

**NORTHWEST MUNICIPAL CONFERENCE**

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



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

**MEMBERS**

Antioch  
Arlington Heights  
Bannockburn  
Barrington  
Bartlett  
Buffalo Grove  
Carpentersville  
Crystal Lake  
Deer Park  
Deerfield  
Des Plaines  
Elk Grove Village  
Evanston  
Fox Lake  
Glencoe  
Glenview  
Grayslake  
Hanover Park  
Highland Park  
Hoffman Estates  
Kenilworth  
Lake Bluff  
Lake Forest  
Lake Zurich  
Libertyville  
Lincolnshire  
Lincolnwood  
Morton Grove  
Mount Prospect  
Niles  
Northbrook  
Northfield  
Northfield Township  
Palatine  
Park Ridge  
Prospect Heights  
Rolling Meadows  
Schaumburg  
Skokie  
Streamwood  
Vernon Hills  
Wheeling  
Wilmette  
Winnetka  
  
*President*  
Arlene Juracek  
Mount Prospect  
  
*Vice-President*  
Daniel DiMaria  
Morton Grove  
  
*Secretary*  
Kathleen O'Hara  
Lake Bluff  
  
*Treasurer*  
Ghida Neukirch  
Highland Park

*Executive Director*  
Mark L. Fowler

**NORTHWEST COUNCIL OF MAYORS  
TECHNICAL COMMITTEE**

**Agenda**

**Friday, April 5, 2019**

**8:30 a.m.**

**BARRINGTON VILLAGE HALL**

**Board Room**

**200 S. Hough Street**

**Barrington, Illinois 60010**

- I. Call to Order**
- II. Approval of February 15, 2019 Meeting Minutes (Attachment A)**  
**Action Requested:** Approval of minutes
- III. Agency Reports**
  - a. CMAP Report
  - b. CMAP Council of Mayors Executive Committee
  - c. IDOT Highways Report
  - d. IDOT Local Roads Update (**Attachment B**)
  - e. Cook County Department of Transportation and Highways (**Attachment C**)
  - f. Metra
  - g. Pace
  - h. Illinois Tollway**Action Requested:** Informational
- IV. STP Shared Fund Bonus Point Applicant Presentations (Attachment D)**

Eight applications were received for the Northwest Council of Mayors' STP Shared Fund bonus points. Applicants will provide brief presentations on their projects, followed by time for questions from the committee. The committee will convene on April 19 to discuss the applications and determine the final allocation of the council's bonus points.

**Action Requested:** Discussion
- V. Northwest Council Surface Transportation Program (STP)**
  - A. Current Program Update (Attachment E)**

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

**B. Clarification of Committee Action Taken on December 7, 2018**

Staff requests clarification from the committee as to whether or not six projects which had been included on the MYB list should be moved into FY 2020 in accordance with the vote taken on at the December 2018 meeting. Additional detail is provided in Attachment E.

**Action Requested:** Discussion/Approval

**C. Approval of Program (Attachment F)**

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

**Action Requested:** Approval of Program

**VI. STP Methodology Subcommittee Update**

The Northwest Council of Mayors Methodology Subcommittee held a second meeting on March 4 to discuss potential changes to the council's program management policies. Staff will summarize the discussion and provide an overview of next steps.

**Action Requested:** Informational

**VII. Other Business**

Staff will provide a brief update on the submission and review of outstanding functional classification change requests from the Northwest Council of Mayors.

**Action Requested:** Informational

**VIII. Next Meeting**

The next Northwest Council of Mayors Technical Committee meeting is scheduled for Friday April 19, 8:30 a.m. at the Barrington Village Hall.

**IX. Adjourn**

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Attachment A

*A Regional Association of Illinois  
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**MEMBERS**

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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  
Wheeling  
Wilmette  
Winnetka  
  
*President*  
Arlene Juracek  
Mount Prospect  
  
*Vice-President*  
Daniel DiMaria  
Morton Grove  
  
*Secretary*  
Kathleen O'Hara  
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Highland Park

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Mark L. Fowler

**NORTHWEST COUNCIL OF MAYORS  
TECHNICAL COMMITTEE**

**Minutes**

**Friday, February 15, 2019**

**8:30 a.m.**

**Barrington Village Hall**

The Northwest Council of Mayors Technical Committee met on Friday, February 15, 2019 at the Barrington Village Hall. The following persons were in attendance:

President Karen Darch, Chair

Sharon Caddigan (representing President Billie Roth)

President Tom Hayes

Jim Norris

Reid Ottesen

Ray Rummel

Brian Townsend

Michael Cassidy

Steve Andrews

Brian Lovering

Alex Househ

Greg Summers

Jen Maddux

David Lawry

Mike Hankey

Jarrold Cebulski

Todd Bright

Jon Vana

Kristin Mehl

Mark Fowler

Matt Barry

Greg Ellwanger

Matt Washkowiak

Nanci Julius

Sam Trakas

Duane O'Laughlin

Matt Lawrie

Jacob Itskovich

Darren Monico

Fred Vogt

Mark Lattner

Richard Mack

Mike Klemens

Village of Barrington

Village of Streamwood

Village of Arlington Heights

Village of Hoffman Estates

Village of Palatine

Elk Grove Village

Village of Schaumburg

Village of Mount Prospect

Pace

Elk Grove Village

Illinois Department of Transportation

Village of Barrington

Chicago Metropolitan Agency for Planning

Chastain and Associates

Village of Hoffman Estates

Patrick Engineering

Transystems

Civiltech

Village of Schaumburg

Northwest Municipal Conference

Village of Palatine

BLA

Baxter and Woodman

Village of Arlington Heights

Village of Inverness

Ciorba Group

Village of Mount Prospect

Village of Bartlett

Village of Buffalo Grove

City of Rolling Meadows

Village of Mount Prospect

Metra

Lake County Department of Transportation

**I. Call to Order**

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

**II. Approval of December 7, 2018 Meeting Minutes**

*The minutes of the December 7, 2018 Technical Committee meeting were approved on a motion from Mr. Rummel, seconded by Mayor Hayes.*

**III. Agency Reports**

**a. CMAP Report**

Ms. Maddux reported that the call for projects for the Congestion Mitigation and Air Quality Program (CMAQ), the Transportation Alternatives Program (TAP-L), and Surface Transportation Program (STP) Shared Fund was open until March 15. She also noted that applications are due to Planning Liaisons for review by March 1. Ms. Maddux also reported on additional grant opportunities, including the Illinois Department of Natural Resources (IDNR) Recreational Trails Program and Illinois Bicycle Path Program, as well as the US Department of Transportation's (USDOT) INFRA grant program.

Ms. Maddux then noted that project cost or scope changes for CMAQ and TAP-L projects were due on March 28 for projects on the August or September lettings. She also said that STP-L projects were still being considered on a letting by letting basis, and that any project phases targeting obligation by July 1, 2019 had been moved into Federal Fiscal Year (FFY) 2019 in the TIP. Phases targeting obligation after that date would be moved into FFY 2019 as funding permits.

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

No report was given.

**c. IDOT Highways Report**

Mr. Klingenstein reported that Mr. Farmer was not in attendance, and that he would send the IDOT Highways report out to the committee at a later date.

**d. IDOT Local Roads Update**

Mr. Househ provided a report to the committee on IDOT Bureau of Local Roads and Streets (BLRS) projects in the region, noting changes in Design Approval dates since the last Northwest Council Technical Committee meeting. Mr. Ottesen asked if the project on Schoenbeck Rd. in Prospect Heights, had been in development since 2004. Mr. Househ said that it was from a previous Safe Routes to School call for projects, and that it had recently been re-initiated by the Village. However, he did not believe that it had been in the program since 2004.

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

Mr. Klingenstein said that Mr. Beata could not attend, but that his report was attached. He also noted that Invest in Cook grant applications were now open and would be available until March 15. He noted that Invest in Cook provides \$8.5 million in funding for transit improvements, bicycle and pedestrian facility projects, freight projects, traffic flow improvement projects, bridge improvements, demonstration projects, corridor studies, and other projects. He also said that NWMC staff would be happy to assist applicants in filling out the application.

**f. Metra**

Mr. Mack reported on Metra's need for state capital funding, noting what the agency would do if it received capital funding from the state via a statewide capital bill. He noted that the agency has numerous locomotives and rail cars that need replacing, and that service issues, such as those that occurred on the BNSF line in 2018, could be avoided with proper equipment. He also noted that up to 10 bridges per year need to be rehabilitated, and that adequately funding these repairs would not be possible without a capital bill. Finally, he noted that the A2 interlocker needs to be replaced, and that half of the system's traffic would suffer if the interlocker was not replaced in a timely fashion. Mr. Mack then mentioned that the agency had sent out a resolution in support of a capital bill to the municipalities it serves, and that the agency hopes that municipalities will support it.

**g. Pace**

Mr. Andrews reported that Pace had purchased property in Wheeling for a new Northwest Division facility. He noted that the facility needs renovations, but that by the end of 2019 two departments will be moved to the facility. He said that final renovations will be complete by 2023. Finally, Mr. Andrews said that Rocky Donahue had been officially appointed by the Pace Board as Executive Director.

**h. Illinois Tollway**

President Darch reported that the Tollway was not in attendance.

**IV. Functional Classification Revision Requests Update**

Mr. Klingenstein said that the final outstanding functional classification change request from the Northwest Council of Mayors was submitted to IDOT on January 7, 2019. He said that the request was for Braintree Drive and Rodenburg Road in the Villages of Schaumburg and Roselle, and that the request took more time to compile than the other outstanding requests because of the coordination required with staff from the DuPage Mayors and Managers Conference and the Village of Roselle.

Mr. Klingenstein said that he had been in touch with the IDOT consultant handling these requests, and that he had been informed that most of the requests had been reviewed and were just undergoing final checks. Mr. Klingenstein said that he hoped to have the results of each request within the next month or so. He cautioned that some applications required additional information, and that he had reached out to any affected municipalities to request that information. He also noted that the consultant's contract was set to run out soon, and that, if the reviews were not completed before the contract expires, it could take longer to receive the results. He said that he would remain in contact with IDOT and their consultant, and that he would alert the Northwest Council when all the requests had been reviewed.

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

**A. Current Program Update**

Mr. Klingenstein provided an overview of the council's STP program, noting changes that had occurred since the last committee meeting. He also noted that all projects which had been in council MYB were moved to FY 2020 at the last meeting.

**B. Approval of Program**

*The updated program was approved on a motion by Mayor Hayes, seconded by Ms. Caddigan.*

**VI. STP Methodology Subcommittee Update**

Mr. Klingenstein reported that the Northwest Council of Mayors STP Methodology Development Subcommittee held its first meeting on February 8. He said that the

committee first reviewed the active program management policies that must be incorporated into each council's methodology. He then said that the committee reviewed potential areas of the methodology that could be changed as part of the new methodology development process, including project scoring criteria and weighting, funding ratios for different phases, eligible project types and phases, the policy for cost increases, and grandfathering projects into the program.

Mr. Klingenstein said that the discussion was intentionally broad, and that the goal was to get committee members acquainted with the potential areas for change. He did note, however, that the subcommittee generally was supportive of eliminating Phase I engineering as an eligible phase and grandfathering projects into the program. He noted that the subcommittee would work to come up with more specific language regarding both of these areas. Finally, he noted that the subcommittee had decided to meet monthly, and that the next meeting would be held on Monday, March 4.

Mr. Ottesen said that he agreed with eliminating Phase I engineering as an eligible phase. He also said that he was wary of grandfathering projects into the new program which had not been active for many years. Mr. Ottesen also noted that some projects had been intentionally dropped by the committee in order to secure as much funding as possible, and that it would be unfair to leave these projects out of the new program in favor of other projects which were not advancing. Mr. Klingenstein said he agreed, and the subcommittee would draft language to make sure that dormant projects would not be grandfathered into the program.

## **VII. STP Regional Shared Fund Bonus Point Allocations**

Mr. Klingenstein presented multiple proposals for a methodology for allocating bonus points as part of the scoring process for the STP Shared Fund. He said that interested applicants would present their projects at the April Technical Committee meeting, and that Technical Committee members would then rank projects in order to determine how the council's bonus points will be allocated. He said that project sponsors would present on project readiness, transportation impact in the Northwest Council, and how the project would address CMAP's regional planning factors. He also said that staff would create a proposal form that applicants would have to fill out prior to the meeting.

Mr. Klingenstein then reviewed potential scoring methods, noting that the subcommittee agreed that the top scoring project should receive 15 points. He then said that 10 points could be awarded to the second highest-scoring project, or that five points each could be awarded to the second and third highest-scoring projects.

Mr. Norris said that he agreed with the idea of having each committee member rank all the projects, but that he preferred that the committee maintain flexibility regarding the awarding of points. He also said that he would like the committee to have a discussion on their rankings, and come to a consensus about how to distribute the council's points. Mr. Townsend agreed and stressed the need for transparency in the process.

Mr. Ottesen asked if the committee should give its points to projects that otherwise would not score highly. Mr. Klingenstein responded that doing this may lessen the effectiveness of the Northwest Council's bonus points, since each council would also have bonus points to allocate to projects and would likely support the highest-scoring projects. Mayor Darch asked if a special meeting was necessary to discuss the projects after they were presented on April 5. Mr. Ottesen said that the council

should schedule a special meeting, and then cancel if it was not necessary. Mr. Rummel also mentioned that inclusive growth should be a factor that is considered by the Council, although Mr. Klingenstein said that he did not believe that most projects in the Council would score highly on that point. The committee then agreed to tentatively schedule a special meeting for April 19 at 8:30 a.m. at the Barrington Village Hall.

Mr. Townsend asked if projects from outside the Northwest Council would be eligible to apply for the Council's bonus points. Mr. Norris said that, because projects would be competing regionally, projects from elsewhere in the region should be eligible to apply for NW Council bonus points. Mr. Townsend also stressed the need for reciprocity, noting that, if projects from the Northwest Council were planning to apply for other council's bonus points, it would be fair for the Northwest Council to allow projects from outside of its jurisdiction to apply for bonus points as well. Mr. Klingenstein asked if projects in areas not adjacent to the Northwest Council should be able to apply. Mr. Norris and Mayor Darch said that they should. The committee agreed to allow projects from outside of the Northwest Council to apply for bonus points, regardless of their geographic location. The committee also agreed with giving the highest-ranked project the maximum of fifteen points, while allowing for flexibility.

**VIII. Other Business**

Mr. Townsend asked if Mr. Klingenstein had received any confirmation from CMAP as to which list of STP projects it had used as the Northwest Council's official submission in 2017. Mr. Klingenstein responded that he had not received a definitive answer, but that the current list of projects at CMAP was very close to the list that had been approved at the June 2017 technical committee meeting. Mr. Klingenstein also added that projects which were not included on the list approved in June of 2017 had been advanced and funded, and that he did not believe that the submission of this list had significantly affected the council's programming decisions. Mr. Townsend said that the list should be provided to the committee. Mr. Klingenstein said that he would send the list out after the meeting.

**IX. Adjourn**

***The committee voted to adjourn on a motion by Mayor Hayes, seconded by Ms. Caddigan.***

3/27/2019		Selections: RCO: 03 Engineer		LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS										Attachment B													
03		Fund: Tip Fund:		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 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	
Record id																											
1 BARRINGTON 080008400PV		- Hart Road at US 14		7,300,000		E1: / / / /		CE 2 2 /11/2013		NR		Yes						8/2/2019		AH CR Transyste				NR		* * * * * * * * *	
		INTERSECTION IMPROVEMENT		E2: FFY14 / CMAQ / 927,604 / 742,083 / A								A 2 /11/2013														* * * * * * * * *	
				RW: FFY14 / CMAQ / 322,000 / 258,000 / A																						* * * * * * * * *	
1393				C: FFY19 / STPL / 5,760,000 / 4,380,000 /				REMARKS: Barrington PE1 lead (Local Only funds). PDR addendum approved 8/25/15. Lake Co lead for PE2/Constru																		* * * * * * * * *	
				/ CMAQ / 2,875,000 / 2,300,000 /																						* * * * * * * * *	
				/ / / /																						* * * * * * * * *	
2 BARRINGTON 110008701PV		MS1000 - Lake Zurich Rd Citizen's Park Dr to US Route 14		3,487,000		E1: 03-14-0010 / / / /												9/18/2020		AH CR Civiltech						* * * * * * * * *	
		RECONSTRUCTION/BIKEPATH INTERSECTION IMPRVMT/TS		E2: FFY16 / STPL / 371,926 / 185,963 / A																						* * * * * * * * *	
				RW: FFY17 / STPL / 1,826,000 / 913,000 / A																						* * * * * * * * *	
				C: FFY20 / STPL / 3,487,000 / 2,789,600 /				REMARKS: DA under GS project by State. PE2 kick-off meeting held 1/13/16. Anticipated schedule due to R																		* * * * * * * * *	
2538				/ ILL / 348,700 / /																						* * * * * * * * *	
				/ / / /																						* * * * * * * * *	
3 BARRINGTON 120008900PK		- Parking Garage at Metra Station		2,300,500		E1: 03-06-0005 / / / /		CE 1 10/28/2014		NR		No						9/20/2019		AH CR Gewalt Ha		NR				* * * * * * * * *	
		PARKING GARAGE INSTALL SIGNALS		E2: FFY17 / STPL / 240,092 / 120,046 / A																						* * * * * * * * *	
				RW: FFY18 / STPL / 95,000 / 47,500 / R																		No				* * * * * * * * *	
				C: FFY19 / STPL / 2,300,500 / 1,840,400 /				REMARKS: Proposing stage construction: 1-access rd/signals (FY18); 2-parking deck (Fytd). 9/20/																		* * * * * * * * *	
1392				/ / / /																						* * * * * * * * *	
				/ / / /																						* * * * * * * * *	
4 BARRINGTON 120009000SW		Off - Various Various		288,090		E1: 03-13-0001 FFY13 / SRTS / 39,995 / 39,995 / A		CE 1 3 /9 /2015		NR		Yes A 3 /7 /2019						4/26/2019		AH CR Gewalt Ha		NR		NR		* * * * * * * * *	
		SIDEWALKS		E2: / / / /																						* * * * * * * * *	
				RW: / / / /																		No				* * * * * * * * *	
				C: FFY19 / SRTS / 288,090 / 210,005 /				REMARKS: Item No. 157.																		* * * * * * * * *	
2470				/ / / /																						* * * * * * * * *	

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 * * *	Review NIPC * *
Record id													
5	COOK HIGHWAY 14A501503RP	Var - Various	48,063,513	03-11-0020	CE 2	NR	Yes		5/15/2019	ZH ZH Civiltech	NR	NR	* * * * * * * * * * *
		RECONSTRUCTION; BRIDGE TS; LIGHTING	E1: / / / / E2: / / / / RW: / / / / C: FFY18 / STPL / 13,025,000 / 10,420,000 / / CMAQ / 15,340,000 / 12,272,000 / / LO / 19,698,513 /			A 5 /19/2014					Yes		
2835					REMARKS:	LOCAL LETTING. Work on Lake-Cook, Buffalo Grove, IL83, Weiland and Short Aptakistic. May target lett ing per PL (3-6-19).							
6	DES PLAINES 140022000TL	FAP0330 - Lee St/ForestAv Algonquin to Oakton to Jeannette to Dead End INTERSECTION IMPROVEMENT INSTALL SIGNALS	1,760,000	03-14-0006	CE 1 9 /21/2015	NR	Yes		6/14/2019	AH CR Gewalt Ha	NR	NR	* * * * * * * * * * *
			E1: / / / / E2: FFY16 / STPL / 307,378 / 149,000 / A RW: FFY18 / STPL / 260,000 / 130,000 / A C: FFY19 / STPL / 1,760,000 / 1,408,000 /										
2522					REMARKS:	Max STP-L: \$1,687,000. PE2 kick-off meeting held 8-2-16.							
7	DES PLAINES 140022100BT	Var - Rand Rd Central Rd to Elk Blvd BIKEWAYS INTERSECTION IMPROVEMENT	1,602,038	03-14-0014	CE 1 12/4 /2017	NR	Yes		4/24/2020	AH CR Civiltech	NR	NR	* * * * * * * * * * *
			E1: / / 119,911 / / E2: / / 153,571 / / RW: / / / / C: FFY20 / STE / 1,602,038 / 1,281,630 /								No		
2820					REMARKS:	Max STE: \$1,281,630. Using FFM. PE2 kick-off 3-26-18 for Wolf to Golf reduced limits. Need updated PPI.							
8	ELK GROVE VILL 150006100BR	MS1210 - Brickdale Dr Willow Creek CULVERT REPLACEMENT	570,000	03-15-0006	CE 1 3 /5 /2018	NR	Yes		4/24/2020	AH CR Civiltech	NR	NR	* * * * * * * * * * *
			E1: FFY16 / BRPP / 79,441 / 63,552 / A E2: FFY19 / BRP2 / 70,000 / 56,000 / RW: / / / / C: FFY20 / BRP / 570,000 / 456,000 /			A 3 /5 /2018					Yes		
2731					REMARKS:	SN 022-7470.							

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 Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * * *	Review NIPC *
Record id													
9	ELK GROVE VILL 180006900RS  - Nerge Rd Devon to Rohlwing RESURFACING	1,195,000	E1: / / / / E2: / / / / RW: / / / / C: MYB / STPL / 1,195,000 / 956,000 /	CE 1	NR	No			11/8/2019	AH CR H R Gree	NR	NR	* * * * * * * *
2883			/ / / /			E 5/31/2019					No		*
				REMARKS:	PE1/2 kick-off meeting held 8/1/2018. Need PPI/TIP when funding approved. Cook Co ccoordination requi red.								*
10	ELK GROVE VILL 190007000BR  MS - Wllngtn/Leicstr Lake Cosman  CULVERT REPLACEMENT	220,000	03-19-0007 E1: FFY19 / BRPP / 160,000 / 128,000 / E2: FFY20 / BRP2 / 150,000 / 120,000 / RW: / / / / C: FFY20 / BRP / 220,000 / 1,760,000 /	CE 1	NR	Yes			11/6/2020	AH CR B & W	NR	NR	* * * * * * * *
2951			/ / / /			E 12/31/2019					Yes		*
				REMARKS:									*
11	HOFFMAN ESTATES 130009100BT  Off - Poplar Crk Tr EJ&E RR to Sutton Rd (S1) to Shoe Factory - Hoffman S2 BIKEWAYS	915,000	03-13-0006 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STE / 915,000 / 676,000 /	CE 1 2/6/2018	NR	Yes			9/20/2019	AH CR TranSyste	E	NR	* * * * * * * *
2804			/ / / /			A 5/1/2018					No		*
				REMARKS:	ITEP #120044. Using FFM. Granted sunset extension (10-11-17). Needs RR lease agreement (S2). PE2 kick-off 10-16-18. Stage constr.								*
12	NILES 120011400SP  - Cleveland St Caldwell Ave to Waukegan Rd PEDESTRIAN CROSSINGS ADVANCE WARNING BEACONS	117,000	03-12-0012 E1: FFY12 / CMAQ / 10,000 / 8,000 / A E2: / / / / RW: / / / / C: FFY20 / CMAQ / 117,000 / 93,600 /	CE 1 9/4/2015	NR	No			1/1/2020	AH CR Gewalt Ha	NR	NR	* * * * * * * *
2247			/ / / /								No		*
				REMARKS:	Need schedule (3-13-19).								*

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 * * *	Review NIPC *
Record id													
13	NILES 130011600TL          2348	FAU1334 - Howard St Milwaukee Av to Lehigh Av RESURFACING PEDESTRIAN UNDERPASS	4,750,000 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 4,750,000 / 3,800,000 / / STE / 1,258,500 / 1,006,800 / / / / /	03-13-0010 12/12/2018	CE 2 NR	No  A 12/12/2018			9/20/2019	AH CR GHA	NR  Yes	NR * * * * * * * * *	NR * * * * * * * * *
14	NILES 170012900LS          2946	FAP0374 - Milwaukee Av Jonquil Tr to Howard St LANDSCAPING; SIDEWALKS PARKING	810,640 E1: / / / / E2: FFY19 / STE2 / 62,640 / 50,110 / RW: / / / / C: FFY20 / STE / 810,640 / 648,510 / / / / / / / / /	03-18-0013 2/15/2019	CE 1 NR	No			1/17/2020	AH CR B&W	NR  No	NR * * * * * * * * *	NR * * * * * * * * *
15	PALATINE 170010100BT          2932	Var - Roselle/Euclid Algonquin Rd to Euclid Av to Roselle Rd to Shire Ct BIKEWAYS	500,000 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / CMAQ / 500,000 / 400,000 / / / / / / / / /	03-18-0004 10/12/2017	CE 1 NR	Yes			6/14/2019	AH CR CBBEL	NR  No	NR * * * * * * * * *	NR * * * * * * * * *
16	PALATINE 170010200PV          2885	FAU1285 - Palatine Rd Quentin Rd to Smith Rd RECONSTRUCTION ADDITIONAL LANES/BIKEWAY	5,318,000 E1: FFY18 / STPL / 380,000 / 190,000 / A / / / / E2: / / / / RW: / / / / C: / / / / / / / / / / / /	03-16-0008 6/30/2019	CE 2 NR	Yes  E 6/30/2019			1/1/2023	AH CR BLA	NR  No	NR * * * * * * * * *	NR * * * * * * * * *

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 CDCertified 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 * * *	Review NIPC *
Record id													
17	PROSPECT HEIGHT 150005200SW to 2915	- Schoenbeck Rd Camp McDonald Rd Palatine Rd SIDEWALKS	350,000 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / SRTS / 350,000 / 160,000 /	03-19-0004	CE 1	NR	E 4 /15/2019		8/2/2019	AH CR GHA		NR	* * * * * * * * * *
						REMARKS:	PE2 kick-off meeting held 11-2-18. All engineering local. Need DA by 4/22/19 to stay on august 2019 letting.						
18	ROLLING MEADOWS 090009800CH 1390	- Algonquin Road at New Wilke Road  INTERSECTION IMPROVEMENT MODERNIZE TRAFFIC SIGNALS	2,700,000 E1: / / / / E2: / / / / RW: MYB / STPL / 600,000 / 300,000 / C: MYB / STPL / 2,700,000 / 1,890,000 /	03-06-0006	CE 2	E PM	E 6 /15/2019	Yes	1/1/2022	AH CR CBBEL		Exempt	* * * * * * * * * *
						REMARKS:							
19	SCHAUMBURG 140011400PV to 2601	FAU1689 - Woodfield Rd Meacham Rd 53 E Frontage Rd RECONSTRUCTION; LIGHTING MOD TRAFFIC SIG; DRAINAGE	E1: / / / / E2: FFY16 / STPL / / / RW: / / / / C: FFY17 / STPL / / /	03-14-0017	CE 2 1 /26/2016	NR	A 1 /26/2016	Yes	4/26/2019	AH CR TranSyste		NR	* * * * * * * * * *
						REMARKS:	PE1 Section Number for DA. Staged construction under -01-PV and -02-PV. Item No. 159.						
20	SCHAUMBURG 140011401PV to 2624	FAU1689 - Woodfield Rd Martingale Rd E Frontage Rd RECONSTRUCTION; LIGHTING INSTALL SIGNALS; DRAINAGE	E1: / / / / E2: FFY17 / STPL / 5,298,002 / 263,401 / A RW: FFY17 / STPL / 250,000 / 125,000 / A C: FFY19 / STPL / 5,800,000 / 4,000,000 / / CMAQ / 2,630,000 / 2,106,000 /	03-14-0017	CE 2 1 /26/2016	NR	A 1 /26/2016	Yes	4/26/2019	AH CR Civiltech			* * * * * * * * * *
						REMARKS:	PE1 under 00-PV (Transystems).Item No. 159.						

Record id	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 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 * * *	Review NIPC *
21	SCHAUMBURG 140011402PV	FAU3073 - Woodfield Rd Meacham Rd to Martingale Rd RECONSTRUCTION; LIGHTING INSTALL SIGNALS; DRAINAGE	5,600,000	03-14-0017 E1: / / / / E2: FFY16 / STPL / 543,399 / 271,699 / A RW: FFY17 / STPL / 420,000 / 210,000 / A C: FFY19 / STPL / 5,600,000 / 4,000,000 /	CE 2 1 /26/2016	NR	A 1 /26/2016	Yes		4/26/2019	AH CR Civiltech	NR  No	* * * * * * * * *	*
2625				/ / / /			REMARKS: PE1 under 00-PV. Item No. 160.						*	*
22	SCHAUMBURG 150012200BT	FAP0341 - IL 72/Higgins E of Plum Grove to W of Plum Grove BIKEWAYS	602,700	03-18-0002 E1: / / / / E2: FFY18 / CMAQ / 59,890 / 33,600 / RW: / / / / C: FFY19 / CMAQ / 602,700 / 482,160 /	CE 1 8 /2 /2017	NR	A 8 /2 /2017	No		11/8/2019	AH CR V3	NR	* * * * * * * * *	NR
2884				/ / / /			REMARKS: Max CMAQ: \$515,760.						*	*
23	SCHAUMBURG 160006800WR	FAP0339 - IL62/Algonquin Plum Grove Rd to IL 53 RECONSTRUCTION/LIGHTING MODERNIZE TRAFFIC SIGNALS	6,272,000	03-03-0102 E1: / / / / E2: FFY17 / STPL / 748,172 / 374,086 / A / ILL / 214,860 / / A RW: FFY18 / STPL / 1,700,000 / 625,000 / / CMAQ / / 360,000 / C: FFY20 / STPL / 6,272,000 / 2,697,600 / / CMAQ / / 2,320,000 / / ILL / 1,109,400 /	CE 2 3 /1 /2018	NR	A 3 /2 /2018	Yes		11/8/2019	AH CR TranSyste	NR  No	* * * * * * * * *	NR
2715				/ / / /			REMARKS: Also: ROW: \$692,500 ILL. Kick-off meeting held 1-18-17.Tech Memo Approved 3-2-2018. L etting depends on ROW (Quick-Take?).						*	NR
24	SCHAUMBURG 160012700PV	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	A 3 /4 /2019	Yes		1/1/2023	AH CR CBBEL	NR  No	* * * * * * * * *	NR
2949				/ / / /			REMARKS: Construction unfunded (3-5-19).						*	NR

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						Est/Act CD DT							
25	SCHAUMBURG 180013100PV  to  RECONSTRUCTION	FAP0559 - Knollwood Dr Bode Rd Golf Rd	3,821,250  E1: / / / / E2: / / / / RW: / / / / C: MYB / STPL / 3,821,250 / 3,057,000 /		CE 1 10/12/2018	NR	No		1/1/2023	AH CR Thomas	NR	* * * * * * * *	NR
2911					REMARKS: PE2 kick-off meeting held 10-25-18. Need PPI. Need TIP. Currently in NW CoM MYB.								
26	STREAMWOOD 100005500WR  to  WIDENING & RESURFACING	FAU1321 - Irving Park Rd Schaumburg Rd Bartlett Rd	8,715,825  E1: FFY11 / ILL / 687,558 / / A E2: FFY16 / STPL / 555,884 / 272,942 / A RW: FFY18 / STPL / 1,000,000 / 500,000 / C: FFY19 / STPL / 7,647,805 / 4,987,500 / / ILL / 1,502,989 / / STE / 1,068,020 /	03-09-0073 / / / / / ILL / 255,442 / / A / ILL / 175,000 / / ILL / 1,502,989 / / STE / 1,068,020 /	CE 2 2 / 2 / 2015	E	Yes	A 2 / 2 / 2015	3/8/2019 6,796,581	AH CR HR Green	NR	* * * * * * * *	NR
2109					REMARKS: Max ILL: \$2,620,989. Max STP-L: \$5,760,442. Max STE: \$654,460. Item No. 144. Plote Construc tion, Inc.								

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS (CCDOH)  
NORTHWEST COUNCIL OF MAYORS REPORT  
2018-2023

**PHASE III - CONSTRUCTION**

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

Municipalities: Barrington Hills, Inverness, Schaumburg, South Barrington

**Project Status:** Work is 100% complete.

**ROSELLE ROAD**

At Schaumburg Road	Construction - addition of a southbound right turn lane, temporary traffic signal installation, permanent traffic signal installation consisting of LED traffic signal heads, LED countdown pedestrian signal heads, pedestrian pushbuttons, traffic signal posts, mast arm poles, controller and cabinet, service installation, handholes, cable, conduit, vehicle detectors, UPS, illuminated street name signs, interconnection of five (5) traffic signal installations, sidewalk, drainage, landscaping	\$ 889,351.29	2017	1/11/2017	4/24/2017	6/13/2017	Spring 2019
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**Municipalities:** Schaumburg Construction Engineering In-House 2017

**Project Status:** Work is 98% complete. Work completed this month includes installation of traffic signals and street lighting. Work scheduled for next month includes landscaping and punch list work.

**CENTRAL RD**

Ela Road to Roselle Road	Construction - WB on-ramp onto I-90; land bridge construction along Central Road; reconstruction of Central Road	\$ 13,481,129.47	2017	2/17/2017		9/12/2017	Spring 2019
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**Municipalities:** Hoffman Estates, Schaumburg Construction Engineering (Tollway-led) 2017

**Project Status:** Work is 99.7% complete to date. Work on this project has been suspended until Spring 2019 due to winter weather.

**QUENTIN RD**

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

**Project Status:** Emergency repair work is 100% complete.

**PHASE II - DESIGN**

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				
<b>Municipalities:</b> Glenview, Mount Prospect							

**Project Status:** 100% final plans complete. Working toward contract documents to start letting process.

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

**Project Status:** Plans 100% complete. Finalizing cost estimate and preparing the contract documents. Letting is March 29, 2019. Anticipated Board approval in May with construction beginning in mid-summer.

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

**Project Status:** Plans at 100% completion. ROW has been cleared, and County Board approval of the funding agreement is anticipated April 25. After approval, will submit to IDOT for Authorization to Advertise, with letting anticipated for Summer 2019.

<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	Est. Q2 2019		Est. Q2 2019	Est. 2021
	Construction Engineering	\$ 6,950,085.63	2019				

**Project Status:** : Waiting for Tollway to finalize the acquisition of the right-of-way and UPRR to submit review comments on the IDOT-CCDOT-UPRR IGA. Letting is anticipated in Fall 2019.

<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	2020	Est. Q4 2019			
	Construction Engineering	\$ 790,636.00	2020				

**Project Status:** Kickoff meeting scheduled for February 5, 2019.

**PHASE I - PRELIMINARY ENGINEERING**

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

**Project Status:** The Preferred Alternative involves widening roadway to include one lane in each direction with continuous center turn lane and outside curb and gutter, as well as off road shared-use path and sidewalk on alternate sides of road. Second public meeting for project was held on March 12, 2019. Responses to public comments and updates to final project report are in progress. Continued coordination with IDOT and Design Approval expected by mid-2019.

**CENTRAL RD**

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

**Project Status:** The County has received plans for the proposed development along Central Road that would extend Eagle Way south to intersect Central Road on 06/19/2018, and is reviewing these plans in order to coordinate the two projects. For the Environmental Survey Request (ESR), the cultural clearance was received on 05/10/2018. For the ESR's biological/wetlands clearance, the project was tasked for an avian survey. The Forest Preserve District of Cook County has provided its preference for the multi-use path spur connection to the existing bike path in Paul Douglas Forest Preserve via a direct/diagonal connection at the northeast corner of Central Road/Huntington Blvd. The disposition of comments for the Preliminary Geometrics submittal were received from the consultant on 01/14/2019 are currently being reviewed.

**QUENTIN RD**

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

**Project Status:** Environmental Stakeholder Meeting #6 occurred on December 13, 2018.

**INVEST IN COOK 2017**

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

**INVEST IN COOK 2018**

24 projects approved by the Cook County Board on July 25, 2018

Nearly \$7 million investment of *Invest in Cook* funds leverages an additional \$26.8 million in federal, state, and local funds

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

**INVEST IN COOK 2019**

83 applications received, including 6 transit, 36 bike/ped, 10 freight, and 31 roadway projects

\$43.6 million requested for \$8.5 million available

**PLANNING STUDIES****COOK COUNTY FREIGHT PLAN**

Received by Cook County Board in October 2018

**ROSEMONT TRANSIT STUDY**

Cook County is preparing to take advantage of an opportunity to create a multimodal transportation center on County-owned land at the Rosemont Blue Line Station in the Village of Rosemont. The planned improvements include a new bus transfer facility that will increase capacity for Pace buses and create a better connection to the CTA. The cost of the transportation center will be partially covered through joint development of a mixed-use, privately developed office and retail complex. Due diligence activities including a traffic study and geotechnical and environmental study of the site have been completed. The County will be working with stakeholders before preparing and issuing a RFP for the site's eventual development.

**COOK COUNTY TRANSIT PLAN**

Cook County has secured funding to complete a countywide transit plan. The plan will define the County's role in the transit arena, including the types of policies and improvements where the County can add the most value. The Department is initially focusing on studying the transit needs in south Cook County, where the loss of jobs and population over the course of decades has significantly reduced transit ridership.

**NORTHWEST MUNICIPAL CONFERENCE**

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



Attachment D

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

**MEMBERS**

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

*President*  
Arlene Juracek  
Mount Prospect

*Vice-President*  
Daniel DiMaria  
Morton Grove

*Secretary*  
Kathleen O'Hara  
Lake Bluff

*Treasurer*  
Ghida Neukirch  
Highland Park

*Executive Director*  
Mark L. Fowler

**Northwest Council of Mayors STP Shared Fund Bonus Point Applications**

- I. IL 390 Ramp Extension to County Farm Road (Page 1)**  
**Lead Agency:** Village of Hanover Park
- II. Irving Park Rd. (IL 19) at Bartlett Road (Page 4)**  
**Lead Agency:** Village of Streamwood
- III. Deerfield Road Corridor Project (Page 8)**  
**Lead Agency:** Lake County Division of Transportation
- IV. Rand-Central-Mount Prospect Road Intersections (Page 12)**  
**Lead Agency:** Village of Mount Prospect
- V. Harlem Avenue Multimodal Bridge Replacement Project (Page 15)**  
**Lead Agency:** Village of Oak Park
- Vi. U.S. Route 14 Underpass at the Canadian National Railway (Page 18)**  
**Lead Agency:** Village of Barrington (Phase II), IDOT (Phase III)
- VII. Glen Ellyn Metra Station (Page 23)**  
**Lead Agency:** Village of Glen Ellyn
- VIII. Elmhurst Metra Station/Multi-Modal and Site Access/Improvements (Page 28)**  
**Lead Agency:** City of Elmhurst

**NORTHWEST MUNICIPAL CONFERENCE**

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



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**MEMBERS**

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

*President*

Arlene Juracek  
Mount Prospect

*Vice-President*

Daniel DiMaria  
Morton Grove

*Secretary*

Kathleen O'Hara  
Lake Bluff

*Treasurer*

Ghida Neukirch  
Highland Park

*Executive Director*

Mark L. Fowler

**Northwest Council of Mayors STP Shared Fund Bonus Points Application**

**Background:** The Chicago Metropolitan Agency for Planning (CMAP) is launching the Surface Transportation Program (STP) Shared Fund, a set-aside of federal STP funds for large-scale, regionally significant projects. Applications for the shared fund will be scored on a 100-point scale: 25 points for Project Readiness, 50 points for Transportation Impact, and 25 points for incorporating CMAP's five Planning Factors. In addition to these 100 points, each project is eligible to receive up to 25 bonus points. Each of the eleven subregional councils has 25 points to distribute to projects applying to the Shared Fund, and each council can award a maximum of 15 points to an individual project. More information on Shared Fund scoring and eligibility is available [here](#).

**Eligibility:** Any project which has applied for the Shared Fund and falls into one of the eight eligible project categories is eligible to receive bonus points from the Northwest Council of Mayors, regardless of its geographic location.

**Instructions:** Applicants are asked to fill out the form below and submit to Northwest Council Planning Liaison Josh Klingenstein ([jklingenstein@nwmc-cog.org](mailto:jklingenstein@nwmc-cog.org)) **no later than 5:00 p.m. on March 26, 2019**. Applicants will also be asked to present their project at the April meeting of the Northwest Council of Mayors Technical Committee, to be held on **April 5, 2019, 8:30 a.m. at the Barrington Village Hall**. Applicants should prepare a short presentation (no longer than 5 minutes) that highlights the purpose and need of the project, the potential impact that the project will have on Northwest Cook County, and how the project helps realize the regional goals set out by CMAP in [On To 2050](#).

## **Project Information**

**Project Title:** IL 390 Ramp Extension to County Farm Road

**Lead Agency:** Hanover Park

**Partner Sponsors** (if applicable):

**Lead Agency Contact Person:** Andy Sikich

**Contact Email:** asikich@hpil.org

**Estimated Construction Start Date (Month, Year):** 03/2022

## **Project Description**

*Please provide a brief description of the project below.*

This project is the next phase of the IL 390 West Extension, as described in the “US 20 (Shales Parkway to Greenbrook Blvd) with IL 390 Extension Feasibility Study”, dated June, 2017. This phase includes the expansion of the interchange at Lake Street, extending it to County Farm Road. When completed, motorists will be able to enter IL 390 from County Farm Road. The Phase I study is currently being funded and completed by the Illinois State Toll Highway Authority (ISTHA).

## **Project Purpose and Benefit**

*Please describe what the project hopes to achieve and why the project is necessary. Please also describe how the project will improve transportation and mobility in Northwest Cook County, as well as any other relevant benefits.*

The west extension of IL 390 (the Elgin-O’Hare Expressway) has major implications for northwest Cook County, as described in the aforementioned feasibility study. Currently, IL 390 ends just south of the DuPage-Cook border at Lake Street. In order to access IL 390, motorists from portions of northwest Cook to the west of Barrington Road must generally use Lake Street (US 20), which becomes significantly backed up during peak hours. Upon the completion of the west extension of IL 390, motorists will have much improved access to the Elgin-O’Hare starting at Shales Parkway in Elgin, allowing them to avoid the back-ups that currently occur on Lake Street through Bartlett and Hanover Park. While the current phase of the project, from Lake Street to County Farm Road, will be entirely within the limits of DuPage County, this project is regionally significant and is the next stepping stone to the western completion of the Elgin-O’Hare.

### **Project Readiness**

*Please describe any actions taken to advance the project thus far. For example, has the lead agency completed Phase II engineering or Right-of-Way Acquisition for the project? Has the lead agency sought or secured additional funding for the project?*

Hanover Park and ISTHA are committed to the successful completion of this project. The Phase I engineering study is under way and is being fully funded by ISTHA. They will also fund 50% of the project costs, per their Interchange and Roadway Cost Sharing Policy. Right-of-way for this project was previously secured by IDOT. Hanover Park does not have the financial ability to fund the local share of this project, but is committed to working with ISTHA, DuPage County, Cook County, IDOT, and others to secure the additional funding needed to make this project a success.

### **Planning Factors**

*Please describe how the project addresses one or more of the five planning factors identified by CMAP in the [STP Shared Fund application guide](#). Please also note any Complete Streets or Green Infrastructure policies that the project sponsor has adopted.*

**Inclusive Growth:** The Elgin-O'Hare Expressway, where it currently terminates at Lake Street, is shown as "5% - 10% of users who are people of color under the poverty line" per the Map of Inclusive Growth Scoring. Several of the heavily traveled roads in northwest Cook County, such as Irving Park Road and Lake Street, which would gain some significant relief from the ultimate expansion of the Elgin-O'Hare, are between 5% - 20%.

**Freight Movement:** The current west end of the Elgin-O'Hare carries 7% truck traffic. Several industrial parks in Hanover Park and Bartlett will benefit from this improvement.

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**Northwest Council of Mayors STP Shared Fund Bonus Points Application**

**Background:** The Chicago Metropolitan Agency for Planning (CMAP) is launching the Surface Transportation Program (STP) Shared Fund, a set-aside of federal STP funds for large-scale, regionally significant projects. Applications for the shared fund will be scored on a 100-point scale: 25 points for Project Readiness, 50 points for Transportation Impact, and 25 points for incorporating CMAP's five Planning Factors. In addition to these 100 points, each project is eligible to receive up to 25 bonus points. Each of the eleven subregional councils has 25 points to distribute to projects applying to the Shared Fund, and each council can award a maximum of 15 points to an individual project. More information on Shared Fund scoring and eligibility is available [here](#).

**Eligibility:** Any project which has applied for the Shared Fund and falls into one of the eight eligible project categories is eligible to receive bonus points from the Northwest Council of Mayors, regardless of its geographic location.

**Instructions:** Applicants are asked to fill out the form below and submit to Northwest Council Planning Liaison Josh Klingenstein ([jklingenstein@nwmc-cog.org](mailto:jklingenstein@nwmc-cog.org)) **no later than 5:00 p.m. on March 26, 2019**. Applicants will also be asked to present their project at the April meeting of the Northwest Council of Mayors Technical Committee, to be held on **April 5, 2019, 8:30 a.m. at the Barrington Village Hall**. Applicants should prepare a short presentation (no longer than 5 minutes) that highlights the purpose and need of the project, the potential impact that the project will have on Northwest Cook County, and how the project helps realize the regional goals set out by CMAP in [On To 2050](#).

### **Project Information**

**Project Title:** *Irving Park Road (IL 19) at Bartlett Road*

**Lead Agency:** *Village of Streamwood*

**Partner Sponsors** (if applicable): *Cook County, IDOT*

**Lead Agency Contact Person:** *Matt Mann*

**Contact Email:** *mmann@streamwood.org*

**Estimated Construction Start Date (Month, Year):** *August 2020*

### **Project Description**

*The proposed project is segment 2 of the entire Irving Park Road widening and reconstruction project between Bartlett Road and Illinois Route 59. The project was broken into two segments in order to properly budget for construction. Segment 1 was recently let on the March 8, 2019 State letting and will be constructed from Summer 2019-Summer 2020.*

*The proposed project is located at the intersection of Irving Park Road and Bartlett Road in the Village of Streamwood.*

*Segment 2 consists of the widening and reconstruction of the Bartlett Road at Irving Park Road intersection. Bartlett Road will be reconstructed to a four-lane section, 44 ft edge to edge, consisting of two (2)-11 ft through lanes in each direction. At the Irving Park Road intersection, Bartlett Road will be reconstructed and widened to a six-lane section, 66 feet edge to edge, with Type B-6.12 combination concrete curb and gutter. The proposed cross section consists of two (2)-11 ft through lanes in each direction, one (1)-11 ft left turn lane, and one (1)-11 ft right turn lane. A 7 ft sidewalk is proposed on both sides of Bartlett Road which will transition to 5 ft wide to tie into the existing sidewalk north and south of the intersection limits. The proposed cross section will match the existing four-lane cross sections north and south of Bartlett Road.*

*Geometric improvements planned along Irving Park Road include widening of the intersection of Bartlett Road at Irving Park Road to include dedicated left and right turn lanes. The existing roadway will be widened and reconstructed and include two (2)-11 ft through lanes in each direction, one (1)-11 foot left turn lane, and one (1)-11 ft right turn lane. A 5 foot sidewalk and a 10 foot bike path will be constructed north and south of the roadway respectively. The existing traffic signals at Irving Park Road and Bartlett Road will be modernized and upgraded to accommodate the proposed geometry, and to meet current standards, and will also include pedestrian countdown signals*

### **Project Purpose and Benefit**

*The purpose of this project is to complete the corridor improvements of Irving Park Road from Illinois Route 59 to Bartlett Road and eliminate the bottleneck conditions that currently exists today. The project will enhance intersection capacity, reduce traffic queues, correct geometric deficiencies, reduce traffic accidents, enhance safety, and widen Irving Park Road to match the existing cross section east and west of IL 59. These improvements will allow existing and projected traffic movements to operate more efficiently and safely.*

*There has been significant growth in this area. The intersection of Irving Park Road and Illinois Route 59 was widened in 2005 to a five-lane cross section and there has been significant commercial development within the intersection. Chicago Metropolitan Agency for Planning (CMAP) has predicted a significant increase of 31% in traffic within the project area in the next thirty (30) years. As the traffic has increased, the adjacent roadways have become more congested. This project will allow for vehicles to safely turn onto and off of the neighboring roadways throughout the corridor.*

*Additional turn lanes are warranted and will be constructed to improve the capacity at the intersection of Irving Park Road and Bartlett Road and help reduce the rear-end type accidents. Adding additional through lanes will eliminate the bottleneck along Irving Park Road by matching the roadway cross section east of IL 59 and east of Bartlett Road.*

*The existing facilities are not pedestrian friendly due to numerous gaps in the sidewalk and bike paths throughout the corridor. Pedestrian safety and accessibility will be increased by connecting the gaps within the existing sidewalks and providing a multi-use path the entire length of the corridor.*

### **Project Readiness**

*Phase I for the entire corridor was completed in February 2015.*

*Phase II Segment I design was completed in March 2019 and is currently being constructed.*

*Phase II Segment II design is approximately 70% complete and will be ready for a July 31, 2020 state letting.*

*This project is very important to the Village, Cook County, and IDOT as all three partners have committed funding to the project. The County has submitted their Letter of Intent and signed the Intergovernmental Agreement to provide the necessary matching funds (up to \$400,500) for the construction elements along Bartlett Road. IDOT has also committed to funding their portion of Irving Park Road to provide the matching funds for this STP Shared Use request. The Village will provide 20% local match for items such as sidewalks and multi-use paths; and 100% local funds for the water main improvements for an estimated total construction cost of \$481,000.*

*Due to the importance of the project and the Village's intent to construct as soon as funds are available for Segment II, the ROW acquisition process has already begun. The Village has secured financial commitments for right of way from Cook County, IDOT, and STP funding. The draft agreement has been reviewed and the final agreement has been submitted to the Village of Streamwood for execution at the Board meeting on April 18, 2019. Subsequently, it will be submitted to IDOT for approval. It is anticipated that the ROW appraisals and negotiations will start in June 2019. The final agreement has \$1,000,000 budgeted for the right of way acquisitions with \$500,000 coming from STP, \$325,000 from a commitment from Cook County, and \$125,000 from IDOT commitments. IDOT has also agreed to exercise the Quick Take Authority if need be. This will allow the project to move forward promptly once the necessary construction funding is made available.*

### **Planning Factors**

*This project addresses the complete streets planning factor identified in the STP Shared Fund application guide. This intersection improvement project is a continuation of the previously completed project west of the intersection of Irving Park Road at Bartlett Road that consisted of similar roadway reconstruction that included a 5' wide sidewalk along the north parkway and a 10' wide multi-use path along the south parkway. East of this project along Irving Park Road and Bartlett Road there are existing varying width (4' to 5') sidewalks along both sides of each roadway.*

*The combination of all these improvements along Irving Park Road will allow continuous access by either sidewalk or path along the entire Irving Park Road and Bartlett Road corridor.*

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**Northwest Council of Mayors STP Shared Fund Bonus Points Application**

**Background:** The Chicago Metropolitan Agency for Planning (CMAP) is launching the Surface Transportation Program (STP) Shared Fund, a set-aside of federal STP funds for large-scale, regionally significant projects. Applications for the shared fund will be scored on a 100-point scale: 25 points for Project Readiness, 50 points for Transportation Impact, and 25 points for incorporating CMAP's five Planning Factors. In addition to these 100 points, each project is eligible to receive up to 25 bonus points. Each of the eleven sub regional councils has 25 points to distribute to projects applying to the Shared Fund, and each council can award a maximum of 15 points to an individual project. More information on Shared Fund scoring and eligibility is available [here](#).

**Eligibility:** Any project which has applied for the Shared Fund and falls into one of the eight eligible project categories is eligible to receive bonus points from the Northwest Council of Mayors, regardless of its geographic location.

**Instructions:** Applicants are asked to fill out the form below and submit to Northwest Council Planning Liaison Josh Klingenstein ([jklingenstein@nwmc-cog.org](mailto:jklingenstein@nwmc-cog.org)) **no later than 5:00 p.m. on March 26, 2019**. Applicants will also be asked to present their project at the April meeting of the Northwest Council of Mayors Technical Committee, to be held on **April 5, 2019, 8:30 a.m. at the Barrington Village Hall**. Applicants should prepare a short presentation (no longer than 5 minutes) that highlights the purpose and need of the project, the potential impact that the project will have on Northwest Cook County, and how the project helps realize the regional goals set out by CMAP in [On To 2050](#).

## **Project Information**

**Project Title:** Deerfield Road Corridor Project

**Lead Agency:** Lake County Division of Transportation (LCDOT)

**Partner Sponsors** (if applicable):

**Lead Agency Contact Person:** Mike Klemens, Principal Planner

**Contact Email:** [mklemens@lakecountyil.gov](mailto:mklemens@lakecountyil.gov)

**Estimated Construction Start Date (Month, Year):** 03/2022

## **Project Description**

The [Deerfield Road Corridor Project](#) proposes reconstruction and widening of Deerfield Road from Milwaukee Avenue (US 45/ IL 21) on the west to Saunders/Riverwoods Road on the east, approximately 2 miles. The proposed improvement is within the municipal limits of the Village of Riverwoods between Milwaukee Avenue and Saunders/Riverwoods Road, the Village of Buffalo Grove west of Milwaukee Avenue, and the Village of Deerfield east of Saunders/Riverwoods Road. The proposed improvement includes one 11 feet wide travel lane in each direction separated by a 12 feet wide two-way left turn lane, 3 feet wide bike friendly shoulders, an 8 feet wide bike path, and a five feet wide sidewalk located on the opposite side of the bike path. The proposed improvement also includes intersection improvements throughout the corridor including at Milwaukee Avenue, Portwine Road, and Saunders/Riverwoods Road.

## **Project Purpose and Benefit**

*Please describe what the project hopes to achieve and why the project is necessary. Please also describe how the project will improve transportation and mobility in Northwest Cook County, as well as any other relevant benefits.*

### **[Deerfield Road Corridor Purpose and Need Report](#)** (PDF)

The purpose of the project is to provide an improved transportation system to address capacity, safety, mobility, and operational deficiencies along Deerfield Road and improve non-motorized accommodations from Milwaukee Avenue (US 45/ IL 21) to Saunders/ Riverwoods Road in Lake County, Illinois. Located one mile north of Lake-Cook Road, Deerfield Road serves as an alternate route for traffic in Northern Cook and Southern Lake Counties to access Interstate 94 as well as regional employment centers such as Walgreens, Takeda and Discover among others. The travel pattern along Deerfield Road is predominantly eastbound in the AM and westbound in the PM. Deerfield Road is an east-west minor arterial roadway under the jurisdiction of LCDOT and has an existing ADT of 19,500 within the project study area.

There is currently a 35-minute, 2-mile evening rush hour backup within the project limits. The Deerfield Road at Milwaukee Avenue (US45/ IL 21) intersection operates at Level of Service F for the PM peak hours, the Deerfield Road westbound

sections from Saunders/Riverwoods Road to Portwine Road, and Portwine Road to Milwaukee Avenue (US 45/ IL 21) also have a Level of Service F in the PM peak hours.

There were 355 crashes within the study area from 2010 to 2014. Nearly 50 percent of the crashes within the study area were rear end crash type, which can be attributed to congestion, excessive queuing from intersections, absence of turning lanes, lack of adequate gaps for left turns, and multiple access points.

#### Project Benefits:

The [Preferred Alternative](#) includes an extensive intersection improvement at Milwaukee Avenue (US 45/ IL 21), adding a center turn lane throughout the length of the Deerfield Road corridor, adding northbound and southbound left turn lanes at the Portwine Road intersection, and adding a northbound right turn lane at the Saunders/ Riverwoods Road intersection.

#### Benefits of the Preferred Alternative:

- PM westbound travel time is anticipated to decrease 80% (35 minutes to 7 minutes)
- Overall delay at Milwaukee Avenue intersection is anticipated to decrease 70%
- Turning movement deficiencies addressed at Portwine Road and Saunders/ Riverwoods Road intersections
- Mobility is anticipated to improve from 0 to 30 acceptable PM gaps
- Injury crashes are expected to decrease by 50%
- Operation deficiencies addressed with pavement reconstruction
- Non-motorized connections made between Milwaukee Ave. and Saunders/ Riverwoods Road
- No Forest Preserve/Nature Preserve or building Impacts
- Least impactful out of all alternatives considered

#### **Project Readiness**

*Please describe any actions taken to advance the project thus far. For example, has the lead agency completed Phase II engineering or Right-of-Way Acquisition for the project? Has the lead agency sought or secured additional funding for the project?*

LCDOT is currently finishing the Phase 1 study which began in the Spring of 2016. The Deerfield Road Phase I Engineering and Environmental Study is following NEPA process and is being processed as an Environmental Assessment (EA). The Deerfield Road project team has had 2 Public Information Meetings and 3 Stakeholder Involvement Group Meetings through the course of the Phase 1 study.

LCDOT is also preparing a Phase II QBS consultant selection with anticipation of Phase II beginning in 2019. LCDOT plans to locally fund the Phase II engineering to expedite the project to the extent possible. LCDOT has secured federal funding (STP-C) for a portion of the Right of Way Phase of the project. LCDOT also has federal funding (STP-C, TAP-L and ITEP) secured for a portion of construction of the roadway and bike path. In total LCDOT has just over \$10.6 million in federal funding secured, which is approximately 20% of the remaining project costs.

## Planning Factors

*Please describe how the project addresses one or more of the five planning factors identified by CMAP in the [STP Shared Fund application guide](#). Please also note any Complete Streets or Green Infrastructure policies that the project sponsor has adopted.*

The proposed Deerfield Road improvement includes 3 feet wide bike friendly shoulders, accommodations for an 8 feet wide bike path along the south side of the roadway from Milwaukee Avenue (US 45/ IL 21) to Portwine Road and along the north side of the roadway from Portwine Road to Saunders/Riverwoods Road, and a five feet wide sidewalk located on the opposite side of the bike path.

LCDOT recognizes that roadway improvements offer opportunities to improve safety, access, and mobility for all travelers, and that non-motorized travel modes are integral elements of the transportation system. LCDOT strives to provide for the safety and mobility of all users of the County's transportation system, so that all users may be safe when traveling along or across County roadways. To improve non-motorized facilities along its roadways, LCDOT has established a [Policy on Infrastructure Guidelines for Non-Motorized Travel Investments](#), or Non-Motorized Travel Policy. The intent of the policy and guidelines is to articulate an approach for considering accommodating bicycle, pedestrian, and other non-motorized modes of travel on and across the County's roadway system.

The Deerfield Road project will close a significant gap in the regional greenways and bikeways network, including a connection to the Des Plaines River Trail and other community and regional trails in Lake and Cook Counties. Deerfield Road has existing multi-use paths outside of the project study area. West of the study area, the Village of Buffalo Grove has an existing regional trail along the south side of Deerfield Parkway that terminates at Milwaukee Avenue ( US 45/ IL 21). East of the study area, LCDOT has an existing regional trail along the north side of Deerfield Road that terminates at Saunders/Riverwoods Road. There is also a regional trail north along Riverwoods Road.

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**Instructions:** Applicants are asked to fill out the form below and submit to Northwest Council Planning Liaison Josh Klingenstein ([jklingenstein@nwmc-cog.org](mailto:jklingenstein@nwmc-cog.org)) **no later than 5:00 p.m. on March 26, 2019**. Applicants will also be asked to present their project at the April meeting of the Northwest Council of Mayors Technical Committee, to be held on **April 5, 2019, 8:30 a.m. at the Barrington Village Hall**. Applicants should prepare a short presentation (no longer than 5 minutes) that highlights the purpose and need of the project, the potential impact that the project will have on Northwest Cook County, and how the project helps realize the regional goals set out by CMAP in [On To 2050](#).

### **Project Information**

**Project Title:** Rand-Central-Mount Prospect Road Intersections

**Lead Agency:** Mount Prospect

**Partner Sponsors** (if applicable):

**Lead Agency Contact Person:** Matt Lawrie

**Contact Email:** mlawrie@mountprospect.org

**Estimated Construction Start Date (Month, Year):** April 2022

### **Project Description**

*Please provide a brief description of the project below.*

The three closely spaced intersections involving Rand Road (US 12), Central Road and Mount Prospect Road form a triangle that experiences operational issues on a daily basis. Blocked intersections and poor vehicle progression are primary issues that have a regional impact. The Village is currently wrapping up a locally funded Phase I Engineering Study. The goals of the roadway improvement project are to improve mobility, access, safety, transit, and non-motorized accommodations. The scope will include adding turn lanes, modifying access points to the Mount Prospect Plaza, installing two traffic signal systems, replacing & interconnecting the three existing traffic signal systems, adding a shared use path along Rand Road to connect to Des Plaines, installing roadway lighting, and improving localized drainage issues. Key stakeholders involved in the project include IDOT, Cook County, Des Plaines, Walmart, and Mount Prospect Plaza.

### **Project Purpose and Benefit**

*Please describe what the project hopes to achieve and why the project is necessary. Please also describe how the project will improve transportation and mobility in Northwest Cook County, as well as any other relevant benefits.*

Quantitative analysis forecasts a total vehicle delay reduction in the project area by almost 45%, reduces travel time by 30%, increases average speed during peak times, and alleviates the potential of blocked intersections with a synchronized traffic signal system. These direct benefits to the study area translate into a benefit to the regional network as Rand Road is an IDOT Strategic Regional Arterial (SRA), Class II Truck Route, and an important northwest-southeast link serving large industrial and commercial areas as identified in the Cook County Freight Action Plan. Specifically, this project will benefit the many commercial and industrial businesses in Northwest Cook County that travel through this intersection on a daily basis. A 2017 corridor study funded by the Regional Transit Authority noted that improvements to this intersection will have benefits to the region.

### **Project Readiness**

*Please describe any actions taken to advance the project thus far. For example, has the lead agency completed Phase II engineering or Right-of-Way Acquisition for the project? Has the lead agency sought or secured additional funding for the project?*

The Village of Mount Prospect fully funded the Phase I Engineering Study and is committed to participating in Phases II and III. As such, the Village Board has dedicated funds in this year's budget to begin Phase II Engineering. The project is supported by multiple adopted Village plans including the Rand Road Corridor Study, Village Comprehensive Plan, and Village 2020 Strategic Plan. A Public Information Meeting was held in August 2017 to get input from project stakeholders on travel concerns and needs in the study area, and potential improvement considerations. We received more than 120 written comments and more than 100 responses to an on-line project survey. The Village has also had individual meetings with IDOT, Cook County, Des Plaines, Walmart, and Mount Prospect Plaza. A second Public Information Meeting is scheduled for May 1<sup>st</sup>. The Project Development Report for the Phase I Engineering Study will be completed by June 1<sup>st</sup>. The Village is requesting federal funding for Phase II Engineering, right-of-way acquisition, and Phase III construction through the Surface Transportation Program Shared Fund and Invest in Cook Program.

### **Planning Factors**

*Please describe how the project addresses one or more of the five planning factors identified by CMAP in the [STP Shared Fund application guide](#). Please also note any Complete Streets or Green Infrastructure policies that the project sponsor has adopted.*

The intersection experiences a significant amount of truck traffic with many commercial & industrial districts nearby including the Kensington Business Park, Elk Grove Business Park, and businesses surrounding O'Hare International Airport. The latest traffic counts indicate 4% - 5% of the traffic volume is trucks, with the percentage potentially increasing with improvements to the intersection. Reducing delays to trucks traveling through the intersection will be vital to businesses and the regional economy.

The project also includes complete streets elements such as a shared use path, sidewalk, marked crosswalks, and pedestrian crossing signals. The shared use path along Rand Road will connect to a current shared use path project in Des Plaines and terminate near the Kensington Business Park in Mount Prospect. The Village has another Phase I Engineering Study currently taking place at the triangle intersection involving Rand Road, IL Route 83, and Kensington Road. This study is in the alternative design phase and will include a shared use path along Rand Road from the Kensington Business Park north through the subject intersection. It will connect directly to nearby businesses including those at Randhurst Mall. In addition, sidewalk, marked crosswalks, and pedestrian crossing signals will be included at the Rand-Central-Mount Prospect intersection as well as the two new signalized intersections at Rand Road & Walmart and Central Road & Mount Prospect Plaza. Collectively, these improvements will accomplish recommendations set forth in the Rand Road Corridor Study and Village Bicycle Plan. The Village is committed to constructing these complete streets elements to encourage walking and biking in the community and region.

## **Northwest Council of Mayors STP Shared Fund Bonus Points Application**

### **Project Information**

**Project Title:** Harlem Avenue Multimodal Bridge Replacement Project

**Lead Agency:** Village of Oak Park

**Partner Sponsors** (if applicable): Villages of River Forest and Forest Park

**Lead Agency Contact Person:** Bill McKenna, PE Village Engineer

**Contact Email:** bmckenna@oak-park.us

**Estimated Construction Start Date (Month, Year):** December 2021

### **Project Description**

The Villages of Oak Park, River Forest and Forest Park are partnering to replace the Harlem Avenue Bridge, a vital piece of infrastructure that serves multiple transportation modes including automobiles, CTA trains, Metra commuter rail, several CTA and Pace bus routes, and freight, pedestrian and bicycle traffic. Originally constructed in 1911, the bridge is functionally obsolete in serving transportation needs along the Harlem Avenue corridor and is rapidly worsening with many of its structural components deteriorating and cracking and spalling in the concrete abutments. The bridge in its current configuration is a pinch point for vehicles and a safety concern for individuals accessing transit stations. Replacing the entire bridge and improving the roadway is the only option to resolve the current issues. The replacement bridge structure will be a single-span through-girder bridge supported by drilled-shaft caisson with a minimum vertical clearance of 14'-9". Roadway improvements will require the lowering of Harlem Avenue to achieve a vertical clearance along with additional adjacent roadway improvements, new turn lanes and sidewalk improvements to meet ADA standards.

### **Project Purpose and Benefit**

The goal of the Harlem Avenue Bridge project is to upgrade and replace a critical piece of infrastructure that serves multiple transportation modes. Project benefits would include safer operations for all users, additional capacity for freight mobility within the corridor, a more walkable pedestrian environment and improved connections for CTA, METRA and Pace riders. Harlem Avenue is also an important north-south Strategic Regional Arterial route that passes through Northwest Municipal Conference communities.

While this project is technically a bridge and road reconstruction project the improvements will have a significant impact on transit service and connections. The area surrounding this multi-modal hub is identified as a Major Activity Center in accordance with the Chicago Transit Authority's typologies for transit station areas. With connections to the Metra West Line and

CTA Green Line, this location has the highest total boarding and alighting numbers of any Pace bus stops along the Harlem Avenue corridor between 71st Street and North Avenue. Currently, Pace buses utilize both North Boulevard and South Boulevard adjacent to the bridge for internal circulation. Improvements to the bridge and the turning radius will facilitate safer and more efficient movements for Pace buses and other vehicles navigating around the station area.

This corridor is also one of Pace's busiest corridors overall and is identified as a future Pulse corridor. This project would significantly improve conditions to support a potential future Pulse station. The south and central sections of the corridor are planned for near and mid-term implementation. The north extension is a planned future project that will connect with NWMC communities. The Harlem Avenue Bridge replacement and associated roadway improvements will benefit transit service including the future Pulse routes. In fact, overall mobility improvements at this location as a result of the project will benefit the Harlem Avenue corridor overall, including NWMC communities at the north end.

As part of the roadway improvements, this project will also include constructing ADA compliant sidewalks that provide safer connections for pedestrians between the various transportation modes and to area retail/commercial businesses.

### **Project Readiness**

The preliminary engineering for the Harlem Avenue Multimodal Bridge Replacement project is substantially complete. Oak Park, River Forest and Forest Park worked together to initiate the project with a High Priority Projects (HPP) program federal grant. All three municipalities contributed to the non-federal cost share based on the size of the project area falling within their jurisdictions. The Project Development Report (PDR) for Group One Categorical Exclusion was submitted to and reviewed by the Illinois Department of Transportation (IDOT). The majority of comments provided by IDOT have already been addressed. Final approval of the PDR would be anticipated by June 2020. The Villages will continue to share the costs of the 20 percent local match for future phases.

The three villages are in concurrence on the scope of the project and are working jointly to advance the project. Throughout the process, these communities continue to work and coordinate with the Union Pacific Railroad, Metra and CTA. While right of way has not been secured, owners and representatives from potentially impacted property were members of a project steering committee and did not voice opposition to the minor impacts to property.

## Planning Factors

**Freight Movement:** The bridge replacement will enhance freight mobility in the region and the project supports priorities identified in the Cook County Freight Plan. Harlem Avenue is a Class II truck route and a Strategic Regional Arterial that provides access to the western suburbs of Chicago via the Interstates. It is also a high-volume truck route that serves the entire region's commercial and industrial developments.

In addition to Metra and CTA rail, the viaduct itself serves freight cargo on the UP West Line, a critical corridor for national freight movement. The long-term reliability and efficiency of structures like the Harlem Avenue Bridge and viaduct is critical. This project will fully replace and modernize a structure that is over 100 years old.

**Inclusive Growth:** Improved multimodal transportation access is critical to advancing inclusive growth throughout the region. By providing efficient transportation options and conditions for employees to access job centers, local residents are able to reduce household transportation costs and use those resources on other needs.

**Complete Streets and Green Infrastructure Policies:** The Villages of Oak Park, Forest Park, River Forest are recognized as communities where complete streets are a consistent part of the urban landscape. Each of these villages have adopted plans and strategies that will provide better pedestrian and bicycle connections in the future, especially at heavily utilized transit sites. This project will include an open, aesthetically pleasing design and include improved sidewalks and LED lighting, eliminating perceived pedestrian barriers. All three villages have officially enacted complete streets policies.

Oak Park and River Forest have also officially adopted a sustainability plan that identifies green infrastructure strategies and solutions for projects. Forest Park has also actively advanced green infrastructure projects to address stormwater management and sustainability.

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**Northwest Council of Mayors STP Shared Fund Bonus Points Application**

**Background:** The Chicago Metropolitan Agency for Planning (CMAP) is launching the Surface Transportation Program (STP) Shared Fund, a set-aside of federal STP funds for large-scale, regionally significant projects. Applications for the shared fund will be scored on a 100-point scale: 25 points for Project Readiness, 50 points for Transportation Impact, and 25 points for incorporating CMAP's five Planning Factors. In addition to these 100 points, each project is eligible to receive up to 25 bonus points. Each of the eleven subregional councils has 25 points to distribute to projects applying to the Shared Fund, and each council can award a maximum of 15 points to an individual project. More information on Shared Fund scoring and eligibility is available [here](#).

**Eligibility:** Any project which has applied for the Shared Fund and falls into one of the eight eligible project categories is eligible to receive bonus points from the Northwest Council of Mayors, regardless of its geographic location.

**Instructions:** Applicants are asked to fill out the form below and submit to Northwest Council Planning Liaison Josh Klingenstein ([jklingenstein@nwmc-cog.org](mailto:jklingenstein@nwmc-cog.org)) **no later than 5:00 p.m. on March 26, 2019**. Applicants will also be asked to present their project at the April meeting of the Northwest Council of Mayors Technical Committee, to be held on **April 5, 2019, 8:30 a.m. at the Barrington Village Hall**. Applicants should prepare a short presentation (no longer than 5 minutes) that highlights the purpose and need of the project, the potential impact that the project will have on Northwest Cook County, and how the project helps realize the regional goals set out by CMAP in [On To 2050](#).

## **Project Information**

**Project Title: U.S Route 14 Underpass at the Canadian National Railway**

**Lead Agency: Phase II – Village of Barrington, Phase III - IDOT**

**Partner Sponsors (if applicable):**

**Lead Agency Contact Person: Greg Summers, Village of Barrington**

**Contact Email: gsummers@barrington-il.gov**

**Estimated Construction Start Date (Month, Year): Phase II Eng – 11/2019, Phase III Const. 1/2023**

## **Project Description**

*Please provide a brief description of the project below.*

When the federal Surface Transportation Board (STB) approved the acquisition of the EJ&E rail line by Canadian National Railway (CN) on December 24, 2008, that decision transformed a rarely used local U.S. Steel service rail line into a major Class I freight superhighway that CN – the only tri-coastal Class I railroad operating in North America – now used to route shipments of goods from Asia arriving at the Port of Prince Rupert in Canada down to customers throughout the United States and overseas, as well as the numerous commodities (crude oil, heavy crude, condensate, frac sand, propane, and ethanol). Prior to CN's acquisition of the EJ&E, normal train volumes averaged between 3 to 5 low-tonnage trains approximately 2,800 feet in length running on the EJ&E on a daily basis to serve U.S. Steel customers. As a result of the minimal volumes, the lack of any grade separation at U.S. Highway 14 did not substantially impact the region. With CN's acquisition of the EJ&E, however, greatly increased volumes have had a severe adverse impact on the region because it is such an essential Chicago bypass for the railroad. This grade separation project would lower a federal highway/strategic regional arterial with a current AADT of approximately 25,400 vehicles from a Class I freight railway line, below the CN rail line to reinstate reliability to the highway, eliminating freight-induced delays of between 98 to 101 hours. To summarize, the project will provide the below grade separation of four lanes of traffic on U.S. Highway 14 from CN's freight traffic on the EJ&E rail line. This project will also require that a nearby waterway, Flint Creek, be relocated 300 feet west of the roadway to provide clearance for the highway underpass. A new bridge for the relocated Flint Creek will be required on U.S. Route 14 and on the adjacent IL Route 59/Hough Street. The underpass will then be excavated and a new railroad structure constructed.

## **Project Purpose and Benefit**

*Please describe what the project hopes to achieve and why the project is necessary. Please also describe how the project will improve transportation and mobility in Northwest Cook County, as well as any other relevant benefits.*

This Canadian National Railway (CN) line enables tri-coastal rail freight to avoid the notorious rail freight delays associated with the core downtown Chicago area. This grade separation project would achieve transformative regional improvements on many transportation-related, safety, and regional livability fronts:

- Returning the highway to a dependable arterial roadway for commuters and local traffic, thus adding to capacity on the Interstate that runs parallel to the project highway just four miles south, and decreasing the “freight avoidance” traffic now diverting onto local roads in the region.
- Enhancing safety by eliminating a highly traveled grade crossing in a complex and intersecting roadway network that regularly gridlocks traffic throughout Barrington when a CN freight train passes through the four closely spaced grade crossings on the line.
- Providing 24/7 dependable and unobstructed access on U.S. Highway 14 for local residents to the area’s closest hospital with its preeminent cardiac and stroke care units and a Level II trauma center with a pediatric unit. This safety enhancement is critical given the negative impacts to emergency response timeliness caused by CN freight trains.
- Enhancing the quality of life for residents of the region by reducing traffic congestion and noxious fumes from idling vehicles and highway noise, as well as increasing uninterrupted green space and bike paths.
- Improving water flow, water quality and flood storage of a stream that must be relocated as part of the project and that feeds into the region’s watershed.
- Replacing a roadway segment that is nearing the end of its useful lifespan, as well as a roadway bridge that can no longer carry truck weights and has caused regional truck diversions over other local roadways.
- A new multi-use trail providing complete streets access and critically linking the largest two parks in the community to residential communities, the Barrington Area Library, and the regional high school.

With daily freight-induced delays of between 98 to 101 hours, this grade separation project is on par with the grade separations already planned for in Chicago’s CREATE program, which is meant to relieve freight induced congestion surrounding the core Chicago rail network.

Critically, Barrington knows that current CN volumes will not be a cap in the freight volumes gridlocking the region and the U.S. Highway 14 rail crossing. This belief is founded on the NEPA review for the project funded by the 2010 TIGER Grant. During this planning phase for the grade separation, CN requested in an April 5, 2013 project planning email that meeting minutes from a March 22, 2013 Phase 1 meeting be changed from *“CN stated that they have no current plans to add a second track in this area”* to *“CN confirmed that a second track in this area would be consistent with other double-tracking projects completed and planned since CN’s take-over of the former EJE.”* Given its importance to CN’s overall competitiveness, and CN’s recent filing of an U.S. Army Corps of Engineer’s permit application to double track 4.27 miles of main line from Shoe Factory Road to Spaulding Road, it is clear that double tracking is in CN’s sights. When combined with the existing siding, this double track project would create a 6.1 mile long section of double track on the CN/EJ&E line less than 4 miles to Barrington’s south. CN further notes in their application for permit that this double tracking project is intended to accommodate a “growth of approximately 9 trains per day” by 2020 -- trains that are headed directly through Barrington. CN presently runs 18-20 trains per day through Barrington, so this improvement will accommodate a growth of nearly 50%, much further exacerbating our congestion issues. Additionally, the trend of excessively long trains operating through Barrington surpasses the industry average. In fact, CN is running 10,000-foot trains through Barrington at triple the industry average.

### **Project Readiness**

*Please describe any actions taken to advance the project thus far. For example, has the lead agency completed Phase II engineering or Right-of-Way Acquisition for the project? Has the lead agency sought or secured additional funding for the project?*

Thanks to a \$2.8 million TIGER II grant and the match of \$700,000 in IDOT and local funding, the project completed the \$3,482,768.75 Phase I part of the project in 2014. The Phase I NEPA study for the project concluded that eight full residential properties and two full commercial properties would need to be acquired and demolished in order to reroute Flint Creek away from the area of the underpass. Several other parcels will have partial acquisitions that do not impact structures. Thanks to \$4 million in STP funds and a matching \$4 million of IDOT funds, the acquisition process for the project commenced in the fall of 2015 and IDOT has already completed five of the eight full residential acquisitions (including demolition) required for this project and is currently in negotiations to acquire two additional full residential properties as well as a large commercial property. The final commercial property has requested early acquisition and pends only available funding. An additional \$4 million of STP funds are available for construction and CN will have to finance 5% of the complete project (as is the norm with grade separation projects). With a substantial federal grant, IDOT has told Barrington officials that it would prioritize funding for this project to underwrite the remaining non-federal match. This commitment is based on conversations with IDOT personnel who have assured Village officials that the State will not let federal funding for a necessary project be lost by an unwillingness to underwrite the remaining amount.

### **Planning Factors**

*Please describe how the project addresses one or more of the five planning factors identified by CMAP in the [STP Shared Fund application guide](#). Please also note any Complete Streets or Green Infrastructure policies that the project sponsor has adopted.*

- Inclusive Growth
  - When developing the alternatives for the grade separation project, it was clear that sufficient right-of-way width did not exist to construct an underpass or overpass. Under either scenario acquisition would be required to the north and/or south of the existing road right-of-way. Through the acquisition of the properties just north of U.S. Route 14 (in the historic Jewel Park neighborhood), the preservation of 65 residential units of locally affordable housing south of the rail line (in Shorely Woods) was assured. Furthermore, this improvement supports all economic levels as users of this regional arterial represent a diverse group of individuals representing the full and inclusive spectrum.
- Complete Streets
  - Present day U.S. Route 14 has a gap in pedestrian access along its north side from Lake Zurich Road to IL Route 59 (within the project area). This project would provide a new multi-use trail consistent with the Village's complete streets initiative and critically link the largest two parks in the community to adjacent residential communities, the Barrington Area Library, and the regional high school.

- Green Infrastructure
  - This project will also require that a nearby waterway, Flint Creek, be relocated 300 feet west of the roadway to provide clearance for the highway underpass. This tributary to Flint Creek is classified by the U.S. Army Corps of Engineers as a Class D waterway and the Corps supported its relocation to improve water flow, water quality and flood storage of a stream that causing upstream flooding during mid to high level rain events.
- Freight Movement
  - This grade separation project would lower a federal highway/strategic regional arterial with a current AADT of approximately 25,400 vehicles from a Class I freight railway line, below the CN rail line to reinstate reliability to the highway, eliminating freight-induced vehicular delays of between 98 to 101 hours. Furthermore, the CN operates this line as a key Chicago bypass to reduce freight delays on their main line track. Grade separating this crossing would improve not just U.S. Route 14 reliability, but also train freight reliability as the potential for interactions with vehicles will be completely eliminated.
- Transit Supportive Land Use
  - The U.S. Route 14/CN crossing is located just over ½ mile from the Barrington Metra Station; which station serves as a key transit center for Metra. Due to express train schedule and accessibility of the Barrington station, the northwest region relies on access to this station to reduce delays on the roadway network, especially during key congestion periods. Absent the reliable ability to access the Barrington Metra Station in a predictable and timely fashion, more motorists would forgo the opportunity to use transit, instead selecting car access and further exacerbating congestion on the regional road network.

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**Northwest Council of Mayors STP Shared Fund Bonus Points Application**

**Background:** The Chicago Metropolitan Agency for Planning (CMAP) is launching the Surface Transportation Program (STP) Shared Fund, a set-aside of federal STP funds for large-scale, regionally significant projects. Applications for the shared fund will be scored on a 100-point scale: 25 points for Project Readiness, 50 points for Transportation Impact, and 25 points for incorporating CMAP's five Planning Factors. In addition to these 100 points, each project is eligible to receive up to 25 bonus points. Each of the eleven subregional councils has 25 points to distribute to projects applying to the Shared Fund, and each council can award a maximum of 15 points to an individual project. More information on Shared Fund scoring and eligibility is available [here](#).

**Eligibility:** Any project which has applied for the Shared Fund and falls into one of the eight eligible project categories is eligible to receive bonus points from the Northwest Council of Mayors, regardless of its geographic location.

**Instructions:** Applicants are asked to fill out the form below and submit to Northwest Council Planning Liaison Josh Klingenstein ([jklingenstein@nwmc-cog.org](mailto:jklingenstein@nwmc-cog.org)) **no later than 5:00 p.m. on March 26, 2019**. Applicants will also be asked to present their project at the April meeting of the Northwest Council of Mayors Technical Committee, to be held on **April 5, 2019, 8:30 a.m. at the Barrington Village Hall**. Applicants should prepare a short presentation (no longer than 5 minutes) that highlights the purpose and need of the project, the potential impact that the project will have on Northwest Cook County, and how the project helps realize the regional goals set out by CMAP in [On To 2050](#).

## **Project Information**

**Project Title:** Glen Ellyn Metra Station

**Lead Agency:** Village of Glen Ellyn

**Partner Sponsors** (if applicable): Not Applicable

**Lead Agency Contact Person:** Rich Daubert, Professional Engineer

**Contact Email:** [rdaubert@glenellyn.org](mailto:rdaubert@glenellyn.org)

**Estimated Construction Start Date (Month, Year):** March, 2023

**Project Description:** The Village of Glen Ellyn is proposing to replace the existing Union Pacific West (UP-W) Metra commuter rail station, located in downtown Glen Ellyn. The project will also include extensive site improvements, including a grade-separated pedestrian crossing, further detailed hereinafter.

### **Project Purpose and Benefit:**

Constructed circa 1966, the Depot does not meet the existing and future fundamental needs of the community in terms of Ridership Capacity, General Public and ADA Accessibility, and Pedestrian Safety. The proposed 4,000 square foot Depot would support current ridership as well as projected increased ridership due to recently approved and proposed transit-oriented mixed-use development projects in Downtown Glen Ellyn.

Important access improvements include Pace Bus/ADA/Passenger Car drop-off and pick-up areas, site circulation enhancements, upgraded sidewalk network, and additional bicycle parking, all of which are deficient with the current site and station. Greatly improving pedestrian safety, the project includes construction of a pedestrian underpass of the railroad. No grade-separated crossings exist Downtown, forcing pedestrians to cross the triple tracked railroad via surface crossings with steep gradients and wide flangeway gaps. Complicating the matter, freight trains frequently block the crossings, leaving pedestrians with no way to safely traverse the tracks. With increased rail traffic, UP is frequently forced to switch the function of the inbound and outbound platforms with little notice to the public. In these instances, commuters must scramble to traverse from one side of the tracks to the other. Worse yet, in situations where freight trains block the crossings, commuters have been observed to dangerously cross between coupled freight cars.

While not of direct benefit to Northwest Cook County, Glen Ellyn feels that this project supports other transit station and site improvements throughout the entire Chicago Metropolitan Area. More specifically, Glen Ellyn feels that improvements to the Metra Network will support improved transit service but also identify and drive the need for funding and implementing similar station and site improvements, including along the UP-NW, UP-N, MD-N and NCS lines, all of which serve NWMC member communities.

### **Project Readiness:**

The Village has demonstrated project readiness through inclusion in community plans (Comprehensive and Downtown Strategic Plans) and studies, near-term capital plans in budgets, and by advancing engineering for the project. More specifically, the Village fully funded and advanced a Phase I engineering study to the tune of \$250,000 and has included funding for Phase II Engineering and the Village's anticipated local share for the project within its 5-year Capital Plan.

As part of its application for CMAQ and STP-Shared funding, the Village is not requesting funding for Phase II Engineering. Rather, the Village is committed to fully funding (~\$2MM) and advancing Phase II Engineering in 2020, subject to the Village securing the requested CMAQ and/or STP-Shared funding.

Of equal importance, Glen Ellyn would like to emphasize that the Village's Team of Professional Administration, Finance, and Engineering Staff stand qualified and ready to advance this project. The in-house engineering team has direct experience with rail projects as demonstrated with its recent successful execution of the Taylor Avenue Pedestrian Tunnel Project (Pedestrian Underpass of the UP-West Line). The project team is confident with its project approach and milestone schedule which specifies a construction letting of March, 2023.

### **Planning Factors:**

This project supports all three planning factors applicable to Transit Station Projects including Inclusive Growth, Transit Supportive Density, and Complete Streets as follows:

#### Inclusive Growth

[CMAQ's Inclusive Growth Map](#) indicates that the UP-West line, particularly the portion leading into Glen Ellyn from Chicago, has 20-25% of its users being "People of Color Under the Poverty Line". The proposed project will increase ridership capacity, improve accessibility, and safety; all of which will support transit access to unique amenities and opportunities offered in Glen Ellyn which are particularly supportive of inclusive growth.

More specifically, Glen Ellyn is home to the College of DuPage which is the second largest provider of undergraduate education in Illinois, and supportive of inclusive growth. Access to the College from the station is directly available via Pace Bus Route 715. In addition, the College of DuPage and Glen Ellyn are in the midst of constructing Innovation DuPage. This cutting edge facility will be located in the downtown Glen Ellyn Civic Center, located approximately 600 feet southwest of the Metra Station. Innovation DuPage will ultimately serve as a business incubator and accelerator space which will provide small businesses with the necessary resources to thrive.

In addition to improved transit connectivity to educational and accelerator opportunities, Glen Ellyn's Downtown, Roosevelt Road Corridor, and Five Corners areas are home to a continuum

of employment opportunities supportive of inclusive growth and which will be more readily accessible from the proposed transit station and site improvements.

### Transit Supportive Density

Downtown Glen Ellyn is undergoing exciting development which is Transit Supportive and will only increase Metra's already substantial boarding growth projection of 9% (Glen Ellyn Stop) over the next 20 years. With Transit Supportive Zoning Districts within one-half mile of the Metra Station, Downtown Glen Ellyn is only anticipated to grow in terms of residential population and commercial presence. It is important to note that one of the Village's near-term goals is to have 400 additional residential units within its Central Business District. This further substantiates the need to not only expand the existing station to meet current ridership demand, but to also initiate expansion of the station for anticipated near-term ridership increases.

Current development projects which will further increase ridership includes APEX 400, a recently approved five-story mixed-use apartment and retail complex with a two-story parking garage which will be under construction in Summer 2019. The building will have 107 apartment units and 8,800 square feet of retail space. This development is located approximately 1,000 feet southwest of the Metra station at the northwest corner of Main Street and Hillside Avenue with the proposed train station pedestrian tunnel providing improved access to transit.

The aforementioned development is just one of several transit supportive developments within walking distance to the Metra station. In addition, other development projects are being proposed including a 48-unit apartment complex known as Avere, which would be located across from the Glen Ellyn Library approximately 1,700 feet southwest of the station. The project is gaining momentum as it is currently working through the early stages of the planning, design, and entitlement process. Other multi-family developments, in the form of townhomes, are being contemplated in near proximity to the downtown Metra Station.

### Complete Streets

The Village of Glen Ellyn has a [Complete Streets Policy](#) with the project incorporating several Complete Streets Improvements as follows:

- Achieves air emissions reductions by modernizing the transit station to accommodate the ridership constraints of the current station while planning for anticipated increased future ridership;
- Increases bicycle and pedestrian access to the station by providing a new ADA compliant pedestrian underpass, additional bicycle parking, and an improved sidewalk network with more direct access to the station platforms;
- Expands bicycle parking from the existing 92 spaces to the proposed 200 spaces based on survey data from community while also increasing access to the 61-mile long multi-use Illinois Prairie Path located immediately adjacent to the station;

- Provides several ADA Accessibility Improvements including:
  - Designated ADA Drop-Off and Pick-Up Areas on either side of the tracks
  - ADA Accessible Washrooms
  - ADA Compliant Walking Surfaces Including Accessible Ramps, Sidewalks and Pedestrian Underpass
  - ADA Compliant Doorways
- Improves safety and access to transit by adding crosswalks and curb cuts to the parking areas west of the stations and provides a connection to access the Illinois Prairie Path.
- Relieves congestion and reduces vehicle-pedestrian conflicts;
- Improves PACE bus service by increasing accessibility to the drop-off and pick-up area;
- Supports transit supportive land uses in the surrounding neighborhood;

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### **Project Information**

**Project Title:** Elmhurst Metra Station/Multi-Modal and Site Access/Improvements

**Lead Agency:** City of Elmhurst

**Partner Sponsors** (if applicable): NA

**Lead Agency Contact Person:** Cori Tiberi, Project Manager, City of Elmhurst

**Contact Email:** cori.tiberi@elmhurst.org

**Estimated Construction Start Date (Month, Year):** 2/1/2021

### **Project Description**

The City of Elmhurst Metra Station/Multi-Modal and Site Access/Improvement project includes the replacement of the existing commuter rail station, located in downtown Elmhurst and services the Union Pacific West (UP-W) Metra line. The existing station depot is nearing the end of its lifespan as it was original built in 1964 and rehabbed in 1989. The existing station is the 7<sup>th</sup> busiest in the Metra system and the busiest of on the UP-W line with over 2,344 boardings in 2016. This number is projected by Metra to increase by 628 daily boardings by 2040, even excluding current station space constraints or currently projected Transit Oriented Development in the downtown.

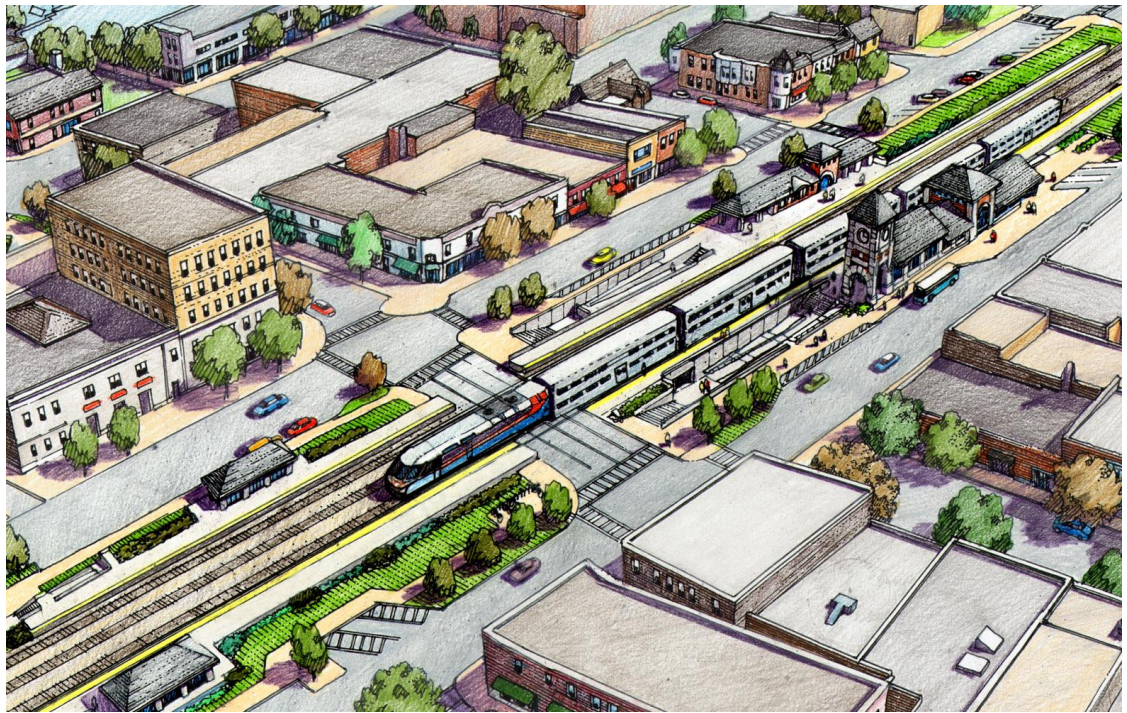
The existing station is nearly 40% undersized for current ridership, and is not ADA accessible. The site, situated in the center of downtown of Elmhurst, does not have protected pedestrian sidewalks, or separated pedestrian/traffic circulation. Additionally, the parking and paths do not provide ADA accessible paths from the community to the station.

Located in a transit supportive area with diverse land use mix and increased density, station improvements would work towards achieving regional goals outlined in ON TO 2050 of implementing transit project that are supportive of transit. The project includes many site improvements to address concerns of the City of Elmhurst, the public, and stakeholders. These concerns include safety, pedestrian access, drop-off, and bicycle storage. Below details the numerous site improvements and benefits of the project:

- Supports transit supportive land uses in the surrounding neighborhood;
- Increases bicycle and pedestrian access to the station by providing a new pedestrian underpass at York Street, crosswalks, and sidewalks;
- Improves safety and access to transit by adding sidewalks to the parking areas west of the stations. Currently, pedestrians need to walk on the street pavement to access these areas;

- Expands bicycle parking from the existing 100 spaces to the proposed 250 spaces based on survey data from community and Active Transportation Alliance;
- Improves PACE bus service by proposing a drop-off and pickup area on both inbound and outbound platform. This includes a boarding & alighting area for Pace bus route 309;
- Provides ADA accessible ramps to the pedestrian underpass as well as ADA accessible washrooms.
- Achieves air emissions reductions by modernizing the transit station to accommodate for increased ridership at the station

The project was undertaken by the City of Elmhurst in 2016, and has nearly completed Phase I Engineering through IDOT. The project is planned to begin Phase II Engineering in 2019 and with funding is expected to be completed in 2022.



### **Project Purpose and Benefit**

*Please describe what the project hopes to achieve and why the project is necessary. Please also describe how the project will improve transportation and mobility in Northwest Cook County, as well as any other relevant benefits.*

As previously noted, the project is intended to greatly increase safe/accessible station access as well as provide a new inbound and outbound station that will meet current and future ridership needs. The station is one node in a much larger regional system that includes all Metra, Pace, and roadways in the region. By strengthening corridor ridership, inter-modal connectivity, and Transit Oriented Development the regional transportation network, including Northwest Cook County, is improved.

Additionally, the Elmhurst Metra station also provides access to Elmhurst College, and other regional amenities.

### **Project Readiness**

*Please describe any actions taken to advance the project thus far. For example, has the lead agency completed Phase II engineering or Right-of-Way Acquisition for the project? Has the lead agency sought or secured additional funding for the project?*

The City of Elmhurst has self-funded Phase I Engineering which is anticipated to be completed in early 2019, the pre-final PDR has been reviewed by IDOT and final comments have been addressed. The City has completed the IDOT required QBS selection process for Phase II Engineering and will begin document development in late 2019 before anticipated Phase III letting in 2021. The project does not require additional Right-of-Way Acquisition as the project is being undertaken within current ROW and only requires final approvals by Metra and Union Pacific who have been involved from the beginning of project planning. The project has received \$12.4M in federal grants to date, and has other agency commitments, bringing non-local funding to \$16.4M of the required \$23M project cost.

### **Planning Factors**

*Please describe how the project addresses one or more of the five planning factors identified by CMAP in the [STP Shared Fund application guide](#). Please also note any Complete Streets or Green Infrastructure policies that the project sponsor has adopted.*

**Inclusive Growth** The project supports public transportation networks in several forms, including passenger rail, bus, bicycle, and pedestrian. By strengthening public transit options within the region opportunities are greatly increased for access to housing, jobs, education, and amenities. This assists in contributing to equitable opportunities and inclusive growth.

**Complete Streets** Elmhurst has invested in its downtown development for over 30 years. This has included major incentives for rehabilitation of existing buildings, encouraging new higher density mixed use development, creating pedestrian friendly sidewalks/amenities, and traffic calming street planning. Additionally, the City has invested in four public parking garages to reduce the need for inefficient surface parking. The project combines best practices in complete street development. By investing in a new inbound, and outbound station, a new pedestrian underpass, and sidewalk and vehicle circulation improvements the project connects to many of the investments already made and continues to energize the pedestrian friendly downtown.

**Green Infrastructure** The project reduces paved area in the project area by nearly 30% and allows for expanding the green space and permeable surfaces in the downtown. The existing site plan contained as much surface parking as possible, and the new plan efficiently connects riders to the previously constructed downtown parking garages. Besides the initial reduction in

pavement area, the design team is investigating additional opportunities for the use of permeable pavers and bio swales.

Freight Movement The project continues to invest in grade separation from the three active Union Pacific tracks. The corridor sees both high volume Metra and freight traffic that frequently blocks connectivity. The pedestrian tunnel proposed at York Street allows both commuters and pedestrians needing to cross from the north to the south of the tracks with increased safety and reducing potential pedestrian/train conflicts.

Transit-Supportive Land Use The City of Elmhurst went through rezoning in 2017 specifically to increase land density in the downtown and to reduce parking requirements for residential developments. The current master plans call for increased density, pedestrian connectivity, and redevelopment of the Metra station. Projects are already under construction taking advantage of the new policies including over 180 new units that should be completed by the end of 2019 within two blocks of the station.

**NORTHWEST MUNICIPAL CONFERENCE**

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Mark L. Fowler

**Memorandum**

TO: Northwest Council of Mayors Technical Committee

FROM: Joshua Klingenstein, Northwest Council of Mayors Planning Liaison

RE: Northwest Council of Mayors STP Program Updates

DATE: March 28, 2019

The following table summarizes updates to the Council's program since the February 15, 2019 Technical Committee Meeting. Updates are only included for projects with at least one phase programmed in an active year in the TIP, with the exception of the Howard St. bike path project in Niles.

Please note that, at this time, projects which are targeting the November letting will need to remain in FY 20 until the next TIP change cycle (beginning April 29), after which projects targeting the November letting may move into FY19 pending funding availability. Please also note that we are unable to move any projects currently in MYB in the eTIP into FY 20 or earlier, due to a lack of availability in STP funds. This is true even if the council were able to provide an offset, due to the fact that the region currently has more dollars programmed for FY 19 and FY 20 than it has in available funding. All projects phases that are in an active year in the eTIP are listed under the "FY 2019/FY 2020" section on the attached program sheet.

Project	Target Letting and Status
Barrington – US 14 @ Hart Road Current FY: 2019 (Construction: \$14,232,242/\$4,000,000) Scope: Intersection improvement/railroad crossing improvement	<b>Target Letting:</b> August 2019  <b>Status:</b> Railroad agreements pending finalization, slight increase in local costs for construction engineering.
Barrington – Metra Access Road Current FY: 2019 (ROW \$95,000/\$47,500) 2020 (Construction: \$2,300,500/1,840,400) Scope: New Access Road to Metra Station	<b>Target Letting:</b> September 2019  <b>Status:</b> Project moved back into FY2019 from FY2020 due to availability of STP funds in September.
Barrington – Lake Zurich Road Realignment Current FY: 2020 (Construction: \$4,213,739/\$3,363,071)	<b>Target Letting:</b> January 2020  <b>Status:</b> The update cost reflects an increase of \$573,471, which was processed in the eTIP in December 2016 but had not previously been reflected on the program sheet.
Buffalo Grove- Lake Cook Rd (Buffalo Grove Rd to Hastings) Current FY: 2019 (Construction: \$15,108,750/\$4,000,000) Scope: Intersection improvement	<b>Target Letting:</b> May 2019 (local let)  <b>Status:</b> Final plans completed, ROW has been negotiated and is awaiting IDOT certification.
Buffalo Grove - Weiland Rd Extension (Buffalo Grove to Lake Cook)	<b>Target Letting:</b> May 2019 (local let)

Current FY: 2019 (Construction: \$10,285,400/\$4,000,000) Scope: Intersection improvement/new road	<b>Status:</b> Final plans completed, ROW has been negotiated and is awaiting IDOT certification.
Buffalo Grove - Lake-Cook Rd lighting (Raupp to Hastings) Current FY:2019 (Construction: \$3,025,000/\$1,815,000) Scope: Lighting	<b>Target Letting:</b> May 2019 (local let)  <b>Status:</b> Final plans completed, ROW has been negotiated and is awaiting IDOT certification.
Niles - Howard St (Milwaukee to Lehigh) Current FY: 2020 (Construction: \$6,321,700/\$3,975,000) Scope: Reconstruction, shared use path	<b>Target Letting:</b> November 2019  <b>Status:</b> Target letting has been changed to November 2019 due to an updated land acquisition timeline. The ultimate target letting will be dependent on ROW.

**Clarification of Action Taken on December 7, 2018**

Up until the Technical Committee meeting on April 6, 2018, six projects were listed on the Northwest Council STP under the header “New B-list.” As of the May 24, 2018 meeting, however, the sheets were updated to only reflect projects in the active program, and the projects in questions were subsequently removed from the program sheet. Staff is requesting clarification as to whether the projects listed below which were included in the council’s B-list should be moved into FFY 2020, in accordance with the vote taken at the December 7, 2018 meeting to move all MYB projects into FY 2020.

**Note:** Two lighting projects from the Village of Niles were also listed under the “New B-list” header. However, those projects were approved contingent on the availability of advanced funding. Because advanced funding is not an option, the projects are not included in the table below.

<b>Municipality</b>	<b>Project</b>	<b>Phase</b>	<b>Cost (Total/STP)</b>
Rolling Meadows	Meacham Rd. Reconstruction (Algonquin Rd. to Old Plum Grove Rd.)	Construction	\$5,000,000/\$4,000,000
Schaumburg	Algonquin Rd. at Hammond Dr. Intersection Improvement	Construction	\$1,000,000/\$800,000
Schaumburg	Rodenburg Rd. Reconstruction (CP Railroad to Irving Park Rd.)	Construction	\$1,693,750/\$1,355,000
Schaumburg	National Parkway Reconstruction (Woodfield to Golf)	Construction	\$14,300,000/\$4,000,000

STP Projects												Green means funds have been expended			
Municipality	TIP ID	Project	Limits	Scope	Phase	Programmed Year	Total \$	Federal STP \$	Letting/Obligation	Project Status	Phase I	Phase II	ROW	Construction (other than STP)	
Elk Grove Village		JF Kennedy/Elk Grove	Arlington Hts to Victoria	Resurface, bridge rehab	Construction	2018	\$ 2,968,000	\$ 1,979,200	Let - January	Project was let	Local	Local	Local		
Palatine		Palatine Rd	Quentitt to Smith	Reconstruction, widening, new shared use path	Phase I	2018	\$ 380,000	\$ 190,000	March 2018	Agreement executed	STP	STP	STP		
Rolling Meadows		Kirchoff Road	Wilke to Hicks Rd	Resurfacing	Phase II	2018	\$ 95,424	\$ 47,712	March 2018	Agreement executed	Local	STP	None		
Schaumburg		Roselle Rd Bike Bridge	Bike Bridge	Bike bridge	Construction	2018	\$ 3,865,085	\$ 3,374,409	Let - April	Project was let	Local	STP	None		
Streamwood		East Ave @ Irving Park Rd	Intersection Improvement	Intersection improvement	Construction	2018	\$ 650,000	\$ 520,000	Let - April	Project was let	Local	STP	None		
Streamwood		North Ave @ Lake St	Intersection Improvement	Intersection improvement	Construction	2018	\$ 1,082,750	\$ 866,200	Let - April	Project was let	Local	STP	None		
Schaumburg		Plum Grove Rd	Golf to Wiley	Reconstruction	Construction	2018	\$ 6,600,000	\$ 4,000,000	Let - August	Phase II and ROW acquisition underway	Local	STP	STP		
Schaumburg		Plum Grove Rd	Higgins to Golf	Reconstruction	Construction	2018	\$ 6,500,000	\$ 4,000,000	Let - August	Phase II and ROW acquisition underway	Local	STP	STP		
Rolling Meadows	03-17-0006	Kirchoff Road	Wilke to Hicks Rd	Resurfacing	Construction	2018 (AC)	\$ 2,042,500	\$ 1,634,000	Let - November	Project was let	Local	STP	None		
Palatine	03-18-0009	Smith St	Palatine Rd to Dundee	Resurfacing	Construction	2018 (AC)	\$ 1,650,000	\$ 1,320,000	Let - November	Project was let	Local	Local	None		
Schaumburg	03-16-0010	State/National	Plum Grove to Golf	Reconstruction	Construction	2019	\$ 6,593,011	\$ 4,000,000	Let - January	ROW certified, final plans submitted to IDOT	Local	STP	STP		
Elk Grove Village	03-18-0018	Lively Blvd	Devon to Landmeier	Resurfacing	Construction	2019	\$ 1,575,039	\$ 1,096,000	Let - January	Phase placed in Advance Construction	Local	Local	None		
Schaumburg	03-18-0010	Walnut Lane	Schaumburg Rd to Weathersfield	Reconstruction	Construction	2019	\$ 3,591,045	\$ 2,560,000	Let - January	ROW certified, final plans submitted to IDOT	Local	Local	None		
Streamwood	03-09-0073	Irving Park Rd	Bartlett to Schaumburg	Reconstruction, widening	ROW	2019	\$ 1,000,000	\$ 500,000	Let - March	Project was let	Local	STP/IDOT	STP/IDOT		
Streamwood	03-09-0073	Irving Park Rd	Bartlett to Schaumburg	Reconstruction, widening	Construction	2019	\$ 6,800,000	\$ 4,786,668	Let - March	Project was let	Local	STP/IDOT	STP/IDOT		
FY 2019/FY 2020															
Buffalo Grove	03-11-0020	Lake Cook Rd Improvements	Buffalo Grove Rd to Hastings	Intersection improvement	Construction	2019	\$ 15,108,750	\$ 4,000,000	May 2019 (local let)	ROW negotiated and awaiting IDOT certification	County	County	County	CMAQ, County	
Buffalo Grove	03-11-0020	Weiland Rd Extension	Buffalo Grove to Lake Cook	Reconstruction	Construction	2019	\$ 10,285,400	\$ 4,000,000	May 2019 (local let)	ROW negotiated and awaiting IDOT certification	County	County	County	CMAQ, County	
Buffalo Grove	03-11-0020	Lake-Cook Rd	Raupp to Hastings	Lighting	Construction	2019	\$ 3,025,000	\$ 1,815,000	May 2019 (local let)	ROW negotiated and awaiting IDOT certification	County	County	County	County	
Schaumburg	03-14-0017	Woodfield Rd	Meacham to Martingale	Reconstruction	Construction	2019	\$ 6,715,742	\$ 4,000,000	April 2019	Final Agreements Submitted	Local	STP	STP		
Schaumburg	03-14-0017	Woodfield Rd	Martingale to East Frontage	Reconstruction	Construction	2019	\$ 8,241,049	\$ 4,000,000	April 2019	Final Agreements Submitted	Local	STP	STP		
Barrington	10-00-0129	US 14 @ Hart Rd	Intersection Improvement	Intersection improvement	Construction	2019	\$ 14,232,242	\$ 4,000,000	August 2019	ROW acquisition complete, still need RR agreement	County	CMAQ	CMAQ/Local/STP	CMAQ, County	
Des Plaines	03-14-0006	Lee/Forest	Intersection Improvement	Intersection improvement	ROW	2018	\$ 320,000	\$ 160,000	In Advance Construction	Phase II complete, ROW acquisition underway	Local	STP	STP		
Des Plaines	03-14-0006	Lee/Forest	Intersection Improvement	Intersection improvement	Construction	2019	\$ 2,530,000	\$ 2,024,000	June 2019	Phase II complete, ROW acquisition underway	Local	STP	STP		
Barrington	03-06-0005	Barrington Metra Access Road	Access Road	New access road to Metra Station	ROW	2019	\$ 95,000	\$ 47,500	In Advance Construction	Phase II underway - IDOT approved ROW acquisition	Local	STP	STP		
Barrington	03-06-0005	Barrington Metra Access Road	Access Road	New access road to Metra Station	Construction	2019	\$ 2,300,500	\$ 1,840,400	September 2019	Phase II underway - pre-final plans targetinf Feb submittal	Local	STP	STP		
									In Advance Construction - targeting final certification						
Schaumburg	03-03-0102	Algonquin Rd @ Meacham Rd	Intersection Improvement	Intersection improvement	ROW	2018	\$ 2,400,000	\$ 625,000	September 2019	ROW Agreement Executed	Local	STP/IDOT	STP/IDOT/CMAQ	CMAQ/IDOT	
Schaumburg	03-03-0102	Algonquin Rd @ Meacham Rd	Intersection Improvement	Intersection improvement	Construction	2020	\$ 6,272,000	\$ 2,697,600	November 2019	Phase II and ROW acquisition underway	Local	STP/IDOT	STP/IDOT/CMAQ	CMAQ/IDOT	
Barrington	03-14-0010	Lake Zurich Road Realignment	Intersection Improvement	Realign intersection	Construction	2020	\$ 4,213,739	\$ 3,363,071	January 2020	Phase II underway, ROW issues	Local	STP	STP	IDOT	
Niles	03-13-0010	Howard St	Milwaukee to Lehigh	Reconstruction, new shared use path	Construction	2020	\$ 6,321,700	\$ 3,975,000	November 2019	Timeline dependent on ROW	Local	STP	None	TAP for bike/ped	
Resurfacing															
Arlington Heights	03-19-0005	Kensington Rd	Dryden to Village Limits	Resurfacing and multi-use path	Construction	2020	\$ 1,759,300	\$ 1,407,440	March 2020	Phase I approved, Phase II kickoff in October	Local	Local	None		
Bartlett		North Ave	Oak Ave to Lake St	Resurfacing	Construction	2020	\$ 809,010	\$ 647,208	2019	Phase I approved, ready to proceed if funded	Local	Local	None		
Elk Grove Village		Clearmont Ped Bridge	Over Salt Creek	Pedestrian Bridge	Construction	2020	\$ 2,000,000	\$ 1,800,000	June 2020	Phase I underway	Local	Local	None		
Elk Grove Village		Nerge Rd	Devon to Rohlwing	Resurfacing	Construction	2020	\$ 1,195,000	\$ 956,000	November 2019	Phase I underway	Local	Local	None		
										Phase I approved, local funds ready for Phase II if STP funding for construction becomes available	Local	Local	None		
Hoffman Estates		Salem Dr	Bode Rd to village limits	Resurfacing	Construction	2020	\$ 200,000	\$ 160,000	TBD	Phase I approved, local funds ready for Phase II if STP funding for construction becomes available	Local	Local	None		
										Phase I approved, local funds ready for Phase II if STP funding for construction becomes available	Local	Local	None		
Hoffman Estates		Huntington Blvd North	Palatine Rd to Westbury Dr	Resurfacing	Construction	2020	\$ 510,000	\$ 408,000	TBD	Phase I approved, local funds ready for Phase II if STP funding for construction becomes available	Local	Local	None		
Hoffman Estates		Beverly Rd	Prairie Stone Pkwy to I-90	Resurfacing	Construction	2020	\$ 270,000	\$ 216,000	TBD	Phase I approved, local funds ready for Phase II if STP funding for construction becomes available	Local	Local	None		
										Phase I approved, local funds ready for Phase II if STP funding for construction becomes available	Local	Local	None		
Hoffman Estates		Jones Rd	Rosedale Ln to Highland Blvd	Resurfacing	Construction	2020	\$ 372,000	\$ 340,000	TBD	Phase I approved, local funds ready for Phase II if STP funding for construction becomes available	Local	Local	None		
Rolling Meadows		Old Wilke/Weber/Wilke	Various	Resurfacing	Construction	2020	\$ 3,270,000	\$ 2,289,000	TBD	Not started	Local	Local	None		
Schaumburg		Meacham Rd	Higgins to Golf	Resurfacing	Construction	2020	\$ 3,500,000	\$ 2,800,000	TBD 2020	Not started	Local	Local	None		
Schaumburg		Weathersfield Way	Braintree Dr to Salem Dr	Resurfacing	Construction	2020	\$ 1,750,000	\$ 1,400,000	TBD 2019	Phase I and Phase II complete, waiting for available funding	Local	Local - Have been expended	None		
Streamwood		Buttitta Dr	Barrington to East	Resurfacing	Construction	2020	\$ 350,000	\$ 280,000	TBD	Phase I underway - will be shovel-ready once funding is available	Local	Local	Local		
Streamwood		Woodland Heights Blvd	Buttitta Dr to Park Blvd	Resurfacing	Construction	2020	\$ 780,000	\$ 624,000	TBD	Phase II underway - will be shovel-ready once funding is available	Local	Local	Local		

Streamwood		East Ave	Buttitta Dr to Schaumburg Rd	Resurfacing	Construction	2020	\$ 700,000	\$ 560,000		TBD	Phase II underway - will be shovel-ready once funding is available	Local	Local	Local	
Streamwood		Park Blvd	Irving Park to Schaumburg	Resurfacing	Construction	2020	\$ 960,000	\$ 768,000		TBD	Phase II underway - will be shovel-ready once funding is available	Local	Local	None	
TBD lettings															
Barrington	03-14-0010	US 14 Grade Separation	Grade Separation	Grade separation	Phase II	2020	\$ 3,120,000	\$ 1,560,000		TBD 2020	ROW acquisition underway	TIGER	STP	State/STP	Seeking additional funding
Barrington	03-14-0010	US 14 Grade Separation	Grade Separation	Grade separation	Construction	2020	\$ 38,084,000	\$ 4,000,000		TBD 2020	ROW acquisition underway	TIGER	STP	State/STP	Seeking additional funding
Elk Grove Village		Arlington Hts Rd	Devon to Elk Grove	Widening, resurfacing	Construction	2020	\$ 5,325,000	\$ 4,000,000		January 2020	Phase I underway	Local	Local	None	
Elk Grove Village		Tonne Rd	Devon to Elk Grove	Reconstruction	Construction	2020	\$ 4,706,000	\$ 3,764,800		January 2021	Not started	Local	Local	None	
Elk Grove Village		Tonne Rd	Elk Grove to Landmeier	Reconstruction	Construction	2020	\$ 5,462,000	\$ 4,000,000		September 2021	Not started	Local	Local	None	
Niles		Touhy @ Gross Point/Harts	Intersection Improvement	Intersection improvement	Phase II	2020	\$ 400,000	\$ 200,000		TBD 2020	Phase I, expected design approval Spring 2019	Local	STP	Local	
Niles		Touhy @ Gross Point/Harts	Intersection Improvement	Intersection improvement	Construction	2020	\$ 2,787,500	\$ 2,230,000		TBD 2020	Phase I, expected design approval Spring 2019	Local	STP	Local	
Palatine		Palatine Rd	Quentin to Smith	Reconstruction, widening, new shared use path	Phase II	2020	\$ 344,640	\$ 133,750		TBD 2023	Phase I agreements executed	STP	STP	STP	
Palatine		Palatine Rd	Quentin to Smith	Reconstruction, widening, new shared use path	ROW	2020	\$ 250,000	\$ 100,000		TBD 2023	Phase I agreements executed	STP	STP	STP	
Rolling Meadows	03-03-0006	Algonquin @ New Wilke	Intersection Improvement	Intersection improvement	Construction	2020	\$ 3,310,000	\$ 2,000,000		TBD 2020	Phase I starting late 2017	Local	Local	Local	
Schaumburg		Knollwood Rd	Bode Rd to Golf Rd (IL 58)	Reconstruction	Construction	2020	\$ 3,821,250	\$ 3,057,000		March 2019	Pre-final plans submitted to IDOT	Local	Local - Have been expended	None	
Schaumburg		Algonquin Rd at Hammond Dr	Intersection Impr	Intersection improvement	Phase II	2020	\$ 70,000	\$ 35,000		TBD 2020	Phase I complete	Local	STP	STP	
Schaumburg		Algonquin Rd at Hammond Dr	Intersection Impr	Intersection improvement	ROW	2020	\$ 180,000	\$ 90,000		TBD 2020	Phase I complete	Local	STP	STP	
Schaumburg	03-19-0006	National Pkwy	Woodfield to Golf	Reconstruction	Phase II	2020	\$ 1,200,000	\$ 600,000		Potentially Locally funded June 2019	Phase I near completion	Local	STP	STP	
Schaumburg	03-19-0006	National Pkwy	Woodfield to Golf	Reconstruction	ROW	2020	\$ 400,000	\$ 200,000		(agreements)	Phase I near completion	Local	STP	STP	