

**Northwest Council of Mayors  
Surface Transportation Program (STP)  
Project Application  
Central Road, Emerson Street to Edward Street**

**Project Application**

**General Information**

**Municipality/Lead Agency:** Village of Mount Prospect

1. **Contact Person:** Jeff Wulbecker
2. **Contact Phone:** 847-870-5640
3. **Contact Email:** [jwulbeck@mountprospect.org](mailto:jwulbeck@mountprospect.org)

Project Location: Central Road between Emerson Street to Edward Street in the Village of Mount Prospect.

**Project Limits:**

1. **First Reference Point/Street:** Central Road and Emerson Street
2. **Second Reference Point/Street:** Central Road and Edward Street

**Existing and Proposed Condition**

**Describe the existing condition:**

Central Road is an east-west four lane roadway with sidewalks behind curb and gutter on both sides of the road. Aerial utilities exist on the north side of Central Road. Street lighting exists beyond both project limits. The adjacent land use within the proposed project limits is residential. Central Road is classified by IDOT as a Minor Arterial.

**Describe the proposed improvements:**

New street lighting will be installed to fill in a 3000' gap between the existing street lighting systems to the east and west of the proposed improvements. Transition lighting will be provided as required for the signalized intersection of Central Road with Owen Street. Design will be completed in accordance with IDOT District 1 guidelines.

**Work types (see guide for specific work types):** Safety - Lighting

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**Regional Transportation Significance**

**Roadway Designation:** Minor Arterial

**Roadway #2 (if intersection project) :**

**Safety** *(If project does not address safety, leave this section blank)*

**Vehicular Crashes for each of the last three years available:**

- |                         |                                   |
|-------------------------|-----------------------------------|
| 1. Year: to be provided | Vehicular Crashes: to be provided |
| 2. Year: to be provided | Vehicular Crashes: to be provided |
| 3. Year: to be provided | Vehicular Crashes: to be provided |

**Will this project address bicycle and/or pedestrian safety:** Yes

**Please list all the type K (fatality) and A (incapacitating) accidents from the previous five years:**  
to be provided

**Describe how the project will address safety and crash/accident history:**

Per IDOT HSIP documentation, the installation of roadway lighting has a crash reduction factor of 50%.

Source: Safety Engineering Policy Memorandum SAFETY 1-06

**Scope of Project**

**Please enter the scope of work for the project:** This project will consist of a new roadway lighting system, including the installation of foundations, poles, luminaires, unit duct, lighting controller, restoration and all other incidental work necessary to complete this improvement..

**Complete Streets/Multimodal**

**Describe any transit or transit access improvements:**

N/A

**Describe any pedestrian improvements:**

Improved visibility.

**Describe any bicycle improvements:**

Improved visibility.

**Are the transit, pedestrian and/or bicycle improvements included within a local, regional or state plan?**

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No

**Is the proposed route a local or regional truck route?**

No

**If yes, please list plans and include reference (Exhibit F):**

N/A

**Congestion Mitigation** *(If project does not address congestion mitigation, leave this section blank)*

**Does the project improve the level of service (LOS)?**

1. Pre-implementation LOS:
2. Post-implementation LOS:

**Please attach LOS analysis as evidence of improvement (Exhibit E).**

**Intergovernmental Importance**

**Please list the financially contributing project sponsors and partner agencies:**

**Project Readiness**

**Please choose the appropriate project status:** Phase I Engineering has not been initiated with IDOT

**If Phase I Engineering has not been initiated with IDOT, please describe any planning or engineering work that the project sponsor has undertaken:**

IDOT form BLR 19100 (Categorical Exclusion Group I) will be completed for this project.

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**Project Cost Estimate**

|  | Federal   |                         | Local     |       |        | Total     |
|--|-----------|-------------------------|-----------|-------|--------|-----------|
|  | STP       | Other (CMAQ, ITEP, etc) | Municipal | State | County |           |
| Phase I Engineering (only for CMAQ/TAP projects) | -         | -                       | -         | -     | -      | -         |
| Phase II Engineering                             | -         | -                       | \$35,000  | -     | -      | \$35,000  |
| Right-Of-Way Acquisition                         | -         | -                       | -         | -     | -      | -         |
| Construction (includes Phase III Engineering)    | \$232,320 | -                       | \$58,080  | -     | -      | \$290,400 |

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**Project Schedule** *(Fill in dates for applicable activities)*

| <b>Activity</b>   | <b>Estimated Date</b>       |
|---|-----------------------------|
| <b>Initial Phase I Engineering Kick-off Meeting:</b>  | 11/15/2016                  |
| <b>Submit draft Phase I Engineering Report (PDR) to IDOT:<br/>(3-6 month review period)</b>                     | N/A                         |
| <b>Submit Final PDR:</b>  | 11/15/2016 (BLR form 19100) |
| <b>Submit Draft Local Agency Agreement (BLR 5310)<br/>for Phase II Engineering:</b>                             | N/A                         |
| <b>Phase I Engineering Design Approval:</b>   | 12/1/2016                   |
| <b>Execute Local Agency Agreement (BLR 5310)<br/>for Phase II Engineering:</b>                                  | N/A                         |
| <b>Submit of Pre-Final Plans w/ Estimates to IDOT:<br/>(1-4 month review period)</b>                            | 3/10/2017                   |
| <b>Submit Draft Local Agency Agreement (BLR 5310)<br/>for Construction and Phase III Engineering Agreement:</b> | 5/8/2017                    |
| <b>Execute Local Agency Agreement (BLR 5310)<br/>for Construction and Phase III Engineering Agreement:</b>      | 6/14/2017                   |
| <b>Submit Final Plans, Spec. &amp; Estimates (PS&amp;E):</b>  | 5/8/2017                    |
| <b>Right-of-Way Certification:</b>  | 6/21/2017                   |
| <b>Target Letting:</b>  | 8/4/2017                    |

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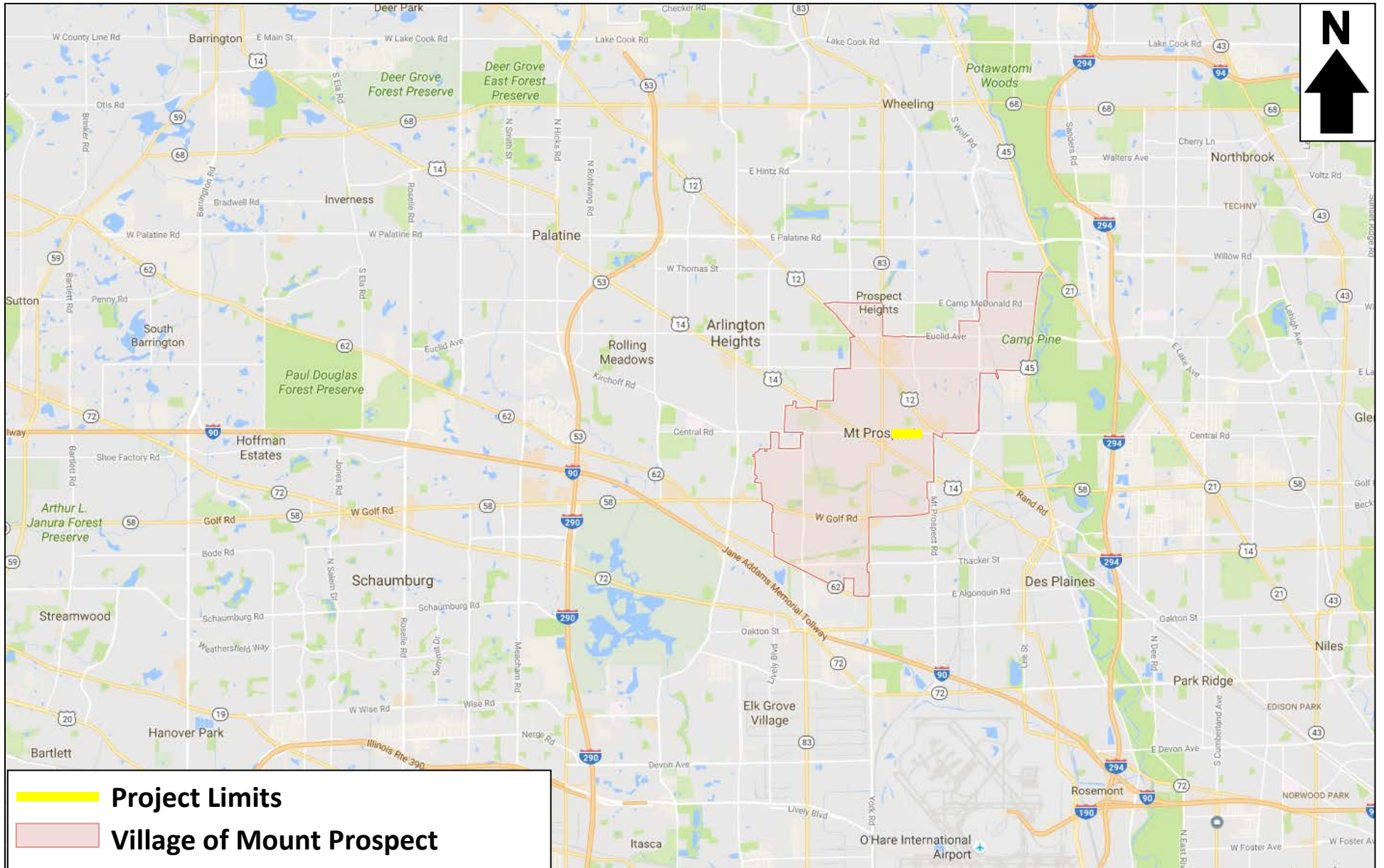
**Exhibits**

**Please submit the required exhibits with this application:**

- A. Map showing location of project within the region – Included**
- B. Map showing location of project within municipality – Included**
- C. Existing typical section – not included**
- D. Proposed typical section – not included**
- E. Evidence of level of service (LOS) improvement, if applicable – not included**
- F. Local, regional or state plans that include project (you can include reference or expert from plans) – not included**
- G. Street Lighting Warrant Form, per TRB Document #152 – Included**
- H. Village Board Resolution – Included**

# Exhibit A – Regional Location Map

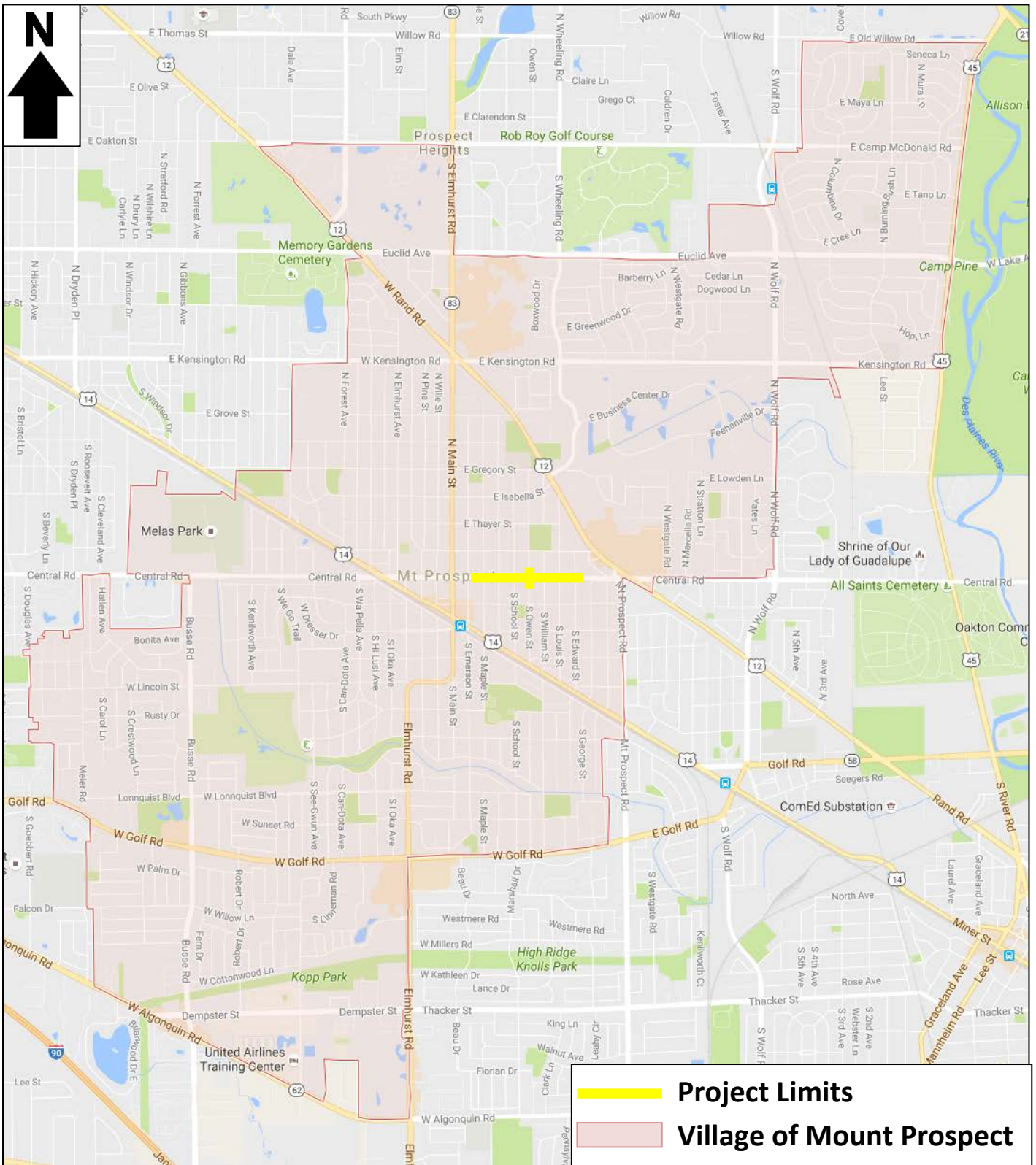
## Central Road – Emerson Street to Edward Street





# Exhibit B – Municipal Location Map

## Central Road – Emerson Street to Edward Street





**CLASSIFICATION FOR NONCONTROLLED-ACCESS FACILITY LIGHTING**  
**(FROM TRB Document #152 - Warrants for Highway Lighting)**

**Central Road - Emerson Street to Edward Street**

**Exhibit G**

| CLASSIFICATION FACTOR                 | 1  | 2  | RATING 3                            | 4                                       | 5   | UNLIT WEIGHT | LIGHTED WEIGHT | DIFF (A-B) | SCORE [RATING] |
|---------------------------------------|--|--|-------------------------------------|---|---|--------------|----------------|------------|----------------|
| <b>GEOMETRIC FACTORS</b>              |  |  |                                     |   |   |              |                |            |                |
| No. of lanes                          | 4 or less                                    | -  | 6                                   | -                                       | 8 or more                                 | 1.0          | 0.8            | 0.2        | 0.2            |
| Lane Width                            | >12'   | 12'  | 11'                                 | 10'                                     | <10'                                      | 3.0          | 2.5            | 0.5        | 2.0            |
| Median Openings per mile              | <4.0 or one way operation                    | 4.0-8.0  | 8.1-12.0                            | 12.1-15.0                               | >15.0 or no access control                | 5.0          | 3.0            | 2.0        | 10.0           |
| Curb Cuts                             | <10%   | 10-20%   | 20-30%                              | 30-40%                                  | >40%                                      | 5.0          | 3.0            | 2.0        | 6.0            |
| Curves                                | <3.0°  | 3.1-6.0°   | 6.1-8.0°                            | 8.1-10.0°                               | >10°                                      | 13.0         | 5.0            | 8.0        | 8.0            |
| Grades                                | <3%  | 3.0-3.9%   | 4.0-4.9%                            | 5.0-6.9%                                | 7% or more                                | 3.2          | 2.8            | 0.4        | 0.4            |
| Sight Distance                        | >700'  | 500-700'   | 300-500'                            | 200-300'                                | <200'                                     | 2.0          | 1.8            | 0.2        | 0.2            |
| Parking                               | prohibited both sides                        | loading zones only                               | off-peak only                       | permitted one side                      | permitted both sides                      | 0.2          | 0.1            | 0.1        | 0.1            |
| <b>GEOMETRIC TOTAL</b>                |  |  |                                     |   |   |              |                |            | <b>26.9</b>    |
| <b>OPERATIONAL FACTORS</b>            |  |  |                                     |   |   |              |                |            |                |
| Signals                               | all major intersections signalized           | substantial majority of intersections signalized | most major intersections signalized | about half the intersections signalized | frequent non-signalized intersections     | 3.0          | 2.8            | 0.2        | 0.2            |
| Left turn lane                        | all major intersections or one way operation | substantial majority of intersections            | most major intersections            | about half the major intersections      | infrequent turn bays or undivided streets | 5.0          | 4.0            | 1.0        | 5.0            |
| Median Width                          | 30'  | 20-30'   | 10-20'                              | 4-10'                                   | 0-4'                                      | 1.0          | 0.5            | 0.5        | 2.5            |
| Operating Speed                       | 25 or less                                   | 30   | 35                                  | 40                                      | 45 or greater                             | 1.0          | 0.2            | 0.8        | 2.4            |
| Pedestrian Traffic at night (peds/mi) | very few or none                             | 0-50   | 50-100                              | 100-200                                 | >200                                      | 1.5          | 0.5            | 1.0        | 3.0            |
| <b>OPERATIONAL TOTAL</b>              |  |  |                                     |   |   |              |                |            | <b>13.1</b>    |
| <b>ENVIRONMENTAL FACTORS</b>          |  |  |                                     |   |   |              |                |            |                |
| % Development                         | 0  | 0-30%  | 30-60%                              | 60-90%                                  | 100%                                      | 0.5          | 0.3            | 0.2        | 1.0            |
| Predominant Type Development          | undeveloped or backup design                 | residential                                      | half-residential and/or commercial  | industrial or commercial                | strip industrial or commercial            | 0.5          | 0.3            | 0.2        | 0.4            |
| Setback Distance                      | >200'  | 150-200'   | 100-150'                            | 50-100'                                 | <50'                                      | 0.5          | 0.3            | 0.2        | 1.0            |
| Advertising or area lighting          | none   | 0-40%  | 40-60%                              | 60-80%                                  | essentially continuous                    | 3.0          | 1.0            | 2.0        | 2.0            |
| Raised Curb Median                    | none   | continuous                                       | at all intersections                | at signalized intersections             | a few locations                           | 1.0          | 0.5            | 0.5        | 0.5            |
| Crime Rate                            | extremely low                                | lower than city aver.                            | city aver.                          | higher than city aver.                  | extremely high                            | 1.0          | 0.5            | 0.5        | 1.5            |
| <b>ENVIRONMENTAL TOTAL</b>            |  |  |                                     |   |   |              |                |            | <b>6.4</b>     |
| <b>ACCIDENTS</b>                      |  |  |                                     |   |   |              |                |            |                |
| Ratio of night to day accident rates  | <1.0   | 1.0-1.2  | 1.2-1.5                             | 1.5-2.0                                 | 2.0*                                      | 10.0         | 2.0            | 8.0        | 0.0            |
| <b>ACCIDENT TOTAL</b>                 |  |  |                                     |   |   |              |                |            | <b>0.0</b>     |
| * Continuous lighting warranted       |  |  |                                     |   |   |              |                |            |                |

GEOMETRIC TOTAL = 26.9  
 OPERATIONAL TOTAL = 13.1  
 ENVIRONMENTAL TOTAL = 6.4  
 ACCIDENT TOTAL = 0.0  
 SUM = 46.4 POINTS  
 WARRANTING CONDITION = 85 points