

# 2019 INVEST IN COOK



**Toni Preckwinkle, President**  
Cook County Board of Commissioners

**Martha Martinez, Chief Administrative Officer**  
Bureau of Administration



**John Yonan, P.E., Superintendent**  
Department of Transportation & Highways





### 2019 INVEST IN COOK AWARDS

Applicant	Project Name	Mode	Project Phase	Award
Active Transportation Alliance	Lake Calumet Trail Feasibility Study	Bike/Ped	Feasibility/Planning Study	\$50,000
Arlington Heights	Buffalo Creek Multi-Use Trail Extension	Bike/Ped	Construction	\$75,000
Bedford Park	Clearing Industrial Area First/Last Mile Pilot	Transit	Pilot	\$200,000
Bellwood	St. Charles Road Sidewalk ADA Ramp Improvements	Bike/Ped	Design Engineering, Construction	\$200,000
Berkeley	Proviso Drive Improvements	Freight, Roadway	Construction	\$275,000
Chicago Department of Transportation	Pulaski Road and Western Avenue Bus Slow Zones	Transit, Bike/Ped, Roadway	Preliminary Engineering	\$200,000
Chicago Department of Transportation	79th Street Bus Slow Zone	Bike/Ped, Roadway	Construction	\$250,000
Chicago Department of Transportation	Cermak at Kenton Vertical Clearance and Safety Improvements	Roadway, Freight	Design Engineering, Construction	\$400,000
Chicago Department of Transportation	Indiana Avenue Bridge Over the Little Calumet River Rehabilitation	Freight, Roadway	Construction	\$1,000,000
Chicago Department of Transportation	87th Street Vision Zero Improvements	Bike/Ped, Roadway	Preliminary Engineering	\$125,000
Chicago Department of Transportation	Clark Street and Chase Avenue Intersection Improvements	Bike/Ped, Roadway	Design Engineering, Construction	\$358,000
Forest Preserve District of Cook County	Des Plaines River Trail Bridge at the Union Pacific Railroad	Bike/Ped	Design Engineering	\$176,000
Crestwood	Midlothian Turnpike Sidewalk Improvements	Bike/Ped	Construction	\$230,000
Des Plaines	Oakton Street Sidepath	Bike/Ped	Preliminary Engineering	\$67,500
Elk Grove Village	Biesterfield Road Bike Path	Bike/Ped	Construction	\$250,250
Ford Heights	Lincoln Highway Restoration Plan	Roadway	Feasibility/Planning Study	\$225,000
Hickory Hills	95th Street and 76th Avenue Intersection Improvements	Roadway	Construction	\$260,000

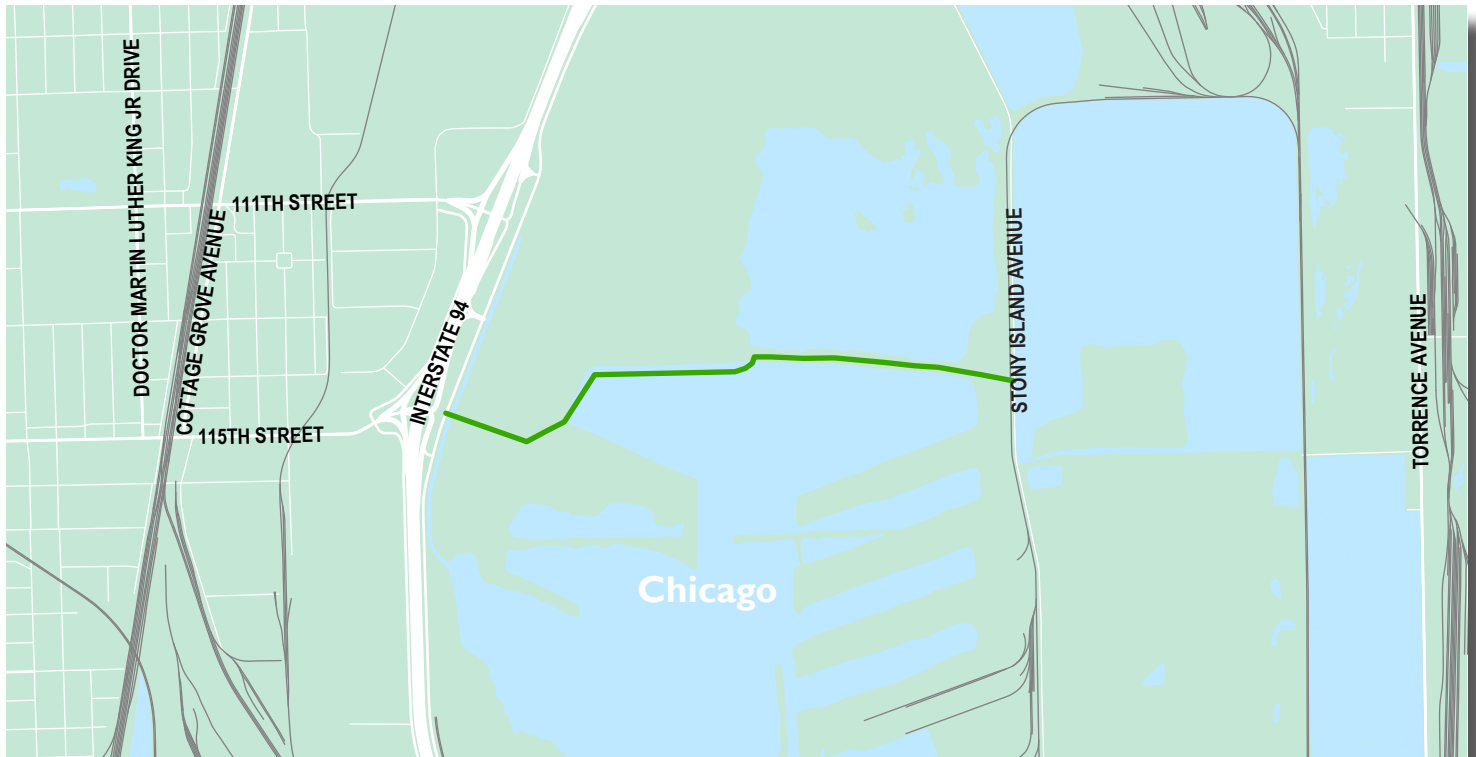


### 2019 INVEST IN COOK AWARDS

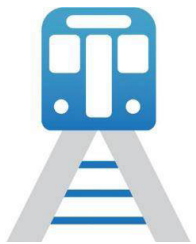
Applicant	Project Name	Mode	Project Phase	Award
Hometown	ADA Ramp Improvements	Bike/Ped	Construction	\$225,200
Illinois Department of Transportation	CREATE Grade Separation Project 21A- 95th Street at the Union Pacific Railroad	Freight, Roadway	Design Engineering	\$500,000
Justice	I-294 at 88th Avenue/Cork Avenue Interchange	Freight, Roadway, Bike/Ped	ROW Acquisition	\$360,920
Lynwood	I98th Street Reconstruction and Sidewalk Extension	Roadway, Bike/Ped	Construction	\$400,000
Matteson	Central Avenue Restoration	Freight, Roadway	Preliminary Engineering	\$400,000
Maywood	Washington Boulevard Resurfacing	Roadway	Design Engineering	\$122,400
Melrose Park	25th Avenue Widening	Freight, Roadway, Bike/Ped	Preliminary Engineering	\$180,000
Metra	Homewood Station Rehabilitation	Transit	Construction	\$300,000
Mount Prospect	Rand Road, Central Road, and Mount Prospect Road Intersection	Roadway, Bike/Ped	Design Engineering	\$460,500
Northlake	Railroad Avenue Reconstruction	Freight	Preliminary Engineering	\$50,000
Oak Lawn	Southwest Highway Corridor Study	Bike/Ped	Feasibility/Planning Study	\$123,000
Oak Park	Lake Street Resurfacing	Roadway, Bike/Ped	Construction	\$310,000
Pace	Harvey and O'Hare South Cargo Area First/Last Mile Pilot	Transit	Pilot	\$125,000
Posen	Crosswalk Reconstruction and ADA Accessibility	Bike/Ped	Construction	\$200,000
Richton Park	Richton Park Metra Commuter Rail Station Traffic Flow Improvements	Roadway, Transit	Preliminary Engineering	\$100,000
Sauk Village	223rd Street Shared-Use Path	Bike/Ped	Preliminary Engineering	\$150,000
Wilmette	Skokie Valley Trail Improvements	Bike/Ped	Design Engineering	\$150,000







### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by creating safe and convenient walking and biking facilities



**Promotes equal access to opportunities** in an economically disadvantaged community



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Active Transportation Alliance

#### COMMISSIONER DISTRICT(S):

4

#### LIMITS:

115th Street: Bishop Ford Expressway to Stony Island Avenue

#### PROJECT TYPE:

Bike/Ped

#### PROJECT PHASE:

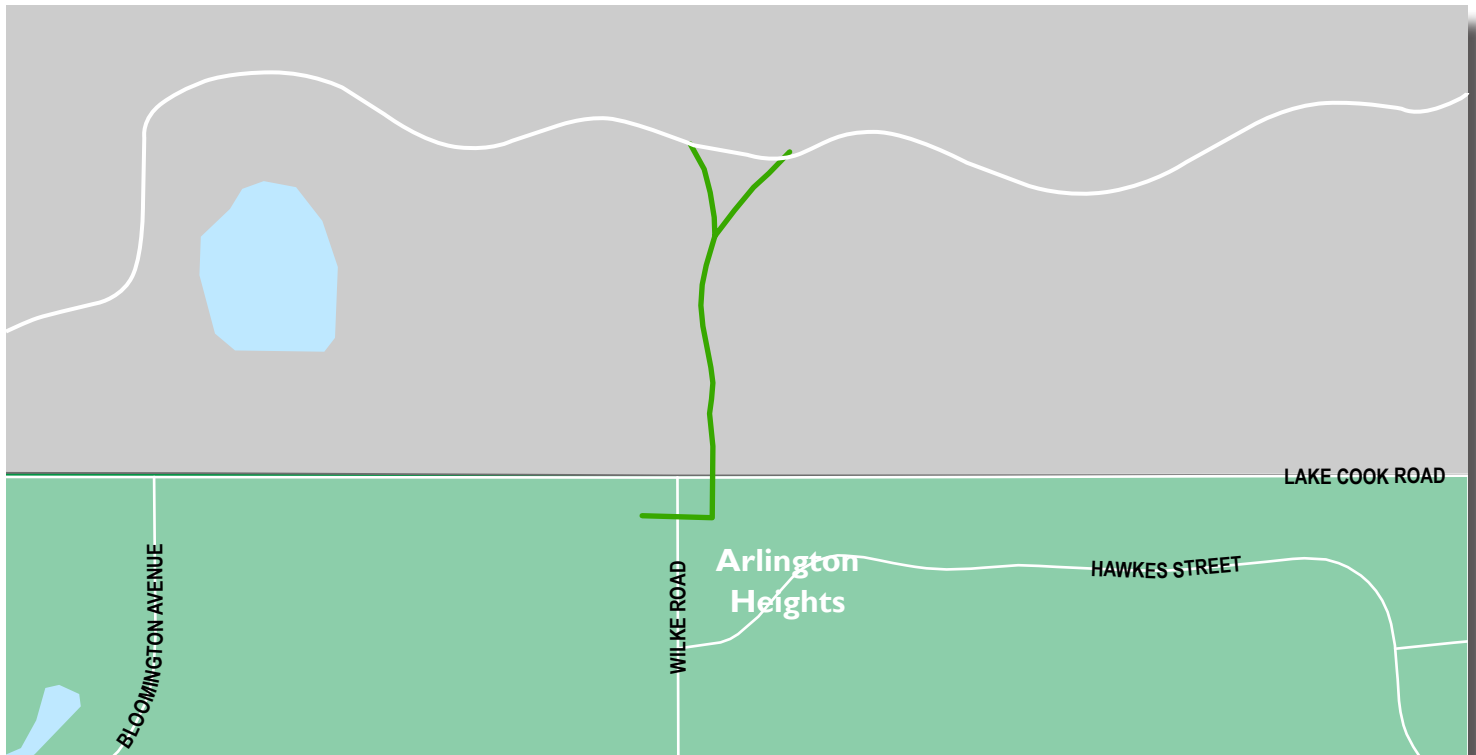
Feasibility/Planning Study

#### IIC AWARD:

\$50,000

### PROJECT DESCRIPTION:

The Lake Calumet Trail Feasibility Study will explore the feasibility of a new bike route over the Bishop Ford Expressway, linking trails on the north end of Lake Calumet to Stony Island Avenue. Lake Calumet, the Bishop Ford Expressway, and multiple rail lines currently act as barriers between the historic Pullman neighborhood, the East Side neighborhood, and Big Marsh Park, one of the City's newest greenspace amenities. The proposed trail connection will provide nearby residents and visitors a direct and safe walking and biking route between Pullman and Big Marsh, thereby helping residents to overcome the numerous barriers to access that the lake and transportation infrastructure creates.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by creating safe and convenient walking and biking facilities



**Maintains and modernizes** existing infrastructure and improves safety at a signalized intersection



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Arlington Heights

#### COMMISSIONER DISTRICT(S):

14

#### LIMITS:

Intersection of Wilke Road with Lake Cook Road and Buffalo Creek Forest Preserve

#### PROJECT TYPE:

Bike/Ped

#### PROJECT PHASE:

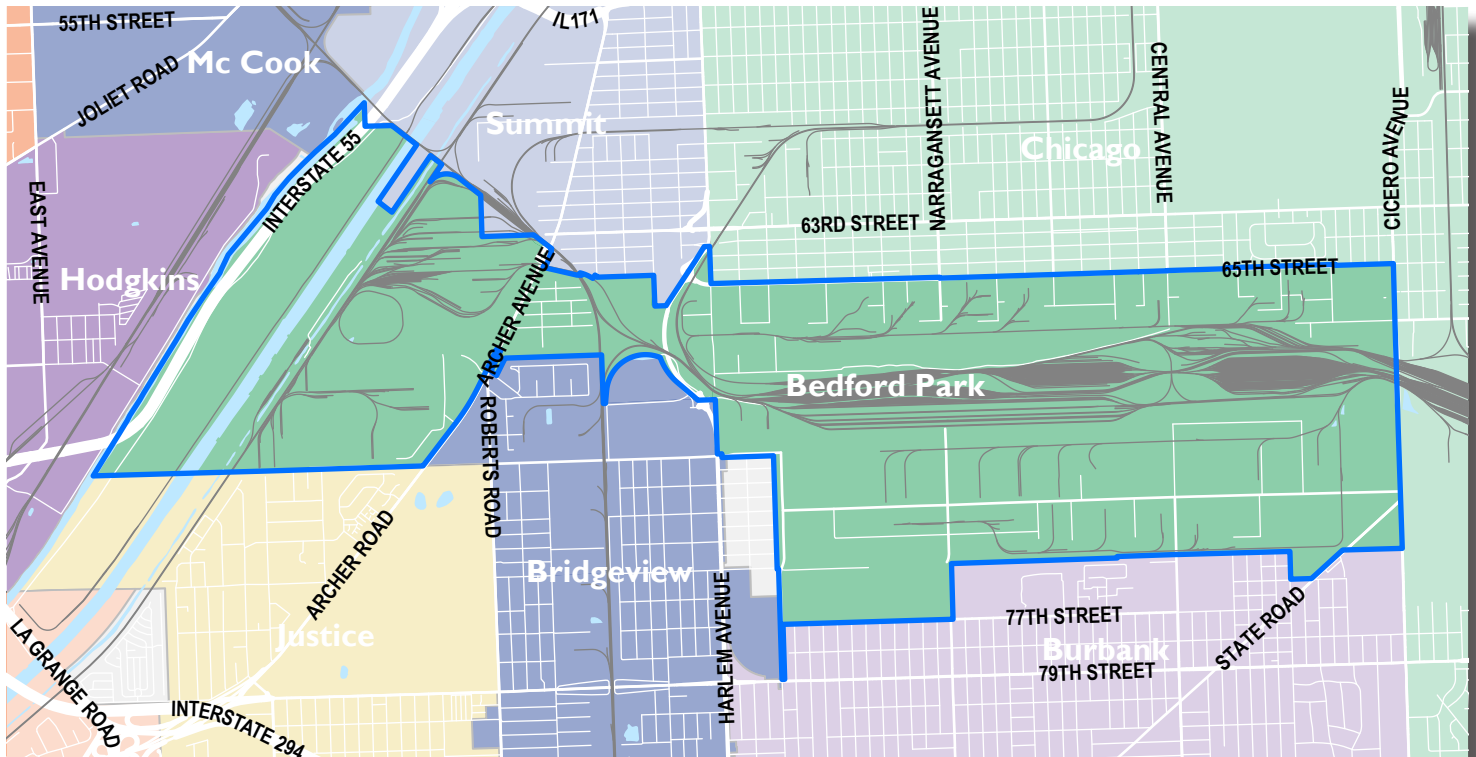
Construction

#### IIC AWARD:

\$75,000

### PROJECT DESCRIPTION:

This project will construct an improved at-grade trail crossing at the intersection of Lake Cook Road and Wilke Road and a 500 foot multi-use path on the north side of Lake Cook Road. The new crossing and path will provide walkers and cyclists using the Village's established bikeway system safe and convenient access to the existing Buffalo Creek Forest Preserve trail system in Lake County. The improved intersection and path will also provide a link to a continuous east-west connection between the villages of Buffalo Grove, Long Grove, and Palatine. The Village's Bicycle and Pedestrian Plan, adopted in 2017, identifies this crossing as a high priority connection and Village residents are supportive of the project.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes  
transit and other  
transportation  
alternatives**  
by creating  
workforce-oriented  
transportation  
alternatives



**Increases  
investment in  
transportation**  
by leveraging other  
funding

#### PROJECT APPLICANT:

Village of Bedford Park

#### COMMISSIONER DISTRICT(S):

6, 11, 16

#### LIMITS:

Village of Bedford Park

#### PROJECT TYPE:

Transit

#### PROJECT PHASE:

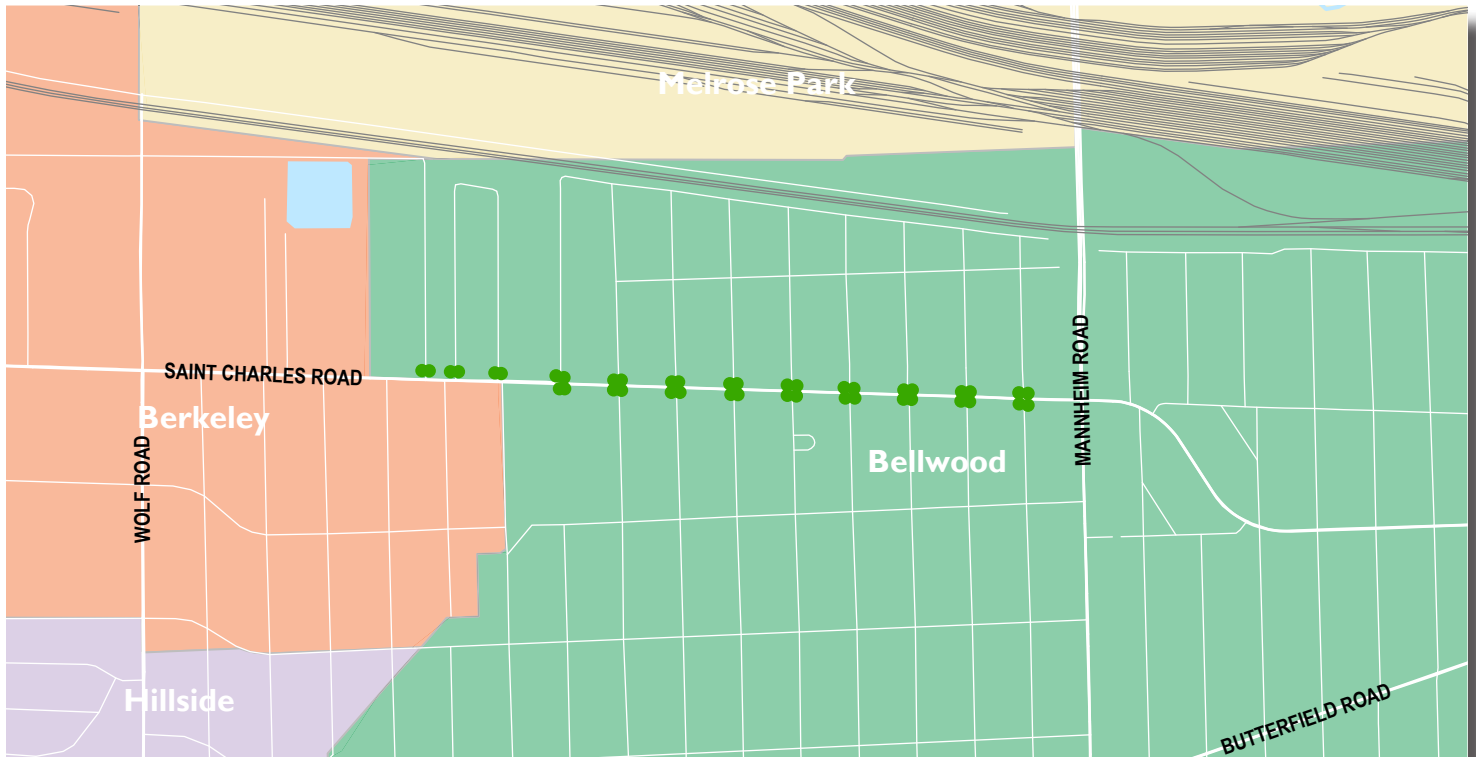
Pilot

#### IIC AWARD:

\$200,000

### PROJECT DESCRIPTION:

The Village of Bedford Park and neighboring communities plan to pilot and scale up first-mile, last-mile mobility solutions such as ridesourcing, microtransit, and other technologies that can be integrated with the region's existing transportation networks in ways that help local employers attract new talent to their businesses. The Bedford Park-Clearing Industrial Area attracts 30,000 commuting workers to its network of mostly industrial employers. The same transportation infrastructure that attracts these industrial employers—one of the largest rail yards in the region, easy access to highways, and adjacency to Midway Airport—also acts as a barrier to mobility in the Village and its industrial cluster. These large transportation assets make it difficult to serve this community with high quality transit options that would enable businesses in the area to recruit qualified candidates for high-skilled jobs. The pilot will develop and implement a sustainable mobility solution for this difficult-to-serve area and act as a model that can be replicated elsewhere.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by making sidewalks more accessible to people of all abilities



**Promotes equal access to opportunities** in an economically disadvantaged community



**Maintains and modernizes** existing infrastructure by restoring existing facilities and making them ADA compliant



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Bellwood

#### COMMISSIONER DISTRICT(S):

I

#### LIMITS:

St. Charles Road:  
Village Corporate Limits  
just west of Davis Drive  
to just west of  
Mannheim Road

#### PROJECT TYPE:

Bike/Ped

#### PROJECT PHASE:

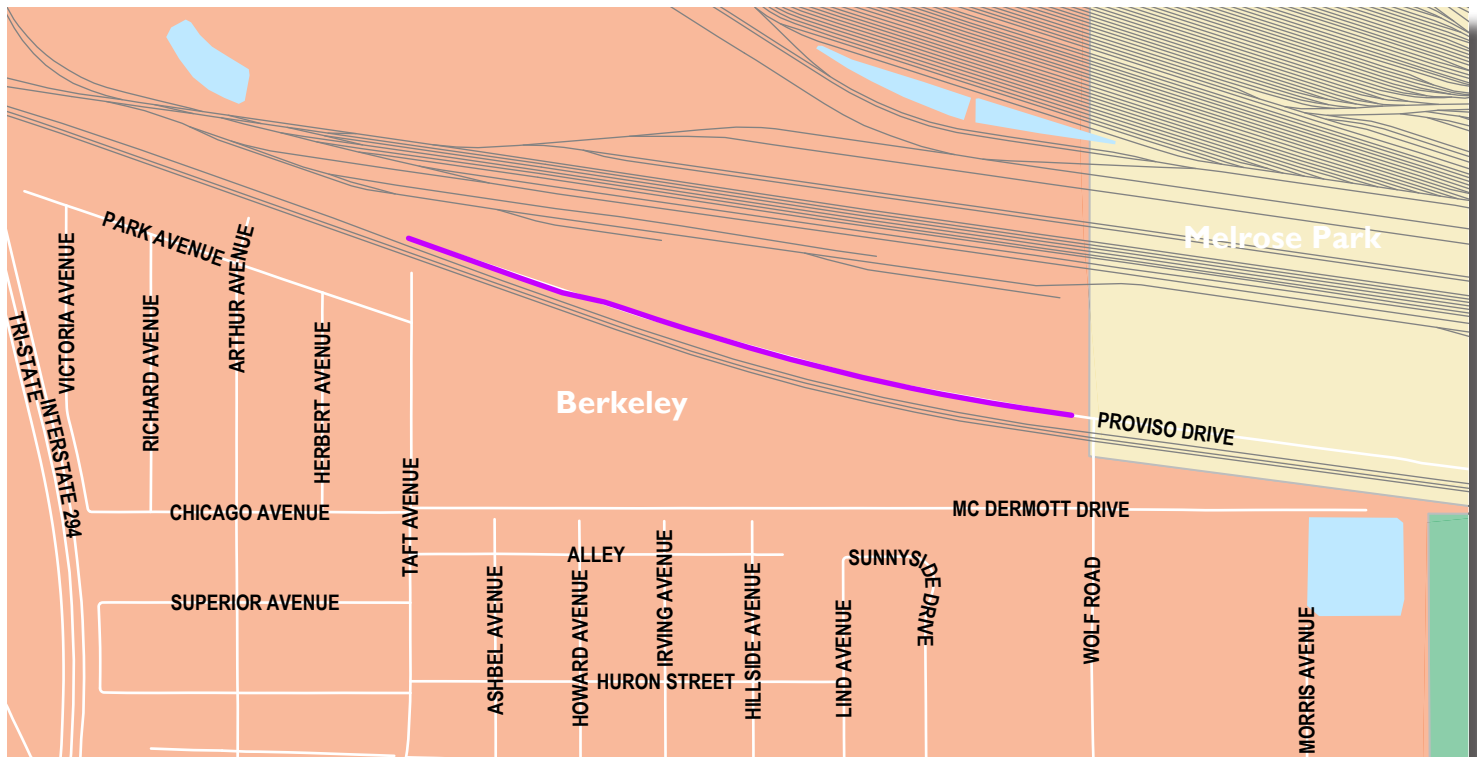
Design Engineering and  
Construction

#### IIC AWARD:

\$200,000

### PROJECT DESCRIPTION:

The Village of Bellwood will improve ADA compliance at various street crossings along St. Charles Road in keeping with federal mandates as well as IDOT and Cook County priorities. In addition to federal and state compliance, improving sidewalk conditions will enhance pedestrian access and safety for riders of Pace Bus Route 313 and paratransit services that operate on the roadway. The need in Bellwood is particularly acute with household incomes at only 79% of the regional median and unemployment at 12% in 2016, 42% higher than regional unemployment rates. The project will address non-compliant sidewalks, install and repair detectable warning panels, widen curb openings to meet standards, and repair and replace deteriorated sidewalks and curbs along the road. The Village has previously received Pace/RTA Access to Transit grant funds for the planning phase of this project.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Supports the region's role as a freight center by:**

- Fostering efficient operations and growth in the freight sector
- Reinforcing freight-supportive land uses



**Promotes equal access to opportunities** for an underserved community



**Maintains and modernizes** existing transportation infrastructure



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Berkeley

#### COMMISSIONER DISTRICT(S):

17

#### LIMITS:

Proviso Drive: Taft Avenue to Wolf Road

#### PROJECT TYPE:

Freight and Roadway

#### PROJECT PHASE:

Construction

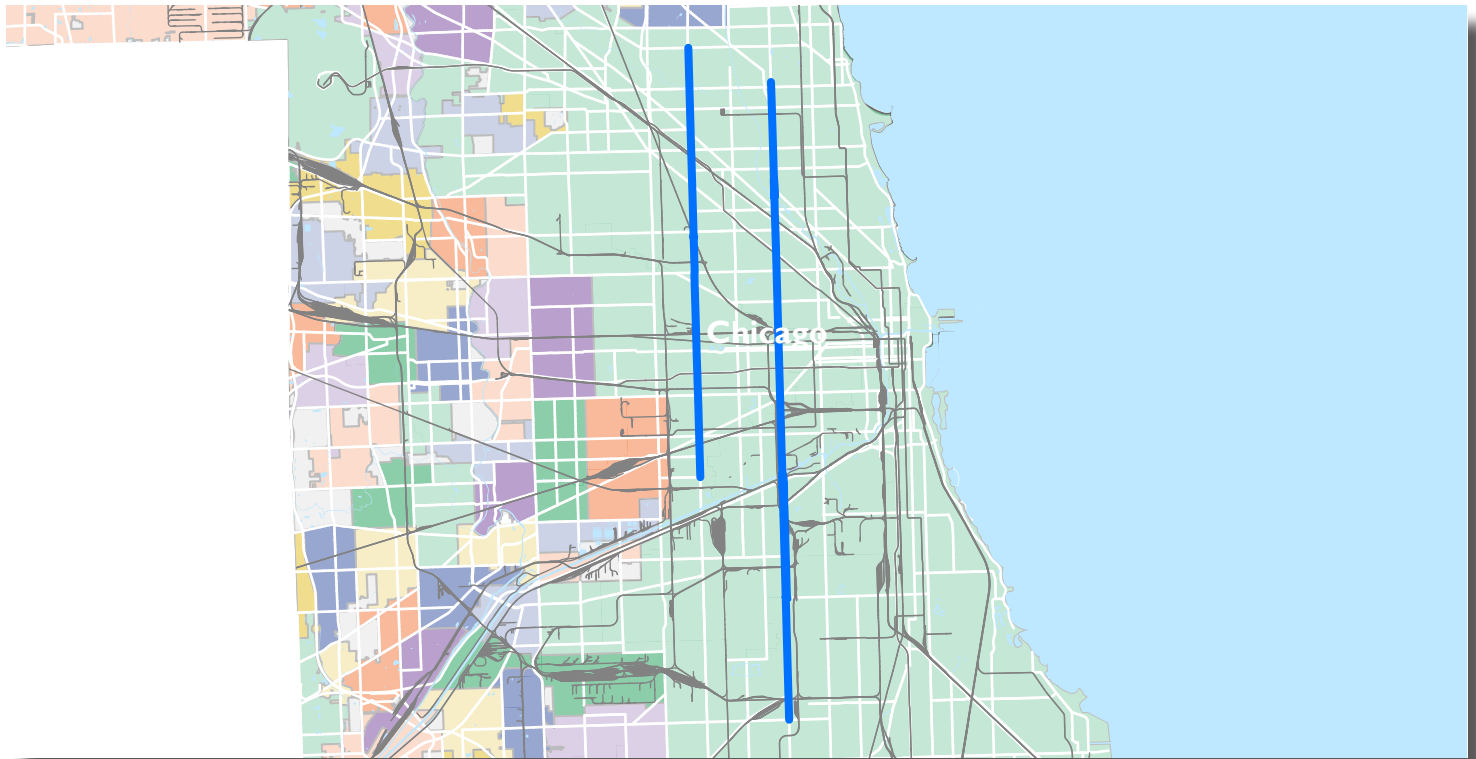
#### IIC AWARD:

\$275,000

### PROJECT DESCRIPTION:

The Village of Berkeley will rebuild Proviso Drive, a truck route serving Berkeley's industrial district that also provides access to Union Pacific's Global II Intermodal Terminal and Proviso Yard—one of the largest rail yards in the U.S. and a critical driver of the economy's freight sector. This project builds on a previous 2017 Invest in Cook award for preliminary engineering of Proviso Drive Improvements and with state and federal funding helps advance it to construction. Improvements include drainage, a wider roadway and turning radii to allow trucks to more easily maneuver through the area. The project dovetails with Cook County's reconstruction of the intersection of Proviso Drive and Wolf Road.





### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by improving bus operations, encouraging non-auto trips, and connecting neighborhoods



**Promotes equal access to opportunities** in an economically disadvantaged community



**Maintains and modernizes** by implementing new safety and operational improvements



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

CDOT

#### COMMISSIONER DISTRICT(S):

1, 2, 3, 7, 8, 10, 11, 12

#### LIMITS:

Pulaski Road: Peterson Avenue to 31st Street  
Western Avenue: Berwyn Avenue to 79th Street

#### PROJECT TYPE:

Transit, Bike/Ped, and Roadway

#### PROJECT PHASE:

Preliminary Engineering

#### IIC AWARD:

\$200,000

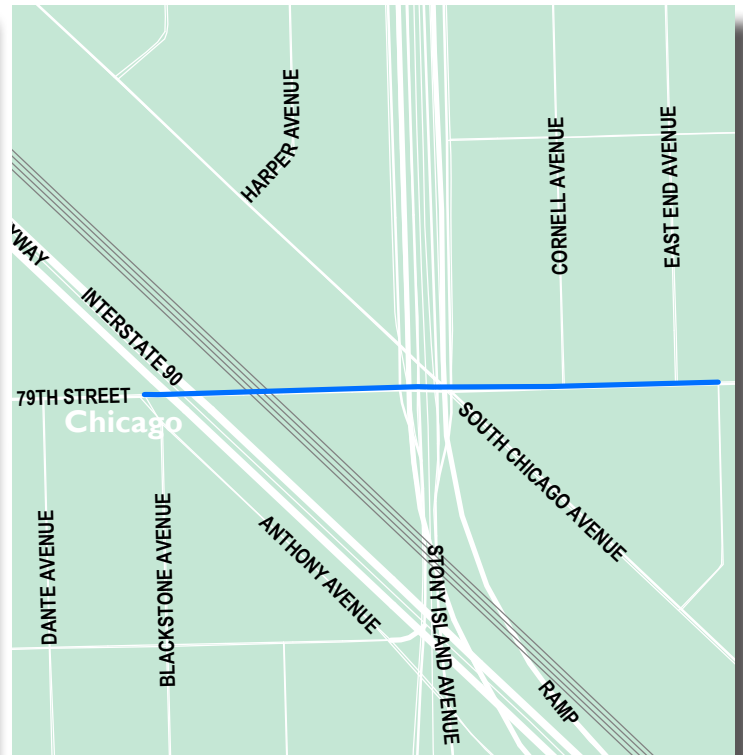
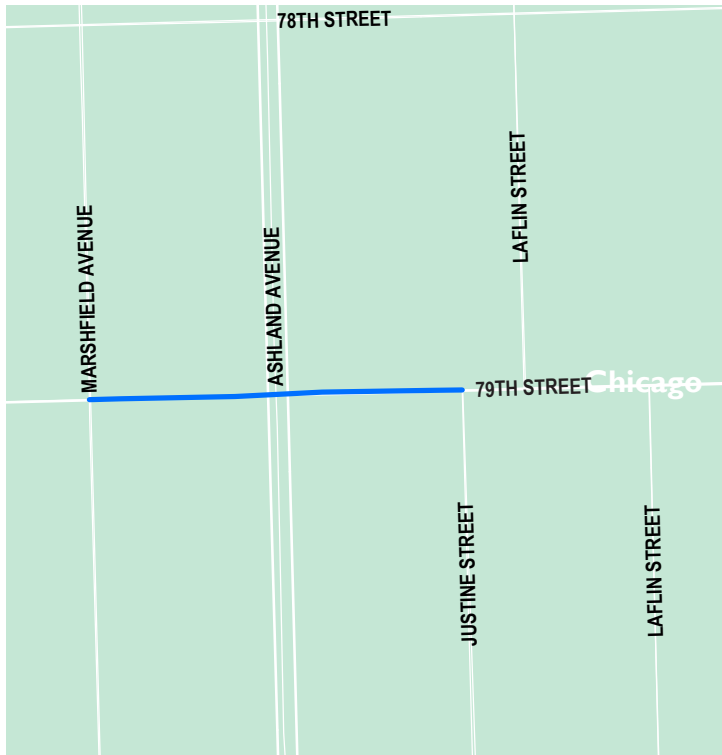
### PROJECT DESCRIPTION:

CDOT, in partnership with CTA, will complete Phase I engineering for improvements along Pulaski Road and Western Avenue to identify solutions for bus movements along these important Chicago corridors. Both roadways were identified as priority routes in the Bus Priority Network Plan. Improvements along these routes will realize improved travel speed, higher reliability, increased ridership, lower operational costs, less chance of overcrowding, and higher customer satisfaction by implementing on-street bus and pedestrian safety improvements. CDOT intends to leverage \$17 million in CMAQ for construction following this Phase I and a subsequent Phase II study.

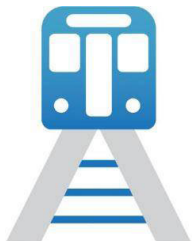


# INVEST IN COOK

## 79TH STREET BUS SLOW ZONE



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by improving bus operations, encouraging non-auto trips, and connecting neighborhoods



**Promotes equal access to opportunities** in an economically disadvantaged community



**Maintains and modernizes** by implementing safety and operational improvements that are not currently present



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

CDOT

#### COMMISSIONER DISTRICT(S):

3, 4

#### LIMITS:

79th Street: Marshfield to Justine and Anthony to East End

#### PROJECT TYPE:

Transit, Bike/Ped, and Roadway

#### PROJECT PHASE:

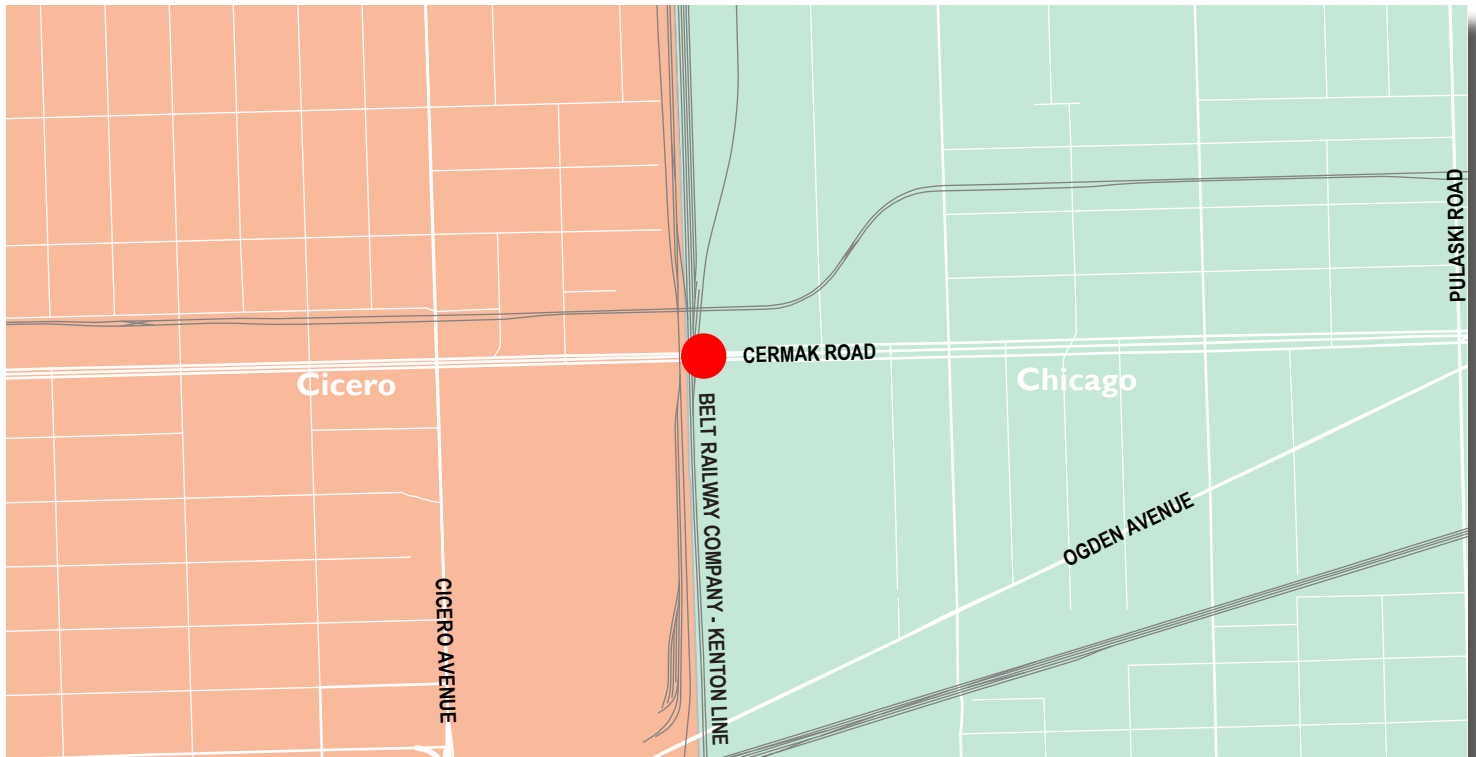
Construction

#### IIC AWARD:

\$250,000

### PROJECT DESCRIPTION:

The Chicago Department of Transportation will complete construction of the 79th Street Slow Zone project in the area around its intersections with Ashland Avenue and Stony Island Avenue. Specific work includes installing bus stop landing pads and installing red concrete to establish peak-period bus-only lanes in strategic locations along 79th Street. By implementing these improvements, CTA Bus Route 79, which runs along 79th Street, will realize improved travel speed, higher reliability, increased ridership, lower operational costs, less chance of overcrowding, and higher customer satisfaction. This project previously received a 2018 Invest in Cook grant that was used to supplement a City of Chicago budget of \$4.8 million toward implementing bus service improvement projects.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Supports the region's role as a freight center** by eliminating a significant trucking barrier



**Promotes equal access to opportunities** in an economically disadvantaged community



**Maintains and modernizes** existing transportation infrastructure



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

CDOT

#### COMMISSIONER DISTRICT(S):

2, 16

#### LIMITS:

Cermak Road Viaduct at Kenton Avenue

#### PROJECT TYPE:

Roadway and Freight

#### PROJECT PHASE:

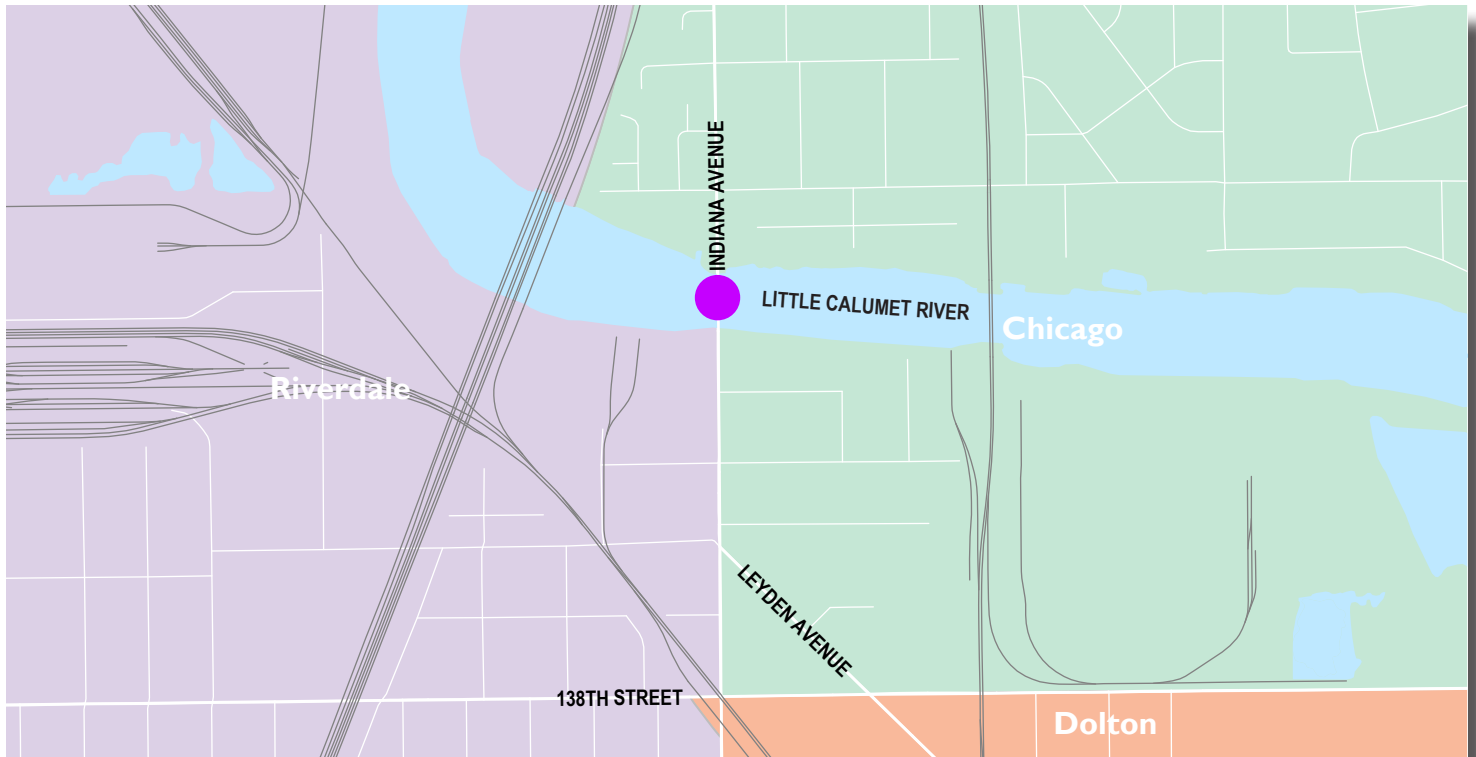
Design Engineering and Construction

#### IIC AWARD:

\$400,000

### PROJECT DESCRIPTION:

This project is for design engineering and construction of vertical clearance and safety improvements at the Belt Railway Company viaduct over Cermak Road near the boundary between the City of Chicago and the Town of Cicero. Cermak Road is an important truck route and the vertical clearance at this viaduct is currently substandard, limiting its ability to serve freight traffic. The viaduct support piers also create a safety hazard since they are located in the middle of Cermak Road under the viaduct, which has led to a number of fatal crashes from vehicles striking bridge supports. This project will increase vertical clearances to meet current standards, relocate the support piers and add lighting to improve safety. This project was identified as a priority in the Chicago Truck Route Planning Study.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Supports the region's role as a freight center** by eliminating a structurally deficient bridge and improving truck access



**Promotes equal access to opportunities** in an economically disadvantaged community



**Maintains and modernizes** existing transportation by leveraging other funding



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

CDOT

#### COMMISSIONER DISTRICT(S):

5

#### LIMITS:

Indiana Avenue Bridge over the Little Calumet River

#### PROJECT TYPE:

Freight and Roadway

#### PROJECT PHASE:

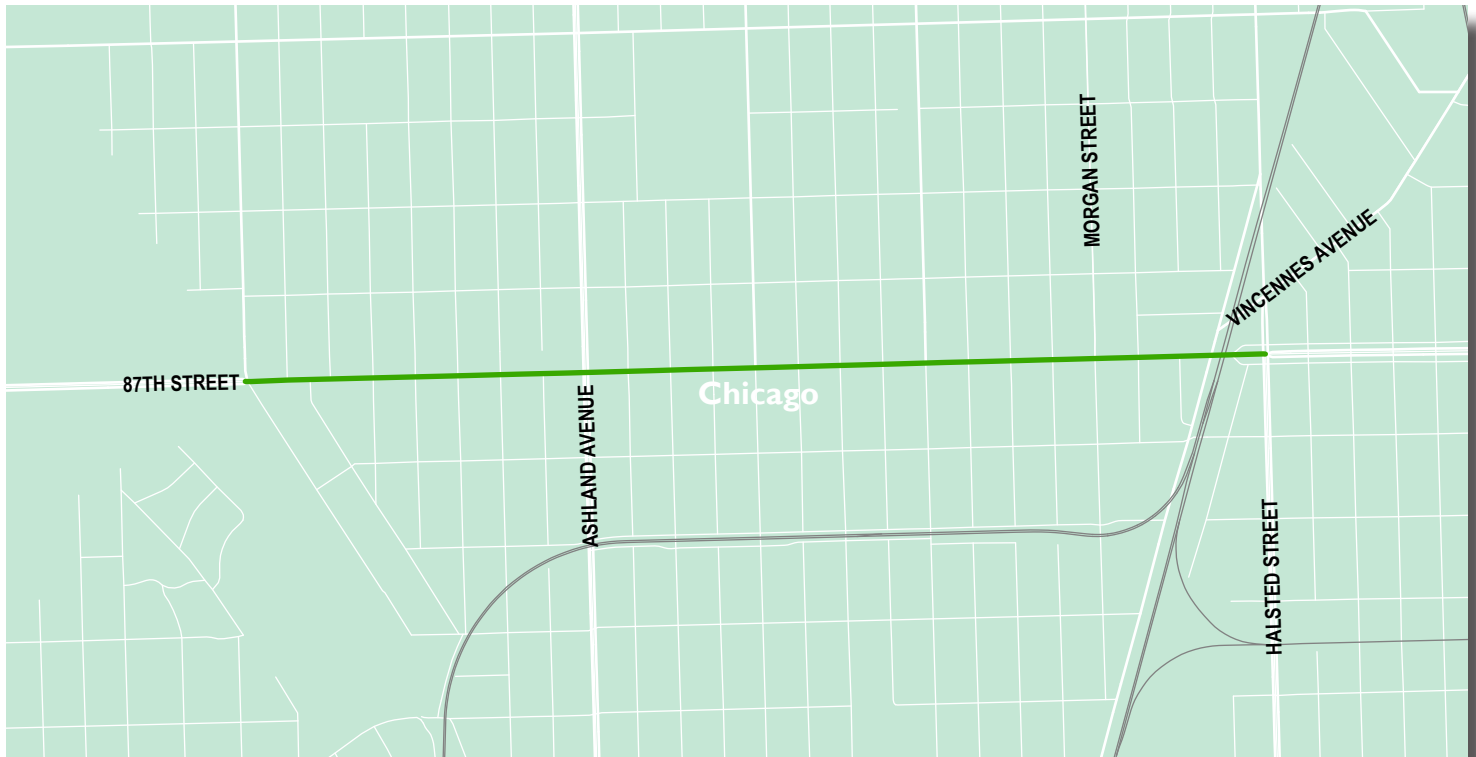
Construction

#### IIC AWARD:

\$1,000,000

### PROJECT DESCRIPTION:

The Chicago Department of Transportation will rehabilitate the Indiana Avenue Bridge. The bridge's current NBIS rating is 4 (poor condition), and the bridge is currently load posted so no oversized trucks are allowed on this route due to its structural condition. The bridge is identified in the Chicago Truck Route Planning Study, is located between the City of Chicago and the Village of Riverdale, and will benefit both communities. This project includes selective roadway floor beam and stringer repair and/or replacement, complete replacement of roadway deck, sidewalk stringers, bridge railing, and deck, and reconstruction of the approaches. This project will restore the bridge to a safe condition and allow oversized trucks to use this route and help streamline truck permitting.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by increasing safety and providing better trail access



**Promotes equal access to opportunities** in an economically disadvantaged community



**Maintains and modernizes** transportation infrastructure by improving an existing facility to a higher standard



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

CDOT

#### COMMISSIONER DISTRICT(S):

4

#### LIMITS:

87th Street: Damen Avenue to Halsted Street

#### PROJECT TYPE:

Bike/Ped and Roadway

#### PROJECT PHASE:

Preliminary Engineering

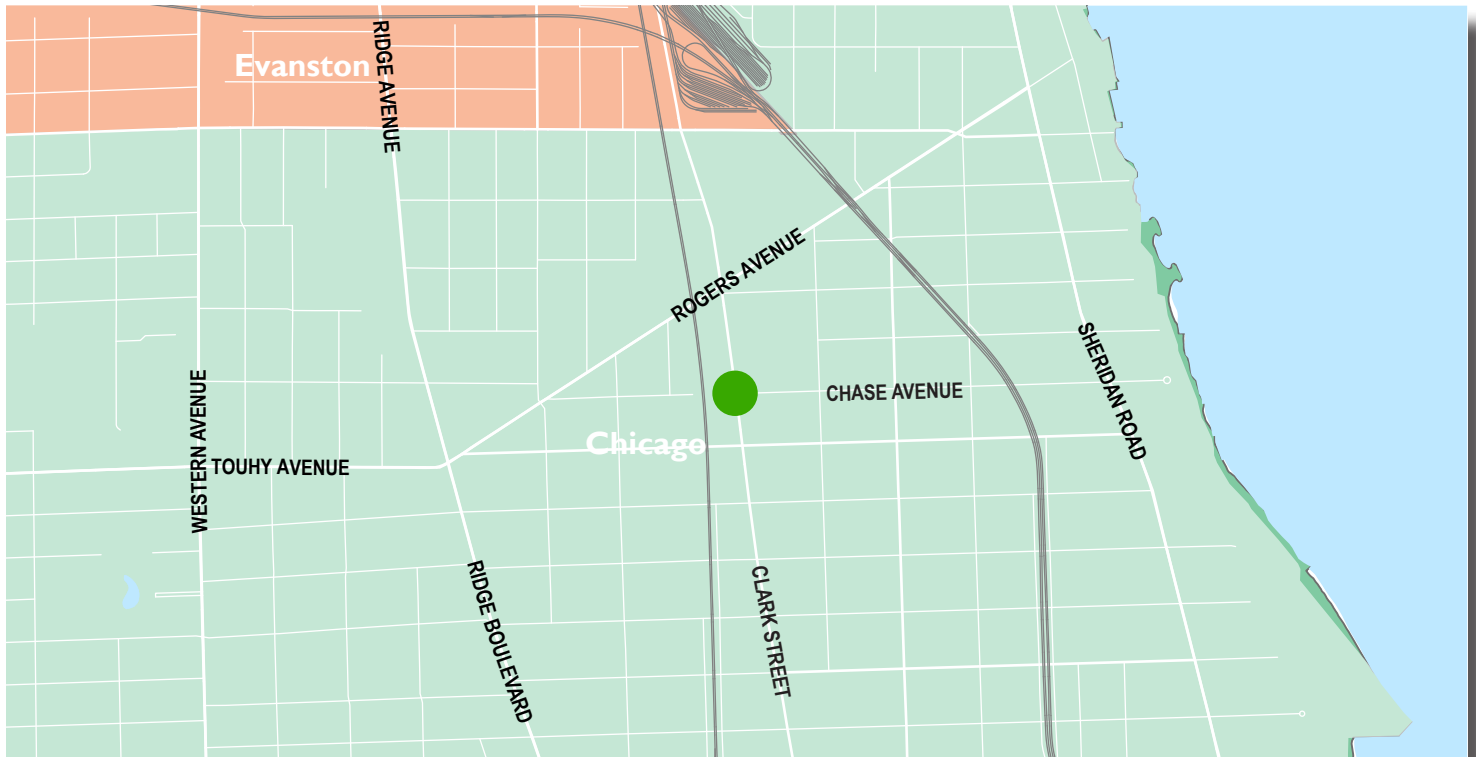
#### IIC AWARD:

\$125,000

### PROJECT DESCRIPTION:

This project is for a preliminary engineering study for one of the City of Chicago's Vision Zero High Crash Corridor projects located on 87th Street from Damen Avenue to Halsted Street. This roadway segment ranks among the top fifty most dangerous miles of roadway within the City when considering the total number of crashes and the severity of those crashes. 87th Street is also one of the most difficult and dangerous crossings on the Major Taylor Trail, an important linear trail system in the City that connects the City to suburban Cook County and one that DOT and the Forest Preserve District are studying in a previous Invest in Cook funded project. This project will investigate possible pedestrian curb extensions, refuge islands, traffic signal improvements, ADA ramps and sidewalk improvements, and new bicycle infrastructure. It will significantly increase safety in the local community, improve access to the Major Taylor Trail, and complement the County's previous investment in this corridor.





### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by providing a safer crossing



**Maintains and modernizes** existing transportation infrastructure



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

CDOT

#### COMMISSIONER DISTRICT(S):

13

#### LIMITS:

Intersection of Clark Street and Chase Avenue

#### PROJECT TYPE:

Bike/Ped and Roadway

#### PROJECT PHASE:

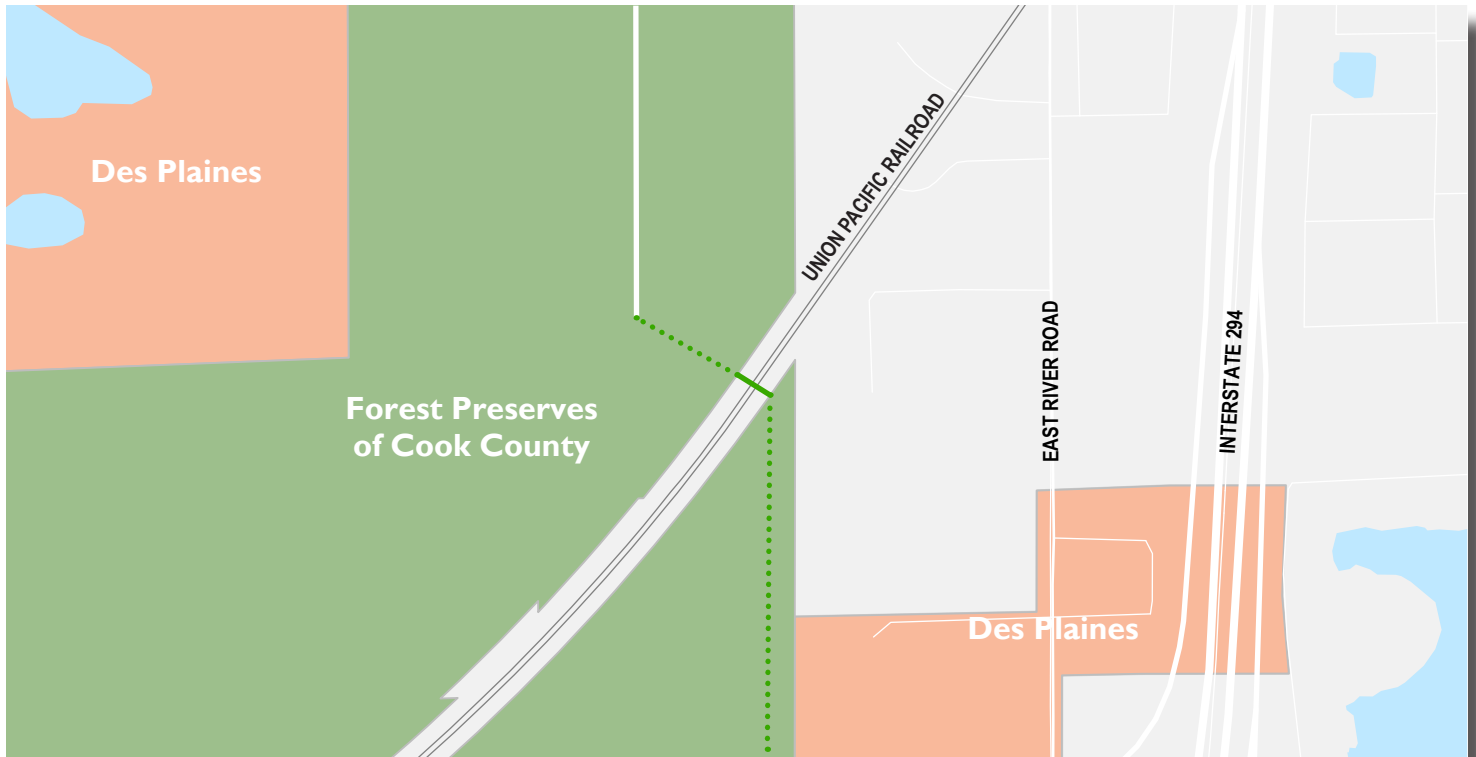
Design Engineering and Construction

#### IIC AWARD:

\$358,000

### PROJECT DESCRIPTION:

This project will construct safety improvements for pedestrians at the intersection of Chase Avenue and Clark Street. Currently, this T-intersection acts as a major crossing for the adjacent Chicago Math and Science Academy, a charter school serving middle and high school students. Clark Street does not have a signal or stop sign at this intersection and the existing wide roadway encourages fast driving speeds, which make it difficult for students and staff to cross the street. Improvements will include bump outs to reduce crossing distances, pedestrian crossing signage, widened crosswalks to increase visibility of the two existing crossings, and treating the intersection with a decorative asphalt inlay to calm traffic.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by creating a safe and convenient walking and biking facility for trail users



**Maintains and modernizes** existing infrastructure to promote safety for users of the trail

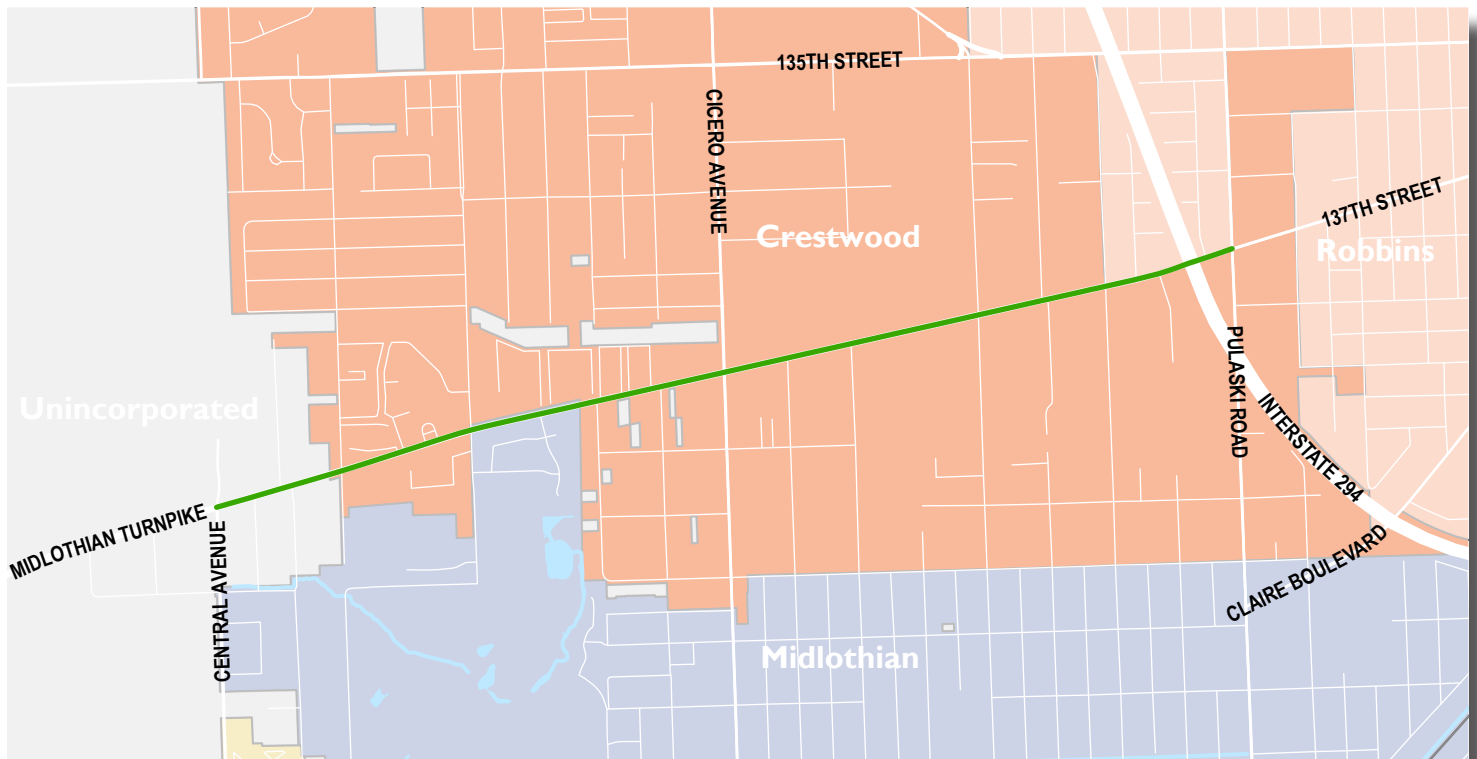


**Increases investment in transportation** by leveraging other funding

PROJECT APPLICANT:	COMMISSIONER DISTRICT(S):	LIMITS:
Forest Preserve District 9 of Cook County		Des Plaines River Trail at the Union Pacific Railroad
PROJECT TYPE:	PROJECT PHASE:	IIC AWARD:
Bike/Ped	Design Engineering	\$176,000

### PROJECT DESCRIPTION:

The Forest Preserve District of Cook County has completed Phase 1 engineering for the Des Plaines River Trail crossing project, funded by an Invest in Cook grant in 2017, and is now being awarded funding to complete Phase 2 of the project. Construction of a new crossing at the UP railroad will address a significant gap in this trail system which runs for 27 miles from Melrose Park in the south to Northbrook in the north and then continuing north to Lake County for an additional 31 miles of trail. The trail is considered a regional corridor and destination and is part of the Grand Illinois Trail, Illinois' longest continuous trail system. The bridge will be designed to go over the Union Pacific Railroad tracks just north of Golf Road in Des Plaines, Illinois.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by creating safe and convenient walking facilities



**Maintains and modernizes** existing transportation infrastructure to promote safety for all users



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Crestwood

#### COMMISSIONER DISTRICT(S):

5, 6

#### LIMITS:

Midlothian Turnpike:  
Central Avenue to  
Pulaski Road

#### PROJECT TYPE:

Bike/Ped

#### PROJECT PHASE:

Construction

#### IIC AWARD:

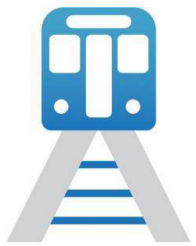
\$230,000

### PROJECT DESCRIPTION:

The Village of Crestwood will construct sidewalk improvements along the Midlothian Turnpike from Central Avenue to Pulaski Road. This improvement will increase pedestrian mobility and safety within the Midlothian Turnpike corridor. Currently, there are no continuous sidewalks provided on the north or the south side of Midlothian Turnpike from Central Avenue to Pulaski Road. This project will also provide a key network connection to existing and proposed bike paths and sidewalks, and will complement related projects on Cicero Avenue, Pulaski Road/Crawford Avenue, 135th Street, and the Natalie Creek Trail. The preliminary and design phases of this project were funded with federal Surface Transportation Program funds and local match provided by Cook County DOT.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by creating a safe and convenient walking and biking facility for trail users



**Maintains and modernizes** existing transportation infrastructure



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

City of Des Plaines

#### COMMISSIONER DISTRICT(S):

9, 17

#### LIMITS:

Oakton Street: Des Plaines River Road to Des Plaines River Trail

#### PROJECT TYPE:

Bike/Ped

#### PROJECT PHASE:

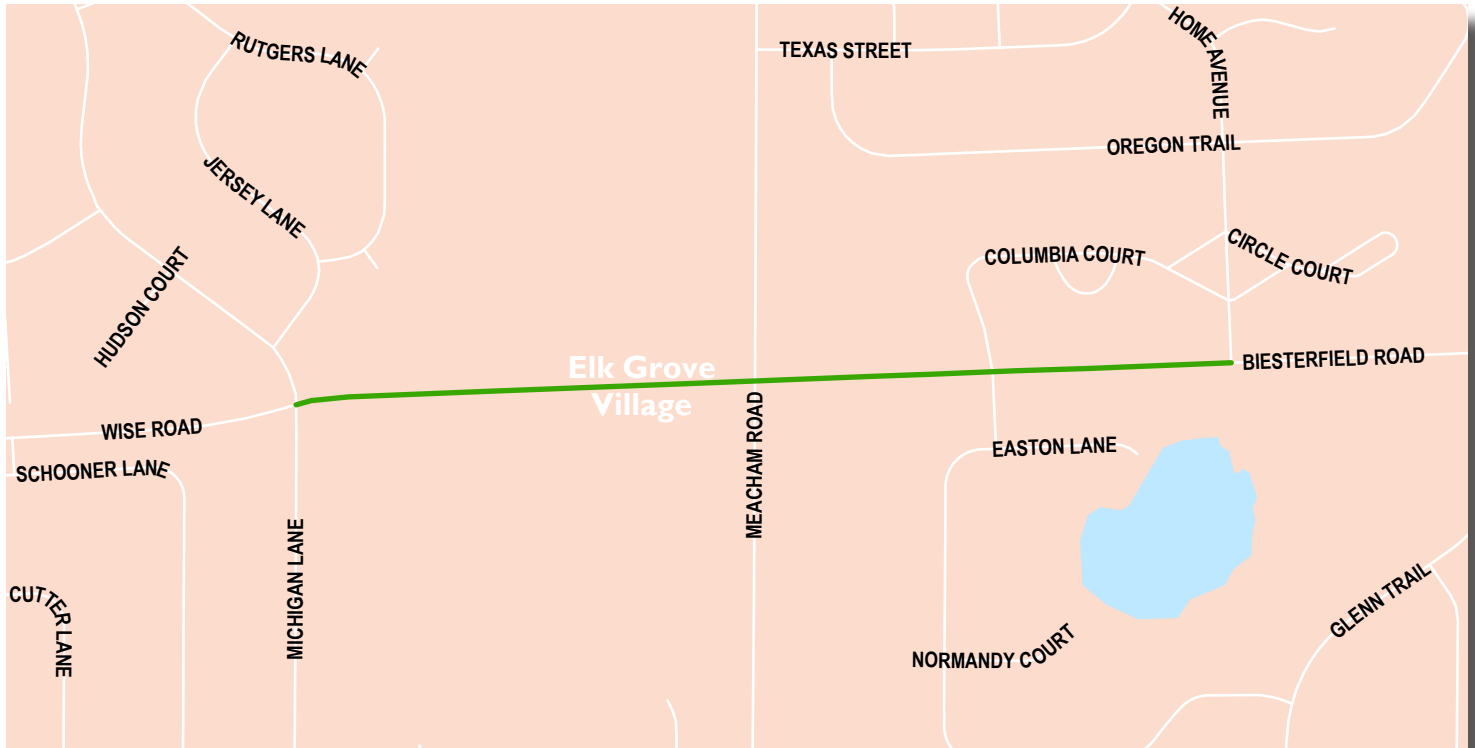
Preliminary Engineering

#### IIC AWARD:

\$67,500

### PROJECT DESCRIPTION:

This project will complete Phase I engineering for the construction of a pedestrian and bicycle sidepath along the north side of Oakton Street between Des Plaines River Road and the Des Plaines River Trail. In addition, a refuge median and/or pedestrian hybrid beacon is being proposed to improve the safety of the existing Des Plaines River Trail crossing of Oakton Street. This sidepath will provide a singular, safe connection between the existing local bike networks, neighborhoods and commercial areas with the regional Des Plaines River Trail. The sidepath will serve all ages and experience levels and will be suitable for both commuters and recreational users.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by creating a safe and convenient walking and biking facility for trail users



**Maintains and modernizes** existing transportation infrastructure



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Elk Grove Village

#### COMMISSIONER DISTRICT(S):

15

#### LIMITS:

Biesterfield Road:  
Michigan Lane to  
Home Avenue

#### PROJECT TYPE:

Bike/Ped

#### PROJECT PHASE:

Construction

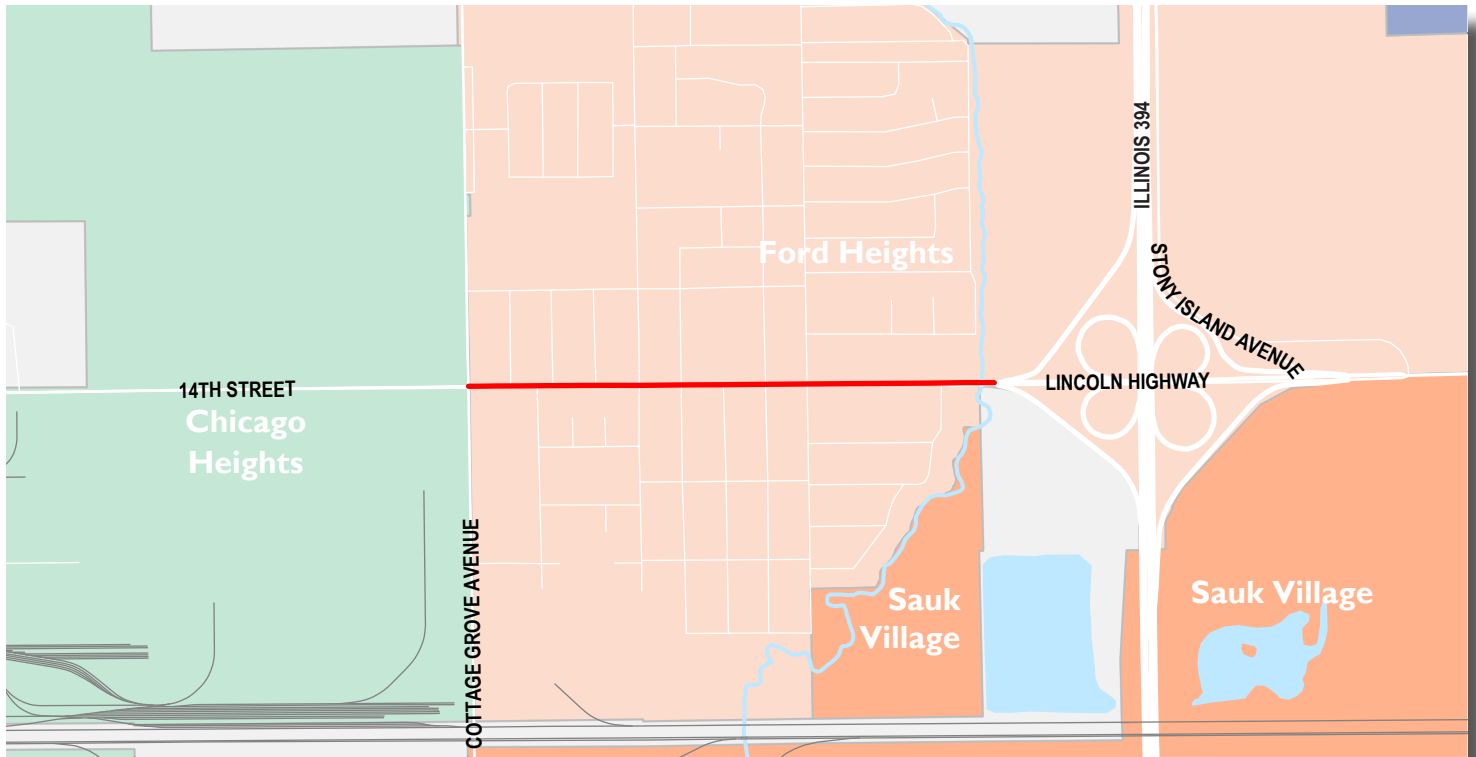
#### IIC AWARD:

\$250,250

### PROJECT DESCRIPTION:

Elk Grove Village will construct an extension of the Biesterfield Road Bike Path. The existing 4-foot sidewalk will be removed and replaced with an 8-foot shared-use path, ADA ramps will be installed where required, and pedestrian crossing improvements will be added at the intersections. This will complete a gap in the Biesterfield Road Bicycle Route, connecting the western limit of Elk Grove Village to the eastern portion of the Village along the only existing bicycle route crossing I-290/IL Route 53 (the Elk Grove Community Bridge). The Biesterfield Road Bicycle Route is included in the Village of Elk Grove Village 2014 Bicycle Plan as a High Priority, Mid-range project.





### ALIGNMENT WITH CONNECTING COOK COUNTY



**Supports the region's role as a freight center**



**Promotes equal access to opportunities** in an economically disadvantaged community



**Maintains and modernizes** existing transportation infrastructure



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Ford Heights

#### COMMISSIONER DISTRICT(S):

5

#### LIMITS:

Lincoln Highway (U.S. 30): Cottage Grove Avenue to Deer Creek Drive

#### PROJECT TYPE:

Roadway

#### PROJECT PHASE:

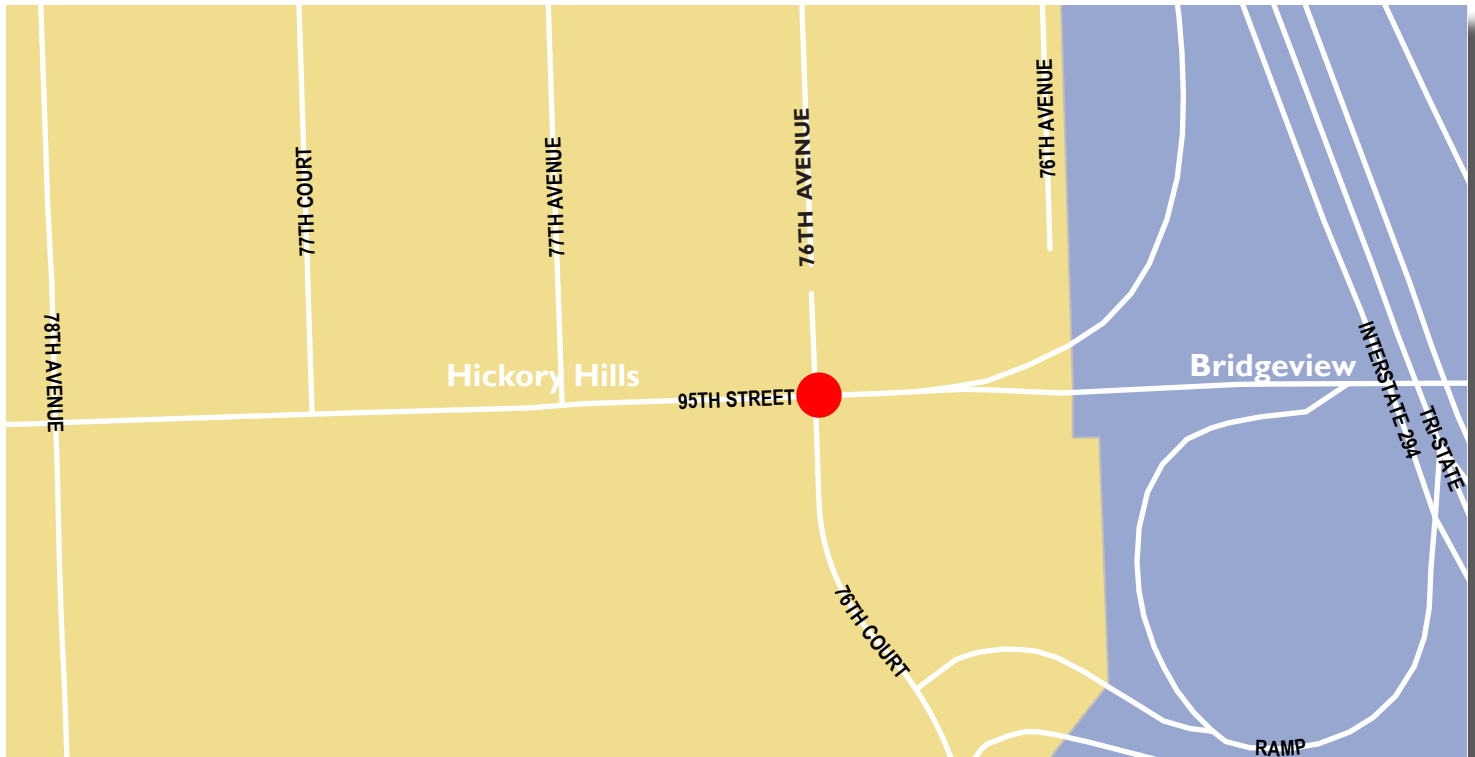
Feasibility/Planning Study

#### IIC AWARD:

\$225,000

### PROJECT DESCRIPTION:

The Lincoln Highway Restoration Plan will establish a clear and innovative strategy for the restoration of an important segment of U.S. Route 30 (Lincoln Highway) through the Village of Ford Heights, creating a more attractive and user-friendly environment that improves access to area shops, bus routes, and neighborhoods. The goal of this planning process is to identify, reactivate, connect, and leverage the legacy assets of Lincoln Highway. Fueled by a new vision for the future of Ford Heights, the Village is pro-actively engaging with a cross-jurisdictional and cross-sector Advisory Team, including senior representatives from Cook County, the MWRD, the SSMMA, and private developers and businesses. This plan will also leverage other sources of funding including \$356,500 of Ford Heights Green Streets Project funding, \$360,000 in Cook County CDBG funds, and a CMAP Local Technical Assistance Grant.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Maintains and modernizes** existing transportation infrastructure



**Increases investment in transportation** by leveraging other funding

PROJECT APPLICANT:	COMMISSIONER DISTRICT(S):	LIMITS:
City of Hickory Hills	17	Intersection of 95th Street and 76th Avenue
PROJECT TYPE:	PROJECT PHASE:	IIC AWARD:
Roadway	Construction	\$260,000

### PROJECT DESCRIPTION:

The City of Hickory Hills will improve the intersection of 95th Street and 76th Avenue by adding an eastbound right turn lane from 95th onto 76th. Eastbound traffic on 95th Street in Hickory Hills is particularly bad because of a high volume of right-turning vehicles at the 95th Street / 76th Avenue traffic signal, thus causing traffic to back up, slowing response time for emergency vehicles and blocking driveway access to businesses along 95th Street. This project will also widen the pavement, replace traffic signal equipment, and relocate street lighting to improve traffic flow and modernize the intersection.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by making sidewalks more accessible to people of all abilities



**Promotes equal access to opportunities** in an economically disadvantaged community



**Maintains and modernizes** existing infrastructure by restoring existing facilities and bringing them into compliance with ADA standards



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

City of Hometown

#### COMMISSIONER DISTRICT(S):

11

#### LIMITS:

91st Street, 87th Street, Cicero Avenue and Pulaski Road

#### PROJECT TYPE:

Bike/Ped

#### PROJECT PHASE:

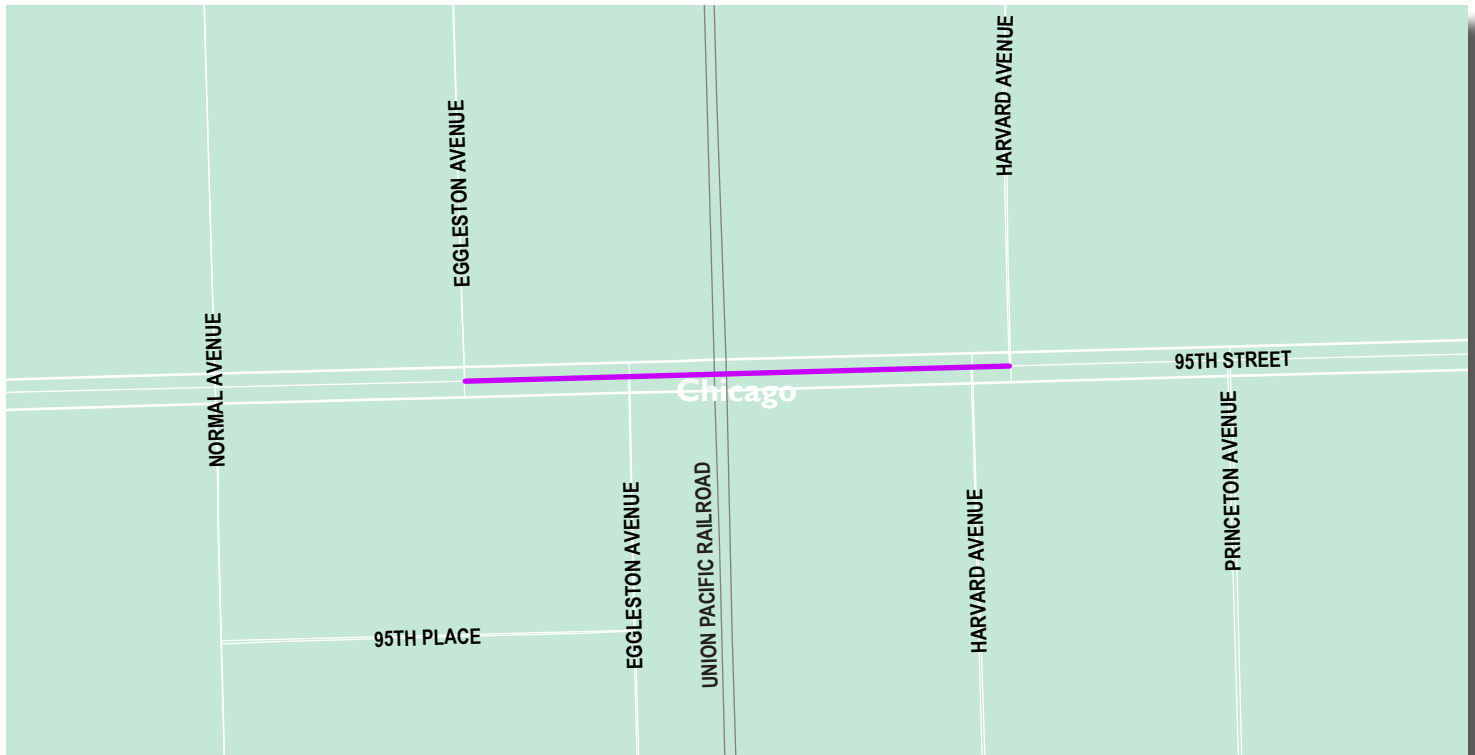
Construction

#### IIC AWARD:

\$225,200

### PROJECT DESCRIPTION:

The City of Hometown will complete Phase 2 engineering and construction of ADA compliant sidewalks and facilities throughout the City. Many intersections in the City have substandard ADA ramps, where either the required ADA tactile detectable warning tile is missing, or the maximum slopes for the ramp and approach sidewalks are exceeded. These deficient crosswalk ramps are typically improved whenever the street is reconstructed, however the city lacks sufficient funds for an annual street improvement project, and has been utilizing CDBG grant funding as a means of subsidizing street improvements. CDBG grants awarded every other year have resulted in slow progress, and a large backlog of crosswalk ramps that need to be replaced. Median household income in the City is 25% less than the County overall and nearly 35% lower than in the region.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Supports the region's role as a freight center** by improving the speed and reliability of rail and truck movements on an important freight corridor



**Promotes equal access to opportunities** in an area with a large minority and economically disadvantaged population



**Maintains and modernizes** by improving the safety of the crossing and providing multi-modal access



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

IDOT Bureau of Freight Rail Management

#### COMMISSIONER DISTRICT(S):

4

#### LIMITS:

95th Street: Eggleston Avenue to Harvard Avenue

#### PROJECT TYPE:

Freight and Roadway

#### PROJECT PHASE:

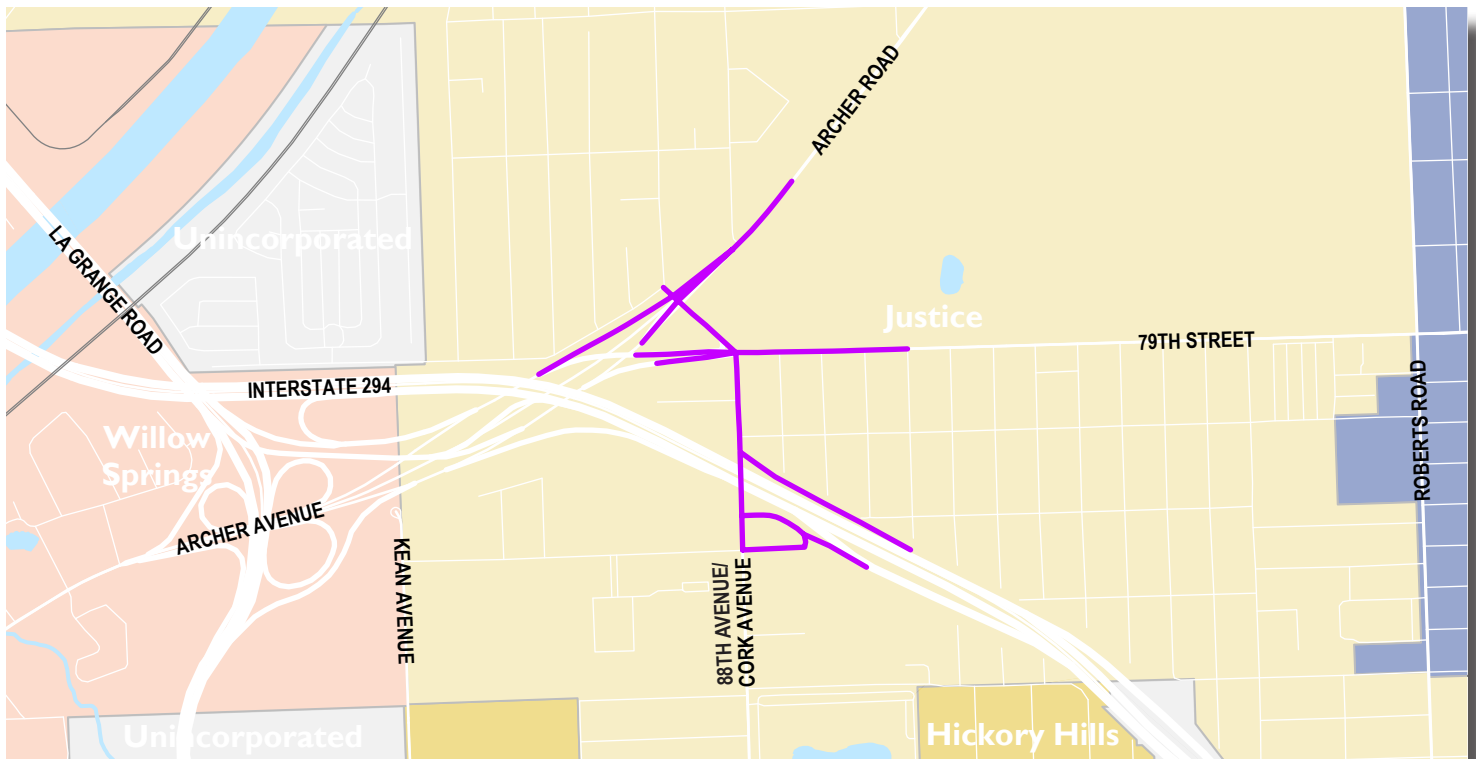
Design Engineering

#### IIC AWARD:

\$500,000

### PROJECT DESCRIPTION:

This project will complete Phase II engineering of the CREATE Grade Separation Project 21a – 95th Street at the Union Pacific (UP) Railroad. Project GS21a is currently in Phase I, planning studies and preliminary engineering, funded by the Federal Railroad Administration and the Illinois Department of Transportation. The project will eliminate the at-grade crossing at 95th Street by two UP railroad tracks. Daily, 22,900 vehicles (more than 1,000 of which are trucks) and more than 700 CTA and Pace buses pass through the crossing and face delay when trains cross the roadway. This project will reduce roadway congestion and improve safety at what the City of Chicago has designated a “911 Critical Crossing.” This project is also identified as part of the 95th Street priority trucking corridor in the Connecting Cook County Freight Plan.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Supports the region's role as a freight center** by improving the speed and reliability of rail and truck movements on an important freight corridor



**Promotes equal access to opportunities** in an economically disadvantaged community



**Maintains and modernizes** by improving safety and providing multi-modal access to the Tollway



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Justice

#### COMMISSIONER DISTRICT(S):

6, 17

#### LIMITS:

Oak Grove Avenue:Archer Road to 79th Street  
79th Street: 86th Avenue to Oak Grove Avenue  
88th Avenue/Cork Avenue: 79th Street to 80th Street  
81st Street: I-294 to 88th Avenue/Cork Avenue

#### PROJECT TYPE:

Freight, Roadway and Bike/Ped

#### PROJECT PHASE:

ROW Acquisition

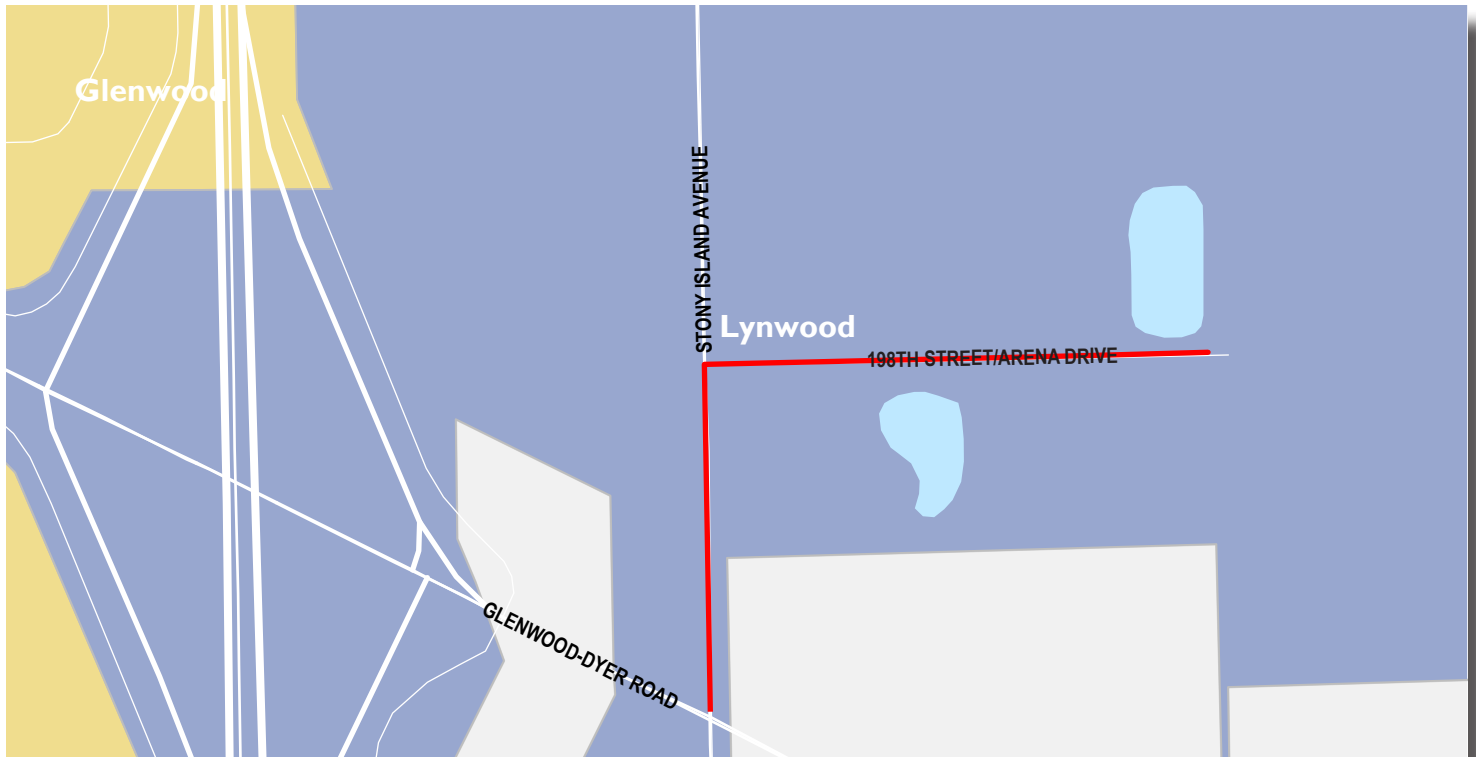
#### IIC AWARD:

\$360,920

### PROJECT DESCRIPTION:

The Village of Justice will open a two-lane northbound off-ramp (restoring an off-ramp that was closed in 1992) and a new southbound on-ramp at 88th Avenue/Cork Avenue that would be compatible with a future northbound I-294 entrance ramp from Archer Road. The project includes intersection improvements along 88th Avenue/Cork Avenue at 79th Street and Archer Road, including the addition of a new multi-use path for bicycle riders and pedestrians where one did not exist. This grant will serve as the local match to an Illinois Competitive Freight Program grant for Right of Way Acquisition to be led by the Cook County Department of Transportation and Highways. Improved Tollway access would benefit southwest Cook, by attracting private development, creating job opportunities, easing congestion on the 75th Street and 95th Street tollway ramps, improving traffic flow and providing new traffic patterns to local business districts.





### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by improving pedestrian facilities for all users



**Promotes equal access to opportunities** in an economically disadvantaged community



**Maintains and modernizes** existing infrastructure



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Lynwood

#### COMMISSIONER DISTRICT(S):

6

#### LIMITS:

Stony Island Avenue:  
Glenwood Dyer Road to  
198th Street/Arena Drive  
then east for 2 blocks

#### PROJECT TYPE:

Roadway and Bike/Ped

#### PROJECT PHASE:

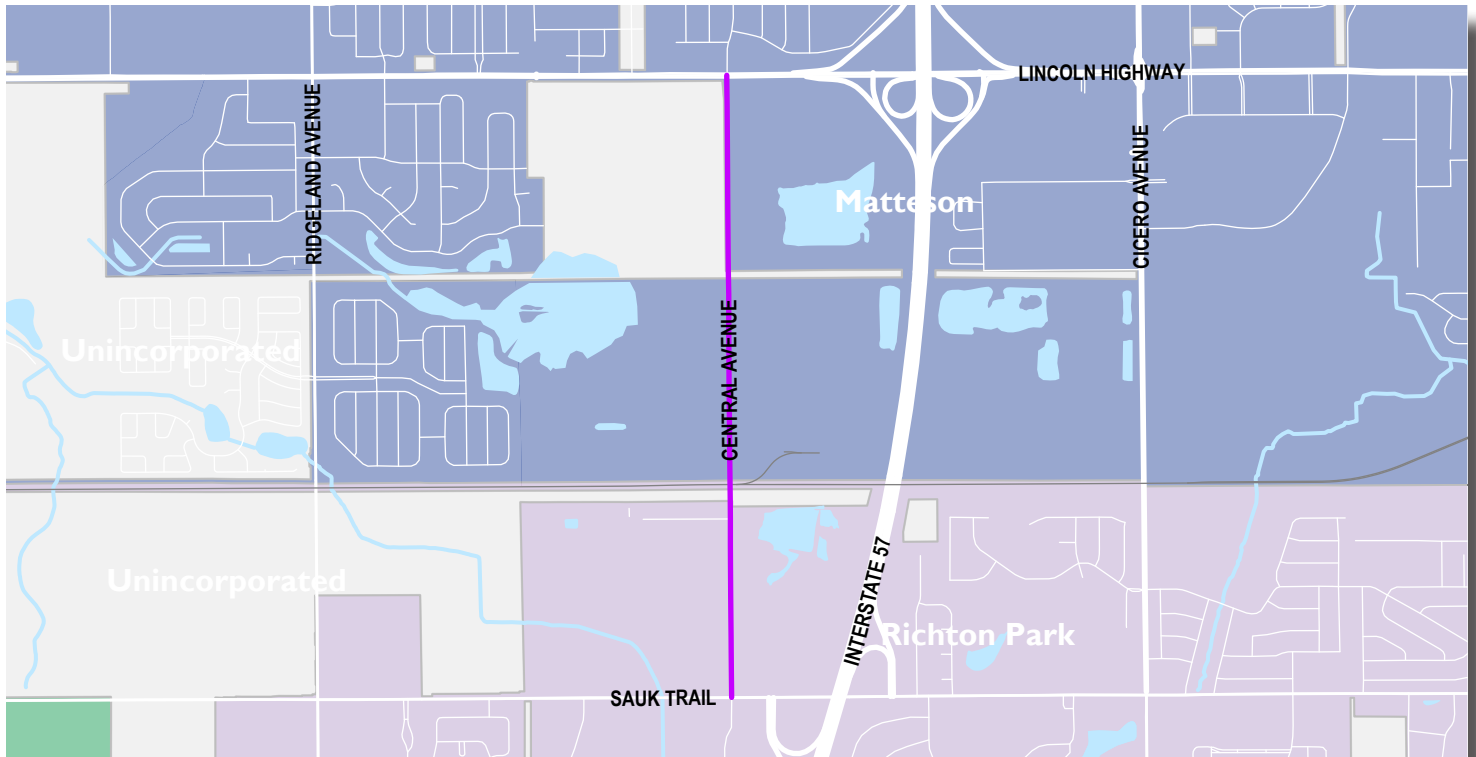
Construction

#### IIC AWARD:

\$400,000

### PROJECT DESCRIPTION:

This project will construct a new sidewalk extension and rehabilitate the roadway which will get Lynwood started on the path of connecting 198th Street and Stony Island Avenue to nearby Cook County Forest Preserve District multi-use paths. This burgeoning area in Lynwood is growing to become the recreational and public service center of the Village. However, 198th Street has experienced severe pavement deterioration limiting its attractiveness to visitors and developers. This project complements an IDOT project to widen Glenwood-Dyer Road just south of 198th Street. Consistent with IDOT's Complete Streets policy, the widening includes a multi-use path that will be owned and maintained by the Village and connected to this project.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Supports the region's role as a freight center** by improving the speed and reliability of truck movement



**Maintains and modernizes** by improving the roadway and bringing it up to modern standards



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Matteson

#### COMMISSIONER DISTRICT(S):

6

#### LIMITS:

Central Avenue:  
Sauk Trail to Lincoln Highway (U.S. 30)

#### PROJECT TYPE:

Freight and Roadway

#### PROJECT PHASE:

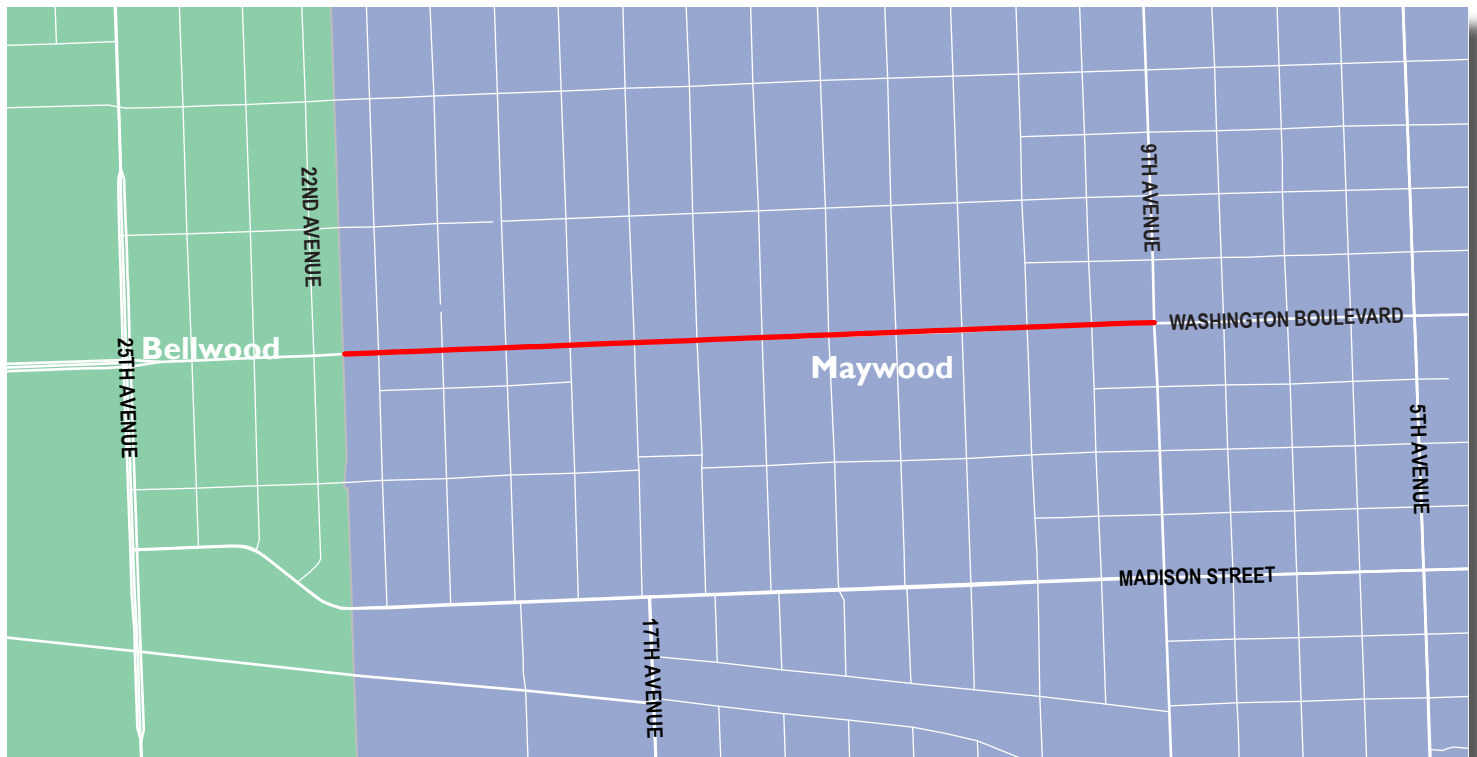
Preliminary  
Engineering

#### IIC AWARD:

\$400,000

### PROJECT DESCRIPTION:

The Village of Matteson seeks a Phase I engineering study of Central Avenue, a Cook County highway, to address the needs of proposed developments along the corridor. The project will facilitate truck movements generated by proposed trucking terminals within the Village. The freight transportation improvements will benefit the community by helping to align land use plans with the movement of goods through and within the Village of Matteson and the Cook County region. This project will bring the roadway up to design standards that will meet future demands and encourage future development of vacant sites in the area. The project will be led by the Cook County Department of Transportation and Highways.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Promotes  
equal access to  
opportunities** in  
an economically  
disadvantaged  
community



**Maintains and  
modernizes** existing  
transportation  
infrastructure



**Increases  
investment in  
transportation**  
by leveraging other  
funding

#### PROJECT APPLICANT:

Village of Maywood

#### COMMISSIONER DISTRICT(S):

I

#### LIMITS:

Washington Boulevard:  
22nd Avenue to  
9th Avenue

#### PROJECT TYPE:

Roadway

#### PROJECT PHASE:

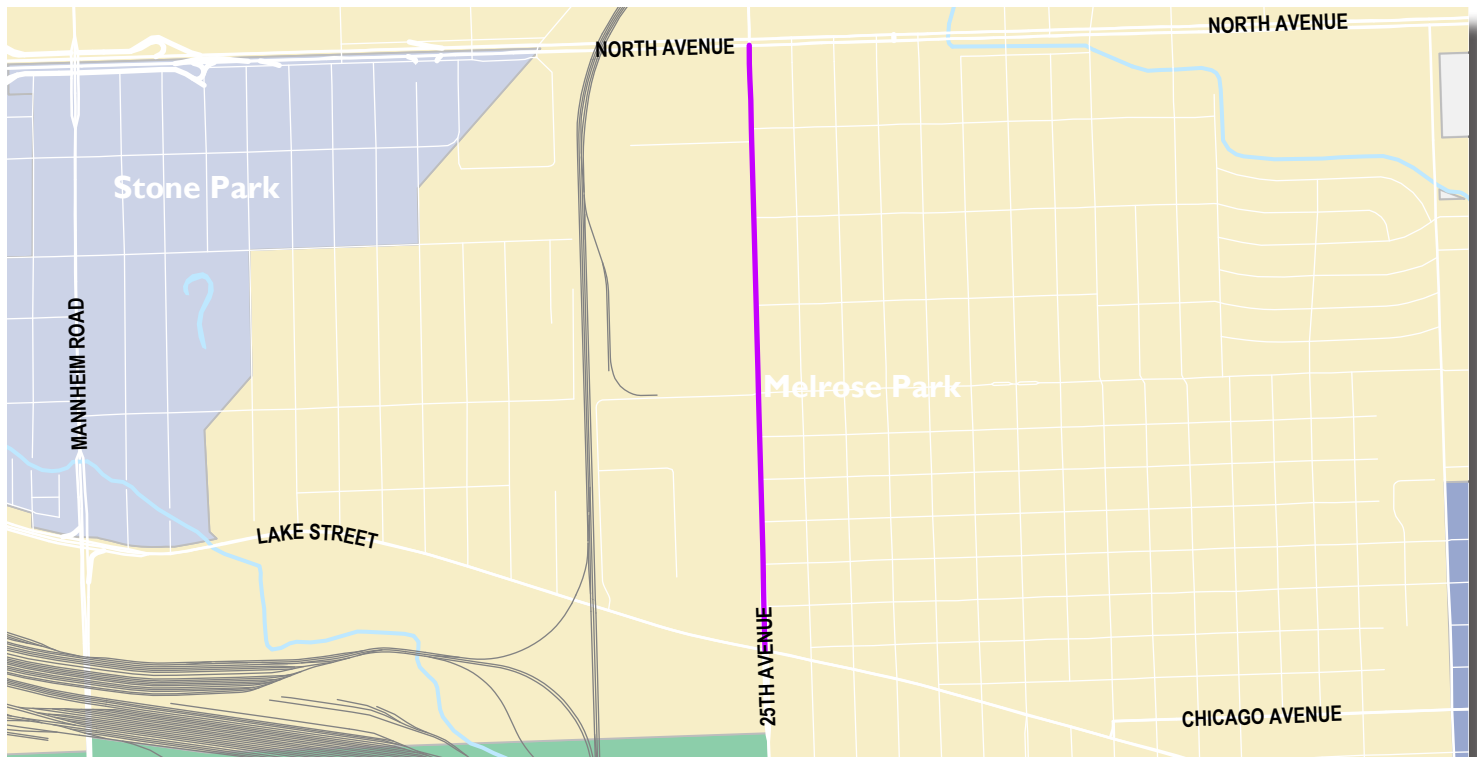
Design Engineering

#### IIC AWARD:

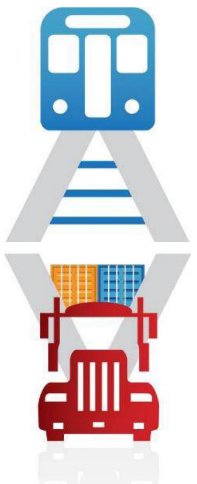
\$122,400

### PROJECT DESCRIPTION:

The Village of Maywood will conduct Phase II design engineering for the resurfacing of Washington Boulevard. Washington Boulevard is a collector route in Maywood and a major east-west thoroughfare for neighboring commuters. However, the roadway is rated as one of the Village's most deteriorated and requires new curb and gutter, drainage system and roadway surface. Pace Bus also operates routes with nearly 2,000 weekday riders intersecting Washington Boulevard. The Invest in Cook award will leverage already-secured federal construction funding.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by improving bicycle facilities for all users



**Supports the region's role as a freight center** by improving the speed and reliability of truck movement



**Maintains and modernizes** by improving the roadway and bringing it up to modern standards

**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Melrose Park

#### COMMISSIONER DISTRICT(S):

16

#### LIMITS:

25th Avenue:  
Lake Street to/  
North Avenue (IL 64)

#### PROJECT TYPE:

Freight, Roadway, and  
Bike/Ped

#### PROJECT PHASE:

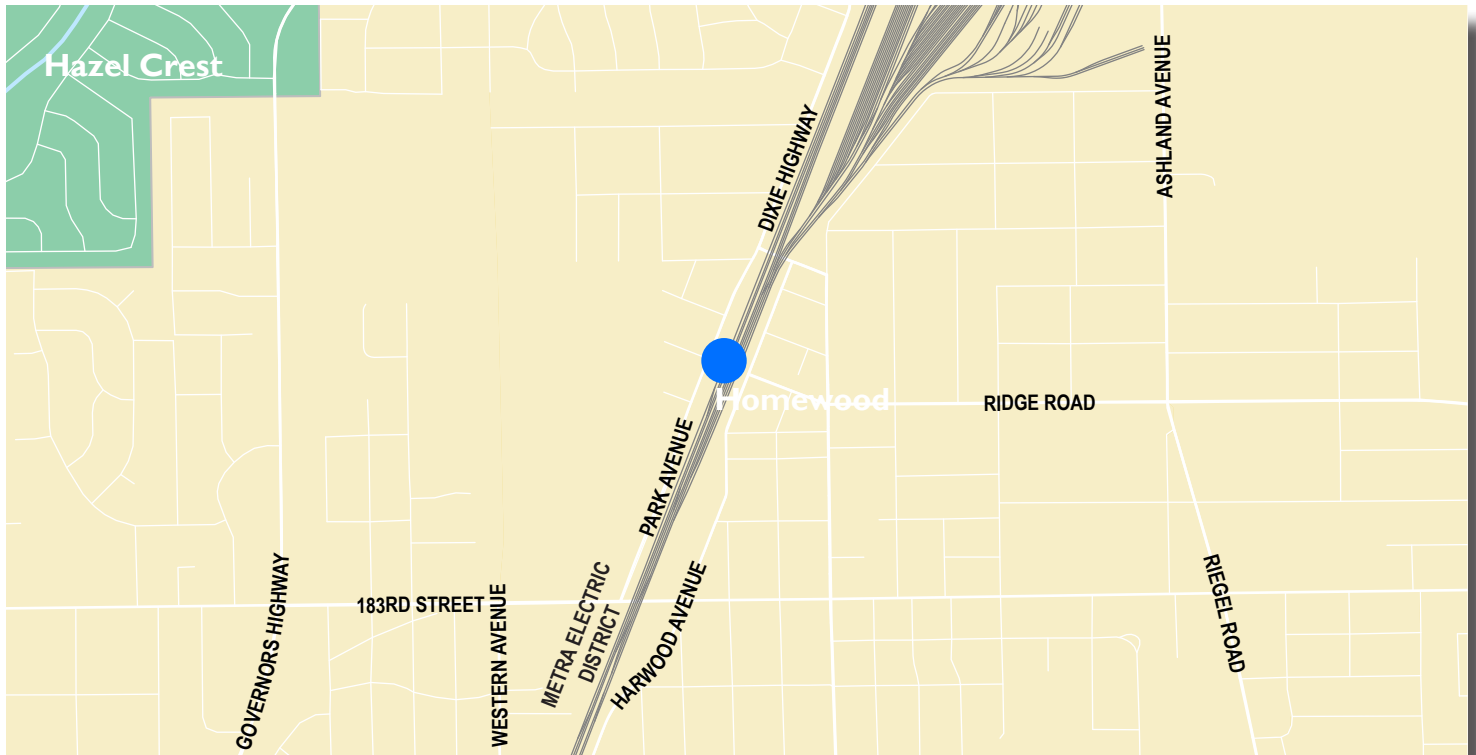
Preliminary  
Engineering

#### IIC AWARD:

\$180,000

### PROJECT DESCRIPTION:

This grant will support a preliminary engineering study of 25th Avenue with proposed improvements to include a complete reconstruction with additional travel lanes, replacing sidewalks, and adding a shared-use bike and pedestrian path on the west side. 25th Avenue, in the Village of Melrose Park, is an important truck route that connects industrial areas in three suburban communities, but, because of its narrower cross-section, the portion within the Village acts as a bottleneck. This widening project follows the grade separation that eliminated the at-grade crossing of 25th Avenue with the Union Pacific Railroad. The planned improvements will provide a much more efficient flow of traffic for all users; a useful, safe, and pleasant environment for bicycle transit; and an aesthetically pleasing and accessible roadway for developments along 25th Avenue.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by improving access and capacity at a high ridership Metra station and bus transfer facility



**Maintains and modernizes** by implementing accessibility improvements that are not currently present



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Commuter Rail  
Division of the RTA  
d/b/a Metra

#### COMMISSIONER DISTRICT(S):

6

#### LIMITS:

Metra Homewood Station at intersection of Park Avenue and Oak Road

#### PROJECT TYPE:

Transit

#### PROJECT PHASE:

Construction

#### IIC AWARD:

\$300,000

### PROJECT DESCRIPTION:

Metra has proposed the renovation of the Homewood Station, a project that will modernize and improve this intermodal hub, which serves Pace buses, Metra commuter trains, and Amtrak intercity trains. The Metra Homewood Station is the second busiest on the Metra Electric line, with more than 1,300 daily riders. Three Pace bus routes connect 1,700 daily commuters to hospitals, schools, government centers, and retail establishments via this station. Pace has plans for a route to connect Homewood to the Joliet Transportation Center. Amtrak reported 2018 annual station ridership of 35,878 at the Homewood Station.





### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by providing new facilities for pedestrians and bicyclists



**Maintains and modernizes** by improving the design of existing infrastructure



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Mount Prospect

#### COMMISSIONER DISTRICT(S):

9

#### LIMITS:

Rand Road, Central Road, and Mount Prospect Road intersection  
Rand Road: Albany Lane to Isabella Street

#### PROJECT TYPE:

Roadway and Bike/Ped

#### PROJECT PHASE:

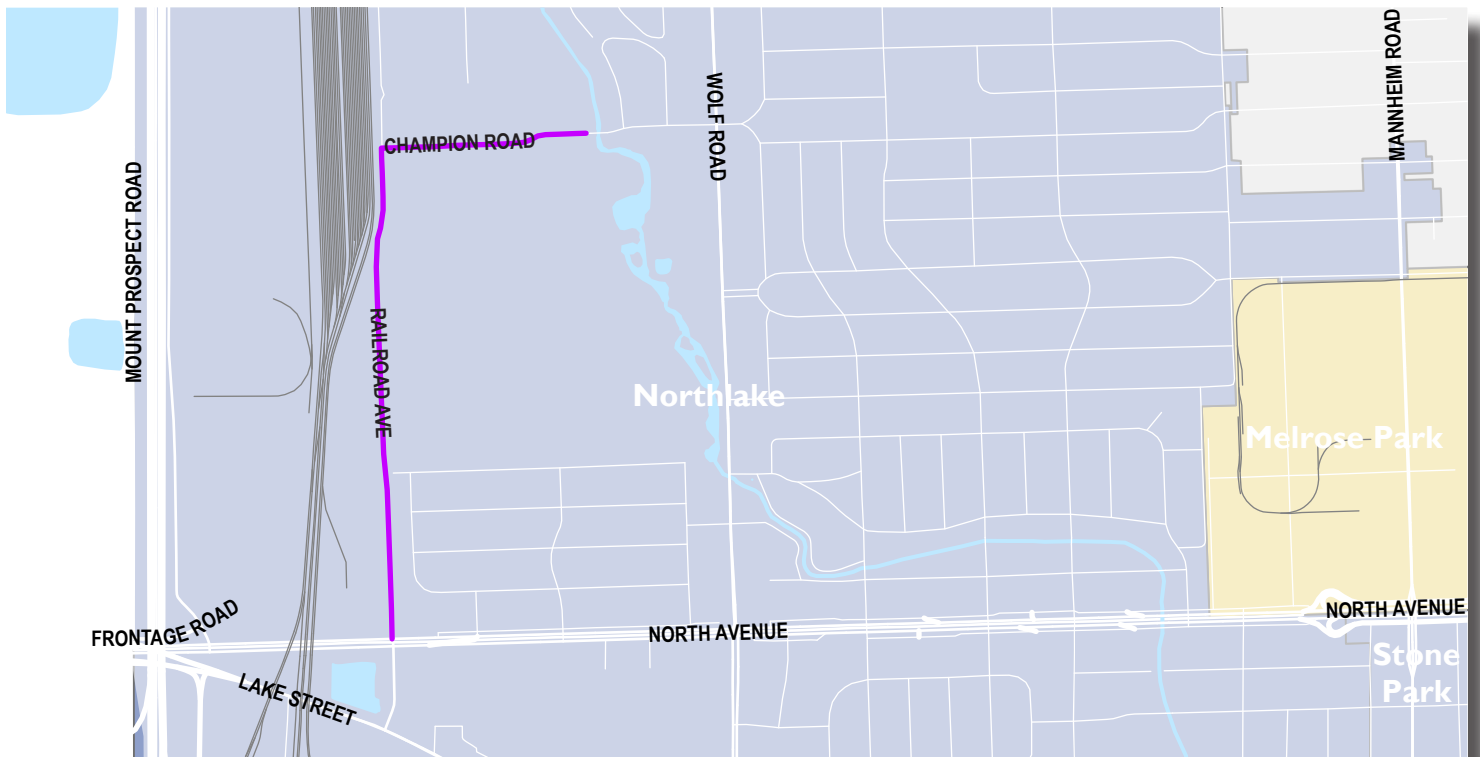
Design Engineering

#### IIC AWARD:

\$460,500

### PROJECT DESCRIPTION:

The Village of Mount Prospect fully funded Phase I preliminary engineering and is now being awarded funding to perform Phase 2 engineering for the Rand Road, Central Road, and Mount Prospect Road intersections. This roadway improvement will improve mobility, access, safety, and non-motorized accommodations by building a shared use path at the triangular intersection of Rand, Central, and Mount Prospect roads. A significant mobility issue is the circular nature of blocked intersections: There is often confusion with cars queuing and blocking traffic despite signage and police attempts to mitigate the problem. PACE Bus Route 221 runs along Rand Road and is in the next phase of Pace PULSE rapid transit routes. The Rand Road Corridor Plan identifies this intersection as a priority.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Supports the region's role as a freight center** by improving the safety, speed, and reliability of truck movement



**Maintains and modernizes** by improving the roadway and bringing it up to modern standards



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

City of Northlake

#### COMMISSIONER DISTRICT(S):

16, 17

#### LIMITS:

Railroad Avenue: North Avenue to Champion Road  
Champion Road: Railroad Avenue to Addison Creek

#### PROJECT TYPE:

Freight

#### PROJECT PHASE:

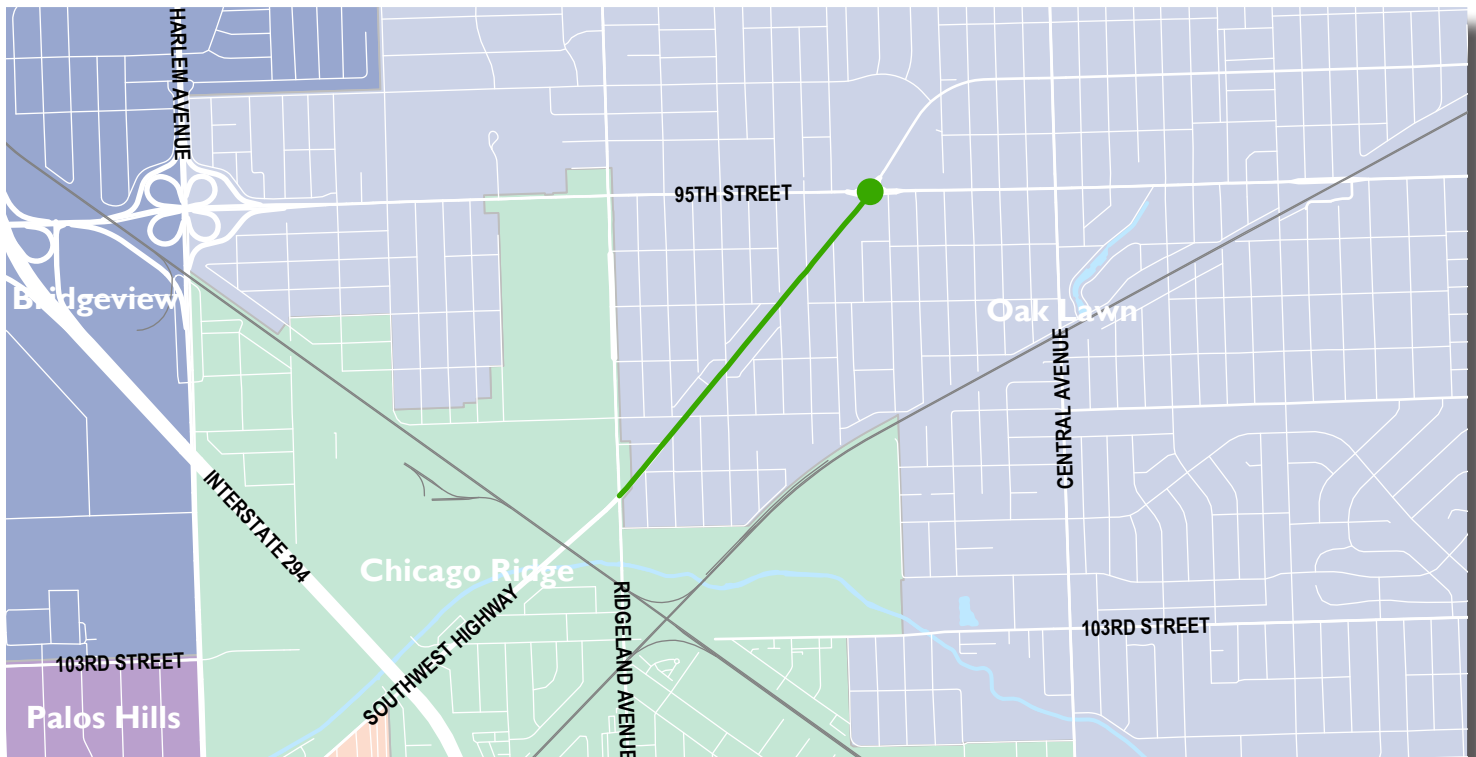
Preliminary Engineering

#### IIC AWARD:

\$50,000

### PROJECT DESCRIPTION:

The City of Northlake will complete a Phase I engineering study for roadway improvements for Railroad Avenue, a major trucking corridor within the City. This project will bring Railroad Avenue up to modern design standards for safety and efficiency and improve the movement of trucks in the area. Railroad Avenue plays a vital role in connecting numerous commercial and industrial properties and the Union Pacific intermodal facility to major freight corridors like North Avenue, I-290, and I-294. This roadway sees approximately 4,200 vehicles per day, most of which is truck traffic or traffic related to industrial uses along and near the corridor. Furthermore, the neighborhoods adjacent to the industrial development along and near Railroad Avenue are low to moderate income neighborhoods that will benefit from the continued availability of industrial jobs in the area and the added stability that these anchor businesses provide for the community.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by providing new facilities for pedestrians and bicyclists and supporting new transit projects



**Maintains and modernizes** by improving the design of existing infrastructure



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Oak Lawn

#### COMMISSIONER DISTRICT(S):

6, 11

#### LIMITS:

Southwest Highway:  
Ridgeland Ave to 95th St

#### PROJECT TYPE:

Bike/Ped

#### PROJECT PHASE:

Feasibility/Planning  
Study

#### IIC AWARD:

\$123,000

### PROJECT DESCRIPTION:

The Village of Oak Lawn will conduct a feasibility/planning study for intersection improvements, addition of bike lanes, and improved pedestrian access along Southwest Highway. The intersections with 95th Street and Ridgeland Avenue are of particular concern because of traffic counts of 41,900 cars per day and 20,800 cars per day respectively. This study will investigate how and where bike facilities that were recommended in the Village's Bicycle Plan can and should be implemented. It will also investigate safety improvements for pedestrians trying to access the Oak Lawn Community High School. Area improvements will also support Pace's 95th Street Pulse route currently in the initial planning phase, which has stops planned for the intersection at 95th Street and Southwest Highway.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by providing new facilities for pedestrians and bicyclists and supporting access to transit



**Maintains and modernizes** by improving the design of existing infrastructure



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Oak Park

#### COMMISSIONER DISTRICT(S):

I

#### LIMITS:

Lake Street: Euclid Avenue to Austin Boulevard

#### PROJECT TYPE:

Roadway and Bike/Ped

#### PROJECT PHASE:

Construction

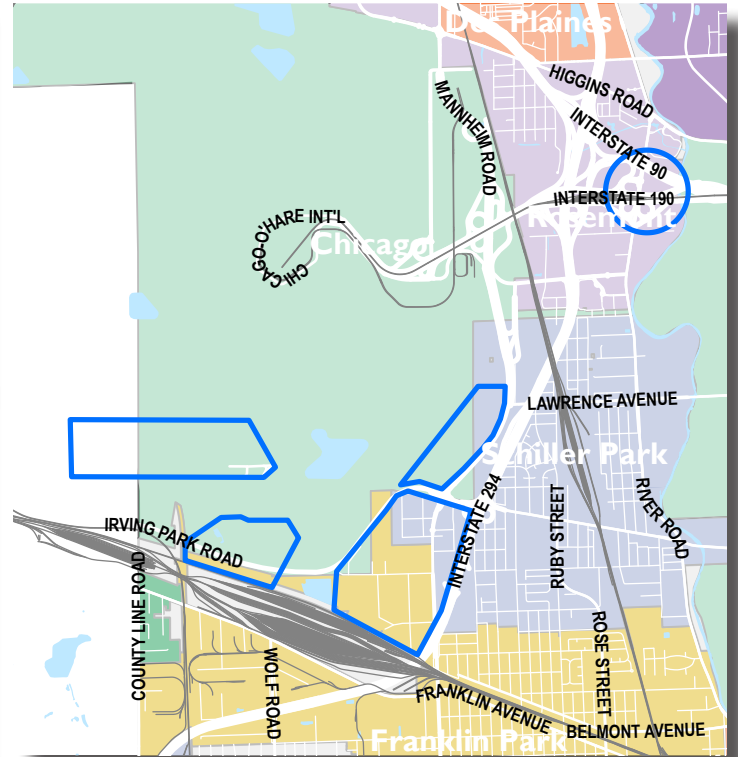
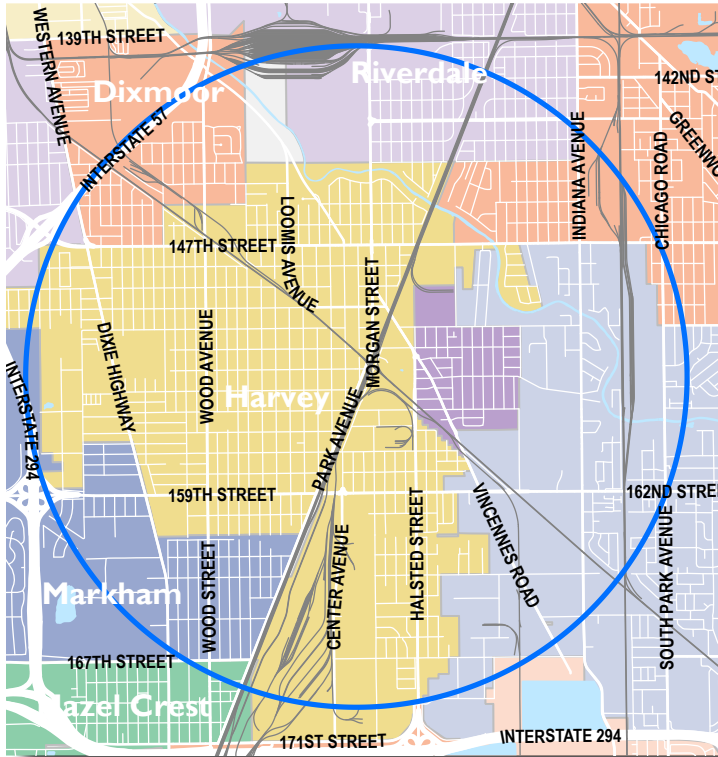
#### IIC AWARD:

\$310,000

### PROJECT DESCRIPTION:

The Village of Oak Park is awarded funding for its Lake Street resurfacing project which will include resurfacing the existing street, pedestrian safety improvements, ADA accessibility improvements, and landscaping. The adjacent Lake Street streetscape and road reconstruction project between Harlem Avenue and Euclid Avenue will be happening concurrently with this project. Together, the projects will improve traffic circulation and capacity, enhance pedestrian linkage between retail districts, and promote private investment and economic development on Lake Street, the community's central tourism and retail corridor. This is a diverse corridor with residential, retail and commercial areas and an important transportation route as a major collector with Pace and CTA bus routes as well as nearby connections to CTA Green Line and Metra Union-Pacific West Line stations. The project is consistent with the Village's planning priorities and also leverages significant federal funding.





### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by providing a new and innovative transportation service



**Promotes equal access to opportunities** in an economically disadvantaged community



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Pace

#### COMMISSIONER DISTRICT(S):

5, 6, 9, 17

#### LIMITS:

Harvey Transportation Center and O'Hare South Cargo Area - Rosemont CTA Station

#### PROJECT TYPE:

Transit

#### PROJECT PHASE:

Pilot

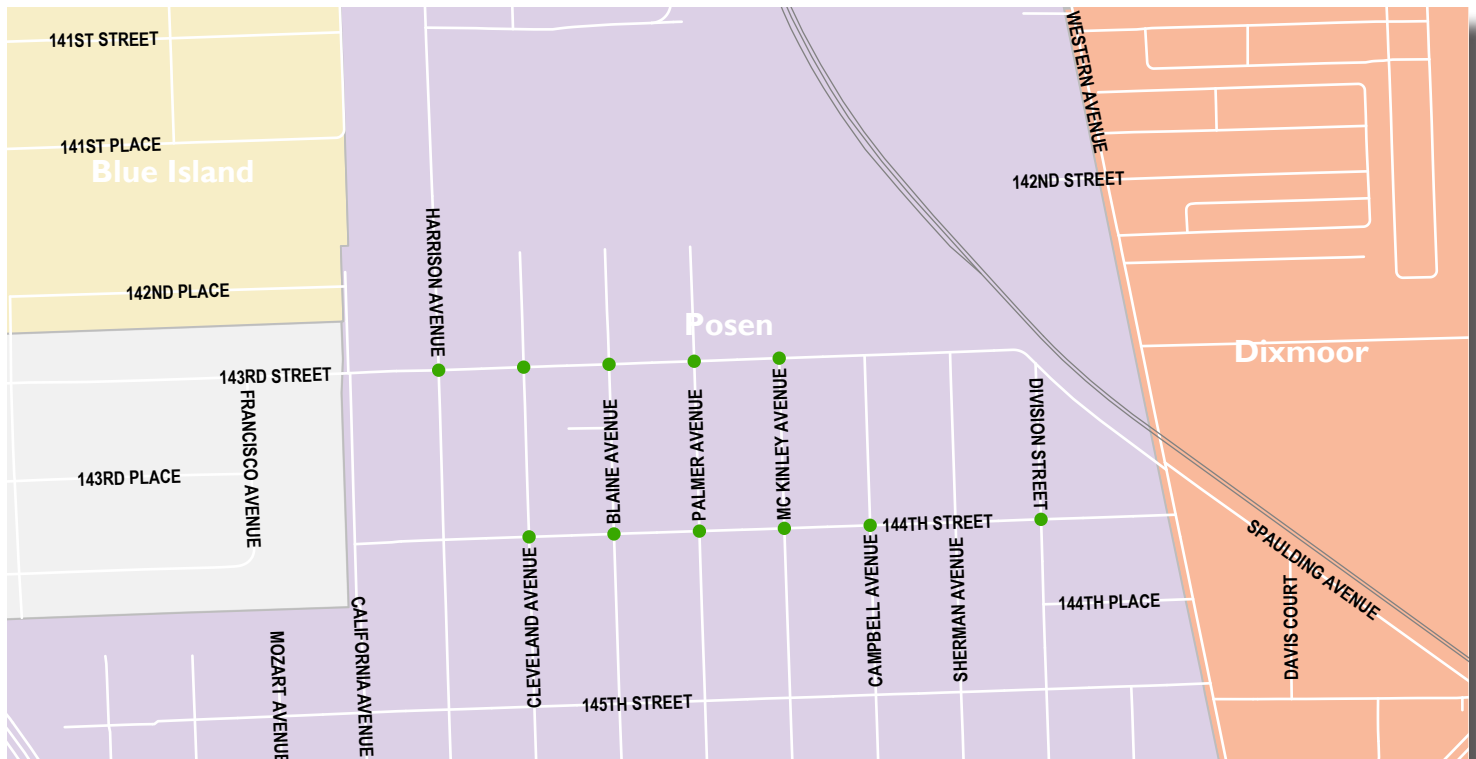
#### IIC AWARD:

\$125,000

### PROJECT DESCRIPTION:

Pace will pilot a subsidized late-night ride hailing service as a supplement to regular bus operations that are not available during late night and early morning hours. The ride hailing service will be demonstrated in two locations, the Harvey Transportation Center and the O'Hare South Cargo Area-Rosemont CTA Station, over the course of one year. The Harvey Transportation Center serves Pace's only 24-hour bus route (the 352 Halsted Route), giving residents in South Cook 24-hour access to employment opportunities in the City of Chicago and beyond. The O'Hare South Cargo area contains several 24-hour facilities including freight, mail, and other cargo operations that provide employment for thousands in an area that is difficult to serve with regular service.





### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by improving sidewalks making them more accessible for all users



**Promotes equal access to opportunities** in an economically disadvantaged community



**Maintains and modernizes** existing infrastructure by restoring existing facilities



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Posen

#### COMMISSIONER DISTRICT(S):

5

#### LIMITS:

Various locations in the Village of Posen

#### PROJECT TYPE:

Bike/Ped

#### PROJECT PHASE:

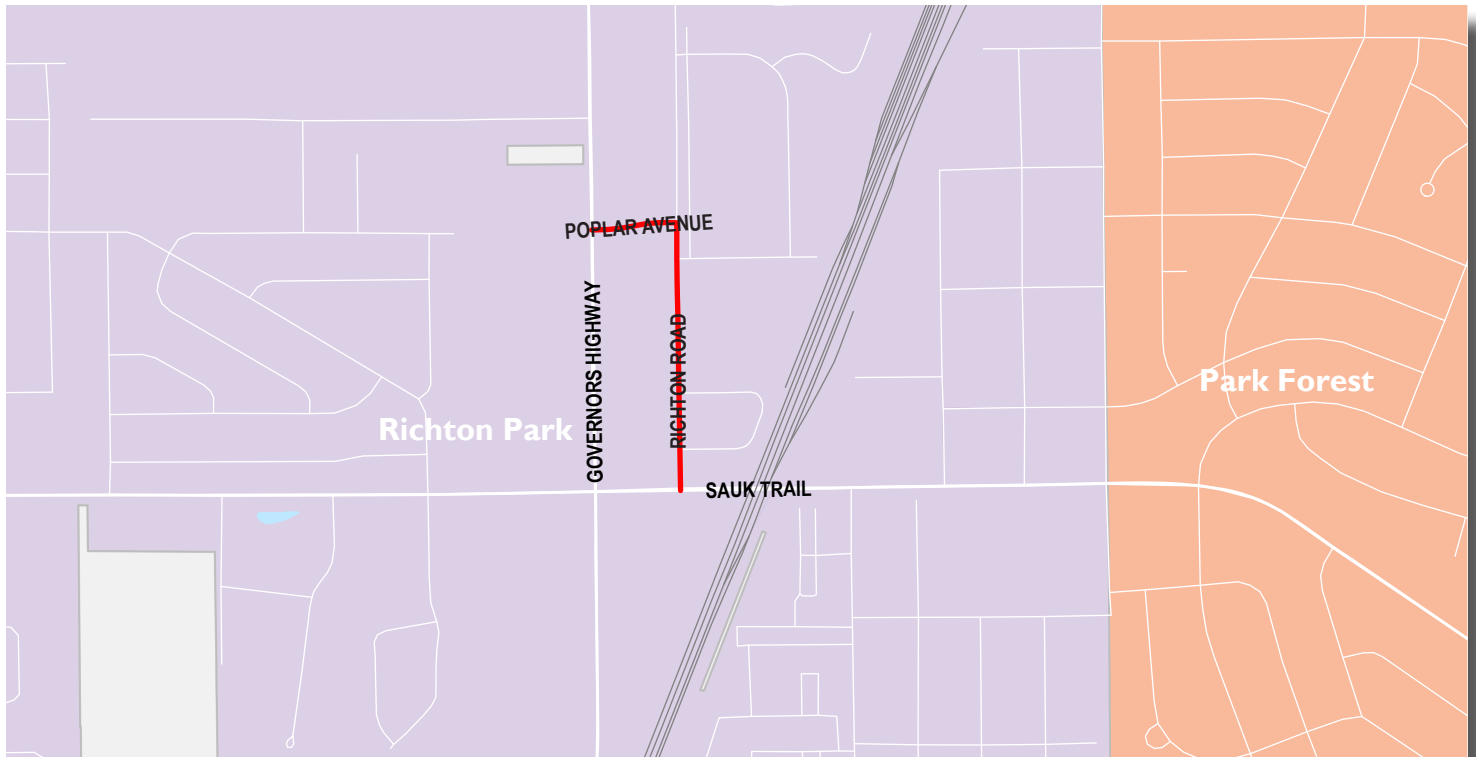
Construction

#### IIC AWARD:

\$200,000

### PROJECT DESCRIPTION:

The Village of Posen will reconstruct sidewalks and make improvements to ADA accessibility throughout the Village. The project will remove and replace curbs and sidewalks that are in poor condition or are a physical hindrance for persons with disabilities along 143rd Street and 144th Street between Division Street and Harrison Avenue. This area has heavy pedestrian traffic from transit users and people accessing the Village's main park facility and three elementary schools. This project will improve the quality of life for residents and provide safe passage ways to connect people to public transportation in the area.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by improving access to transit



**Promotes equal access to opportunities** in an economically disadvantaged community



**Maintains and modernizes** by improving the design of existing infrastructure



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Richton Park

#### COMMISSIONER DISTRICT(S):

6

#### LIMITS:

Richton Road: Sauk Trail to Poplar Avenue  
Poplar Avenue: Governor's Highway to Richton Road

#### PROJECT TYPE:

Roadway and Transit

#### PROJECT PHASE:

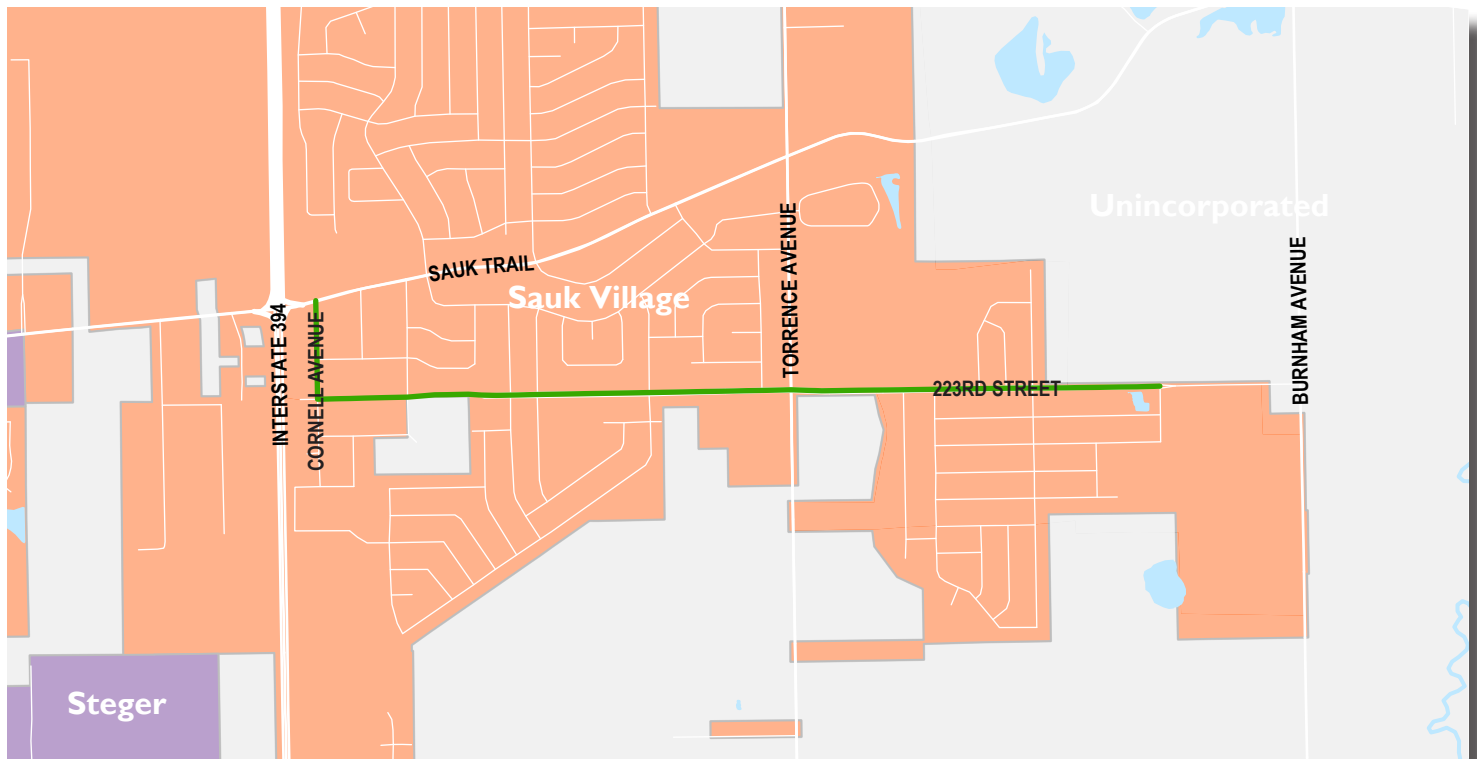
Preliminary Engineering

#### IIC AWARD:

\$100,000

### PROJECT DESCRIPTION:

The Village of Richton Park will conduct a preliminary engineering study to convert the one-way pair of Richton Road and Poplar Avenue into two two-way roadways. This two-way conversion will improve safety, access, and traffic operations for users of the Metra station and the residents and visitors of Richton Park. This project redirects traffic from the Sauk Trail intersections of Governors Highway and Richton Road, reducing the number of required left turns and connects commuters traveling southbound on Governors Highway to the commuter train station and parking lot via Poplar Avenue, a connection that cannot currently be made. Likewise, commuters exiting the train station and adjacent parking facilities onto Richton Road will be able to turn south directly to Sauk Trail, thus reducing the amount of driving required to access or leave the station. This project is identified in the Village's comprehensive plan.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by creating a safe and convenient walking and biking facilities for trail users



**Promotes equal access to opportunities** in an economically disadvantaged community



**Maintains and modernizes** existing infrastructure by restoring existing facilities



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Sauk Village

#### COMMISSIONER DISTRICT(S):

6

#### LIMITS:

Cornell Avenue: 223rd Street to Sauk Trail  
223rd Street:  
Cornell Avenue to  
Murphy Avenue

#### PROJECT TYPE:

Bike/Ped

#### PROJECT PHASE:

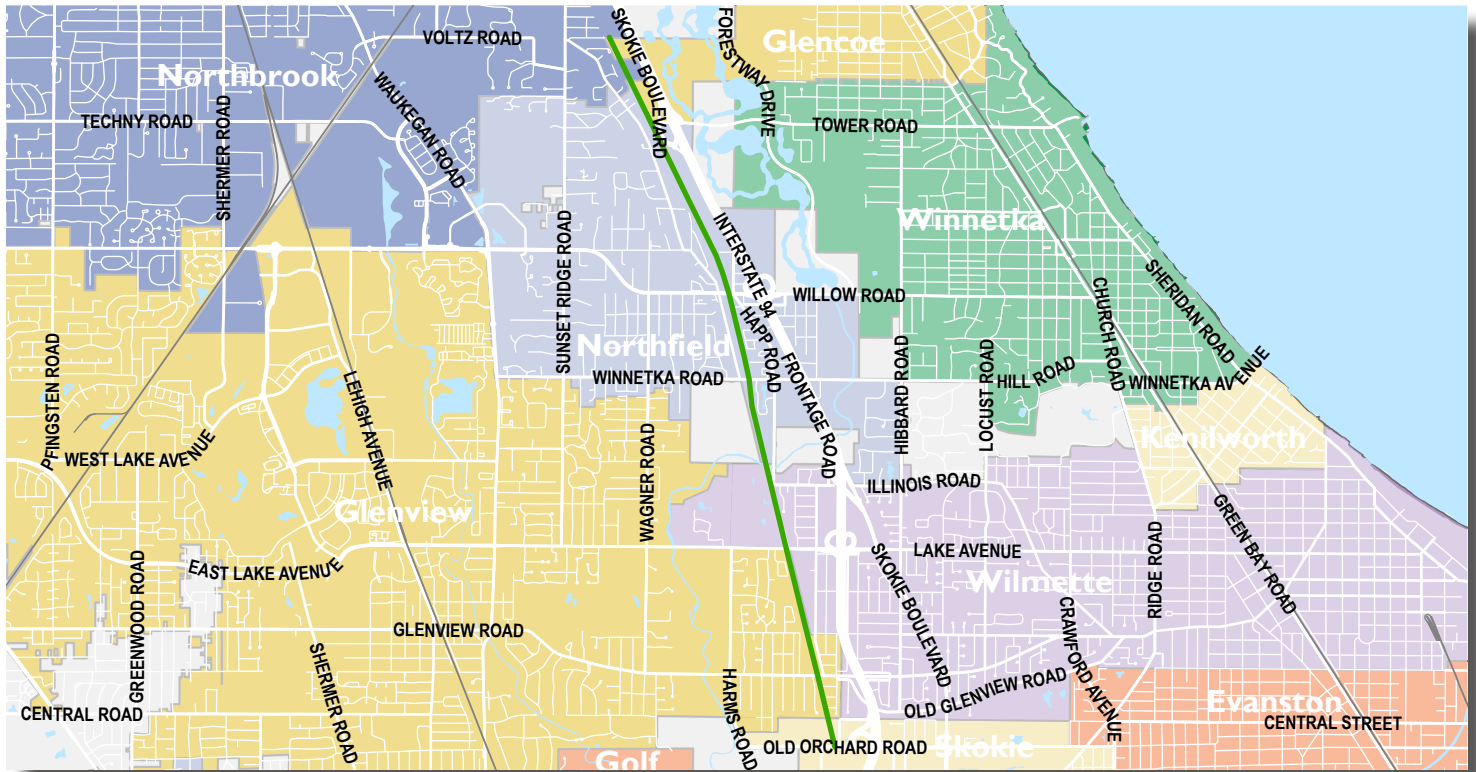
Preliminary  
Engineering

#### IIC AWARD:

\$150,000

### PROJECT DESCRIPTION:

The Village of Sauk Village will conduct a preliminary engineering study for a two-way shared-use path along 223rd Street that fills a critical gap in its pedestrian/ bicycle network. This path will provide residents and visitors a safe, off-road trail between the Plum Creek Forest Preserve and the IL 394/Sauk Trail intersection. At the west extent, this project will connect to the County-led construction of a shared-use path on the south side of Sauk Trail, extending west to Bloom Trail High School. This project will also provide safe access to Pace Bus Route 358. The project is recommended in Sauk Village's 2019 Comprehensive plan.



### ALIGNMENT WITH CONNECTING COOK COUNTY



**Prioritizes transit and other transportation alternatives** by filling a gap in a regionally significant multi-use trail



**Increases investment in transportation** by leveraging other funding

#### PROJECT APPLICANT:

Village of Wilmette

#### COMMISSIONER DISTRICT(S):

13, 14

#### LIMITS:

Skokie Valley Trail:  
Old Orchard Road to  
Voltz Road

#### PROJECT TYPE:

Bike/Ped

#### PROJECT PHASE:

Design Engineering

#### IIC AWARD:

\$150,000

### PROJECT DESCRIPTION:

The Village of Wilmette, with support from Glenview, Northfield, and Skokie, will conduct Phase 2 design engineering to complete a 4.2-mile gap in the Skokie Valley Trail between Old Orchard Road and Voltz Road, one of the last remaining gaps in the trail. The alignment will follow an existing Com ED Right of Way, and is partially within a discontinued Union Pacific Railroad corridor and Village owned property. When complete, the Skokie Valley Trail will provide an uninterrupted linear connection between Lake Bluff and Chicago and will connect to another 38 miles of existing bicycle and pedestrian facilities. Additionally, this trail provides an alternative way to access Pace, CTA, Metra, and Amtrak services and employment centers in northeast Cook County. Completion of this trail is promoted by CMAP as a Regionally Significant Project, by the Northwest Municipal Conference as a Tier I project, and by the four villages.