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
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 Cassady
Steve Andrews
Brian Lovering
Alex Househ
Greg Summers
Jen Maddux
David Lawry
Mike Hankey
Jarrod Cebulski
Todd Bright
Jon Vana
Kristin Mehl
Mark Fowler
Matt Barry
Greg Elwanger
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 Bardett
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.
| Record Id | Project Route/From/To | Scope of Work 1/ Scope of Work 2 | Current CE3 | T.I.P. NO. 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Wednesday, March 27, 2019
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<th>Target Let/ Low Bid</th>
<th>Consultant</th>
<th>E1/E2</th>
<th>Jntagmt Cd Dt</th>
<th>A-95 Review</th>
<th>CMAQ</th>
<th>BRP</th>
<th>NIPC</th>
<th>STATE</th>
<th>CD/DT</th>
<th>A-95 Review</th>
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<tbody>
<tr>
<td>9 ELK GROVE VILL</td>
<td>- Nerge Rd</td>
<td>Devon to Rohling</td>
<td>RESURFACING</td>
<td>1,195,000</td>
<td>CE 1 NR No</td>
<td>1/1/2020</td>
<td>11/8/2019</td>
<td>AH CR</td>
<td>H R Grace NR</td>
<td>No</td>
<td>*</td>
<td>NR</td>
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<tr>
<td>10 ELK GROVE VILL</td>
<td>- Wington/Lacistr</td>
<td>Lake Cosman to Rochelle</td>
<td>CULVERT REPLACEMENT</td>
<td>220,000</td>
<td>CE 1 NR Yes</td>
<td>1/1/2020</td>
<td>11/6/2020</td>
<td>AH CR</td>
<td>B &amp; W NR</td>
<td>Yes</td>
<td>*</td>
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<td>*</td>
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<td>11 HOFFMAN ESTATES</td>
<td>Off to Poplar Cr Tr</td>
<td>EJ&amp;E RR to Sutton Rd (S1) to Shoe Factory - Hoffman S2</td>
<td>BIKeways</td>
<td>915,000</td>
<td>CE 1 NR Yes</td>
<td>1/1/2020</td>
<td>9/26/2019</td>
<td>AH CR</td>
<td>TransSys E</td>
<td>No</td>
<td>*</td>
<td>NR</td>
<td>*</td>
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<td>12 NILES</td>
<td>- Cleveland St</td>
<td>Caldwell Ave to Waukegan Rd</td>
<td>PEDESTRIAN CROSSINGS</td>
<td>117,000</td>
<td>CE 1 NR No</td>
<td>1/1/2020</td>
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<td>AH CR</td>
<td>Gebart NR</td>
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<td>*</td>
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<td>Local Agency/ Section</td>
<td>Project Route/ From/ To</td>
<td>Scope of Work 1/ Scope of Work 2/</td>
<td>Current CE3 Estimate</td>
<td>T.I.P. NO.</td>
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<td>Public Hearing Status</td>
<td>Design Appv Requested CD/Certified DT</td>
<td>ROW Req Est/Act CD DT</td>
<td>Plans to CO CD DT</td>
<td>Target Let/ Low Bid Award Date Award Amt</td>
<td>Jigtact Cmd Dt RR Agmt Cmd Dt</td>
<td>404 Permit Cmd Dt</td>
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<tr>
<td>13 NILES 1300116000TL</td>
<td>FAU1334 - Howard St Milwaukee Av to Lehigh Av</td>
<td>RESURFACING PEDESTRIAN UNDERPASS</td>
<td>4,750,000</td>
<td>03-13-0010</td>
<td>E1: / / / /</td>
<td>CE 2 NR</td>
<td>12/12/2018</td>
<td>No</td>
<td>9/20/2019</td>
<td>AH CR</td>
<td>62,640</td>
<td>Yes</td>
<td>1,006,800</td>
<td>4,750,000</td>
<td>STE / 4,750,000 / STPL / 1,258,500</td>
<td>REMARKS: SN: 016-3029 included. Scope change from recon and bridge work to RS, Bikelane and Bike Bridge. No work on existing bridge. 03-18-0003 IEP</td>
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<td>2348</td>
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<td>14 NILES 1300126000LS</td>
<td>FAP0374 - Milwaukee Av to Howard St Jougul Tr to Jonquil Tr</td>
<td>LANDSCAPING; SIDEWALKS PARKING</td>
<td>810,640</td>
<td>03-18-0013</td>
<td>E1: / / / /</td>
<td>CE 1 NR</td>
<td>2/15/2019</td>
<td>No</td>
<td>1/17/2020</td>
<td>AH CR</td>
<td>0</td>
<td>No</td>
<td>648,510</td>
<td>810,640</td>
<td>STE / 810,640</td>
<td>REMARKS:</td>
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<tr>
<td>15 PALATINE 1700101008BT</td>
<td>Var - Roselle/Euclid A to Roselle Rd to Shire Ct</td>
<td>BIKeways</td>
<td>500,000</td>
<td>03-18-0004</td>
<td>E1: / / / /</td>
<td>CE 1 NR</td>
<td>10/12/2017</td>
<td>Yes</td>
<td>6/14/2019</td>
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<td>0</td>
<td>No</td>
<td>400,000</td>
<td>500,000</td>
<td>CMAQ / 500,000</td>
<td>REMARKS: Max CMAQ: $400,000 (C only); E1, E2 and CE. Locally funded. PE2 kick-off meeting held 12-20-18. Harper College IGA.</td>
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<td>2932</td>
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<td>16 PALATINE 1700100000PV</td>
<td>FAU1285 - Palatine Rd to Quentin Rd</td>
<td>RECONSTRUCTION ADDITIONAL LANES/BIKeway</td>
<td>5,318,000</td>
<td>03-16-0008</td>
<td>E1: FFY18 / STPL / 380,000 / 190,000 / A</td>
<td>CE 2 NR</td>
<td>1/1/2023</td>
<td>Yes</td>
<td>1/1/2023</td>
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<td>0</td>
<td>No</td>
<td>6 /30/2019</td>
<td>E</td>
<td>REMARKS: STPL for E1 only. Other phases unfunded (7-30-18).</td>
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<td>Local Agency/Section</td>
<td>Scope of Work 1/</td>
<td>Scope of Work 2/</td>
<td>Record Id</td>
<td>Reports Proposal/WBIA</td>
<td>Federal Aid Program</td>
<td>TIP Fund/Local Agency/State</td>
<td>Scope of Work</td>
<td>Design Appr/CD Certified Construction Status</td>
<td>ROW Req/CD Certified Construction Status</td>
<td>Enforcement Status</td>
<td>ROW Req/CD Certified Construction Status</td>
<td>Plans to CO CD</td>
<td>Target Let/ Low Bid</td>
<td>Design Appr/CD Certified Construction Status</td>
<td>ROW Req/CD Certified Construction Status</td>
<td>Estimated CD DT/Target Award Date</td>
<td>Award Amt/Target Award Date</td>
<td>Consultant/Agency</td>
<td>Requested CD/CD Requested CD</td>
<td>Approval Requested CD/CD Requested CD</td>
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<td>PROSPECT HEIGHT</td>
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<td>15000502000W</td>
<td>2915</td>
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<td>ROLLING MEADOWS</td>
<td>Algonquin Road</td>
<td>58000095060C</td>
<td>1390</td>
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<td>SCHAUMBURG</td>
<td>Woodfield Rd</td>
<td>140011400PV</td>
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| Record id | Local Agency/ Section | Project Route/ From/ To | Scope of Work 1/ Scope of Work 2/ | T.I.P. NO. CE3 | Current Estimate | FFY/Fund/Cost/Fed Cost/Authorized | Environ- mental Approval | Design Appv Requested | ROW Req/DYCD DT | Est/Act CD DT | Plans to CO CD DT | Target Let/ Low Bid Award Date Award Amt | E1/E2 Consultant | Jntagmt Cd DT | 404 Permit Cd DT | A-95 Review STATE | NIPC |
|-----------|----------------------|-------------------------|----------------------------------|----------------|-----------------|------------------|-------------------------------|----------------------|-------------------|-----------------|-----------------|-----------------|-------------------------------|----------------|-------------|-----------------|-------------------|------|
| 21        | SCHAUMBURG           | FAU3073 - Woodfield Rd  | 3/27/2019                        | 5,600,000       | 03-14-0017      | /                | CE 2              | NR                  | Yes            | 4/26/2019   | AH              | CR              | Civiltech          | NR                  | No   |
|           |                     |                         |                                  |                |                 |                  |                  |                     |                |              |                 |                  |                  |      |
|           |                     |                         |                                  |                |                 |                  |                  |                     |                |              |                 |                  |                  |      |
| 23        | SCHAUMBURG           | FAP0039 - IL62/Algonquin | 3/27/2019                        | 6,272,000       | 03-03-0102      | /                | CE 2              | NR                  | Yes            | 11/8/2019   | AH              | CR              | TranSys3          | NR                  | No   |
|           |                     |                         |                                  |                |                 |                  |                  |                     |                |              |                 |                  |                  |      |
|           |                     |                         |                                  |                |                 |                  |                  |                     |                |              |                 |                  |                  |      |
|           |                     |                         |                                  |                |                 |                  |                  |                     |                |              |                 |                  |                  |      |

**Selections:** RCO: 03 | Engineer: | Fund: | Tip Fund: | 03 | 03-14-0017

**LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS**

**LOCATED IN THE CMAP NORTHWEST REGIONAL COUNCIL**

**Staff:** Wednesday, March 27, 2019

Page 6 of 7
<table>
<thead>
<tr>
<th>Local Agency/Section</th>
<th>Project Route/From/To/Scope of Work 1/Scope of Work 2/Current CE3 Estimate</th>
<th>T.I.P. NO.</th>
<th>FFY/Fund/Cost/Fed Cost/Authorized</th>
<th>Environment Plan Approval</th>
<th>Public Hearing Status</th>
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<th>Environmental Approval</th>
<th>ROW Req Certification CD/DT</th>
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<th>E1/E2 Consultant</th>
<th>JntAgmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt</th>
<th>A-95 Review STATE NIPC *</th>
<th>Tip Fund:</th>
<th>ReMARKS:</th>
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<tbody>
<tr>
<td>SCHAUMBURG</td>
<td>180013100PV Knollwood Dr Bode Rd to Golf Rd RECONSTRUCTION</td>
<td>3,821,250</td>
<td>CE 1 NR 1/1/2023 AH NR</td>
<td>10/12/2018 No CR Thomas NR</td>
<td>3,057,000</td>
<td>252,942 225,295,573 575,000 900,000 1,000,000 1,000,000 0</td>
<td>2911</td>
<td>Max ILL: $2,620,989. Max STP-L: $5,760,442. Max STE: $654,460. Item No. 144. Plot Construction, Inc.</td>
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### PHASE III - CONSTRUCTION

**Project Name - Limits**

<table>
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<tr>
<th>Scope</th>
<th>Est. Cost</th>
<th>Programmed Year</th>
<th>Letting Date</th>
<th>Award Date</th>
<th>Const. Start</th>
<th>Const. End</th>
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</thead>
<tbody>
<tr>
<td>PAVEMENT PRESERVATION AND REHABILITATION PROGRAM NORTH 2017</td>
<td></td>
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<td></td>
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<tr>
<td>Bode Rd (Sutton Rd to Barrington Rd)</td>
<td>$2,948,400.00</td>
<td>2018</td>
<td>1/25/2018</td>
<td>12/17/2018</td>
<td></td>
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<tr>
<td>Bradwell Rd (Barrington Rd to Ela Rd)</td>
<td>$2,511,600.00</td>
<td>2018</td>
<td>1/25/2018</td>
<td>12/17/2018</td>
<td></td>
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<tr>
<td>Brinker Rd (Algonquin Rd to County Line Rd)</td>
<td>$3,276,000.00</td>
<td>2018</td>
<td>1/25/2018</td>
<td>12/17/2018</td>
<td></td>
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<tr>
<td>Mundhank Rd (Higgins Rd to South Meadow Ct)</td>
<td>$1,092,000.00</td>
<td>2018</td>
<td>1/25/2018</td>
<td>12/17/2018</td>
<td></td>
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<tr>
<td>Otis Rd (Old Sutton Rd to Brinker Rd)</td>
<td>$1,419,600.00</td>
<td>2018</td>
<td>1/25/2018</td>
<td>12/17/2018</td>
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<tr>
<td>Sanders Rd (at Winkelman Rd)</td>
<td>$44,839.00</td>
<td>2018</td>
<td>1/25/2018</td>
<td>12/17/2018</td>
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<tr>
<td>Municipalities: Barrington Hills, Inverness, Schaumburg, South Barrington</td>
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</tbody>
</table>

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

### ROSELLE ROAD

At Schaumburg Road

<table>
<thead>
<tr>
<th>Scope</th>
<th>Est. Cost</th>
<th>Programmed Year</th>
<th>Letting Date</th>
<th>Award Date</th>
<th>Const. Start</th>
<th>Const. End</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
<td>$889,351.29</td>
<td>2017</td>
<td>1/11/2017</td>
<td>4/24/2017</td>
<td>6/13/2017</td>
<td>Spring 2019</td>
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<tr>
<td>Municipalities: Schaumburg</td>
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</tbody>
</table>

**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

<table>
<thead>
<tr>
<th>Scope</th>
<th>Est. Cost</th>
<th>Programmed Year</th>
<th>Letting Date</th>
<th>Award Date</th>
<th>Const. Start</th>
<th>Const. End</th>
</tr>
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<tbody>
<tr>
<td>Construction - WB on-ramp onto I-90; land bridge construction along Central Road; reconstruction of Central Road</td>
<td>$13,481,129.47</td>
<td>2017</td>
<td>2/17/2017</td>
<td>9/12/2017</td>
<td>Spring 2019</td>
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<tr>
<td>Municipalities: Hoffman Estates, Schaumburg</td>
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</table>

**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

<table>
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<tr>
<th>Scope</th>
<th>Est. Cost</th>
<th>Programmed Year</th>
<th>Letting Date</th>
<th>Award Date</th>
<th>Const. Start</th>
<th>Const. End</th>
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<tbody>
<tr>
<td>Construction - job order contract (JOC) emergency repairs</td>
<td>$278,330.39</td>
<td>2018</td>
<td>7/30/2018</td>
<td>8/31/2018</td>
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<tr>
<td>Municipalities: Palatine</td>
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**Project Status:** Emergency repair work is 100% complete.
### PHASE II - DESIGN

<table>
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<th>Project Name - Limits</th>
<th>Scope</th>
<th>Est. Cost (in $)</th>
<th>Programmed Year</th>
<th>Letting Date</th>
<th>Award Date</th>
<th>Const. Start</th>
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<tr>
<td><strong>PAVEMENT PRESERVATION AND REHABILITATION PROGRAM NORTH 2019</strong></td>
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<tr>
<td>West Lake Avenue (Wolf Road to Landwehr Road)</td>
<td>Construction</td>
<td>$4,600,000</td>
<td>2019</td>
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<tr>
<td><strong>Municipalities</strong>: Glenview, Mount Prospect</td>
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<tr>
<td>Project Status: 100% final plans complete. Working toward contract documents to start letting process.</td>
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</table>

| BARTLETT ROAD                                                                        | Design Engineering                                                    | In-House        | 2017            |             |            |              |            |
| Over Poplar Creek                                                                    | Construction - Remove and replace the existing expansion details and minor deck slab and approach slab repairs as needed. | $250,000        | 2019            |             |            |              |            |
| **Municipalities**: Hoffman Estates                                                  |                                                                       |                 |                 |             |            |              |            |
| 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. |

| LAKE COOK RD                                                                         | Design Engineering (Village-led)                                      | $209,850        | 2017            |             |            |              |            |
| Raupp Boulevard to Hastings Lane                                                     | ROW Acquisition                                                       | $9,352,000      | 2017            |             |            |              |            |
| **Municipalities**: Buffalo Grove, Wheeling                                          | 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            |             |            |              |            |
| **Municipalities**: Buffalo Grove, Wheeling                                          |                                                                       |                 |                 |             |            |              |            |
| 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. |

| TOUHY AVE                                                                             | Design Engineering                                                    | $5,900,000      | 2017            |             |            |              |            |
| Elmhurst Road to Mount Prospect Road                                                 | Construction - Pavement Reconstruction, New Alignments, Grade Separations, Intersection Improvements, Drainage Improvements, New Street Lights, Bike path | $64,263,390.00  | 2018            | Est. Q2 2019|            |              |            |
| **Municipalities**: Chicago, Des Plaines, Elk Grove                                  | 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-CCDOTH-UPRR IGA. Letting is anticipated in Fall 2019. |

<p>| SHOE FACTORY RD                                                                       | Design Engineering (Village-led)                                      | $400,000        | 2018-19         |             |            |              |            |
| Essex Drive to East of Beverly Road                                                  | ROW Acquisition                                                       | $800,000        | 2018-19         |             |            |              |            |
| <strong>Municipalities</strong>: Hoffman Estates                                                  | 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                                                             |                                                                       | $790,636.00     | 2020            |             |            |              |            |
| Project Status: Kickoff meeting scheduled for February 5, 2019.                      |                                                                       |                 |                 |             |            |              |            |</p>
<table>
<thead>
<tr>
<th>Project Name - Limits</th>
<th>Scope</th>
<th>Est. Cost</th>
<th>Programmed Year</th>
<th>Letting Date</th>
<th>Award Date</th>
<th>Const. Start</th>
<th>Const. End</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BUSSE RD</strong></td>
<td><strong>Golf Rd to Central Rd</strong></td>
<td>Preliminary Engineering</td>
<td>$ 685,943.97</td>
<td>2017</td>
<td>Municipalities: Mount Prospect</td>
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<tr>
<td></td>
<td></td>
<td>Design Engineering</td>
<td>$ 700,000.00</td>
<td>2018</td>
<td></td>
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<tr>
<td></td>
<td>Roadway reconstruction and widening, multi-use path, and drainage improvements.</td>
<td>$ 7,000,000.00</td>
<td>2020</td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>Construction Engineering</td>
<td>$ 700,000.00</td>
<td>2020</td>
<td></td>
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<tr>
<td><strong>CENTRAL RD</strong></td>
<td><strong>Barrington Rd to Huntington Blvd</strong></td>
<td>Preliminary Engineering</td>
<td>$ 292,604.06</td>
<td>2017</td>
<td>Municipalities: Hoffman Estates, South Barrington</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Design Engineering</td>
<td>$ 1,500,000.00</td>
<td>2018</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Construction - Reconstruction or resurfacing of Central Road from Barrington Road to Huntington Blvd and the construction of an off-street path on Central Road.</td>
<td>$ 9,000,000.00</td>
<td>2020</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Construction Engineering</td>
<td>$ 1,300,000.00</td>
<td>2020</td>
<td></td>
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<tr>
<td><strong>QUENTIN RD</strong></td>
<td><strong>Dundee Rd to Lake Cook Rd</strong></td>
<td>Preliminary engineering</td>
<td>$ 425,041.14</td>
<td>2017</td>
<td>Municipalities: Deer Park, Palatine</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Design engineering</td>
<td>$ 1,500,000.00</td>
<td>2020</td>
<td></td>
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<tr>
<td></td>
<td>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.</td>
<td>$ 34,000,000.00</td>
<td>2021</td>
<td></td>
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<tr>
<td></td>
<td>Construction engineering</td>
<td>$ 3,400,000.00</td>
<td>2021</td>
<td></td>
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</tbody>
</table>

**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.

**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.

**Project Status:** Environmental Stakeholder Meeting #6 occurred on December 13, 2018.
### INVEST IN COOK 2017

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

### 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

<table>
<thead>
<tr>
<th>Project name</th>
<th>Applicant</th>
<th>Project type</th>
<th>Project phase</th>
<th>Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beverly Road Bicycle Tollway Crossing and Road Resurfacing</td>
<td>Hoffman Estates</td>
<td>Roadway</td>
<td>Preliminary engineering</td>
<td>$60,000</td>
</tr>
</tbody>
</table>

### 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 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 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.
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.
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

**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)](file)

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.
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) 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

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**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.

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**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 1st. The Project Development Report for the Phase I Engineering Study will be completed by June 1st. 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.
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通过-tiered 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.
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) 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 100 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-feet 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 1 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
  o 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
  o 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
  o 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.
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) 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  
**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**

*CMAP’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:
  o Designated ADA Drop-Off and Pick-Up Areas on either side of the tracks
  o ADA Accessible Washrooms
  o ADA Compliant Walking Surfaces Including Accessible Ramps, Sidewalks and
    Pedestrian Underpass
  o 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;
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) 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:** 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 originally built in 1964 and rehabbed in 1989. The existing station is the 7th busiest in the Metra system and the busiest 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 ONTO 2050 of implementing transit projects 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.
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.

<table>
<thead>
<tr>
<th>Project</th>
<th>Target Letting and Status</th>
</tr>
</thead>
</table>
| Barrington – US 14 @ Hart Road | **Target Letting:** August 2019  
Current FY: 2019 (Construction: $14,232,242/$4,000,000)  
Scope: Intersection improvement/railroad crossing improvement |
| Barrington – Metra Access Road | **Target Letting:** September 2019  
Current FY: 2019 (ROW $95,000/$47,500)  
2020 (Construction: $2,300,500/$1,840,400)  
Scope: New Access Road to Metra Station |
| Barrington – Lake Zurich Road Realignment | **Target Letting:** January 2020  
Current FY: 2020 (Construction: $4,213,739/$3,363,071) |
| Buffalo Grove- Lake Cook Rd (Buffalo Grove Rd to Hastings) | **Target Letting:** May 2019 (local let)  
Current FY: 2019 (Construction: $15,108,750/$4,000,000)  
Scope: Intersection improvement |
| Buffalo Grove - Weiland Rd Extension (Buffalo Grove to Lake Cook) | **Target Letting:** May 2019 (local let)  
Current FY: 2019 (Construction: $15,108,750/$4,000,000)  
Scope: Intersection improvement |
### 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.

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Project</th>
<th>Phase</th>
<th>Cost (Total/STP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Meadows</td>
<td>Meacham Rd. Reconstruction (Algonquin Rd. to Old Plum Grove Rd.)</td>
<td>Construction</td>
<td>$5,000,000/$4,000,000</td>
</tr>
<tr>
<td>Schaumburg</td>
<td>Algonquin Rd. at Hammond Dr. Intersection Improvement</td>
<td>Construction</td>
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<td>Schaumburg</td>
<td>Rodenburg Rd. Reconstruction (CP Railraod to Irving Park Rd.)</td>
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<td>National Parkway Reconstruction (Woodfield to Golf)</td>
<td>Construction</td>
<td>$14,300,000/$4,000,000</td>
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<tr>
<td>Municipality</td>
<td>STP Projects</td>
<td>Project Identifiers</td>
<td>Project Name</td>
</tr>
<tr>
<td>---------------</td>
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<td>---------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Elk Grove Village</td>
<td>03-11-0020</td>
<td>Lake-Cook Rd Improvements</td>
<td>Buffalo Grove Rd to Haines</td>
</tr>
<tr>
<td>Elk Grove Village</td>
<td>03-11-0020</td>
<td>River Rd Extension</td>
<td>Buffalo Grove to Lake Cook</td>
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<td>Elk Grove Village</td>
<td>03-11-0020</td>
<td>Lake-Cook Rd Improvements</td>
<td>Buffalo Grove Rd to Hastings</td>
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<tr>
<td>Barrington</td>
<td>03-13-0010</td>
<td>US 14 @ Hart Rd</td>
<td>Intersection Improvement</td>
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<tr>
<td>Des Plains</td>
<td>03-14-0016</td>
<td>Lake Forest Rd</td>
<td>Intersection Improvement</td>
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<tr>
<td>Des Plains</td>
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<td>Lake Street</td>
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<td>04-05-0005</td>
<td>Alpine Road</td>
<td>Intersection Improvement</td>
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<td>04-05-0005</td>
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<td>03-03-0102</td>
<td>Algonquin Rd @ Meachem Rd</td>
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<tr>
<td>Barrington</td>
<td>03-14-0010</td>
<td>River Rd</td>
<td>Intersection Improvement</td>
</tr>
<tr>
<td>Niles</td>
<td>03-13-0010</td>
<td>Howard St</td>
<td>Resurfacing</td>
</tr>
<tr>
<td>Arlington Heights</td>
<td>03-19-0005</td>
<td>Kennersd Rd</td>
<td>Resurfacing and multi-use path</td>
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<tr>
<td>Barrington</td>
<td>03-19-0005</td>
<td>North Ave</td>
<td>Resurfacing</td>
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<tr>
<td>Elk Grove Village</td>
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<td>Knochel Bridge</td>
<td>Resurfacing</td>
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<td>03-19-0005</td>
<td>Davis Rd</td>
<td>Devon to Rohlwing</td>
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<td>Hoffman Estates</td>
<td>03-19-0005</td>
<td>Salem Dr</td>
<td>Devon to Village Limits</td>
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<td>Resurfacing</td>
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<td>Hoffman Estates</td>
<td>03-19-0005</td>
<td>North Ave</td>
<td>Devon to River Rd</td>
</tr>
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<td>Mines Rd</td>
<td>Devon to Old River Rd</td>
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<tr>
<td>Hoffman Estates</td>
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<td>Old River Rd</td>
<td>Devon to River Rd</td>
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<td>Schaumburg</td>
<td>03-19-0005</td>
<td>Meachem Rd</td>
<td>Resurfacing</td>
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<tr>
<td>Schaumburg</td>
<td>03-19-0005</td>
<td>Woodfield Rd</td>
<td>Bridge</td>
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</tbody>
</table>

**Green means funds have been expended**

**STP Projects**

- **Construction** (other than STP)
<table>
<thead>
<tr>
<th>Community</th>
<th>Road</th>
<th>Work Item</th>
<th>Year</th>
<th>Budget</th>
<th>Est. Cost</th>
<th>Status</th>
<th>Funding Sources</th>
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<tbody>
<tr>
<td>Streamwood</td>
<td>East Ave</td>
<td>Build &amp; Dr to Schaumburg Rd Resurfacing Construction</td>
<td>2020</td>
<td>$700,000</td>
<td>$650,000</td>
<td>TBD</td>
<td>Local, Local, Local</td>
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<td>Streamwood</td>
<td>Park Blvd</td>
<td>Irving Park to Schaumburg Resurfacing Construction</td>
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<td>$768,000</td>
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<tr>
<td>Barrington</td>
<td>03-14-0010</td>
<td>US 14 Grade Separation</td>
<td>Phase II</td>
<td>2020</td>
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<td>$1,560,000</td>
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<td>Construction</td>
<td>2020</td>
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<td>Tokay Rd</td>
<td>Devon to Elk Grove Reconstruction Construction</td>
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<td>Elk Grove Village</td>
<td>Tonne Rd</td>
<td>Devon to Lindermeier Reconstruction Construction</td>
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<td>$4,000,000</td>
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<td>Niles</td>
<td>Township @ Gross Point Path</td>
<td>Intersection Improvement</td>
<td>Construction</td>
<td>2020</td>
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<td>$2,230,000</td>
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<tr>
<td>Palatine</td>
<td>Palatine Rd</td>
<td>Quentin to Smith Reconstruction, Widening, New Shared Use Path</td>
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<td>$133,736</td>
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<td>Phase I agreements executed, STP, STP, STP</td>
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<td>Woodfield to Golf ROW</td>
<td>2020</td>
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<td>June 2019</td>
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<td>2020</td>
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<td>$200,000</td>
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