehensive plan for the region, we identify strategies to minimize the potential environmental and fiscal impacts of new development, with a goal of maintaining and enhancing agricultural and natural resources. [Read more.](#)

### **\$2.3 trillion federal infrastructure plan would help address transportation funding gap**

President Joe Biden's newly released [\\$2.3 trillion infrastructure proposal](#) includes significant investments in roads, transit, green energy, and other infrastructure.

Under the American Jobs Plan, \$571 billion would go toward improving existing roadways and transit systems, supporting passenger and freight rail networks, improving road safety for all users, and expanding electric vehicle infrastructure. Other investments would help neighborhoods that were disconnected by past projects and build regionally significant projects.

Increased federal funding for infrastructure is long overdue. The multi-billion-dollar funding gap just to operate and maintain the region's current transportation system is expected to increase due to the pandemic and other factors. Congress also will consider proposals in the coming months with the current transportation reauthorization set to expire on September 30, 2021.

CMAP will continue to monitor this legislation and assess how it would impact northeastern Illinois as more details become available. Learn more about [CMAP's federal priorities.](#)

## **Program Status Updates**

### **Surface Transportation Program**

The next STP Project Selection Committee (PSC) meeting will be held virtually on July 1, 2021. A full calendar of 2021 meetings is available on the [committee web page](#). Program status reports for the STP Shared Fund, based on quarterly updates submitted by project sponsors and an accounting of available, programmed, and obligated funds is for the region are available on CMAP's [STP web page](#).

Staff Contact: [Kama Dobbs](#) (312-386-8710)

### **Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TAP)**

The next CMAQ Project Selection Committee (PSC) meeting will be held virtually on May 13, 2021.

Staff Contact: [Doug Ferguson](#) (312-386-8824), [Elliott Lewis](#)

### **Regional Safety Action Agenda**

CMAP is placing increasing attention on traffic safety as the number of fatalities and injuries continue to increase, and we've lacked progress towards meeting federally required safety performance targets. As part of our commitment to safety, CMAP is kicking off a Safety Resource Group. The group will inform a 'Regional Safety Action Agenda' to recommend safety improvements through the lenses of equity, engineering, education, enforcement and emergency services and public health. The Resource Group will include members from across these fields to prioritize actions, build consensus and develop safety tools, resources and policy for our regional partners. We will keep you informed as this work progresses.

Staff Contact: [Victoria Jacobsen](#)

## **Calls for Projects**

### **RTA - Improve Mobility for Seniors and People with Disabilities**

The Regional Transportation Authority (RTA) has opened a call for projects for the [Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program](#) through **Thursday, April 22**. Section 5310 is a federal program designed to improve mobility for seniors and individuals with disabilities. Approximately \$9.7 million in funding is available for local governments, nonprofits, and transportation providers through RTA's open competitive process. If you have any questions about the [application](#) process, please contact Fluturi Demirovski at 312-913-3239 or email [Section5310@rtachicago.org](mailto:Section5310@rtachicago.org).

### **FY 2023 Local Highway Safety Improvement Program (HSIP)**

The Illinois Department of Transportation (IDOT) is requesting candidate projects for the Highway Safety Improvement Program (HSIP) that will be initiated in FY 2023.

HSIP has a goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. Fatal and serious injury crashes associated with roadway departures, intersections, and pedestrians are high priority emphasis areas based on the current Illinois Strategic Highway Safety Plan. HSIP funds may be used for a total reconstruction or also to address safety issues without completely reconstructing entire roadway segments or intersections to the latest policies and standards.

Applications for this funding program will be received through **Friday, May 7, 2021** at 5:00 PM CT, and the announcement of the selected projects for funding will be made during the week of July 26th, 2021.

### **National Coastal Resilience Fund request for proposals**

The National Fish and Wildlife Foundation (NFWF) is accepting proposals for the [2021 National Coastal Resilience Fund](#). NFWF will make investments in planning, design, and restoration of natural and nature-based solutions to help protect coastal communities from the impacts of storms, floods, and other natural hazards. These investments enable them to recover more quickly and enhance habitats for fish and wildlife. The deadline is **Wednesday, April 7**, by 11:59 p.m. EDT.

### **Coastal Management Program accepting pre-applications**

The Illinois Department of Natural Resources Coastal Management Program is accepting pre-applications for [federal pass-through grants](#) of \$1,000 to \$150,000 to protect, preserve, and restore the natural and cultural resources along the Illinois Lake Michigan shoreline. The pre-application deadline is **Wednesday, April 14**.

## CMAP Products and Data

### Sidewalk Inventory

National Walking Day, on Wednesday, April 7, reminds us of the importance of sidewalks to connect residents to work, home, transit, and anywhere else they want to go. ON TO 2050, the region's long-range plan, encourages the development of compact, walkable communities. To support this recommendation, CMAP created the [sidewalk inventory](#), which identifies gaps or opportunities for connections in a community's sidewalk network. [Watch our video](#) to learn how communities can use the database to prioritize sidewalk improvements in the future.

### Regional Water Data

The theme for this year's World Water Day, celebrated on Monday, March 22, was valuing water. One way to think about the value of water is through its cost. Population growth and industrial development have led to increasing groundwater withdrawals in northeastern Illinois. In some areas, groundwater is withdrawn faster than it is replaced, leading to decreasing yields, more pumping demands, and the search for alternative water sources — all of which increase the cost of providing water.

To help municipalities coordinate and conserve our shared water supply, CMAP worked with Illinois-Indiana Sea Grant to develop [regional water data](#). CMAP also made a video that highlights five ways communities can use this data. [Watch video](#).

### CMAP flood index can help region prepare for risks

To help northeastern Illinois better understand and prepare for flood risks, CMAP developed the [regional flood susceptibility index](#). The comprehensive data resource helps communities identify areas that have experienced flood damage and may be at greater risk of flooding in the future. Communities then can target investments to mitigate the potential for flooding.

CMAP uses the index to visualize flood risk regionally and integrate stormwater management strategies into local planning projects. Our [flood susceptibility guide](#) also describes the different ways communities can use the index for their own planning activities.

### Download Map of Northeastern Illinois

A newly updated, [seven-county regional reference map](#) from CMAP depicts municipalities, highways, rail transit, waterways, forests, and other important features as of 2017. An earlier version of this map was last prepared by CMAP in 2008.

### Share your thoughts on planning projects

Plans that reflect the values and priorities of their communities require meaningful public participation from residents and stakeholders. The [Engage with CMAP](#) website allows residents to share their thoughts, ideas, and concerns on current planning projects in the region. Stay informed and connected by checking out the site. We look forward to hearing from you!

## Public Input Opportunities

### Laraway Road in Joliet

CMAP is working with the City of Joliet and other partners to study potential improvements at the Laraway Road railroad crossing and accompanying highway section from Brandon Road to Illinois Route 53. This is one of 47 at-grade crossings CMAP prioritized for study based on delay, safety, transit, and truck traffic data.

Learn more about the project at a [virtual public meeting](#) on **Wednesday, April 14** at 6:00 p.m. Other opportunities for public input are explained on the [project website](#). Public input received or postmarked by Friday, April 30, will be included in the project record.

### **Help identify green infrastructure in Calumet area**

The Metropolitan Planning Council, in coordination with the [Calumet Stormwater Collaborative](#), is developing the Green Infrastructure Baseline Inventory, a free and publicly available dataset that documents green infrastructure installations in the Calumet area. Information about existing green infrastructure installations still is needed. If you have data to contribute, please visit the Metropolitan Planning Council's [website](#) for more information.

### **Contribute to the Green Infrastructure Baseline Inventory**

The Metropolitan Planning Council, in coordination with the [Calumet Stormwater Collaborative](#), is developing the Green Infrastructure Baseline Inventory. This free and publicly available dataset documents existing green infrastructure installations in the Calumet region of Illinois. Do you have data about existing green infrastructure installations in this area? Visit the [website](#) to submit information.

### **IDOT 36<sup>th</sup> Annual Fall Planning Conference – Call for Topics**

The theme for IDOT's 36<sup>th</sup> Annual Fall Planning Conference is "Planning for Recovery!" What lessons has the past year of COVID taught us and what adaptations should we make as we move forward into the brave new world of transportation? You can suggest a topic or volunteer to present [here](#).

## **From our Partners**

### **Pace ADA Paratransit offering rides to COVID-19 testing sites**

To ensure everyone has access to COVID-19 testing, the city of Chicago and Pace Bus have partnered to connect Pace Americans with Disabilities Act (ADA) Paratransit customers with community-based testing sites at four locations: Douglass Park, Prosser Career Academy, Gately Park, and Parking Lot B at Midway Airport. Visit the [Pace website](#) for more information on scheduling a ride.

### **CTA is hiring interns**

The Chicago Transit Authority (CTA) is working with the City of Chicago's One Summer Chicago Program to hire 200 high school interns for a seven-week virtual internship. [Applications](#) close Wednesday, April 21.

## **Training Opportunities**

### **IDOT Disadvantaged Business Enterprise program workshops**

It is IDOT's goal to provide assistance to Disadvantaged Business Enterprise (DBE) firms and individuals interested in doing business with the department in ways that ensure equity, access, and transparency. This support is provided at no charge to IDOT's DBE firms, to firms seeking IDOT DBE certification, to IL UCP DBE certified firms who have an IDOT contract, and to prime contractors doing business with IDOT and includes free virtual workshops as part of its Building Blocks of Success series. Workshop information, including dates and times, is available through Eventbrite at [bit.ly/DBEworkshops](https://bit.ly/DBEworkshops). Advance registration is required.

Administered by IDOT, the DBE program provides minorities, women and other eligible small businesses an opportunity to participate in highway, transit and airport contracts that are federal and state funded. For more information on becoming a certified DBE and learning more about IDOT resources that are available, visit [www.idot.illinois.gov/dbe](http://www.idot.illinois.gov/dbe).

**National Highway Institute (NHI) Web-based Training**

The NHI has no-cost trainings available that are recommended for engineers and construction workers. These includes topics such as such as Introduction to Safety Inspection of In-Service Bridges, Chip Seal Best Practices, Pipe Installation, Inspection, and Quality, Introduction to a Transportation Asset Management Plan and Hot In-Place Recycling. To browse courses and register visit <http://bit.ly/nhitraining> and enter your government email.

April 22, 2021

**Northwest Council of Mayors**  
**Management Monitoring Schedule**  
**FY 2021-2026**  
**Proposed Highway Improvement Program**

**Target lettings for projects in the MYP are contingent upon contract plan readiness, land acquisition and funding availability.**

Tavis Farmer, Area Programmer  
Phone : (847) 705-4075  
FAX: (847) 705-4666  
E-mail : [Tavis.Farmer@illinois.gov](mailto:Tavis.Farmer@illinois.gov)

# Illinois Department of Transportation MANAGEMENT MONITORING SCHEDULE

Northwest Council of Mayors

April 22, 2021

IDOT FY 2021-2026 Proposed Highway Improvement Program is available on-line at [www.idot.illinois.gov](http://www.idot.illinois.gov)

PROJECT LOCATION AND LIMITS	SCOPE OF WORK	EST. COST (X000)	DESIGN APPROVAL DATE	RIGHT OF WAY REQUIRED	TARGET LETTING TIMEFRAME*	FISCAL YEAR FUNDS AVAILABLE	COMMENTS
I-290  NB Ramp to Biesterfield Rd over I-290 Maintenance Dr	Bridge Deck Overlay, Bridge Joint Replace/Repair	\$550	By PS&E	No	3 <sup>rd</sup> Quarter FY 22 Contract: 62M59  1-80595-0190	MYP	Elk Grove Village
<b>US 14 (Northwest Highway)</b>  <b>At Mt. Prospect Rd.</b>	<b>Traffic Signal Modernization Left Turn Lanes Pedestrian Signals, ADA Improvements</b>	<b>\$3,100</b>	<b>E 6/30/17</b>	<b>Yes</b>	<b>1<sup>st</sup> Quarter FY 22</b>  <b>1-79071-0000</b>	<b>MYP HSIP Funding</b>	<b>Des Plaines</b>
<b>US 14 (Northwest Highway)</b>  <b>Mt. Prospect Rd to Broadway St</b>	<b>Signal Timing/Progression</b>	<b>\$159</b>	<b>BY PS&amp;E</b>	<b>No</b>	<b>1<sup>st</sup> Quarter FY 22</b> Contract: 62H87  <b>1-80663-0000</b>	<b>MYP</b>	<b>Des Plaines</b>
<b>US 14 (Northwest Highway)</b>  <b>E of Nicholas Dr to Western Ave</b>	<b>Designed Overlay, ADA Improvements, Storm Sewer (NEW) and Retaining Wall</b>	<b>\$2,825</b>	<b>TBD</b>	<b>No</b>	<b>1<sup>st</sup> Quarter FY 22</b> Contract: 62H38  <b>1-78660-3000</b>	<b>MYP</b>	<b>Des Plaines</b>
US 20 (Lake St)  IL 47 to Ontarioville Rd	Traffic Signal Installation, Guardrail End Section Repl.	\$265	TBD	TBD	1 <sup>st</sup> Quarter FY 22 Contract: 62F72  1-80241-0000	MYP	Hanover Park
US 20 (Lake St)  At Oak Ave & At Bartlett Rd	Intersection Improvement	\$2,660	TBD	TBD	1 <sup>st</sup> Quarter FY 23  1-78551-0000	MYP	Bartlett

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IL 19 (Irving Park Rd) IL 25 (Liberty St) to Bartlett Rd	Standard Overlay, ADA Improvements	\$1,662	By PS&E	TBD	1 <sup>st</sup> Quarter FY 24 1-78515-0000	MYP	Elgin Streamwood
<b>IL 19 (Irving Park Rd) At Barrington Rd</b>	<b>Intersection Improvement, Traffic Signal Modernization</b>	<b>\$2,070</b>	<b>12/07/15</b>	<b>TBD</b>	<b>1<sup>st</sup> Quarter FY 22 1-71609-0000</b>	<b>MYP</b>	<b>Hanover Park</b>
<b>IL 19 (Irving Park Rd) At Wise Rd</b>	<b>Intersection Improvement, Traffic Signal Modernization</b>	<b>\$1,410</b>	<b>12/07/15</b>	<b>TBD</b>	<b>1<sup>st</sup> Quarter FY 22 Contract: 62J30 1-79329-0000</b>	<b>MYP</b>	<b>Hanover Park</b>
<b>IL 53 Lake-Cook Rd to IL 68 (Dundee Rd)</b>	<b>Noise Barriers</b>	<b>\$5,200</b>	<b>By PS&amp;E</b>	<b>Yes</b>	<b>1<sup>st</sup> Quarter FY 24 1-80193-0000</b>	<b>MYP</b>	<b>Arlington Heights</b>
IL 53 S. of US 12 (Rand Rd) to IL 62 (Algonquin Rd)	Bridge New Deck	\$75,000	By PS&E	TBD	1 <sup>st</sup> Quarter FY 23 1-79433-0000	MYP	Rolling Meadows Palatine Arlington Heights
IL 53 At Euclid Ave	Bridge Rehabilitation	\$11,600	By PS&E	TBD	1 <sup>st</sup> Quarter FY 23 1-80597-0000	MYP	Rolling Meadows
IL 58 (Summit St) Kane Co Line to IL 59 (Sutton Rd)	Standard Overlay, ADA Improvements	\$2,500	By PS&E	TBD	1 <sup>st</sup> Quarter FY 22 1-79497-0000	MYP	Hoffman Estates

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IL 58 (Golf Rd) Poplar Creek Tributary	Culvert Repair	\$200	E12/31/20	TBD	3 <sup>rd</sup> Quarter FY 23 1-79001-0000	MYP	Hoffman Estates
IL 58 (Golf Rd) At Barrington Rd	Intersection Improvement, Traffic Signal Modernization, ADA	\$3,500	TBD	Yes	1 <sup>st</sup> Quarter FY 22 1-79741-0000	MYP	Hoffman Estates
<b>IL 58 (Golf Rd) College Drive to East River Road</b>	<b>Drainage, Retaining Wall</b>	<b>\$1,400</b>	<b>E 8/31/16</b>	<b>Yes</b>	<b>1<sup>st</sup> Quarter FY 22 Contract: 62F39 1-78224-0000</b>	<b>MYP</b>	<b>Des Plaines</b>
IL 59 (Sutton Rd) At I-90 (Jane Addams Tollway)	Bridge Deck Overlay, Bridge Joint Repair	\$2,100	By PS&E	TBD	3 <sup>rd</sup> Quarter FY 23 1-80001-0000	MYP	Hoffman Estates
IL 59 (Sutton Rd) At W Bartlett Rd	Channelization, Traffic Signal Modernization, ADA Improvements	\$2,600	12/28/17	TBD	1 <sup>st</sup> Quarter FY 22 1-78285-1000	MYP	Bartlett
IL 68 (Dundee Rd) E Branch Salt Creek, 0.6 MI E of Quentin Rd	Culvert Replacement, Drainage, Left Turn Lanes	\$1,200	E 6/30/18	Yes	1 <sup>st</sup> Quarter FY 23 1-78880-0000	MYP	Palatine
Algonquin Rd IL 83 (Elmhurst Rd) to Wolf Rd & I-294 (Tri-State Tollway) to Sibley St	Standard Overlay, New Shoulders, ADA Improvements	\$1,745	By PS&E	TBD	3 <sup>rd</sup> Quarter FY 23 1-78662-0000	MYP	Des Plaines

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Barrington Rd  S of IL 62 (Algonquin Rd) to Central Rd	Reconstruction, Culvert Replacement, Traffic Signal, Modernization, Traffic Signal Repl.	\$6,150	E 6/30/17	Yes	1 <sup>st</sup> Quarter FY 23 Contract: 62K33  1-78074-0000	MYP	South Barrington
<b>Busse Hwy</b>  <b>US 14 (Miner St) to Dee Rd</b>	<b>Standard Overlay, ADA Improvements</b>	<b>\$2,600</b>	<b>By PS&amp;E</b>	<b>TBD</b>	<b>1<sup>st</sup> Quarter FY 22</b> <b>Contract: 62G18</b>  <b>1-79453-0000</b>	<b>MYP</b>	<b>Des Plaines Park Ridge</b>
Devon Ave  At Des Plaines River Rd	Bridge Replacement	\$3,000	By PS&E	TBD	1 <sup>st</sup> Quarter FY 23  1-79987-0000	MYP	Des Plaines
<b>Elk Blvd</b>  <b>US 12/45 (Lee St /Mannheim Rd) to US 12</b>	<b>Standard Overlay, ADA Improvements</b>	<b>\$170</b>	<b>By PS&amp;E</b>	<b>TBD</b>	<b>1<sup>st</sup> Quarter FY 22</b>  <b>1-79455-0000</b>	<b>MYP</b>	<b>Des Plaines</b>
Harlem Ave  Dempster St to Oakton St	Standard Overlay, ADA Improvements	\$770	By PS&E	TBD	3 <sup>rd</sup> Quarter FY 23 1-79457-0000	MYP	Niles
Hick Rd US 14 (Northwest Hwy) to Kirchoff Rd	Design Overlay, ADA Improvements	\$1,100	By PS&E	No	2 <sup>nd</sup> Quarter FY 22  1-80093-0000	MYP	Rolling Meadows
IL 53 West Frontage Rd  US 12 (Rand Rd) to Anderson Dr	Standard Overlay, New Shoulders	\$395	By PS&E	No	4 <sup>th</sup> Quarter FY 25  1-80105-0000	MYP	Schaumburg

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**Northwest Council of Mayors**

**April 22, 2021**

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Lehigh Ave Oakton St to Touhy Ave	Standard Overlay	\$550	By PS&E	No	2 <sup>nd</sup> Quarter FY 23 1-79462-0000	MYP	Morton Grove Niles
Main St. West of Hart Rd to Ela Rd	Standard Overlay, ADA Improvements, RR Flagger	\$1,500	By PS&E	TBD	3 <sup>rd</sup> Quarter FY 22 1-79063-0000	MYP	Barrington Hills Barrington
Oakton St IL 83 (Elmhurst Rd) to US 12/45 (Lee St/Mannheim Rd)	Designed Overlay, ADA Improvements	\$2,120	By PS&E	TBD	2 <sup>nd</sup> Quarter FY 23 1-78959-0000	MYP	Des Plaines
Old Arlington Heights Rd IL 68 (Dundee Rd) to Arlington Heights Rd	Standard Overlay, ADA Improvements	\$345	By PS&E	TBD	3 <sup>rd</sup> Quarter FY 23 1-79464-0000	MYP	Buffalo Grove
Palatine N Frontage Rd Williams Dr to Alison Dr	Standard Overlay, ADA Improvements	\$800	By PS&E	TBD	2 <sup>nd</sup> Quarter FY 23 1-79370-1000	MYP	Arlington Heights Prospect Heights Wheeling
Palatine S Frontage Rd E of US 12 (Rand Rd) to Pinecrest Dr	Standard Overlay, ADA Improvements	\$1,283	By PS&E	No	1 <sup>st</sup> Quarter FY 24 1-79370-2000	MYP	Arlington Heights Prospect Heights
Palatine Rd At Salt Creek W of Winston Dr (W of IL 53)	Culvert Replacement	\$1,000	By PS&E	TBD	2 <sup>nd</sup> Quarter FY 23 1-80288-0000	MYP	Palatine

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<b>Rand Rd At Des Plaines River</b>	<b>Bridge Replacement Retaining Wall ADA Improvement</b>	<b>\$10,530</b>	<b>3/19/14</b>	<b>Yes</b>	<b>1<sup>st</sup> Quarter FY 22 Contract: 60J10  1-70254-0000</b>	<b>MYP</b>	<b>Des Plaines</b>
<b>Touhy Ave At North Branch Chicago River 0.6 MI E of IL 43</b>	<b>Bridge Replacement Traffic Signal Modernization</b>	<b>\$2,900</b>	<b>E12/31/16</b>	<b>Yes</b>	<b>1<sup>st</sup> Quarter FY 22 Contract:62D34  1-76353-0100</b>	<b>MYP</b>	<b>Niles</b>
Waukegan Rd IL 43 (Oakton St) to IL 21 (Milwaukee Ave)	Standard Overlay, ADA Improvements	\$700	By PS&E	No	3 <sup>rd</sup> Quarter FY 22  1-79501-0000	MYP	Niles
Willow Rd  E of Des Plaines River to Waterview Dr / Protection Pkwy	Reconstruction, Intersection Improvement, Lighting, Noise Barriers, Bridge Rehabilitation, Additional Lanes	\$19,000	By PS&E	TBD	1 <sup>st</sup> Quarter FY 23  Contract: 60L75  1-73626-0000	MYP	Wheeling Northbrook
<b>Next Page</b>							

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<b>AWARDED PROJECTS:</b>							
IL 53 Dundee Rd US 12 (Rand Rd) to Kennedy Dr	<b>Intersection Improvement, New Median, Sidewalks, Drainage, Standard Overlay</b>	<b>\$5,120</b>	<b>By PS&amp;E</b>	<b>TBD</b>	<b>On 1/17/2020 Letting  Contract: 62A26 1-78102-0000</b>	<b>FY 20</b>	<b>Palatine, Arlington Heights Award Date: 2/19/2020 Apparent Low Bidder: R. W. Dunteman Co. Low Bid: \$5,247,344.54</b>
Northwest Hwy US 14 (Miner St) S Merrill St	<b>Standard Overlay, ADA Improvements</b>	<b>\$3,904</b>	<b>By PS&amp;E</b>	<b>TBD</b>	<b>On 1/17/2020 Letting  Contract: 62G17 1-79064-0000</b>	<b>FY 20</b>	<b>Park Ridge, Des Plaines Award Date: 2/5/2020 Apparent Low Bidder: J.A. Johnson Paving Co. Low Bid: \$4,016,610.00</b>
US 14 (Northwest Hwy) E of Smith Rd to Hicks Rd	<b>Design Overlay, ADA Improvements, RR Flagger</b>	<b>\$2,376</b>	<b>By PS&amp;E</b>	<b>TBD</b>	<b>On 3/06/2020 Letting  Contract: 62J71 1-79055-0000</b>	<b>FY 20</b>	<b>Barrington, Palatine Inverness Award Date: 3/20/2020 Apparent Low Bidder: Arrow Road Const. Co. Low Bid: \$2,317,789.40</b>
US-14 (Northwest Hwy) At IL 58 (Golf Rd)	<b>Bridge Deck Overlay, Bridge Joint Replace/Repair, ADA Improvement</b>	<b>\$522</b>	<b>By PS&amp;E</b>	<b>No</b>	<b>On 3/06/2020 Letting  Contract: 60M90 1-78395-0000</b>	<b>FY 20</b>	<b>Des Plaines Award Date: 3/20/2020 Apparent Low Bidder: Martam Construction, Inc. Low Bid: \$474,343.00</b>
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Central Rd At Des Plaines River	Bridge Deck Overlay, Bridge Joint Repair	\$727	By PS&E	No	On 3/06/2020 Letting  Contract: 60R72 1-78746-0000	FY 20	Des Plaines Award Date: 3/20/2020 Apparent Low Bidder: Martam Construction, Inc. Low Bid: \$593,744.20
Palatine N Frontage Rd North Verde Ave to Palatine Rd	Designed Overlay, ADA Improvements	\$589	TBD	No	On 3/06/2020 Letting  Contract: 62J86 1-80264-0000	FY 20	Arlington Heights Award Date: 3/20/2020 Apparent Low Bidder: J. A. Johnson Paving, Co Low Bid: \$539,293.28
Wolf Rd IL 21 (Milwaukee Ave) to North of Hintz Rd	Reconstruction, ADA Improvements	\$13,500	12/17/01	Yes	On 3/06/2020 Letting  Contract: 60T05 1-72413-0100	FY 20	Wheeling Award Date: 3/16/2020 Apparent Low Bidder: Acura, Inc. Low Bid: \$12,538,084.95
IL 58 (Golf Rd) At US 14 (Northwest Hwy)	Bridge Deck Overlay, Bridge Joint Repair	\$522	By PS&E	TBD	On 3/06/2020 Letting  Contract: 60M90 1-78395-0000	FY 20	Des Plaines Award Date: 3/20/2020 Apparent Low Bidder: Martam Construction, Inc. Low Bid: \$474,343.00
Palatine Rd Fr Rd At Des Plaines River	Bridge New Deck, Bridge Approach Roadway, Reconstruction, Bridge Repair	\$4,663	By PS&E	TBD	On 4/24/2020 Letting  Contract: 60D77 1-70737-0200	FY 20	Palatine Award Date: 5/12/2020 Apparent Low Bidder: Lorig Construction Company Low Bid: \$4,711,922.45

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Touhy Ave IL 72 (Higgins Rd) to US 14 (Caldwell Ave)	Designed Overlay, ADA Improvements	\$6,200	By PS&E	TBD	On 4/24/2020 Letting  Contract: 62L72 1-80495-0000	FY 20	Des Plaines Park Ridge Award Date: 5/12/2020 Apparent Low Bidder: Arrow Road Const. Co. Low Bid: \$7,128,300.20
US 14 (Northwest Hwy) At Flint Creek Tributary	Bridge Repair	\$416	By PS&E	No	On 6/12/2020 Letting  Contract: 62K19 1-79768-0000	FY 21	Barrington Award Date: 06/23/2020 Apparent Low Bidder: Alliance Contractor, Inc. Low Bid: \$264,114.00
US 45/IL 21 (Des Plaines River Rd) Lake-Cook Rd to US 12 (Rand Rd)	Standard Overlay, ADA Improvements	\$5,260	By PS&E	TBD	On 6/12/2020 Letting  Contract: 62J68 1-78967-0000	FY 21	Des Plaines, Prospect Heights, Mount Prospect, Wheeling Award Date: 07/02/2020 Apparent Low Bidder: Arrow Road Const. Co. Low Bid: \$4,381,944.71
IL 72 (Oakton St) IL 72 (W JCT) to IL 72 (E JCT) and at IL 83	Intersection Improvement	\$5,142	E 6/30/16	Yes	On 9/18/2020 Letting  Contract: 60P14 1-78609-0000	FY 21	Elk Grove Village Award Date: 10/07/2020 Apparent Low Bidder: Alliance Contractor, Inc. Low Bid: \$5,751,620.10
Meacham Rd South of Emerson Ave to IL 62 (Algonquin Rd)	Design Overlay, ADA Improvements	\$665	By PS&E	TBD	On 9/18/2020 Letting  Contract: 62L14 1-79367-0000	FY 21	Rolling Meadows Schaumburg Award Date: 10/07/2020 Apparent Low Bidder: Arrow Road Const. Co. Low Bid: \$755,906.05

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IL 62 (Algonquin Rd)  Penny Rd to W of Port Center Dr	<b>Crack and Joint Sealing</b>	<b>\$584</b>	<b>TBD</b>	<b>No</b>	<b>On 1/15/2021 Letting  Contract: 62J80 1-79065-0000</b>	<b>FY 21</b>	<b>Palatine, Hoffman Estates, South Barrington Award Date: 2/10/2021 Apparent Low Bidder: Freehill Asphalt, Inc. Low Bid: \$131,470.53</b>
Arlington Heights Rd  Palatine Rd to IL 72 (Higgins Rd)	<b>Smart Overlay, ADA Improvements</b>	<b>\$5,540</b>	<b>By PS&amp;E</b>	<b>TBD</b>	<b>On 3/05/2021 Letting  Contract: 62L93  1-79060-0000</b>	<b>FY 21</b>	<b>Arlington Heights Elk Grove Village Award Date: 3/25/2021 Apparent Low Bidder: Builders Paving, LLC Low Bid: \$4,780,000.00</b>
Ballard Rd  Rand Rd to Greenwood Ave	<b>Smart Overlay, ADA Improvements</b>	<b>\$660</b>	<b>TBD</b>	<b>No</b>	<b>On 3/05/2021 Letting  Contract: 62M18  1-79552-0000</b>	<b>FY 21</b>	<b>Des Plaines, Niles, Park Ridge Award Date: 3/25/2021 Apparent Low Bidder: Arrow Road Const Co. Low Bid: \$871,372.98</b>
Ballard Rd  Creek 0.5 Mi. E of Rand Rd	<b>Culvert Replacement</b>	<b>\$1,521</b>	<b>E 6/30/17</b>	<b>TBD</b>	<b>On 3/05/2021 Letting Contract: 62J27  1-78893-1000</b>	<b>FY 21</b>	<b>Des Plaines Award Date: 3/30/2021 Apparent Low Bidder: Lorig Construction Company Low Bid: \$1,925,499.93</b>
Ballard Rd  Ditch W of Greenwood Ave	<b>Culvert Replacement, Drainage</b>	<b>\$300</b>	<b>By PS&amp;E</b>	<b>No</b>	<b>On 3/05/2021 Letting Contract: 62J27  1-78893-0000</b>	<b>FY 21</b>	<b>Niles Award Date: 3/30/2021 Apparent Low Bidder: Lorig Construction Company Low Bid: \$1,925,499.93</b>

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<b>Busse Hwy IL 58 (Golf Rd) to IL 72 (Higgins Rd)</b>	<b>Smart Overlay</b>	<b>\$2,500</b>	<b>TBD</b>	<b>No</b>	<b>On 3/05/2021 Letting Contract: 62L59  1-80579-0000</b>	<b>FY 21</b>	<b>Mount Prospect, Elk Grove Village Award Date: 3/30/2021 Apparent Low Bidder: Builders Paving, LLC Low Bid: \$1,398,000.00</b>
<b>Palatine Rd IL 62 (Algonquin Rd) to East of Roselle Rd</b>	<b>Standard Overlay, ADA Improvements, Milled Rumble Strip, RR Flagger</b>	<b>\$2,272</b>	<b>TBD</b>	<b>No</b>	<b>On 3/05/2021 Letting Contract: 62D14  1-79369-0000</b>	<b>FY 21</b>	<b>Hoffman Estates, Inverness Award Date: 3/25/2021 Apparent Low Bidder: Builders Paving, LLC Low Bid: \$1,698,000.00</b>
<b>End of Report</b>							

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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 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 ARLINGTON HTS 170020900RS	FAU1295 - Kensington Rd Dryden Pl to Regency Dr W RESURFACING	1,759,000	03-19-0005 E1: / / / / E2: / / / / RW: / / / / C: FFY21 / STPL / 1,759,000 / 1,407,000 /	CE 1 7 /26/2018	NR		No		4/23/2021	AH CR HLR	NR	* NR * * * * * * * * * *
3051							REMARKS: Item No. 16.					
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: FFY16 / STPL / 371,926 / 185,963 / A / ILL / 92,982 / / A RW: FFY17 / STPL / 1,826,000 / 913,000 / A / ILL / 456,500 / / C: MYB / STPL / 3,487,000 / 2,789,600 / / ILL / 348,700 / /				Yes		1/1/2050	AH CR Civiltech		* * * * * * * * * * *
2538							REMARKS: DA under GS project by State. PE2 kick-off meeting held 1/13/16. Anticipated schedule due to R OW (3-13-19).					
3 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: FFY20 / STE / 1,602,038 / 1,281,630 /	CE 1 12/4 /2017	NR		Yes		3/5/2021 2,386,230	AH CR Civiltech	NR	* NR * * * * * * * * * *
2820							REMARKS: Max STE: \$1,281,630. Using FFM. PE2 kick-off 3-26-18 for Wolf to Golf reduced limits. Item No. 148. A Lamp Concrete Contractors, Inc.					
4 ELK GROVE VILL 150006100BR	MS1210 - Brickdale Dr Willow Creek CULVERT REPLACEMENT	1,492,343	03-15-0006 E1: FFY16 / BRPP / 79,441 / 63,552 / A E2: FFY20 / BRP2 / 84,838 / 67,870 / A RW: / / / / C: FFY21 / BRP / 1,492,343 / 756,275 /	CE 1 3 /5 /2018	NR		Yes	A 3 /5 /2018	6/11/2021	AH CR Civiltech	NR	* NR * * * * * * * * * *
2731							REMARKS: SN 022-7470. PE2 kick-off meeting held 5-8-20. 6/11/21 per LPA 12-22-20.					

Selections: RCO: 03	Engineer:
Fund:	Tip Fund:

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

03

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 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 *
5 ELK GROVE VILL 180006600BR	- Clearmont PedBr over Salt Creek  PEDESTRIAN OVERPASS	2,530,000	E1: / / / / E2: / / / / RW: / / / / C: FFY22 / / 2,530,000 /	CE 1 5 /15/2019	NR	No  A 5 /15/2019			1/21/2022	AH CR WBK	NR  Yes	* NR * * * * * * * * * * *
2978						REMARKS: Project pending approval of CMAQ/TAP-L funding. PE2 kick-off meeting held 6-28-19.						
6 ELK GROVE VILL 190007000BR	MS - WIngtn/Leicstr Lake Cosman  CULVERT REPLACEMENT	220,000	03-19-007 E1: FFY20 / BRPP / 160,000 / 128,000 / E2: FFY21 / BRP2 / 150,000 / 120,000 / RW: / / / / C: FFY22 / BRP / 220,000 / 1,760,000 /	CE 1	NR	Yes  E 6 /30/2021			11/18/2022	AH CR B & W	NR  Yes	* NR * * * * * * * * * * *
2951						REMARKS:						
7 HOFFMAN ESTATES 170010000RS	- See Note  RESURFACING	620,000	03-20-045 E1: / / / / E2: / / / / RW: / / / / C: FFY21 / STPL / 620,000 / 465,000 /	CE 1 3 /9 /2017	NR	No			4/23/2021	AH CR Civiltech	NR  No	* NR * * * * * * * * * * *
3052						REMARKS: Salem from Village Limits to Bode; Jones from Highland Blvd to Hassell; Hassell from Rosedale to Jon es. Item No. 17.						
8 MOUNT PROSPECT 170016600CH	Var - Rand/Central/MP Various  INTERSECTION IMPROVEMENT BIKEWAYS	6,722,990	03-19-0011 E1: FFY18 / LO / 316,000 / / A E2: FFY21 / CMAQ / 576,666 / 421,840 / RW: FFY22 / CMAQ / 1,388,000 / 314,960 / C: FFY23 / CMAQ / 6,722,990 / 4,640,240 /	CE 1 6 /25/2020	NR	Yes			1/21/2022	AH CR CBBEL	NR  No	* NR * * * * * * * * * * *
3035						REMARKS:						

Selections: RCO: 03	Engineer:
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS  
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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	ROW Req CDCertified DTCD 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 *
9 NILES 120011400SP  2247	- 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: FFY23 / CMAQ / 117,000 / 93,600 /	CE 1 9/4/2015	NR		No		1/20/2023	AH CR Gewalt Ha	NR	* NR * * * * * * * * * *
							REMARKS: Need schedule (9-25-19).					
10 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 5/31/2021	NR	E 5/31/2021	Yes		1/1/2023	AH CR BLA	NR	* NR * * * * * * * * * *
							REMARKS: STPL for E1 only. Other phases unfunded (7-30-18).					
11 PROSPECT HEIGHT 180005300PV  3046	FAU1662 - Old Willow Rd Wolf Rd to US 45 RESURFACING SIDEWALKS	751,558	03-20-0038 E1: / / / / E2: / / / / RW: / / / / C: FFY21 / STPL / 751,558 / 556,168 /	CE 1 5/6/2020	NR		No		4/23/2021	AH CR Gewalt	NR	* NR * * * * * * * * * *
							REMARKS: Item No. 11.					
12 ROLLING MEADOWS 090009800CH  1390	- Algonquin Road at New Wilke Road  INTERSECTION IMPROVEMENT MODERNIZE TRAFFIC SIGNALS	2,700,000	03-06-0006 E1: / / / / E2: / / / / RW: MYB / STPL / 600,000 / 300,000 / C: MYB / STPL / 2,700,000 / 1,890,000 /	CE 2 5/31/2021	E PM	E 5/31/2021	Yes		1/1/2022	AH CR CBBEL	Exempt	* Exempt * * * * * * * * * *
							REMARKS:					

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	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DTCD Est/Act CD DT	ROW Req CD 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 *
13 SCHAUMBURG 160012700PV  2949	FAU1103 - National Pkwy IL Route 72 to IL Route 58 RECONSTRUCTION INTERSECTION IMPROVEMENT	10,470,000	03-19-0006 E1: / / / / E2: MYB / STPL / 1,200,000 / 600,000 / RW: MYB / STPL / 400,000 / 200,000 / C: / / / /	CE 2 3 / 4 / 2019	NR	Yes  A 3 / 4 / 2019			1/1/2023	AH CR CBBEL	NR  No	* NR * * * * * * * * * * *
				REMARKS: Construction unfunded (3-5-19).								
14 SCHAUMBURG 170012900PV  3050	MS0001 - Weathersfield W Braintree Dr to Salem Dr RESURFACING BIKEWAYS	1,540,000	03-20-0042 E1: / / / / E2: / / / / RW: / / / / C: FFY21 / STPL / 1,540,000 / 1,155,000 /	CE 1 3 / 9 / 2017		No			7/30/2021	AH CR Thomas	NR  No	* NR * * * * * * * * * * *
				REMARKS:								
15 SCHAUMBURG 180013100PV  2911	FAP0559 - Knollwood Dr Bode Rd to Golf Rd RECONSTRUCTION	3,821,250	03-19-0035 E1: / / / / E2: / / / / RW: / / / / C: MYB / STPL / 3,821,250 / 3,057,000 /	CE 1 10/12/2018	NR	No			1/1/2022	AH CR Thomas	NR  No	* NR * * * * * * * * * * *
				REMARKS: PE2 kick-off meeting held 10-25-18. Currently unfunded in NW CoM MYB (1-9-20).								
16 SCHAUMBURG 200013500RS  3059	- Summit Dr Wise Rd to Schaumburg Rd RESURFACING	2,125,300	03-20-0047 E1: / / / / E2: / / / / RW: / / / / C: FFY21 / STPL / 2,125,300 / 1,593,976 /	CE 1 2 / 22 / 2021	NR	No			7/30/2021	AH CR CBBEL	NR  No	* NR * * * * * * * * * * *
				REMARKS:								

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	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD 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 *
Record id												
17	STREAMWOOD 100005501WR  3024	FAU1321 - Irving Park Rd Bartlett Rd  INTERSECTION IMPROVEMENT	5,338,316 E1: / / / / E2: FFY20 / STPL / 100,000 / 80,000 / / ILL / 10,000 / RW: / / / / C: FFY21 / STPL / 5,338,316 / 3,909,247 / / ILL / 381,077 / / / / /	CE 2 2 / 2 / 2015	NR		Yes		7/30/2021	AH CR HR Green	NR	* NR * * * * * * * * * *
				REMARKS: DA under 10-55-00-WR. Stage 2 of 2. STP-Shared funds. Max IL: \$391.077 (E2/C./CE).								
18	STREAMWOOD 150006300RS  2973	FAU2958 - Park Blvd Schaumburg Rd to Irving Park Rd RESURFACING	960,000 E1: / / / / E2: / / / / RW: / / / / C: MYB / STPL / 960,000 / 768,000 / / / / / / / / /	CE 1 9 / 22 / 2015	NR		No		4/23/2021	AH CR HR Green	NR  No	* NR * * * * * * * * * *
				REMARKS: Item No. 4.								

## **Illinois Tollway Update – April 2021**

### **Board of Directors**

Governor JB Pritzker has appointed Jacqueline Gomez Fuentes to fill an open seat on the Tollway's Board of Directors. Gomez Fuentes serves as the Director of Supplier and Workforce Diversity at the Obama Foundation where she is responsible for the implementation and management of the Foundation's diversity and inclusion programming. Previously, she worked as the Director of Contract Compliance for Cook County and the Vice President of Business Development and Marketing at SUMAC Inc. In 2018, Gomez Fuentes received the Advocacy Award for business diversity and inclusion from the Hispanic American Construction Industry Association.

### **Cashless Tolling – What Customers Need to Know**

In March 2020, the Illinois Tollway halted cash toll collection in an effort to help mitigate the spread of COVID-19, protecting its customers and employees from exposure points to the rapidly-spreading virus. Since then, the Illinois Tollway has taken extensive measures to better serve customers who previously relied on cash payments, including measures to provide relief during the pandemic.

Moving forward, Illinois Tollway drivers will continue to have the option to pay tolls with I-PASS, E-ZPass or pay online with the Tollway's Pay By Plate service. The Tollway continues to maintain a 14-day grace period – one of the longest in the nation – allowing customers to pay unpaid tolls without additional fees or fines prior to being mailed an invoice.

Using Pay By Plate, customers simply enter their license plate, payment method and dates of travel, and the Pay By Plate system takes care of the rest. This service has been leveraged by over 650,000 customers to date demonstrating the quick and seamless transition for many cash customers to the new service.

With regard to the future of our toll plazas, over the last year changes were made to ensure the safety of our customers, and throughout 2021 more changes will be made to improve the customer experience. These changes include additional signage, striping and other changes to reduce our maintenance costs and further improve the service to our customers.

This work is common across all toll plazas on the Illinois Tollway system. A long-term plan for each site will be developed to assess the potential to better serve our customers, and as those changes are announced we'll be sure to share them with you.

### **Operations during COVID-19**

Since March 2020, extensive protocols have been in place to protect employees, keeping our essential and front-line workers safe and the entire agency working. The Illinois Tollway Board of Directors has continued to meet virtually each month to keep all business, roadway services and construction activity moving.

The agency is continuing to work closely with contractors to ensure the proper safety precautions are taken to protect workers engaged in outdoor construction activities along our system. Tollway contractors and consultants continuing their work are always required to have comprehensive safety plans in place, and those plans have been updated to account for the safety precautions during the COVID-19 pandemic.

In-person customer service centers are currently offline; however, we are working on a plan for reopening service. In the meantime, the Tollway Customer Service Call Center is operational and assisting customers.

### **Move Over Law**

Once again, we are asking for your support to help draw attention to the state's Move Over laws. Two years ago, the Illinois State Police lost three troopers in one year, two of which were members of the Tollway's own ISP District 15. Trooper Christopher Lambert and Trooper Gerald Ellis – were lost in senseless accidents serving our agency as well as the overall mission of the Illinois State Police.

When driving, we must take care for everyone who works on our roadways, from our troopers, to our roadway and HELP Truck drivers. And remember Illinois' Move Over Law requires drivers to slow down, move over and change lanes, if possible, to make extra room when approaching ANY vehicle with lights flashing, stopped on a roadway.

### **Construction**

The Illinois Tollway has kicked off the 2021 construction season as the 10th year of the Move Illinois capital program begins with some of the biggest and most challenging projects lying ahead.

The Tollway's 2021 capital program calls for investing \$1.53 billion in the region's infrastructure. This includes more than \$451 million to continue planning and advance construction for the new I-490 Tollway and new interchanges connecting to the Jane Addams Memorial Tollway (I-90), Tri-State Tollway (I-294), the Illinois Route 390 Tollway, as well as providing direct access in and out of O'Hare International Airport as part of the Elgin O'Hare Western Access Project.

Work to reconstruct and widen the Central Tri-State Tollway (I-294) will continue in 2021 with more than \$690 million budgeted to continue design and construction of the roadway, as well as the new BNSF Railway Bridge, the new Mile Long Bridge and to begin work to reconfigure the I-290/I-88 Interchange at I-294. In addition, \$78 million is allocated in 2021 for ongoing work to complete the final ramps for the I-294/I-57 Interchange.

The 2021 capital program also provides \$312.2 million for systemwide roadway and bridge repairs to keep the existing Tollway system in good repair. Several local projects include replacing the Deerpath Road Bridge over the Reagan Memorial Tollway (I-88) in Aurora, rebuilding the Stearns School Road Bridge over the Tri-State Tollway (I-94) in Gurnee, and building a new Windsor Road Bridge at I-88 and I-294 in coordination with roadway improvements by the Village of Oak Brook.

### ***Northwest construction projects:***

- I-490 Tollway Project includes interchange construction for ramps to westbound I-90, the I-490 bridge that will carry traffic over the Touhy Avenue Reservoir and collector-distributor roads along I-90.
- Central Tri-State Tollway (I-294) Project mainline roadway construction and widening continues between the O'Hare Oasis and North Avenue and between I-55 and 95<sup>th</sup> Street. Additional bridge, sewer and ramp work is underway throughout the rest of the corridor to prepare for mainline work.

If you have any questions, please reach out to Kelsey Passi at [kpassi@getipass.com](mailto:kpassi@getipass.com)

###



**COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS (CCDOH)  
NORTHWEST COUNCIL OF MAYORS REPORT  
2020-2024**

**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 2019</b>							
West Lake Avenue (Wolf Road to Landwehr Road)	Construction	\$4,600,000	2019	August 2019		March 2020	<b>EST 2021</b>
<b>Municipalities:</b> Glenview, Mount Prospect							

Project Status: 100% Completed West Lake and Dempster- Patching, overlaying with asphalt, and installing new traffic signal.

**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,	\$ 53,927,313.03	2018	Aug-19	Jan-20	Mar-20	Est 2021
	Construction Engineering	\$ 8,089,096.95	2018				
	Material Testing	\$ 404,454.85	2018				

Project Status: 40% completed – Majority of stage 2 storm sewer and water main completed, working on earth excavation, base prep, aggregate base and paving on all roads involved in project, work on both bridges continues, creek is being relocated, traffic signal work continues, retaining walls are being constructed. Roadway work is shut down for the winter. Work is ongoing for the Buffalo Grove Road Bridge, Buffalo Creek realignment and retaining walls.

**PHASE II - DESIGN**

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
<b>TOUHY AVE</b>							
Elmhurst Road to Mount Prospect Road	Design Engineering	\$ 5,900,000.00	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	\$ 64,263,390.00	2018	Nov-21		TBD	TBD
	Construction Engineering	\$ 6,950,085.63	2019				
<b>Project Status: The Grade Separation agreement at final stage with UPRR. Tollway closer to finalize ROW.</b>							

<b>SHOE FACTORY RD</b>							
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	2022	Est. Q4 2019		Est 2022	
	Construction Engineering	\$ 790,636.00	2022				
<b>Project Status: MWRD WMO permit submitted. IEPA permit was submitted and under review. Per USACE: a permit under the section 404 Clean Water Act is not required. The ESR is underreview by IDOT. Utility conflict under review but ComEd as been responsive with information. Letter of understanding and IGA under review. Pending the ROW, the construction schedule to be revised.</b>							

<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		Est 2021-2023		
	ROW	\$ 155,000.00	2020		Est 2021-2023		
	drainage improvements.	\$ 7,000,000.00	2020				
	Construction Engineering	\$ 700,000.00	2023			Est 2023-2025	
<b>Project Status: Project has been added to the CMAP TIP. The Phase II RFQ closed. The next step is the kickoff of the Bid evaluation process.</b>							

**PHASE I - PRELIMINARY ENGINEERING**

Project Name - Limits	Scope	Est. Cost	Programmed Year	Letting Date	Award Date	Const. Start	Const. End
<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	Spr 2020		Est 2020	
<b>Project Status: Project has been added to the CMAP TIP. IDOT approved Design for PDR. Closing out Phase I administrative requirements.</b>							
<hr/>							
<b>LAKE COOK ROAD</b>							
At Old Hicks Road	Preliminary Engineering	\$ 20,000.00					
<b>Municipalities:</b> Palatine	Design Engineering	\$ 20,000.00					
	Construction - Traffic Signal Modernization, installation of advance warning signs and upgraded pavement markings with a "No Turn on Red" sign.	\$ 35,700.00					
	Construction Engineering	In-House				EST 2022	
<b>Project Status: Received IDOT approval on December 4, 2020. On week 4/12, Cook County received the final scope and will initiate review in order to create work order.</b>							
<hr/>							
<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			EST 2024	
	Construction engineering	\$ 3,400,000.00	2021	EST 2021			
<b>Project Status: Ongoing evaluation of alternatives 3C &amp; 5C. CCDOTH to meet with officials to discuss the alternative schedule.</b>							

**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 Eng	\$60,000

**INVEST IN COOK 2019**

The Cook County Board approved 34 projects on July 25, 2019 including 5 transit, 14 bike/ped, 7 freight and 8 roadway projects  
 Nearly \$43.6 millions requested for the \$8.5 million available

Project name	Applicant	Project type	Project phase	Awarded
Oakton Street Side path	Des Plaines	Bike/Ped	Preliminary Eng	67,500
Rand Road, Central and Mount Prospect Intersection	Mount Prospect	Roadway, bike path	Design Engineering	460,500
Buffalo Creek Multi-Use Trail Extension	Arlington Heights	Bike/Ped	Construction	75,000

**INVEST IN COOK 2020**

A total of 58 applications were received for a \$8.5 million program.

Project name	Applicant	Project type	Project phase	Awarded
Main Street Corridor Improvements	Evanston	Roadway	Construction	500,000
Beverly Road Bicycle Tollway Crossing	Hoffman Estate	Bike/Ped	Design Engineering	100,000
Pratt Avenue Bike Lane Improvements	Lincolnwood	Bike/Ped	Preliminary Eng.	42,000
Oakton St and Caldwell Ave Sidewalk Connectivity	Morton Grove	Bike/Ped	Construction	267,000
Bicycle and Pedestrian Bridge over Northwest Highway and UP Railroad	Mount Prospect	Bike/Ped	Preliminary Eng.	62,000
Algonquin Rd, New Wilke Rd Intersection Improvements	Rolling Meadows	Bike/Ped	Preliminary Eng.	87,000
Midblock Pedestrian Crossing Improvements	Schaumburg	Bike/Ped	Construction	145,000
Illinois Route 59 Bicycle and Pedestrian Overpass	Streamwood	Bike/Ped	Design Engineering	170,000

**INVEST IN COOK 2021**

Applications under evaluation for a \$8.5 million program.

**PLANNING STUDIES**

**COOK COUNTY FREIGHT PLAN**

Received by Cook County Board in October 2018

**COOK COUNTY FAIR TRANSIT PROJECT**

The pilot will study and assist in the transit needs in South Cook County.

**COOK COUNTY SOUTHWEST TRUCKING STUDY**

DOTH to studying the freight transportation in SW Cook County.



Metra Media Relations 312-322-6776

*FOR IMMEDIATE RELEASE*

## Schedules expanding on three lines April 12

*Trains added to BNSF, Milwaukee District North and North Central Service*

CHICAGO (April 5, 2021) – As Chicagoland continues to rebound from the COVID-19 pandemic and more of the region’s residents return to work, Metra is adding service on three of its lines – the BNSF, Milwaukee District North and North Central Service – beginning Monday, April 12. Two trains on the Milwaukee District West Line also will see minor adjustments.

“We are beginning to see an uptick in ridership and as promised, we are listening to our customers and the region’s employers to bring back service in ways that meet their needs,” said Metra CEO/Executive Director Jim Derwinski. “As the recovery proceeds, we will continue to adapt and improve our service.”

On the **BNSF Line** to Aurora, two inbound and two outbound trains will be added and the schedules of two trains will be adjusted:

- Inbound Train 9510 will be added to accommodate workers who begin their shifts prior to 6 a.m. The train will depart from Aurora at 4:25 a.m., make most stops to Chicago and arrive in Chicago at 5:35 a.m.
- A new express Train 9512 will depart from Aurora at 7:40 a.m., make all stops to Downers Grove and express to Chicago, arriving at 8:45 a.m.
- For reverse commuters, a new Train 9535 will depart from Chicago at 5:50 a.m., make most stops to Aurora and arrive at 7:10 a.m.
- Outbound service is also being expanded in the early afternoon to better accommodate early rush hour travelers. Train 9539 will depart from Chicago at 3:05 p.m., operate express to Brookfield and make all stops to Downers Grove.
- The schedule of inbound Train 9406 will be adjusted to better reflect operating conditions. It will depart from Fairview Avenue 10 minutes later at 7:30 a.m. Stops at stations from Westmont to Congress Park will be 5 to 10 minutes later than the current schedule; however, the train’s 8:15 a.m. arrival time in Chicago is unchanged.
- There will be a minor adjustment to the schedule of Train 9408: it will depart from Halsted Street at 6 p.m. instead of 6:08 p.m.

On the **Milwaukee District North Line** to Fox Lake, four new trains will be added to better accommodate reverse- and peak-commute needs, and the schedules of two outbound trains will be adjusted:

- Inbound Train 2120 will be added, departing from Lake Forest at 7:43 a.m. and arriving in Chicago at 8:37 a.m. It will be a semi-express train making only six station stops before arriving in Chicago.

- A second new inbound Train 2150, designed to assist reverse commuters, will depart from Lake Forest at 6:09 p.m. and make all stops to Chicago, arriving at 7:08 p.m.
- Outbound Train 2101 is being added to attract reverse commuters during the morning rush. It will depart from Chicago at 6:25 a.m., make all stops to Lake Forest and arrive in Lake Forest at 7:26 a.m.
- For the evening rush, outbound Train 2133 is being added. It will depart from Chicago at 4:45 p.m., make all stops to Lake Forest and arrive in Lake Forest at 5:42 p.m.
- Train 2131 will now depart from Chicago three minutes earlier at 4:42 p.m. and arrive in in Fox Lake three minutes earlier at 6:15 p.m.
- Metra is also making minor adjustments to departure times at some intermediate stations for Train 2125; however, its departure time from Chicago (3:55 p.m.) and arrival time in Fox Lake (5:28 p.m.) are unchanged.

On the **North Central Service** between Antioch and Chicago, one inbound and one outbound train will be added and the schedule of one existing train will be adjusted:

- A new inbound Train 110 will depart from Antioch at 7 a.m., make all stops to Chicago and arrive in Chicago at 8:39 a.m.
- A new outbound Train 117 will depart from Chicago at 6 p.m., make all stops to Antioch and arrive in Antioch at 7:40 p.m.
- Metra is also adjusting the schedule for outbound Train 115, which will now depart from Chicago 13 minutes earlier at 5:15 p.m. and arrive in Antioch at 6:42 p.m.

Also, on the **Milwaukee District West Line** to Elgin, there will be minor adjustments to the schedules of two existing trains:

- To better reflect actual operating conditions, outbound Train 2227 will now arrive at Big Timber Road at 6:02 p.m., four minutes later than current schedule.
- Train 2237, which departs from Chicago at 5:23 p.m., will now stop at Franklin Park.

Copies of the new schedules are attached to this release.

As the Chicago region rebounds from the pandemic, Metra will continue to monitor ridership on all its lines and revise its schedules to accommodate increased passenger volumes as well as rider feedback about service needs.

###

### ***About Metra***

*Metra is an essential resource that safely and reliably connects individuals to the things that matter most in their lives — their work, their homes and their families.*

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# Metra North Central Service



Effective 4/12/2021

Due to the COVID-19 pandemic, unless otherwise specified, the following schedules are temporarily in effect.

Metra will announce schedule changes on metrarail.com and through social media outlets.

On WEEKDAYS, the below Alternate Schedule is temporarily in effect. There is NO WEEKEND SERVICE on North Central Service.

Antioch to Chicago	102	108	110
	a.m.	a.m.	a.m.
Antioch	5:38	6:38	7:00
Lake Villa	5:43	6:44	7:06
Round Lake Beach	5:48	6:48	7:10
Washington St (Grayslake)	5:51	6:51	7:13
Prairie Crossing.	5:56	6:56	7:18
Mundelein	6:02	7:02	7:24
Vernon Hills	6:08	7:08	7:30
Prairie View	6:11	7:11	7:33
Buffalo Grove	6:16	7:16	7:38
Wheeling	6:20	7:20	7:44
Prospect Hts	6:25	---	7:48
O'Hare Transfer	6:37	---	7:59
Rosemont	6:40	---	8:02
Schiller Park	6:43	---	8:05
Franklin Park	6:47	---	8:09
River Grove	6:52	---	8:15
Western Ave	7:04	7:50	8:26
Chicago (Union Station)	7:17	8:03	8:39

Chicago to Antioch	109	115	117
	p.m.	p.m.	p.m.
Chicago (Union Station)	4:25	5:15	6:00
Western Ave	4:34	5:24	6:09
River Grove	4:46	---	6:21
Franklin Park	4:50	---	6:25
Schiller Park	4:53	---	6:28
Rosemont	4:56	---	6:31
O'Hare Transfer	4:59	---	6:34
Prospect Hts	5:11	---	6:46
Wheeling	5:16	5:53	6:51
Buffalo Grove	5:20	5:57	6:55
Prairie View	5:24	6:01	6:59
Vernon Hills	5:27	6:04	7:02
Mundelein	5:33	6:10	7:08
Prairie Crossing.	5:40	6:17	7:15
Washington St (Grayslake)	5:49	6:26	7:24
Round Lake Beach	5:53	6:30	7:28
Lake Villa	5:56	6:33	7:31
Antioch	6:05	6:42	7:40

Trains highlighted in blue have been changed since the previous schedule version

# Progress on New Bus Garage for Northwest Cook County

Pace's Northwest Division garage, which operates dozens of bus routes in northwest Cook County, is too small to accommodate the 140 buses that are now housed there. In 2018, Pace purchased the former Allstate Insurance office/warehouse campus in Wheeling and has now begun converting it into the new Northwest Division. It will become a compressed natural gas fueling station and a bus maintenance and storage facility and will also house Pace's Vanpool and Graphics Department staff.

The project is currently in the design phase, with our engineering firm submitting a completed design in December 2020. The retrofitting project will be let for bidding during the second quarter of 2021 and be substantially completed by the end of 2022.

Pace also enhanced the infrastructure surrounding the garage, ensuring it will be adequate for the buses traversing it in the years ahead. In 2020, per an agreement with Pace, the Village of Wheeling issued a contract for the Willow Road improvements located adjacent to Pace's facility. Work included the full-depth reconstruction of Willow Road, traffic signal improvements at the Willow Road and Wolf Road intersection, and new sidewalks along Willow Road and Wolf Road. Construction started in July and was completed in October 2020. Capital Construction Project Manager Tom Rasmussen leads the team of Pace staff members who are working on this project.



# Progress Continues on Pulse Dempster Line

After a full year of success on the Pulse Milwaukee Line, Pace staff continues to make progress on what will be the second Pulse line to open—the Dempster Line.

Pace initiated the planning phase several years ago and met with agencies and local municipalities to develop initial design concepts and preliminary station locations. A Dempster Line Project Definition Report was developed and outlines preliminary service and operating plans and project cost estimates. Coordination continued during the environmental analysis and advanced conceptual design, which was completed in February 2018.

The project is currently in the final design phase, and though subject to change, construction is anticipated to begin in 2021.

In 2017, the Chicago Metropolitan Agency for Planning approved a \$10 million grant for construction of the Dempster Line. That construction grant is funded through the Federal Congestion Mitigation Air Quality (CMAQ) 2018-2022 program.

Stakeholder and public outreach are ongoing throughout the program.



*Photo taken prior to COVID-19.*

**NORTHWEST MUNICIPAL CONFERENCE**

1600 East Golf Road, Suite 0700  
 Des Plaines, Illinois 60016  
 (847) 296-9200 • Fax (847) 296-9207  
 www.nwmc-cog.org

**Attachment I**

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

**MEMBERS**

- Antioch
- Arlington Heights
- Bannockburn
- Barrington
- Bartlett
- Buffalo Grove
- 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
- West Dundee
- Wheeling
- Wilmette
- Winnetka
  
- President*
- Kathleen O'Hara
- Lake Bluff
  
- Vice-President*
- Joan Frazier
- Northfield
  
- Secretary*
- Dan Shapiro
- Deerfield
  
- Treasurer*
- Ray Keller
- Lake Zurich
  
- Executive Director*
- Mark L. Fowler

**Memorandum**

**TO:** Northwest Council of Mayors Technical Committee

**FROM:** Kendra Johnson, Northwest Council of Mayors Planning Liaison

**RE:** Northwest Council of Mayors STP Program Updates

**DATE:** April 23, 2021

The following table summarizes updates to the Council's program since the January 22, 2021 Technical Committee Meeting. Updates are generally only included for projects with at least one phase in the current year in the eTIP database.

<b>Project</b>	<b>Target Letting and Status</b>
Barrington – Metra Access Road Current FY: 2021 (Construction: \$2,300,500/1,840,400) Scope: New Access Road to Metra Station	<b>Target Letting:</b> March 2021  <b>Status:</b> Project let and received low bid for construction. Waiting for final numbers to update program.
Hoffman Estates – Jones/Hassell Rd and Salem Dr Resurfacing Current FY: 2021 (Construction: \$620,000/\$465,000) Scope: Resurfacing & Bike-Ped Improvements	<b>Target Letting:</b> April 2021  <b>Status:</b> Draft agreements approved by IDOT on 3/10/21 and included on April letting bulletin.
Schaumburg – Weathersfield Way from Braintree Dr to Salem Dr Current FY: 2021 (Construction: \$1,540,000/\$1,155,000) Scope: Resurfacing & Bike-Ped Improvements	<b>Target Letting:</b> July 2021  <b>Status:</b> Project moved back from June letting to July, but draft agreements have been submitted and project is now on track.
Prospect Heights – Old Willow Rd Resurfacing Current FY: 2021 (Construction: \$800,215/\$556,168) Scope: Resurfacing & Bike-Ped Improvements	<b>Target Letting:</b> April 2021  <b>Status:</b> Draft agreements approved by IDOT on 3/10/21 and included on April letting bulletin.
Arlington Heights – Kensington Rd Resurfacing Current FY: 2021 (Construction: \$2,108,400/\$1,438,800) Scope: Resurfacing & Bike-Ped Improvements	<b>Target Letting:</b> April 2021  <b>Status:</b> Draft agreements approved by IDOT on 3/8/21 and included on April letting bulletin.
Streamwood – Park Blvd Resurfacing Current FY: 2021 (Construction: \$1,317,000/\$825,000) Scope: Resurfacing & Pedestrian Improvements	<b>Target Letting:</b> April 2021  <b>Status:</b> Draft agreements approved by IDOT on 4/7/21 and included on April letting bulletin. Project is requesting additional \$220,783 in CON funding.

<p>Rolling Meadows – IL 62 @ New Wilke Intersection Improvements Current FY: 2021 (ENG II: \$304,000/\$152,000) Scope: Intersection Reconstruction &amp; Bike-Ped Improvements</p>	<p><b>Target Authorization:</b> March 2022  <b>Status:</b> Granted extension request to move obligation deadline to 3/30/2022.</p>
<p>Mount Prospect – Rand Rd-IL 83-Kensington Rd Intersection Improvements Current FY: 2021 (ENG II: \$600,000/\$300,000) Scope: Intersection Reconfiguration &amp; Bike-Ped Improvements</p>	<p><b>Target Authorization:</b> March 2022  <b>Status:</b> Granted extension request to move obligation deadline to 3/30/2022.</p>
<p>Palatine – Palatine Rd Reconstruction Current FY: 2021 (ENG II: \$744,000/\$372,000) Scope: Road Reconstruction, Intersection &amp; Bike- Ped Improvements</p>	<p><b>Target Authorization:</b> March 2022  <b>Status:</b> Granted extension request to move obligation deadline to 3/30/2022.</p>



**Village President**  
Billie D. Roth

**Village Clerk**  
Kittie L. Kopitke

**Village Trustees**  
Michael H. Baumer  
William J. Carlson  
James P. Cecille  
William W. Harper  
Larry Schmidt  
Mary F. Thon

February 23, 2021

Ms. Kendra Johnson.  
Program Associate for Transportation  
1600 E. Golf Road, Suite 0700  
Des Plaines, IL 60016

RE: Funding Request  
Section No: 15-00063-00-RS  
Tip No: 03-19-0029  
Park Boulevard – Schaumburg Road to Irving Park Road  
Village of Streamwood

Dear Ms. Johnson:

The Village of Streamwood is thankful of your continued support, hard work, and assistance in moving forward the STP projects in the Village of Streamwood. We are requesting additional STP funds for the above referenced improvement. The Village applied for and received \$825,000 in STP funds based on the estimate in the Project Development Report approved on September 22, 2015. The Village has completed the design phase of the project and it is on the April 23, 2021 State letting. The latest estimate of cost based on the actual Plan quantities, current prices and additional ADA sidewalk requirements is \$1,317,000.

The Village of Streamwood's request is for additional \$232,750.00 in STP funds. However, it is our understanding that there are only \$220,783.00 available in the unobligated balance. The Village would be most appreciative if the current unobligated balance in the amount of \$220,783.00 be granted to the Village to cover the funding shortfall for the Park Boulevard Project. The Village is committed to match the non-federal portion of the payable construction and Construction Engineering costs. Below are the existing and proposed funding tables.



Existing Funding-Roadway					
Park Boulevard - Schaumburg Road to Irving Park Road					
Village of Streamwood / Illinois Department of Transportation					
Division of Costs					
Type of Work	FHWA (STP)	%	Local Share Village of Streamwood	%	Total
Phase I and II Engineering-Roadway			\$31,500	100	\$31,500
Construction	\$755,000	75	\$251,667	25	\$1,006,667
Construction Engineering	\$70,000	75	\$23,333	25	\$93,333
<b>TOTALS</b>	<b>\$825,000</b>		<b>\$306,500</b>		<b>\$1,131,500</b>

Proposed Funding-Roadway					
Park Boulevard - Schaumburg Road to Irving Park Road					
Village of Streamwood / Illinois Department of Transportation					
Division of Costs					
Type of Work	FHWA (STP)	%	Local Share Village of Streamwood	%	Total
Phase I and II Engineering-Roadway			\$31,500	100	\$31,500
Construction (Allocated)	\$755,000	75	\$251,667	25	\$1,006,667
Construction (Unobligated Funds)	\$220,783	71	\$89,550	29	\$310,333
Construction Engineering	\$70,000	75	\$23,333	25	\$93,333
<b>TOTALS</b>	<b>\$1,045,783</b>		<b>\$396,050</b>		<b>\$1,441,833</b>

We would greatly appreciate your favorable response to our request for this very important improvement project in the Village of Streamwood. If you need additional information, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script, appearing to read "Billie D. Roth".

Billie D. Roth  
President - Village of Streamwood

cc: Matt Mann, P.E., Village of Streamwood – Director of Public Works and Engineering  
Akram Chaudhry, P.E., HR Green, Inc., Vice President



# VILLAGE OF SCHAUMBURG

PROGRESS THROUGH THOUGHTFUL PLANNING

April 16, 2021

Kendra Johnson  
Program Associate for Transportation  
Northwest Municipal Conference  
1600 East Golf Road, Suite 0700  
Des Plaines, Illinois 60016

Re: Village of Schaumburg Roselle Road Bike Bridge and Path  
Section Number: 14-00113-00-BT  
TIP Number: 03-16-0015  
New Construction Memorandum 09 - 61E68

Dear Ms. Johnson,

The Village of Schaumburg is formally submitting this request that the Roselle Road Bike Bridge and Path project be added back into the Northwest Municipal Council's STP-L Program. Furthermore, the Village is requesting an increase in funding for the Federal Share portion to \$516,000. This increase includes what was previously approved by the Technical Committee May 24, 2018 in the amount of \$390,410.25 and additional funding for cost increases due to project delays outside the control of the Village.

The project was let in April 2018 and the contractor's low bid came in higher than the engineer's estimate. The Village promptly sent a request to the Council Planning Liaison for consideration of a cost increase to cover the appropriate amount for the Federal Share portion. Although this increase was approved by the Technical Committee as part of the May 24, 2018 meeting, it was not presented to the full Council for final approval. As a result, the increase was not reflected in the Transportation Improvement Program (TIP) nor the IDOT executed agreement.

The project was substantially completed in late 2019 and then removed from the TIP by the NWMC Planning Liaison. As the project was in the process of being closed out in 2020 a funding shortfall was identified due to the construction costs. It was then through this review that the Village discovered that the previously approved increase was not reflected in the final IDOT Local Agency Agreement for Federal Funding.

Additionally, due to factors which were outside the control of the Village and the contractor, the construction of this project was significantly delayed. The delays caused cost increases for additional winter protection, traffic control and engineering services. This was partially offset by reduced quantities within the contract, however there was an overall cost increase on the project. With this information, we are requesting to increase the federal share portion to \$516,000 which would take the total FHWA portion of the project to \$3,500,000; a table is attached for reference.

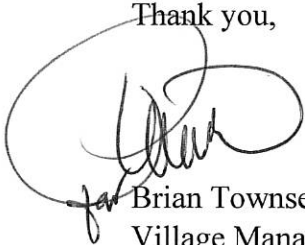
With the assistance of NWMC, the project has been reactivated in the TIP. The Village understands that this project is now again eligible to request additional funding from the conference. As part of this process, the project was re-scored utilizing the Council's STP-L Program revised methodology, and the project was scored an 85, ranking it in 3<sup>rd</sup> place among all active projects, highlighting further the significance of this project.

It is the Village's understanding that due to other project bids coming in under the engineer's estimate, there are currently unallocated funds which are available to be redistributed to projects with a known cost increase. Given the history of the funding mix-ups which were at no fault of the Village of Schaumburg, this letter serves as a formal request to allocate the full shortfall of \$516,000 from the available funding to the Roselle Road Bike Bridge Project.

The Village of Schaumburg has gone above and beyond the normal course of action to assist in rectifying the errors in funding allocation which occurred under the supervision of the council. The Village would appreciate the council explore all opportunities for funding in order to make the Village whole and close the books on this award-winning project.

If you have any questions regarding the sequence of events described above, or about the merits of this project in general, please do not hesitate to call.

Thank you,

A handwritten signature in black ink, appearing to read "Brian Townsend", is written over a large, light-colored circular scribble or stamp.

Brian Townsend  
Village Manager  
Village of Schaumburg

cc: President Karen Darch, Chair

61E68 Roselle Road Pedestrian Bridge

**April 2018**

		FHWA	%	Schaumburg	%
Original Engineer's Estimate used in Funding Agreement	\$ 3,507,000.00	\$ 2,737,600.00		\$ 769,400.00	
Original Construction Engineering Fee	\$ 352,927.00	\$ 246,400.00		\$ 106,527.00	
FHWA (STU) per 6/14/2018 IDOT Agreement	\$ 3,859,927.00	<b>\$ 2,984,000.00</b>	77.3%	\$ 875,927.00	22.7%

**June 2018**

Construction Bid Cost	\$ 3,865,085.81	\$ 3,092,068.65		\$ 773,017.16	
Original Construction Engineering Fee	\$ 352,927.00	\$ 282,341.60		\$ 70,585.40	
Revised Totals Approved by NWMC	\$ 4,218,012.81	<b>\$ 3,374,410.25</b>	80.0%	\$ 843,602.56	20.0%

**Approved Additional Funding Request**

**\$ 390,410.25**

**April 2021**

		FHWA	%	Schaumburg	%
Final Cost (Line Items + Extra Work)	\$ 3,727,493.89	\$ 2,981,995.11		\$ 745,498.78	
Final Construction Engineering Fee	\$ 415,542.34	\$ 332,433.87		\$ 83,108.47	
Compensable Delays *	\$ 253,780.02	\$ 203,024.02		\$ 50,756.00	
Total Construction Cost	\$ 4,396,816.25	\$ 3,517,453.00	80.0%	\$ 879,363.25	20.0%
For Funding Purposes	\$ <b>4,396,816.25</b>	<b>\$ 3,500,000.00</b>	79.6%	\$ 896,816.25	20.4%

**Current Additional Funding Request**

**\$ 516,000.00**

\* current negotiated amount

				NORTHWEST COUNCIL OF MAYORS FFY 2021-2025 PROGRAM					COUNCIL MARKS					
TIP ID	Project	Muni/Lead	Phase	2021	2022	2023	2024	2025	Target Letting/Auth.	2021	2022	2023	2024	2025
				Programmed:	\$9,335,344	\$8,802,085	\$8,322,725	\$8,031,150		\$8,163,132	\$9,556,127	\$8,910,214	\$8,571,675	\$8,571,675
				Balance:	\$220,783	\$108,129	\$248,950	\$540,525	\$408,543	Notes				
03-20-0031	Biesterfeld Rd from Meacham Rd to Village Limits	Village of Elk Grove Village	CON/CE*		\$751,410				Jun-22	Phase I Kickoff meeting held 12/14/20				
03-20-0032	Tonne Rd-Devon Ave Intersection Resurfacing	Village of Elk Grove Village	CON/CE*					\$745,147	Jan-25					
03-19-0005	Kensington Rd Resurfacing	Village of Arlington Heights	CON/CE*	\$1,438,800					Apr-21	Draft agreements approved 3/8/21; included on April letting				
03-20-0034	Meacham Rd from Golf Rd to Higgins Rd	Village of Schaumburg	CON/CE*		\$1,560,225				Mar-22					
03-20-0035	Wilke Rd from Northwest Hwy to Algonquin Rd	Village of Arlington Heights	CON/CE*			\$2,278,000			Mar-23					
03-20-0036	Arlington Heights Rd-Devon Ave Intersection Resurfacing	Village of Elk Grove Village	CON/CE*					\$917,985	Jan-25					
03-20-0037	Busse Rd-Landmeier Rd Intersection Resurfacing	Village of Elk Grove Village	CON/CE*				\$415,050		Mar-24					
03-20-0045	Jones/Hassell Rd and Salem Dr Resurfacing	Village of Hoffman Estates	CON/CE*	\$465,000					Apr-21	Draft agreements approved 3/10/21; included on April letting				
03-20-0038	Old Willow Rd from Wolf Rd to US 45	City of Prospect Heights	CON/CE*	\$556,168					Apr-21	Draft agreements approved 3/10/21; included on April letting				
03-20-0042	Weathersfield Way from Braintree Dr to Salem Dr	Village of Schaumburg	CON/CE*	\$1,155,000					Jul-21	Draft agreements submitted 4/12/21				
03-20-0039	Busse Rd-Devon Ave Intersection Resurfacing	Village of Elk Grove Village	CON/CE*			\$430,725			Mar-23					
03-09-0072	Touhy Ave at Gross Point/Harts Rd Intersection Improvements	Village of Niles	ENG II	\$112,000					Apr-21	Draft agreements approved 4/2/21. Village to pursue 1440 option				
03-09-0072	Touhy Ave at Gross Point/Harts Rd Intersection Improvements	Village of Niles	CON/CE'		\$2,500,000				Apr-22					
03-20-0040	Tonne Rd from Landmeier Rd to Elk Grove Blvd	Village of Elk Grove Village	CON/CE'					\$3,500,000	Nov-24					
03-09-0073	IL 19 Irving Park Road from Schaumburg Road to Bartlett Road	Village Streamwood	ENG II	\$175,000					Apr-21					
03-09-0073	IL 19 Irving Park Road from Schaumburg Road to Bartlett Road	Village Streamwood	ROW		\$175,000				Aug-22					
03-09-0073	IL 19 Irving Park Road from Schaumburg Road to Bartlett Road	Village Streamwood	CON/CE'			\$3,150,000			Sep-23					
03-06-0006	IL 62 Algonquin Rd at New Wilke Rd	City of Rolling Meadows	ENG II	\$152,000					Mar-22	Obligation deadline extended to March 30, 2022.				
03-06-0006	IL 62 Algonquin Rd at New Wilke Rd	City of Rolling Meadows	ROW		\$35,000				Oct-22					
03-06-0006	IL 62 Algonquin Rd at New Wilke Rd	City of Rolling Meadows	CON/CE'				\$3,313,000		Jan-24					
03-19-0029	Park Blvd from Schaumburg Rd to Irving Park Rd	Village of Streamwood	CON/CE*	\$825,000					Apr-21	Draft agreements approved 4/7/21; included on April letting				
03-16-0008	Palatine Rd from Quentin Rd to Smith St	Village of Palatine	ENG II	\$372,000					Mar-22	Obligation deadline extended to March 30, 2022.				
03-16-0008	Palatine Rd from Quentin Rd to Smith St	Village of Palatine	ROW		\$253,000				Oct-22					
03-16-0008	Palatine Rd from Quentin Rd to Smith St	Village of Palatine	CON/CE'				\$2,874,500		Mar-24					
03-06-0005	Barrington Metra Access Road	Village of Barrington	CON/CE'	\$1,840,400					Mar-21	Project let				
03-20-0051	Bode Rd from Barrington Rd to Springinguth Rd	Village of Schaumburg	CON/CE*		\$1,746,900				Mar-22	Updated PPI submitted 2/8/21				
03-19-0006	National Parkway from Golf Rd to Higgins Rd	Village of Schaumburg	CON/CE*		\$399,900				Jun-22					
03-20-0041	Woodfield Rd from Plum Grove Rd to Meacham Rd	Village of Schaumburg	CON/CE*					\$3,000,000	Jan-25					
03-20-0048	Rodenburg Rd from Irving Park Rd to Village Limits	Village of Schaumburg	CON/CE'			\$1,600,000			Sep-23					
03-20-0044	Algonquin Rd-Hammond Dr Intersection Improvements	Village of Schaumburg	CON/CE'			\$800,000			Nov-22					
03-20-0047	Summit Dr from Wise Rd to Schaumburg Rd	Village of Schaumburg	CON/CE*	\$1,593,976					Jul-21	Draft agreements submitted 4/12/21				
03-20-0050	Rand Rd-IL 83-Kensington Rd Intersection Improvements	Village of Mount Prospect	ENG II	\$300,000					Mar-22	Obligation deadline extended to March 30, 2022.				
03-20-0050	Rand Rd-IL 83-Kensington Rd Intersection Improvements	Village of Mount Prospect	ROW		\$500,000				Sep-22					
03-20-0043	Springinguth Rd from Bode Rd to Schaumburg Rd	Village of Schaumburg	CON/CE*		\$880,650				Mar-22	Updated PPI submitted 2/8/21				
03-20-0049	Bernard Dr from Arlington Heights Rd to Buffalo Grove Rd	Village of Buffalo Grove	ENG II	\$350,000					Jun-21	Revised PPI and ENG II agreements submitted 3/2				
03-20-0052	Weber Dr from Central Rd to Algonquin Rd	City of Rolling Meadows	ENG II			\$64,000			Jan-23					
03-20-0052	Weber Dr from Central Rd to Algonquin Rd	City of Rolling Meadows	ROW				\$35,000		Jan-24					
03-20-0052	Weber Dr from Central Rd to Algonquin Rd	City of Rolling Meadows	CON/CE'				\$1,393,600		Jun-24					
<b>Contingency Program</b>														
03-19-0035	Knollwood Dr from Golf Rd to Bode Rd	Village of Schaumburg	CON/CE	\$3,060,000										
03-20-0050	Rand Rd-IL 83-Kensington Rd Intersection Improvements	Village of Mount Prospect	CON/CE			\$2,700,000								
03-19-0006	National Parkway from Golf Rd to Higgins Rd	Village of Schaumburg	CON/CE	\$3,500,000										
N/A	Tonne Rd from Elk Grove Blvd to Devon Ave	Village of Elk Grove Village	CON/CE				\$3,500,000							
03-20-0049	Bernard Dr from Arlington Heights Rd to Buffalo Grove Rd	Village of Buffalo Grove	CON/CE		\$3,150,000									
				Subtotals	\$6,560,000	\$3,150,000	\$2,700,000	\$3,500,000	\$0					
							Total	\$15,910,000						

In Advance Construction	Converted from AC
Project Let	
* resurfacing (75/25 match ratio)	
* intersection improvement/reconstruction (80/20 match ratio)	
FFY=	Federal Fiscal Year (Oct. 1 - Sept. 30)
ENG II=	Phase II Engineering (50/50 match ratio)
ROW=	Right of Way (50/50 match ratio)
CON/CE=	Construction/Construction Engineering

## Attachment M

TIP ID	Project Title	Project Description	Sponsor(s)	Council or Agency	Project Type(s)	Eligible?	Prelim Total Project Cost	Prelim Total Requested
01-21-0014	Milwaukee Avenue: Logan to Armitage Road Reconstruction Project	Roadway reconstruction	CDOT	CDOT	Road Recon	Yes	\$16,813,290	\$9,440,000
01-21-0016	Grand Avenue: Ogden to Jefferson Road Reconstruction Project	Roadway reconstruction	CDOT	CDOT	Road Recon	Yes	\$17,270,282	\$10,560,000
01-21-0017	Grand Avenue Bridge over North Branch of the Chicago River	Bridge reconstruction	CDOT	CDOT	Bridge	Yes	\$38,500,000	\$17,600,000
02-21-0001	Happ Road from Winnetka Road to Willow Road and Happ Road/Orchard Lane Intersection Roundabout	Winnetka Road to Willow Road, Reconstruction, Add Median, Add Bikepath, Mid-Block Crossing, Intersection Improvements, Drainage Improvements, Roundabout	Northfield	North Shore Council	Road Recon; Safety	Yes	\$8,384,000	\$3,367,000
03-21-0003	IL 59 Bicycle and Pedestrian Overpass	New bicycle/pedestrian bridge over IL 59 north of IL 19, multi-use trail and boardwalks.	Streamwood	Northwest Council	Bike/Ped Barrier	TBD	\$6,330,000	\$4,568,000
03-21-0005	Bernard Drive Reconstruction from Arlington Heights Road to Buffalo Grove Road	Reconstruct Bernard Drive, construct a new bike path along the south side from AHR to BGR, replace the sidewalk along the north side for ADA compliance, replace the White Pine Ditch culvert under Bernard Drive, and construct a new storm sewer outfall along Navajo Trail from Bernard Drive to Buffalo Creek.	Buffalo Grove	Northwest Council	Road Recon	Yes	\$12,279,753	\$9,019,925
03-21-0008	National Parkway from American Ln to Higgins Rd	The proposed project includes the reconstruction of National Parkway from south of American Lane to Golf Road. The existing National Parkway/American Lane 4-way stop controlled intersection will be converted to a modern roundabout. Sidewalk will be constructed along the east side and a shared-use path along the west side of the roadway, where none currently exists. Roadway lighting will be replaced and drainage improvements will be incorporated.	Schaumburg	Northwest Council	Road Recon	Yes	\$12,520,026	\$7,862,437
04-21-0006	25th Avenue Widening and Reconstruction	Roadway reconstruction and widening from Lake Street to IL-64 (North Avenue) including 4 lanes plus a bi-directional turn lane, shared use path on one side and sidewalk one side, upgrading Division Street from a 4-way stop control to a signalized intersection, storm drainage, and two signalized intersection upgrades.	Melrose Park	North Central Council	Road Exp; Road Recon	No	\$28,715,000	\$20,843,000
04-21-0007	Washington Boulevard Improvements - 21st Avenue to 9th Avenue	The project includes Roadway Reconstruction, Lighting Improvements, Traffic Signal Improvements, Drainage System Improvements, and installation of on-street marked bicycle lanes.	Maywood	North Central Council	Road Recon	Yes	\$5,894,000	\$1,385,600
04-21-0008	Armitage Avenue Reconstruction, Mannheim Road to 25th Avenue	Roadway reconstruction of Armitage Avenue from Mannheim Road to 25th Avenue, including new PCC pavement with curb and gutter, new sidewalks on one side, marked bike lane on both sides, replacement of the bridge culvert over Silver Creek, and related work.	Melrose Park	North Central Council	Bridge; Road Recon	Yes	\$8,711,584	\$6,380,000

04-21-0009	Elmwood Park Grand Avenue Grade Separation	Please see attached "Project Narrative, TIP 04-16-0008". Thank you. Proposed improvements required to grade separate West Grand Avenue (FAU 1376) from Metra/Canadian Pacific Railroad. The project study ESR limits along Grand Avenue extend from Haymond Street to 73rd Avenue. See Exhibit A of Project Narrative. Note that limits above/below match the ESR limits, not the PPI limits for the expected "improvement".	Elmwood Park	North Central Council	Rail-Hwy Crossing	No	\$121,000,000	\$3,100,000
08-21-0004	Bicycle and Pedestrian Overpass Over Illinois 83	Bicycle and pedestrian overpass over Illinois 83 near Fay Avenue in the City of Elmhurst. Will include connecting trails and approach ramps on Forest Preserve of DuPage County (FPDDC).	Elmhurst	DuPage Council	Bike/Ped Barrier	Yes	\$3,371,100	\$454,400
08-21-0006	North Aurora Rd (FAU Route 1509) Pennsbury Ln to Frontenac Rd	Roadway widening, corridor improvement, multi-modal connectivity improvement, safety improvement, structure replacement.	Naperville	DuPage Council	Bike/Ped Barrier; Rail-Hwy Crossing; Road Exp; Safety	Yes	\$35,450,182	\$2,800,000
08-21-0011	Illinois Route 56 (Illinois Route 53 to Interstate 355)	Roadway widening and reconstruction for an additional lane in each direction (4 to 6), an additional left turn lane and right turn lane on both legs of IL 53, new bridge over the East Branch of the DuPage River, new 10' wide shared-use path and bridge on the north side of IL56, noise abatement walls, traffic signal modernization at both IL 53 and Lloyd Ave / Woodcreek Drive intersections, traffic signal interconnection, lighting modernization, and ADA improvements.	DuPage Co DOT	DuPage Council	Road Exp; Road Recon	TBD	\$35,213,000	\$22,272,000
08-21-0012	Illinois Route 53 from South of Illinois Route 56 (Butterfield Road) to Park Boulevard	Roadway reconstruction (partially on new alignment), widening for an additional through lane in each direction (2 to 4), new grass barrier median, new curb and gutter to replace the existing shoulders, new 10' wide shared-use path on the east side of IL 53, new traffic signals at Ironwood Drive, traffic signal modernization at Park Boulevard, traffic signal interconnection, pavement resurfacing, and ADA improvements.	DuPage Co DOT	DuPage Council	Road Exp; Road Recon	TBD	\$24,724,880	\$15,284,800
09-21-0004	Randall Rd at Big Timber Rd	The cross section for this stretch of Randall Road will be widened from the existing 2-lanes in each direction, to 3-lanes in each direction. The footprint of the northbound left receiving lanes (west leg) will be improved to allow for capacity of dual northbound lefts at the intersection. Additionally, alternatives are being considered to increase the skew angle of the intersection to allow for greater sight lines with turning movements. New 5 ft sidewalk connection in the Northeast quadrant.	Kane Co DOT	Kane/Kendall Council	Road Exp; Truck Route	Yes	\$6,298,690	\$2,946,756



09-21-0006	Randall Rd at IL 72	This will add an existing through lane on each side of Randall Rd widening it from the existing 2-lanes in each direction, to 3-lanes in each direction. Operational, capacity, safety improvements to the intersection.	Kane Co DOT	Kane/Kendall Council	Road Recon	Yes	\$7,495,433	\$4,273,668
09-21-0007	Randall Rd at Hopps Rd	Realignment of the Randall Rd and Hopps Rd intersection, widening of the cross section of Randall Rd from 2 to 3 lanes on either side, connection of the existing Randall Rd trail from South of the Walmart Entrance at the North project limits to Gyorr Ave at the South project limits. The project also will include a grade separation of Randall Rd at the CN RR Crossing.	Kane Co DOT	Kane/Kendall Council	Bike/Ped Barrier; Rail-Hwy Crossing; Road Exp; Safety; Truck Route	Yes	\$49,825,376	\$16,037,985
09-21-0008	Dauberman Rd Extension from US 30 to Granart Rd (Granart/Dauberman/BNSF Railroad)	Bypass route around Big Rock from Granart to Dauberman, over the BNSF Railroad	Kane Co DOT	Kane/Kendall Council	Rail-Hwy Crossing; Road Exp	Yes	\$25,434,653	\$2,000,000
09-21-0009	US Route 20 and Reinking Road Roundabout	US Route 20 and Reinking Road 3-legged intersection improvement will provide a new roundabout in place of the existing configuration to improve line-of-site and traffic efficiency. The planned improvements will provide a bike path extension to connect mapped bike trails from Kane County, City of Elgin, and proposed development within the area, and will connect the exiting downtown sidewalk to this multi-modal path.	Elgin	Kane/Kendall Council	Road Exp	TBD	\$4,292,740	\$1,164,381
09-21-0010	Kautz Road Reconstruction & Widening	Roadway reconstruction, roadway widening, bi-directional turn lane, bottleneck elimination, ADA improvements, railroad grade crossing safety improvements, new designated Class II truck route, new multi-use trail, and curb & gutter, drainage/stormwater improvements to reduce flooding.	Geneva	Kane/Kendall Council	Bike/Ped Barrier; Road Exp; Road Recon; Truck Route	Yes	\$6,830,695	\$1,872,450
09-21-0011	Indian Trail Rd Reconstruction from Mitchell Rd to Church Rd	This project will involve the reconstruction of Indian Trail Rd from Mitchell Rd to Church Rd from 4 to 5 lanes to match the existing corridor. This project will also involve several safety improvements at the intersection of Indian Trail Rd and High St, including modernized signals, improved lighting and signage, improved pavement markings, and a new westbound turn lane from High St onto Indian Trail Rd.	Aurora	Kane/Kendall Council	Bike/Ped Barrier; Road Recon; Safety	Yes	\$9,864,618	\$2,988,900
09-21-0012	Dundee Avenue Reconstruction	Reconstruction of Dundee Avenue, including new HMA pavement, new concrete curb and gutter, new ADA compliant sidewalks, traffic signal replacement/modernization, water main replacement, storm sewer upgrades and new storm sewer installation, sanitary sewer repairs, roadway lighting, pavement markings, widening of the existing corridor, and other appurtenant work to complete the construction.	Elgin	Kane/Kendall Council	Road Recon	No	\$11,080,255	\$2,500,000

09-21-0013	Blackberry Creek Bridge and Shared-Use Path	Construction of a 10'-wide Hot-Mix Asphalt off-street bicycle and pedestrian facility between Belle Vue Lane and the Virgil Gilman Regional Trail with a 10-foot clear-span, prefabricated box truss, pedestrian/bicyclist bridge with a timber deck to cross Blackberry Creek.	Sugar Grove	Kane/Kendall Council	Bike/Ped Barrier	Yes	\$1,084,716	\$731,054
09-21-0014	Wolfs Crossing and Harvey Road Intersection Improvement	This project is the first stage of the Wolfs Crossing corridor improvement from Route 34 to Eola/Heggs Rd. A Phase I corridor study was completed to improve safety and capacity. Corridor improvements include widening of Wolfs Crossing from a 2 lane road to a 4 lane road with intersection improvements through out. This application is for the Harvey Road intersection work, which will replace the existing stop controlled intersection with a 2 lane roundabout.	Oswego	Kane/Kendall Council	Road Exp	Yes	\$6,962,749	\$945,329
10-21-0003	Hazel Avenue Improvements	Hazel Avenue will be reconstructed from Wilmot Road to Waukegan Road. New curb and sidewalks will be provided throughout the corridor.	Deerfield	Lake Co Council	Road Recon	Yes	\$5,415,644	\$3,988,710
10-21-0006	Deerfield Road from Milwaukee Avenue to Saunders Road	Pavement reconstruction and add through lanes; intersection improvements; traffic signal modernization; continuous two-way left turn lane; vertical profile improvements; retaining wall; enclosed drainage system; new shared use path; new sidewalks; and ADA improvements.	Lake Co DOT	Lake Co Council	Bike/Ped Barrier; Bridge; Road Exp; Road Recon; Safety	Yes	\$43,263,167	\$1,628,954
10-21-0008	Argonne Drive Reconstruction	The project will reconstruct Argonne Drive from west of IL Route 131 (Green Bay Rd) to Broadway Avenue and Broadway Avenue from Argonne Drive to IL Route 137 (Sheridan Rd).	North Chicago	Lake Co Council	Bike/Ped Barrier; Road Recon; Safety	Yes	\$20,011,805	\$15,732,000
10-21-0010	Cedar Lake Realignment	Realignment of Cedar Lake Road from Nippersink to Hart Road	Lake Co DOT	Lake Co DOT	Rail-Hwy Crossing; Road Exp	No	\$30,447,065	\$18,272,400
10-21-0015	Green Bay Road Reconstruction	Roadway reconstruction, resurfacing, on-street bike lanes, storm sewer installation, traffic signal modernization, watermain and sanitary sewer rehabilitation, pavement markings, and landscape restoration.	Highland Park	Lake Co Council	Road Recon; Safety	Yes	\$16,063,704	\$2,000,000

**Surface Transportation Program (STP) Shared Fund  
2021 Subregional Priority Points Application – Northwest Council of Mayors**

Project Information

**Project Title:** IL 59 Bicycle and Ped Overpass      **Project Sponsor:** Streamwood

**Partner Sponsors** (if applicable):

**Contact Person:** Matt Mann **Contact Email:**mmann@streamwood.org

**Project Description:** Please provide a brief description of the project scope:

This project involves construction of a multi-use trail, boardwalks and a bridge over IL Route 59 just south of Poplar Creek that will provide a safer non-motorized route for residential areas on either side of IL Route 59 to local schools, bus stops, churches, parks, shopping, health treatment, and other community activities. No right-of-way is needed as the Village owns all of the property.

**Impact on Northwest Council area:** Describe how this project improves transportation and mobility in the Northwest Council’s area. What are the project’s benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives?

As noted in Streamwood’s Comprehensive Plan from 2018, this catalytic project will provide a safe and continuous east-west trail across the entire Village which would link schools, open spaces, parks, transit, regional trails, and other destinations. The future trail system in Streamwood will connect to many regional destinations, job centers, parks, and transit facilities including Busse Woods Forest Preserve, Arthur Janura Forest Preserve, Fox River Trail, Hanover Park Metra Station, and the Village of Schaumburg’s retail and employment centers.

**Relevance to Northwest Council:** Does the project build on any previously supported Northwest Council of Mayors initiatives such as a prior STP project, Northwest Council or NWMC-involved plan, or other initiative?

The project is in line with the goals of *Connecting Cook County*, Cook County’s long range transportation plan. The Village has received partial funding for Phase 2 Engineering through the Invest in Cook program sponsored by Cook County.

**Potential Shared Fund Score:** Please address how the project is anticipated to score in the Project Readiness, Transportation Impact, and Planning Factors scoring categories:

TOTAL = 72 (95 max)

Project Readiness – 8 points (15 max)

Transportation Impact – 43 points (50 max)

Planning Factors – 21 points (30 max)

**Surface Transportation Program (STP) Shared Fund**  
**2021 Subregional Priority Points Application – Northwest Council of Mayors**

Project Information

**Project Title: National Parkway - American Lane to**

**Golf Road**

**Project Sponsor: Schaumburg**

**Partner Sponsors** (if applicable):

**Contact Person: Michael Hall, P.E.**

**Contact Email: Mhall@schaumburg.com**

**Project Description:** Please provide a brief description of the project scope:

The proposed improvement will consist of roadway reconstruction between American Lane and IL Route 58 (Golf Road). A roundabout will be constructed at American Lane. Other improvements include replacing a large culvert, turn lane lengthening, lighting, and addition of sidewalk.

**Impact on Northwest Council area:** Describe how this project improves transportation and mobility in the Northwest Council's area. What are the project's benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives? National Parkway is a collector roadway that serves as a connection to the major retail, hotel, and commercial areas within the Village. As part of this project, a large 4-way stop controlled intersection will be converted to a modern roundabout which will increase safety and mobility in the area. Pedestrian connections will be improved by completing a gap in the network. The roadway will also be modernized to today's standards.

**Relevance to Northwest Council:** Does the project build on any previously supported Northwest Council of Mayors initiatives such as a prior STP project, Northwest Council or NWMC-involved plan, or other initiative?

This project is one segment of a larger project. The NW Council has provided funding for a resurfacing along National from Higgins to Woodfield (FY 2022). Rebuild IL funds will be used for the segment from Woodfield Road to just south of American Lane.

**Potential Shared Fund Score:** Please address how the project is anticipated to score in the Project Readiness, Transportation Impact, and Planning Factors scoring categories: Project Readiness: This project is well into Phase II engineering with 90% plans being completed and land acquisition is underway.

**Transportation Impact:** This project is needed to reduce crashes at the National Parkway/American Lane intersection, complete the sidewalk network, and provide an upgraded roadway facility within the project area. An improved National Parkway would facilitate a safe roadway for users in Schaumburg and in the region to access shopping, hotels, and restaurants within the area.

**Planning Factors:** This project would score well because of the reconstruction of the roadway, safety improvements, and addition of sidewalk.

**Surface Transportation Program (STP) Shared Fund**  
**2021 Subregional Priority Points Application – Northwest Council of Mayors**

Project Information

**Project Title: Bernard Drive Reconstruction from Arlington Heights Road to Buffalo Grove Road**

**Project Sponsor: Village of Buffalo Grove**

**Partner Sponsors (if applicable): N/A**

**Contact Person: Darren Monico**

**Contact Email: [dmonico@vbg.org](mailto:dmonico@vbg.org)**

**Project Description:** Please provide a brief description of the project scope:

Reconstruct the roadway, construct a new bike path along the south side, reconstruct the sidewalk along the north side, replace the White Pine Ditch culvert under Bernard Drive, and install new outfall storm sewer from Bernard Drive to Buffalo Creek.

**Impact on Northwest Council area:** Describe how this project improves transportation and mobility in the Northwest Council's area. What are the project's benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives?

Bernard Drive is a minor collector under the Village of Buffalo Grove jurisdiction. The termini at Arlington Heights Road and Buffalo Grove Road are minor arterials under Cook County jurisdiction. The proposed bike path will also connect to an existing bike path along the east side of Arlington Heights Road and a proposed bike path at Buffalo Grove Road and crosses the White Pine Ditch bike path and Raupp Blvd. bike route.

Bernard Drive and the proposed bike path reduces congestion along several west-east routes within the Northwest Council's area including Lake-Cook Road located ½ mile north and Dundee Road located ½ mile south of the corridor.

**Relevance to Northwest Council:** Does the project build on any previously supported Northwest Council of Mayors initiatives such as a prior STP project, Northwest Council or NWMC-involved plan, or other initiative?

Bernard Drive was awarded STP-Local Funding for Phase II Engineering in the 2020 call-for-project and contingent Construction funding. Being awarded

## **Surface Transportation Program (STP) Shared Fund**

**2021 Subregional Priority Points Application – Northwest Council of Mayors**  
active Construction funding would provide needed funding to complete the project.

**Potential Shared Fund Score:** Please address how the project is anticipated to score in the Project Readiness, Transportation Impact, and Planning Factors scoring categories:

Phase I Design Approval was granted February 22, 2021 and is on-schedule to utilize awarded Phase II Engineering STP-Local Funding in 2021. Bernard Drive is a 2-lane minor collector with an ADT of approximately 3,500 vpd, and the road reconstruction need score is most heavily weighted on condition (50%) of which Bernard Drive has a 5.2 (marginal) CRS. While the project is not anticipated to score highly in Freight network specifically (3 pts), the Village of Buffalo Grove has implemented policies to gain freight policy point (2 pts). Policy and implementation points are anticipated for Complete Streets and Green Infrastructure. Inclusive Growth scoring depends on the coverage area used as there are differences between the Cook County vs. Lake County portions of the Buffalo Grove community.

**NORTHWEST MUNICIPAL CONFERENCE**

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Grayslake  
Hanover Park  
Highland Park  
Hoffman Estates  
Kenilworth  
Lake Bluff  
Lake Forest  
Lake Zurich  
Libertyville  
Lincolnshire  
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Morton Grove  
Mount Prospect  
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**Memorandum**

**TO:** Northwest Council of Mayors Technical Committee

**FROM:** Kendra Johnson, Northwest Council of Mayors Planning Liaison

**RE:** Proposed Changes to Northwest Council of Mayors STP-L Program Handbook – Complete Streets Category

**DATE:** April 23, 2021

On November 19, the Northwest Council of Mayors' STP Working Group met with staff virtually to discuss changes to the Council's STP-L Program Handbook and Application. On January 22, staff presented their discussion and recommendations to the Northwest Council Technical Committee. The Committee approved all recommended changes with the exception of proposed changes to the Complete Streets category. Staff provided members of the Technical Committee with additional details regarding the options presented to the Working Group for further consideration and opportunities for feedback. The following is a summary of staff's recommendation and Technical Committee feedback. Any changes approved by the Technical Committee will be presented to the full Northwest Council of Mayors for approval at the next Northwest Municipal Conference Board meeting.

**Changes to Complete Streets Scoring**

- A. Summary of Proposed Changes:** The Working Group in November agreed that changes should be made to the Complete Streets category, but to do so in a way that takes into account that some communities are in a better position, financially or otherwise, to incorporate Complete Streets elements than others are. Since ADA improvements are required in most projects by federal and/or local policies, the Working Group proposed making these improvements ineligible for points in this category. Since most communities have board or council approved Complete Streets policies on file, the amount of points awarded for this was lowered. The Working Group came up with new scoring that is intended to reward projects that go above and beyond in Complete Streets upgrades, while not penalizing projects or sponsors that do not have this ability. Below is the proposed scoring:

Action Taken	Points
Community has adopted a Complete Streets policy	25
Project includes new or upgraded Complete Streets elements	15
Project includes replacement or maintenance of existing Complete Streets infrastructure OR sponsor has documented an exception in Phase I or Phase II	10
Additional points to the Top 3 projects in this category	10

The above scoring keeps the total points available the same and changes the scoring for the adoption of a Complete Streets policy from 30 points to 25 points. It lowers the points awarded for new or upgraded elements to 15 points from the current 20 points and keeps the point amount for replacement/maintenance and documented exceptions the same. The remaining 10 points will be made into a “bonus” category awarded to the top 3 projects in terms of the number of new or upgraded Complete Streets elements.

**Feedback Received from Technical Committee:** Staff received several comments in support of the proposed recommendation based on conversations that Technical Committee members had with municipal staff. Staff also responded to requests for clarification that this would not affect the current program, and staff confirmed that it would not. Proposed changes to the Complete Streets scoring category will only affect projects applying for funding in subsequent calls for projects. Staff also received feedback noting concerns that this scoring alternative could potentially reward projects on low-volume roadways more so than projects on high volume roadways and would not necessarily improve the overall scoring system.

**Staff Recommendation:** Taking all feedback received into account, staff recommends further discussion on the proposed changes to the Complete Streets category before a vote occurs. The Technical Committee can revisit voting on any proposed changes at the July meeting.



***Northwest Council of Mayors  
Surface Transportation Program  
Handbook***

***DRAFT 4/23/2021***

**I. INTRODUCTION:  
A GUIDE FOR STP FUNDING APPLICATIONS**

The following municipalities form the Northwest Council of Mayors:

Arlington Heights	Niles
Barrington	Palatine
Bartlett (Cook County portion only)	Park Ridge
Buffalo Grove (Cook County portion only)	Prospect Heights
Des Plaines	Rolling Meadows
Elk Grove Village	Schaumburg
Hanover Park (Cook County portion only)	South Barrington
Hoffman Estates	Streamwood
Inverness	Wheeling
Mount Prospect	

As a member of the Northwest Council of Mayors, you are eligible to submit project proposals to the Council for federal Surface Transportation Program (STP) funding. The STP utilizes funds from the Fixing America's Surface Transportation Act or "FAST Act" federal transportation legislation to assist sponsoring municipalities with implementing eligible transportation projects.

The Northwest Council of Mayors has assembled this guidebook, which is divided into the following sections, in order to help facilitate the application process:

- Background description of the Surface Transportation Program
- Program Development
- Program Management
- Description of eligible projects
- Project selection criteria used by the Council's Technical Committee

Please note that in order for a potential project to be eligible for STP funding, the following criteria need to apply:

1. The project is on a Surface Transportation Program eligible route.
2. The project work type is eligible under the STP component of the FAST Act.
3. The project sponsor can fund the required local match.

Your main point of contact for initiating the STP funding process is the Planning Liaison to the Northwest Council of Mayors. The Liaison should be contacted to begin the process or answer any questions regarding the program. The Liaison can be reached through the Northwest Municipal Conference at (847) 296-9200.

## **II. THE NORTHWEST COUNCIL OF MAYORS SURFACE TRANSPORTATION PROGRAM**

### ***A. Fixing America's Surface Transportation Act or "FAST Act"***

The Fixing America's Surface Transportation Act, or "FAST Act," provides federal funding, guidelines and requirements for all transportation projects seeking federal funding. Within the FAST Act there are various funding programs. The most important of these sources, from the Council of Mayors' perspective, is the Surface Transportation Program (STP).

The STP allocates funding directly to state departments of transportation. In Illinois, the Illinois Department of Transportation designates a portion of this funding for the Council of Mayors system. Northeastern Illinois is comprised of eleven regional Councils of Mayors and the City of Chicago. Each local Council oversees the planning and programming of these STP funds within their own region.

### ***B. The Council's Role in the Surface Transportation Program***

Each year the Council receives federal funds to be programmed for transportation projects within the Northwest region. Local municipalities apply for these funds during a call for projects by contacting the local Council Planning Liaison at the Northwest Municipal Conference, and by completing the appropriate application form. See section III c., "New Project Programming" for more details.

Each Council has developed a set of project selection guidelines. As its name implies, these guidelines set the parameters by which the Councils select which of the locally submitted projects will receive federal funding.

### ***C. How the Council Utilizes STP Funding***

The Northwest Council funds Phase II engineering, right-of-way acquisition, construction, and Phase III engineering (also known as construction engineering) for highway, transit, bicycle and other transportation projects. See section Vb., "Eligible Project Types," for more information. A 20% local match is required for construction and Phase III engineering phases. For Phase II engineering and right-of-way acquisition, a 50% local match is required. Phase I engineering will be the responsibility of the municipal sponsor.

### ***D. Technical Committee Membership***

The Northwest Council of Mayors Technical Committee shall be comprised of four mayors and four managers from municipalities within the Northwest Council of Mayors. Alternates may be chosen by members, with notification given to the Technical Committee and the Planning Liaison. No municipality shall have more than one representative on the Technical Committee.

The Chairman or Chairwoman of the Technical Committee, elected by the members of the Technical Committee, will serve as one of the Northwest Council's two representatives on the

Council of Mayors Executive Committee. The second Executive Committee representative shall be chosen by the Council as a whole.

When a vacancy occurs on the Technical Committee, the whole Northwest Council will be asked for nominations. Only a mayor may fill a vacancy left by a mayor, and only a manager can fill a vacancy left by a manager. The seats on the committee belong to the individual, not the municipality. A municipality's replacement for a departing Technical Committee member does not by default become their replacement on the Technical Committee.

The nominees will be voted on by the Technical Committee. The chosen nominee must then receive the approval of the Northwest Council of Mayors and the president of the Northwest Municipal Conference.

### ***III. PROGRAM DEVELOPMENT***

#### ***A. Match Ratio***

##### **Roadways and Intersections**

The match ratio for the construction phase of a roadway or intersection project is an 80/20 federal/local split. Federal funds may be used for up to 80% of the eligible expenses. The sponsoring agency is responsible for the remaining 20%. Phase II engineering and right-of-way acquisition are funded at 50% federal funds and 50% local funds. A sponsor may elect to provide a local match greater than the minimum required for each phase.

##### **Resurfacing, LAFOs, and LASOs**

The match ratio for the construction phase of a resurfacing, Local Agency Functional Overlay (LAFO), or Local Agency Structural Overlay (LASO) project is a 75/25 federal/local split. Federal funds may be used for up to 75% of the eligible expenses. STP funding may not be used for Phase II engineering or right-of-way acquisition for resurfacing, LAFO, or LASO projects.

If it is determined during the course of Phase I engineering that the project's scope will expand to a full reconstruction, the funding ratio for the construction phase of the project will remain at 75/25.

#### ***B. Maximum Federal Participation***

The maximum total amount of federal STP participation for any project is \$3,500,000, inclusive of all phases. Any expense over the maximum federal STP participation amount will be the sole responsibility of the sponsoring agency.

#### ***C. New Project Programming***

The Council will hold a call for projects every two years, with the first call occurring in January 2020. Each call will solicit projects covering the next five federal fiscal years (FFYs). The call will open in January, and final applications will be due on March 15<sup>th</sup> of each call year. From April to

August, applications will be scored by NWMC staff using the methodology outlined in the project selection criteria section of this document. Recommended active and contingency programs will be released after scoring has been complete, which will be followed by Technical Committee review and a public comment period. A CMAP TIP Amendment to incorporate the recommended program will be prepared in the fall for CMAP Transportation Committee consideration, with final approval of the program occurring when the MPO Policy Committee takes action in October. The project application workbook will be posted on the NWMC website prior to the opening of the call for projects.

Proposed new projects and previously programmed projects with significant changes to scope and/or schedule that include not exempt work types cannot be included in the TIP until the next semi-annual conformity analysis. Work types that will require a project to undergo conformity analysis include adding or widening lanes, constructing a new road or bridge, signal interconnect projects, and other miscellaneous projects that may affect roadway capacity. These projects will be identified and recommended for inclusion in the Northwest Council of Mayors program, contingent upon the next conformity determination. Based on the semi-annual conformity amendment schedule, not exempt projects cannot be programmed within the first year of either an active or contingency program. Please see the [conformity analysis](#) page on the CMAP website for more information.

#### ***D. Active Programs***

The result of each Call for Projects will be the development of a fiscally constrained, multi-year program of projects to be completed, in whole or in part, with STP funds. Active programs will be included in the region's TIP and are therefore subject to fiscal constraint. The amount of funding programmed in a given fiscal year of the active program may not exceed the Northwest Council's projected available funding levels provided by CMAP. The first year of the active program will be considered the "current year" and will be subject to obligation deadlines described in the Program Management section of this document. The next four years will be considered the "out years." Project phases programmed in out years are not subject to obligation deadlines and can be actively reprogrammed in other out years at any time, subject to each year of the multi-year program maintaining fiscal constraint at all times.

Since the active program contains projects selected through a performance-based ranking process, sponsors of project phases that are programmed in out years should reaffirm their commitment to the scheduled implementation in subsequent calls, but should not be required to re-apply, as described in the program management section of this document.

#### ***E. Contingency Programs***

It is anticipated that during each call for projects there will be more applications than can be programmed within the years of the call cycle. Additionally, in order to facilitate the region's goal of obligating 100% of available funding each year, the Northwest Council of Mayors can effectively "over program" by developing a contingency program of projects during each call cycle. The contingency program should include, in rank order, the next highest ranked projects that were unable to be funded in the call for projects (CFP) due to fiscal constraint. Sponsors of

contingency projects must be committed to keeping projects active and moving forward toward obligation of federal funding in the two years between calls for projects. If sponsors of potential contingency program projects are not committed to moving forward, for example because funding was requested in an out year, those projects should not be included in the contingency program. Projects requiring a conformity determination that are not already included in the current conformed TIP may be included in contingency programs, but cannot be reprogrammed into the current year of the active program after the TIP change submittal deadline for the spring semi-annual conformity analysis. These projects can be reprogrammed into an out year of the program at any time. Projects, or phases of projects, that did not apply for funding during a call for projects cannot be added to a contingency program until the next applicable call for projects. **No applications will be accepted outside of a regular call for projects.**

Inclusion of a project in a contingency program is not a guarantee of future federal funding for any phase of a project. The contingency program will expire with each subsequent call for projects. Projects included in the contingency program from the prior CFP must reapply for funding consideration during the next call. If the first phase of a project in the contingency program is moved to the active program, there is no guarantee that the subsequent phases will be funded via the contingency program or future active programs. There shall be no “automatic” reprogramming of subsequent phases from the contingency program to the active program.

Active projects that are reprogrammed in the contingency program, either voluntarily or due to missing an obligation deadline, must also reapply for funding consideration during the next call. This reapplication will reset all deadlines associated with project phases and make phases eligible for obligation deadline extensions, as discussed in more detail in the Program Management section of this document. If unsuccessful with future applications for STP funding, the sponsor may complete the project using another fund source. If the project is not completed within the timeframe required by federal law, the sponsor will be required to pay back federal funds used for previous phases of the project.

## ***IV. PROGRAM MANAGEMENT***

### ***A. Training***

Stakeholders throughout the region, including public and private sector implementers, have indicated that a thorough understanding of the project implementation process is critical for the successful completion of projects. An understanding of the process leads to realistic expectations and better overall scheduling and project planning. NWMC staff will work with CMAP, FHWA, and IDOT to develop an STP workshop and training materials for project sponsors and consultants. While not required, it is strongly recommended that project sponsors attend a training session prior to their project being formally adopted into the Northwest Council of Mayors STP program. Details on training will be transmitted to project sponsors after the conclusion of the STP application period in March.

## ***B. Designated Project Managers***

Communication is critical at all levels of project implementation. Throughout project implementation there are a number of agencies and individuals involved in the process, including state and federal staff, CMAP programming staff, councils of mayors' staff and officials, consulting firms, sponsor staff, elected leaders, and the public. The staff of the various agencies will monitor project progress and finances. To facilitate comprehensive understanding and communication regarding projects, each sponsor shall designate the following from their staff upon inclusion in an active or contingency program:

1. A Technical Project Manager that will be responsible for overseeing the implementation of the project, managing any consultants involved in the project, ensuring that all federal, state, and local requirements are met and, in conjunction with the Financial Project Manager, ensuring that the required agreements between the sponsor agency and IDOT are approved and executed in an appropriate and timely manner.
2. A Financial Project Manager that will be responsible for ensuring that any required local matching funds are included in the sponsor agency budget in the appropriate fiscal year(s) in which federal obligation and/or project expenditures will occur, and, in conjunction with the Technical Project Manager, that the required agreements between the sponsor agency and IDOT are approved and executed in an appropriate and timely manner.

The Technical Project Manager and Financial Project Manager generally should not be the same person, unless the Technical Project Manager has a direct role in developing the sponsor's budget and/or securing local funding. For each project phase utilizing consulting services, a Consultant Project Manager must also be designated.

The project managers must be reported to the Northwest Council of Mayors Planning Liaison and should also be documented in the CMAP eTIP database. In the event of staff changes, a new designee(s) shall be assigned as soon as possible. These managers should be familiar with the federally funded project implementation process and are strongly encouraged to take advantage of training opportunities. Required project status updates described below may only be submitted by one of these managers, and all managers are jointly responsible for the content and timely submittal of updates. Correspondence from the Northwest Council of Mayors and/or CMAP regarding project status, upcoming programming deadlines, or any other information regarding the programming status of projects will be sent to each of these managers. Correspondence from the Northwest Council and/or CMAP regarding the technical details of projects may be sent only to the Technical Project Manager and/or Consultant Project Manager, as appropriate.

## ***C. Status Updates***

Upon inclusion of any phase of a project within an active or contingency program, quarterly status updates detailing initial (time of application) estimated dates, current adjusted estimated dates (based on progress made since the application was submitted), and actual accomplishment dates of all project milestones, regardless of the phase(s) programmed with

STP funds, shall be submitted by one of the project's designated project managers through CMAP's eTIP website. These updates are required to be submitted in December, March, June, and September of every federal fiscal year. The Northwest Council Planning Liaison will send out reminder notices to each community with a project in the active or contingency program at the beginning of each month in which a status update is due. Updates submitted any day within the required month will be considered to have met the deadline. Updates submitted in any other month of the year will not be considered an official quarterly update.

Submittals shall be verified by the Northwest Council Planning Liaison assigned to the project sponsor in consultation with IDOT District 1 Bureau of Local Roads and Streets (BLRS) staff. Status updates may be submitted more often than required, at the sponsor’s discretion. Status updates must be submitted even if no progress has been made since the prior update. Failure to submit required status updates, as outlined in Table 1, may result in significant project delay or the loss of funding for current and subsequent phases of projects.

Table 1

	If required quarterly updates are not submitted...
Projects with any phase programmed in the current FFY	The project phase, and all subsequent phases, will be moved from the active program to the contingency program. Funds programmed in the CMAP TIP for these phases will be moved to “MYB”, and a formal TIP amendment will be required to reinstate these phases
Projects with any phase(s) programmed in an out year (years 2-5)	The project phase, and all subsequent phases, will be removed from the active program. Out year projects removed will not be placed in the contingency program, and must re-apply for funding during the next CFP.
Contingency projects	The project phase, and all subsequent phases, will be removed from the contingency program, and must re-apply for funding during the next CFP.

**D. Obligation Deadlines**

Any project phase programmed in the current FFY on or after the first day (October 1) of that FFY is required to fully obligate the programmed federal funds prior to the end of that FFY. For the purposes of obligation deadlines, a project phase is considered to be obligated if federal funds have been authorized as “current” or “Advance Construction (AC)” in FHWA’s FMIS database. The entire phase must be obligated, up to the programmed amount or the final engineer’s estimate, whichever is less, to be considered fully funded. “Staged” construction, or “combined” engineering phases are not considered fully obligated until all stages/phases under



a single State Job or Federal Project Number are fully obligated. The table below describes the actions necessary to obligate each federally funded phase, and the milestone deadlines that should be met in order to meet the obligation requirement. Please note that milestone deadlines may need to be adjusted based on IDOT agreement review times.

Table 2

<b>Federally Funded Phase</b>	<b>Federal Obligation Action</b>	<b>Milestone(s)</b>	<b>Milestone Deadline</b>
Phase II Engineering	Execution of Local Agency Agreement and Engineering Agreement	1. Phase II QBS Completed	1. Before submitting draft agreements (may be completed with Phase I QBS; may begin before DA received).
		2. Phase I Design Approval (DA) received	2. Before submitting draft agreements
		3. Draft agreements	3. April 30 <sup>th</sup> (approx.)
Right-of-Way	Execution of Local Agency Agreement	1. Phase I Design Approval (DA) received	1. Before submitting documents
		2. Approved plats and legals, cost estimates, and documentation of use of approve firms	2. Before submitting draft agreement
		3. Draft agreements submitted to IDOT district 1	3. April 30 <sup>th</sup> (approx..)
Construction (state let)	Execution of Local Agency Agreement (approx. 6 weeks prior to letting)	1. Phase II pre-final plans submitted	1. Date specified on the IDOT region 1 Letting schedule for the November State Letting (typically late May-early June)
Construction (local let)	For construction phases that will be locally let, the sponsor must reasonably demonstrate that construction funds will be authorized within the federal fiscal year.		

If these milestones are not anticipated to be achieved, based on the March status update, the project sponsor may by April 15<sup>th</sup>:

1. Request a six (6) month extension of the phase obligation deadline.

a. For Phase 1 Engineering, Phase 2 Engineering, and Right-of-Way, the extended deadline will be March 30 of the following calendar year.

b. For Construction/Construction Engineering, the extended deadline will be the federal authorization date for the April state letting in the following calendar year.

Programmed funds will be eligible to be carried over (subject to carryover limitations described later in this document) to the next FFY if the request is approved. Each project phase may only be granted one extension. If an extended project phase misses the extended obligation deadline, the phase, and all subsequent phases of the project, will immediately be moved to the contingency program, and the funds programmed in the current year will be removed from the selecting body's programming mark. If not moved back into the active program prior to the next call for projects, the sponsor must reapply for funding consideration. If the end of the six-month extension period has been reached, and the phase remains unobligated solely due to agreement review and the agreement was submitted to IDOT before August 1st of the prior year in a good faith attempt to ensure timely obligation of funds within the programmed FFY, an additional three-month extension will be automatically granted for that phase. The additional extension will be to June 30 for engineering and right-of-way phases, and to the federal authorization date for the August state letting for construction/construction engineering phases.

2. Request the current phase and all subsequent phases be immediately removed from the active program and placed in the contingency program. Programmed funds will not be automatically carried over, but will be available for immediate active reprogramming in the current FFY as described below. The obligation deadline for the phase will be removed, and the phase will remain eligible for a future extension request. If not moved back into the active program prior to the next call for projects, the sponsor must reapply for funding consideration.

3. Proceed at their own risk. If the programmed funds are not obligated as of September 30, the programmed phase and all subsequent phases will be removed from the active program, and will not be added to the contingency program. Programmed funds will not be carried over or available for reprogramming, and will be permanently removed from the Northwest Council's programming mark. The sponsor may reapply for funding during the next call for projects.

Requests for extensions will be reviewed by NWMC staff, in consultation with CMAP, IDOT, and/or FHWA staff as needed. Extension requests will be granted based only on the ability of the sponsor to meet the extended obligation deadline. Program updates including extension requests will need to be approved by the Northwest Council of Mayors Technical Committee before being published. The reason for delay, whether within sponsor control or not, shall not

be a factor in decisions to grant extensions, except as it pertains to the likelihood that the phase will be obligated before the extended obligation deadline. If an extension request is denied by staff, the sponsor may appeal to the Northwest Council of Mayors Technical Committee, or may choose another option. Following review of the March status updates, and any subsequent requests for extensions, sponsors of project phases included in the Contingency Program that have indicated potential for current year obligation of funds will be notified of the possible availability of funding and will be encouraged to take necessary actions to prepare for obligation of funds between June and October. Program changes to move project phases from the Contingency Program to the Active Program will occur no later than June 30. Formal TIP Amendments will be required to move contingency project phases into the current year of the TIP, therefore the current CMAP TIP Amendment schedule should be considered when making reprogramming decisions.

### ***E. Active Reprogramming***

It is the goal of the region to obligate 100% of the federal STP funding allotted to the region each year. Recognizing that implementation delays can and do occur, the Northwest Council of Mayors shall have the flexibility to actively reprogram funds. Staff will provide a recommendation to the committee when an opportunity to actively reprogram funds presents itself. However, all program updates will need to be approved by the Northwest Council of Mayors Technical Committee prior to the updates being published. If necessary, the Technical Committee may approve of program updates electronically via email correspondence with the Planning Liaison. This may be done in order to ensure that TIP revision deadlines are met and projects remain on schedule. TIP revision deadlines typically fall four to five months before the target construction letting date for a project.

Within the current FFY, active reprogramming can be used for:

- Cost changes for already obligated phases
- Cost changes for current FFY phases that are expected to meet the obligation deadline
- Accelerating phases programmed in out years of the active program that are ready to obligate in the current FFY
- Accelerating phases included in the contingency program that are ready to obligate in the current FFY

When considering active reprogramming, the fiscal constraint of the program must be maintained at all times. No active reprogramming decision can be made that would push the council over its projected amount of available funds in any year of the active program, unless funds have been authorized for carry over. It may be necessary to move another project phase(s) out of the current FFY in order to accommodate ready to obligate phases.

Within out years of the active program, reprogramming from one out year to another out year or making cost changes in out years shall be limited only by fiscal constraint in those years. Any project moved into the current FFY through active reprogramming is subject to the same obligation deadlines as all other current year phases.

Each call for projects is an additional opportunity to request reprogramming in a different FFY. Sponsors may request to have project phases reprogrammed in a different FFY, based on the implementation status of those projects, without the need to re-apply or be re-ranked as long as the sponsor reaffirms their commitment to completing the project according to the requested schedule. Sponsors may reaffirm their commitment by doing one of the following:

1. Submitting a resolution specific to the project(s) and schedule(s);
2. Submitting a resolution or appropriate record of elected body action within one year of the CFP adopting a Capital Improvements Program (CIP), or similar, containing the project(s).
3. Submitting a letter signed by the Village Manager/Administrator, Clerk, Mayor/President, or similar, that addresses the sponsor's commitment to the project(s) and schedule(s).

For sponsors with multiple projects being reaffirmed, a single resolution or letter may be submitted that addresses each project.

In the event that a project included in the active program has not started phase 1 engineering (or equivalent) since the prior call for projects, whether that phase is to be federally or locally funded, that project must re-apply in the next call, except if the project is for pavement preservation techniques that were selected and programmed in out years to align with sponsor/subregional/regional pavement management system recommendations.

#### ***F. Cost Increases***

A project that has already received the maximum federal funding allowed by the Northwest Council of Mayors is not eligible for a cost increase. All cost increases will be considered by the Technical Committee on a case-by-case basis, subject to the availability of additional STP funding within the requested Federal Fiscal Year. The cost increase will need to be approved by the full Northwest Council of Mayors before it can be included in a published program update. The Technical Committee may also vote to approve a cost increase that is lower than the amount requested. Cost increases can only be requested for project phases which have already been obligated, or which are targeting obligation in the current federal fiscal year.

Cost increases may only be requested for right-of-way and construction phases. Cost increase requests will not be considered for Phase II engineering.

For cost increases within the current federal fiscal year, including for already obligated phases, the project sponsor must wait until April to see if council funds will be available to accommodate the requested increase due to active reprogramming. Additionally, obligation deadlines must be met for each phase requesting an increase. Any phase of a project that does not meet the relevant obligation deadline will not be eligible for a cost increase within the current year.

If the Northwest Council is projected to have a balance of STP funds at the end of the fiscal year, cost increase requests will be reviewed by the Technical Committee at its next scheduled meeting. If requests for cost increases are greater than the Council's remaining balance of STP funds, the Technical Committee will determine approval based on project ranking and the potential for timely obligation of federal funds. Increases will continue to be reviewed until funds are exhausted. If Northwest Council funds have been exhausted, cost increases will be requested through the STP Shared Fund. If funds are not available through the Northwest Council or the STP Shared Fund, sponsors must notify the Northwest Council Planning Liaison about how they intend to proceed with the project. By June 1<sup>st</sup>, sponsors must declare their intent to:

1. Delay the project phase and actively reprogram it into either an out year of the current program or onto the contingency list; or
2. Keep the project in the current year and fund the increased project cost with local funds.

#### ***G. Carryover Limitations and Redistribution of Unobligated Funding***

The Northwest Council is responsible for obligating 100% of the funding available to it each FFY. The amount of unobligated funding at the end of each FFY that can be carried over to the next year shall be limited to the Northwest Council's allotment (not including prior year carryover) for the year. Funds can only be carried over under the following circumstances:

1. The unobligated funds were programmed for a project that was granted an extension.
2. The unobligated funds are the result of an "obligation remainder" that occurs when the actual federal obligation was less than the funding programmed for the project phase.
3. The unobligated funds were unprogrammed at the end of the FFY due to one of the following:
  - a. The cost of ready to obligate project(s) exceeds the unprogrammed balance available, no funds are available from the shared fund to fill the gap, and the Northwest Council has not accessed the shared fund in the current FFY; or
  - b. No projects are ready to obligate the available funds, but the Northwest Council can demonstrate a reasonable expectation for using the carried over funds in the following FFY.

The Northwest Council must "pay back" any shared funds used in the current FFY before carrying over any unprogrammed balance. Any unobligated funding resulting from other circumstances, or in excess of the maximum allowed, will be removed from the Northwest Council's programming mark and redistributed to the shared fund, where it will be available to all selecting bodies as described below.

Funds carried over with an extended project will expire on the obligation deadline of the extension. All other funds carried over will expire on March 31 of the following calendar year.

Expired carryover that remains unobligated will be removed from the selecting body's balance on the expiration date and will be placed in the shared fund where it will be available to all selecting bodies as described below.

#### ***H. Accessing Unobligated Funds***

Unobligated funds which are redistributed to the shared fund can be used for project cost increases or to advance ready to obligate local program and shared fund projects if all of the selecting body's current year funds have been obligated, including any funds carried over from the previous FFY. Access to funds redistributed to the shared fund will be on a "first ready, first funded" basis. Requests can only be made when obligation of funds is imminent. CMAP staff will determine if funds are available and will approve requests upon verification of obligation readiness. In the event that there are more requests for funds than those available, priority shall be given as follows:

- Regional program projects shall be accommodated before local program projects
- Construction phases shall be accommodated before right-of-way, right-of-way shall be accommodated before phase 2 engineering, and phase 2 engineering shall be accommodated before phase 1 engineering
- Cost increases shall be accommodated before advancing active or contingency project phases
- Active out year phases shall be accommodated before contingency project phases
- Readiness for obligation will have more weight than the date of the request for funding

Shared funds may be requested for increases in STP-eligible costs at the time of obligation, based on the IDOT approved estimated cost at the time, or for cost increases after obligation due to higher than estimated bids, change orders, or engineering supplements. STP funds cannot be requested for increased costs on project elements specifically funded with other sources (such as CMAQ, TAP, Economic Development, ICC, Invest in Cook, etc.). Cost increases from the shared fund are limited to 20% of the programmed STP funds. Cost increases from the shared fund cannot be used to exceed the \$3.5 million Northwest Council funding limit. Shared funds may also be requested to advance ready to obligate phases from out years of the Northwest Council's active program or from the contingency program.

If a project sponsor requests and receives shared funds, but is unable to obligate those funds by the end of the current FFY, future requests from that sponsor may be denied. Extended phases that missed the extended obligation deadline are never eligible to utilize shared funds.

#### ***I. Council Prerogative***

The Northwest Council of Mayors has the authority to grant special exceptions to any of the above guidelines if in its opinion the circumstances so dictate and the exceptions are within federal and state guidelines, the provisions of the October 2017 agreement between the Council of Mayors, Chicago DOT, and CMAP Active Program Management policies.

## **V. ELIGIBLE PROJECTS**

### **A. STP Eligible Routes**

All projects must be on STP eligible routes. STP eligible routes serve a regional purpose and must serve more than a local land access function. Routes must be designated as a "collector" or higher. The IDOT Road Classification shall govern. Please contact the Planning Liaison if you are unsure if a project is along an STP eligible route.

Agencies may ask the Council to request a reclassification of a particular route by IDOT and the Federal Highway Administration (FHWA). The Council shall decide if such a request is appropriate, using the Council's Functional Classification Change Request scoring form as a guide. Approval of a functional classification change request by IDOT and FHWA can be a lengthy process, so please consider this when deciding on the timing of the project's implementation.

### **B. Eligible Project Types**

The following list provides a general description of the types of projects eligible for STP funding:

- Construction, reconstruction, restoration and rehabilitation of roads and bridges
- Local Agency Functional Overlays (LAFO), Local Agency Structural Overlays (LASO), and Resurfacings
- Highway and transit safety improvements
- Traffic signalization projects
- Intersection improvements
- Facilities that provide access to transit, if undertaken in conjunction with a different approved project type (e.g. park and ride facilities, pedestrian accommodations, commuter parking lots, etc.)
- Bicycle and pedestrian facilities if undertaken in conjunction with a different approved project type.
- Lighting improvements if undertaken in conjunction with a different approved project type.
- Phase III engineering for any eligible project
- Right-of-way acquisition for any eligible project
- Phase II engineering for any eligible project

If you are unsure of a project's eligibility, contact the Council Planning Liaison.

### **C. County and Transit Agency Access**

County transportation departments and regional transit agencies (CTA, Metra and Pace) may have access to Surface Transportation Program funds for capital costs of projects by obtaining the co-sponsorship of the project from at least one member of the Northwest Council of Mayors. This municipality would ultimately need to submit the application to the Northwest Council of Mayors for consideration.

## **VI. PROJECT SELECTION CRITERIA – ROADWAYS AND INTERSECTIONS**

The following scoring methodology shall be used to score all roadway and intersection projects, except for resurfacings, Local Agency Functional Overlays (LAFOs) and Local Agency Structural Overlays (LASOs). Although roadway and intersection projects will be scored using a different system than resurfacing, LAFO, and LASO projects, all projects will ultimately be ranked in a single program of projects in order to generate the staff recommended program.

The maximum amount of points a project can receive is 200, and each category is worth a subset of the total maximum amount of points. Scoring will be carried out by Northwest Council staff once all applications have been received. Draft rankings will be released one month prior to the final rankings, during which time project sponsors will have the opportunity to provide comments on their scores. Staff will consider these comments and adjust rankings as necessary, before releasing final rankings and a draft recommended program to the Technical Committee for review. If staff is unable to come to a decision on a project’s ranking, it may refer the issue to the Technical Committee for review and approval.

The Technical Committee will review the project rankings and draft recommended program before they are released for a 30-day public comment period. After the comment period, Northwest Council staff will revise the recommended program if necessary and will bring the final program before the Technical Committee for approval.

Regional Transportation Significance	35 points (17.5%)
Safety	35 points (17.5%)
Prior Agency Funding	5 points (2.5%)
Complete Streets/Multimodal Improvements	50 points (25%)
Congestion Mitigation	30 points (15 %)
Project Readiness	40 points (20 %)
Inclusion in Current Northwest Council STP Program	5 points (2.5%)

### **A. Regional Transportation Significance (35 Points)**

Points for regional transportation significance will be based off of both the existing annual average daily traffic of the subject roadway and the number of participants who are financially contributing to the project, either directly or in-kind.

#### **Traffic Volume**

Points for annual average daily traffic will be awarded using the following formula:

$$Points = \frac{AADT}{800}$$

(Maximum 25 possible points)



Projects occurring on roadways with an AADT of 20,000 or greater will receive the maximum 25 points.

If the project is at an intersection, the higher AADT will be used. If the traffic volume of a project changes within the project’s limits, the higher count will be used. The planning liaison will use AADT data from the Illinois Department of Transportation’s [Getting Around Illinois](#) website to evaluate points for this category. If not available, the planning liaison may ask project sponsors to provide AADT data.

**Contributing Participants**

Participants must either make a direct financial contribution to the project or contribute in-kind via the donation of right-of-way or the granting of easements. Projects will not earn points for having additional sponsors who are not financially contributing. A letter of intent or other documentation of financial or in-kind support must be submitted in order for a project to receive points in this category.

<b>Number of Contributing Participants</b>	<b>Points</b>
3 or more participants	10
2 participants	5
1 participant	0

***B. Safety (35 Points)***

Safety scores are calculated based on both need and improvement. Safety need is calculated using IDOT’s safety road index (SRI) for roadway segments, which is based on a road segment or intersection’s Potential for Safety Improvement score. PSI scores are categorized within peer groups, ensuring that crash rates are compared across similar road types. IDOT has developed SRI scores for local and state routes, and that data will be available to NWMC staff.

The safety improvement score is based off of the expected benefit from the safety improvements included in the project. CMAP staff is developing a list of common safety improvements and their related crash reduction factors (CRFs). CRFs will be developed based on information from IDOT, the Crash Modification Clearinghouse, and the Highway Safety Manual. If multiple countermeasures are included in the project, NWMC staff will use the highest CRF when scoring the project’s safety improvement. Only countermeasures which address type K and/or A (fatal or serious injury) crashes will be considered when assigning scores for this section.

More information on the calculation of SRI is available [here](#). More information on the SMART SCALE Safety Factor Evaluation is available [here](#).

**Safety Need**

<b>SRI Category</b>	<b>Points</b>
Critical	20

High	15
Medium	10
Low	5
Minimal	0

**Safety Improvement**

CRF	Points
Above 50%	15
36%-49%	11.25
26%-35%	7.5
16%-25%	3.75
15% and under	0

***C. Prior Agency Funding (5 points)***

In an effort to allow all communities equal access to funding, projects will earn points in this category based on the amount of STP-Local funding per capita that the sponsor agency has had obligated or federally authorized (i.e. in Advance Construction status in the eTIP database) in the past three federal fiscal years (FFYs). Funding data will be taken from the CMAP Transportation Improvement Program (TIP) database. Population figures will be based on the most recent U.S. Census. Funding which was originally programmed in a year prior to 2017, but which was eventually obligated between 2017-2019 due to the conversion of phases in advance construction, will not count toward a community’s total. Funding allocated to a municipality through the STP-Shared Fund also will not count toward a community’s total.

Any project being undertaken on a minor arterial or higher will receive the full five points in this category, regardless of the sponsor agency’s previous level of STP funding.

STP Funding Per Capita in Previous Three Years	Points
≤ \$100	5
> \$100 and ≤ \$300	2.5
> \$300	0
Project on roadway classified as a minor arterial or above	5

***D. Complete Streets/Multimodal Improvements (50 Points)***

Projects can receive up to 50 points in this category. ~~2530~~ points will be awarded if a community has adopted a complete streets policy or ordinance. NWMC staff will use guidelines from Smart Growth America to evaluate each complete streets policy. Based on these guidelines, policies should include as many of the following as possible:

- **Vision and Intent** – includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete and connected network and specifies at least four modes, two of which must be walking or biking.
- **Diverse Users** – Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
- **Commitment in all projects and phases** – Applies to new, retrofit/reconstruction, maintenance and ongoing projects.
- **Clear, accountable expectations** – Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
- **Jurisdiction** – Requires interagency coordination between government departments and partner agencies on Complete Streets.
- **Design** – Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
- **Land use and context sensitivity** – Considers the surrounding community’s current and expected land use and transportation needs.
- **Performance Measures** – Establishes performance standards that are specific, equitable, and available to the public.
- **Project Selection Criteria** – Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
- **Implementation steps:** Includes specific next steps for implementation of the policy.

Examples of Complete Streets policies from around the region are available on the [Active Transportation Alliance website](#).

~~1520~~ points will be awarded if the project includes incorporation of new complete streets elements. 10 points will be awarded if the project only involves the replacement or maintenance of existing complete streets infrastructure. If the project involves a substantial change to the design or function of a pedestrian, bicycle, or transit facility (i.e. replacing an on-street bicycle facility with an off-street multi-use path, or replacing sidewalks with a multi-use path), the project will receive the ~~1520~~ points for the incorporation of new complete streets elements. Three projects with the most Complete Streets elements included in their project scope will be awarded an additional 10 points in this category. Improvement or maintenance of ADA related elements is excluded from eligibility towards Complete Streets points.

If the project has documented an exception to the inclusion of complete streets elements in Phase I or Phase II engineering, the project will receive 10 points in this category. Possible exceptions include, but are not limited to:

- The costs of including accommodations for bicyclists, pedestrians, or transit are excessively disproportionate to the need for those accommodations.
- Construction of multimodal accommodations is not possible due to environmental concerns or surrounding land use.

- The use of certain modes of transportation is prohibited by law along the affected roadway.
- An existing project along the same corridor provides a comparable level of multimodal service to similar destinations as the proposed project.

Exceptions must be documented and submitted to the Planning Liaison as part of the application process. Ideally, these exceptions would also be documented in a municipality's Complete Streets policy. NWMC staff will evaluate each exception on a case-by-case basis, subject to approval by the Technical Committee. More information on Complete Streets policies and design elements can be found in the [CMAP Complete Streets Toolkit](#).

Action Taken	Points
Community has adopted a Complete Streets policy	<del>25</del> 30
Project includes new or upgraded Complete Streets elements	<del>15</del> 20
Project includes replacement or maintenance of existing Complete Streets infrastructure OR sponsor has documented an exception in Phase I or Phase II	10
<u>Additional points for the Top 3 projects in category</u>	<u>10</u>

#### ***E. Congestion Mitigation (30 Points)***

Congestion mitigation points will be awarded based on the subject roadway's existing level of service and projected level of service improvement. Applicants will be required to demonstrate a projected level of service improvement in order to receive points. If the subject project does not address congestion mitigation, the project will receive zero points in this category.

#### **Existing Level of Service**

Level of Service	Points
F	15
E	10
A-D	0

#### **Level of Service Improvement**

Improvement	Points
3 levels	15
2 levels	10
1 level	5
No improvement	0

#### ***F. Project Readiness (40 Points)***

Points will be awarded in this category based on the status of Phase I or Phase II Engineering, as well as the completion of right-of-way acquisition. Projects will also earn points if right-of-way acquisition is not required. Documentation will need to be submitted to the Planning Liaison in order for the project to earn points in any of the following categories.

**Current Project Status**

<b>Project Status</b>	<b>Points</b>
Phase II engineering contract executed	25
Design Approval granted by IDOT	20
Draft Phase I Engineering Report (PDR) Submitted to IDOT	10
Applicant has entered into Phase I engineering contract, or has committed to completing Phase I locally	3
Project has not started Phase I	0

**Right-of-Way Acquisition Status**

<b>Right-of-Way Status</b>	<b>Points</b>
ROW acquisition is complete or not required	15
ROW acquisition underway*	5
ROW acquisition has not started	0

\*Right-of-way acquisition will be considered as “underway” if the applicant is able to provide documentation that appraisal of the subject properties has been completed and can reasonably demonstrate that negotiation is underway. An executed Right-of-Way agreement with IDOT will also be sufficient to earn points in this category, if land acquisition is being federally funded. Documentation must be submitted as part of the application process.

***G. Inclusion in Current Northwest Council STP Program (5 Points)***

Projects which are included in the current Northwest Council STP Contingency Program will receive five points.

***VII. PROJECT SELECTION CRITERIA – RESURFACINGS***

The following scoring methodology shall be used for LAFO, LASO, and resurfacing projects. The maximum amount of points a project can receive is 200.

Regional Transportation Significance	50 points (25%)
Complete Streets/Multimodal Improvements	50 points (25%)
Project Readiness	40 points (20%)
Pavement Condition	50 points (25%)
Prior Agency Funding	5 points (2.5%)

Inclusion in Current Northwest Council STP Program 5 points (2.5%)

**A. Regional Transportation Significance (50 Points)**

Points for regional transportation significance will be awarded based on the existing annual average daily traffic of the subject roadway.

Points for annual average daily traffic will be awarded using the following formula:

$$Points = \frac{AADT}{400}$$

(Maximum 50 possible points)

Projects occurring on roadways with an AADT of 20,000 or greater will receive the maximum 50 points.

If the project is at an intersection, the higher AADT will be used. If the traffic volume of a project changes within the project’s limits, the higher count will be used. The planning liaison will use AADT data from the Illinois Department of Transportation’s [Getting Around Illinois](#) website to evaluate points for this category. If not available, the planning liaison may ask project sponsors to provide AADT data.

**B. Complete Streets/Multimodal Improvements (50 Points)**

Projects can receive up to 50 points in this category. ~~2530~~ points will be awarded if a community has adopted a complete streets policy or ordinance. NWMC staff will use guidelines from Smart Growth America to evaluate each complete streets policy, which are listed in section VI D. of this handbook. ~~1520~~ points will be awarded if the project includes incorporation of new complete streets elements. 10 points will be awarded if the project only involves the replacement or maintenance of existing complete streets infrastructure. If the project involves a substantial change to the design or function of a pedestrian, bicycle, or transit facility (i.e. replacing an on-street bicycle facility with an off-street multi-use path, or replacing sidewalks with a multi-use path), the project will receive the full ~~1520~~ points for the incorporation of new complete streets elements. Projects with the top 3 most elements Complete Streets elements included in their project scope will be awarded an additional 10 points in this category. Improvement or maintenance of ADA related elements is excluded from eligibility towards Complete Streets points.

Projects will also earn 10 points in this category if an exception to the inclusion of complete streets infrastructure has been documented by the project sponsor in Phase I or Phase II engineering. More information on possible exceptions is provided in section VI D.

Action Taken	Points
Community has adopted a Complete Streets policy	<del>2530</del>

Project includes new or upgraded Complete Streets elements	<del>15</del> 20
Project includes maintenance or replacement of existing Complete Streets infrastructure OR sponsor has documented an exception in Phase I or Phase II	10
<u>Additional points for the Top 3 projects in category</u>	<u>10</u>

### ***C. Project Readiness (40 Points)***

Points will be awarded in this category based on the status of Phase I or Phase II Engineering, as well as the completion of right-of-way acquisition. Projects will also earn points if right-of-way acquisition is not required. Documentation will need to be submitted to the Planning Liaison in order for the project to earn points in any of the following categories.

#### **Engineering Status**

<b>Project Status</b>	<b>Points</b>
Phase II engineering contract executed	25
Design Approval granted by IDOT	20
Draft Phase I Engineering Report (PDR) Submitted to IDOT	10
Applicant has entered into Phase I engineering contract, or has committed to completing Phase I locally	3
Project has not started Phase I	0

#### **Right-of-Way Acquisition Status**

<b>Right-of-Way Status</b>	<b>Points</b>
ROW acquisition is complete or not required	15
ROW acquisition underway*	5
ROW acquisition is required and has not started	0

\*Right-of-way acquisition will be considered as “underway” if the applicant is able to provide documentation that appraisal of the subject properties has been completed and can reasonably demonstrate that negotiation is underway. An executed Right-of-Way agreement with IDOT will also be sufficient to earn points in this category, if land acquisition is being federally funded. Documentation must be submitted as part of the application process.

### ***D. Pavement Condition (50 points)***

Points in this category will be awarded based on Pavement Condition Index data provided by CMAP. Condition ratings range from poor to excellent, and are based on ratings for the International Roughness Index (IRI), percent cracking, rutting, and faulting. Data will be provided for all federal-aid eligible routes. Data collection is consistent with federal pavement performance measures.

[IDOT's Condition Rating Survey \(CRS\)](#) data will be used where PCI data is not available. If neither data source is available, local pavement testing data will be considered. If no testing data is available, Council staff will estimate pavement condition index score.

<b>Pavement Condition Rating</b>	<b>Points</b>
Poor (0-45)	50
Fair (46-60)	30
Good (61-75)	10
Excellent (76-100)	0

***E. Prior Agency Funding (5 points)***

In an effort to allow all communities equal access to funding, projects will earn points in this category based on the amount of STP-Local funding per capita that the sponsor agency has had obligated or federally authorized (i.e. in Advance Construction status in the eTIP database) in the past three federal fiscal years (FFYs). Funding data will be taken from the CMAP Transportation Improvement Program (TIP) database. Population figures will be based on the most recent U.S. Census. Funding which was originally programmed in a year prior to 2017, but which was eventually obligated between 2017-2019 due to the conversion of phases in advance construction, will not count toward a community's total. Funding allocated to a municipality through the STP-Shared Fund also will not count toward a community's total.

Any project being undertaken on a minor arterial or higher will receive the full five points in this category, regardless of the sponsor agency's previous level of STP funding.

<b>STP Funding Per Capita in Previous Three Years</b>	<b>Points</b>
≤ \$100	5
> \$100 and ≤ \$300	2.5
> \$300	0
Project on roadway classified as a minor arterial or above	5

***F. Inclusion in Current Northwest Council STP Program (5 Points)***

Projects which are included in the current Northwest Council Contingency Program will receive five points.