

## DUPAGE MAYORS AND MANAGERS CONFERENCE

*an association of municipalities representing 1,000,000 people*

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#### MEMBER

**MUNICIPALITIES**

Addison

Aurora

Bartlett

Bensenville

Bloomingdale

Bolingbrook

Burr Ridge

Carol Stream

Clarendon Hills

Downers Grove

Elmhurst

Glen Ellyn

Glendale Heights

Hanover Park

Hinsdale

Itasca

Lemont

Lisle

Lombard

Naperville

Oak Brook

Roselle

Schaumburg

Villa Park

Warrenville

Wayne

West Chicago

Westmont

Wheaton

Willowbrook

Winfield

Wood Dale

Woodridge

*Founded June 19, 1962*

**DMMC STP Scoring Supplement Form – Roadway Projects**

Applications for the FY2021-FY2025 DMMC STP Call for Projects will be submitted through CMAP’s eTIP (<https://etip.cmap.illinois.gov/secure/login>). Applicants are also required to fill out this scoring supplement form so that DMMC can score submitted applications. Please contact Daniel Knickelbein at 630-576-9137 or dknickelbein@dmmc-cog.org with any questions.

***Applicants should fill out this form if they are submitting a Highway application or a TCM project located on a roadway (signal interconnects, on-street bike/pedestrian facilities, or ITS improvements).***

***Note: Applications submitted by DuPage County, DuPage County Forest Preserve, or a township must be co-sponsored by a municipality. Municipal co-sponsorship should be demonstrated by a letter of support from one or more affected municipalities and should be uploaded to the eTIP at the time of application submittal.***

**Project Type:** Highway[ ] Signal interconnects (TCM)[ ]

On-Street bike/pedestrian (TCM)[ ] ITS improvements (TCM)[ ]

**1. Safety Improvement (10 Points):** Please select all safety countermeasures that will be included as part of the project. The below countermeasures come from CMAP’s “Safety Improvement” workbook. If the project will contain safety countermeasures not listed below, please list them in the “Other” category. To view the CMAP Safety Improvement workbook, click [here](https://dmmc-cog.org/wp-content/uploads/2019/12/Planning_level_CRFs.pdf). If a proposed countermeasure is listed NA in the CMAP Safety Improvement Workbook, or is not listed below, a Crash Reduction Factor (CRF) score will be assigned using the Crash Modification Factors Clearinghouse (http://www.cmfclearinghouse.org).

|  |
| --- |
| **Intersection Improvement** |
|[ ]  Add left turn lane permissive | Add 2nd turn lane (to existing) |[ ]
|[ ]  Add protected phase to left turn | Extend turn bays |[ ]
|[ ]  Raised median | Positive left turn offset- 1 ft. minimum |[ ]
|[ ]  Add right turn lane  |  |
| **Improve Signal Timing** |
|[ ]  Signalization - install adaptive traffic signal control | Signalization - increase yellow interval and add all red interval |[ ]
|[ ]  Signal interconnect | All red clearance |[ ]
|[ ]  Increase yellow time |  |  |
| **Improve Signal Placement Visibility** |
|[ ]  Increase to 12-inch lens | Improve visibility of signal heads |[ ]
|[ ]  Allow RTOR | Add 3-inch yellow retroreflective sheeting to signal back plates |[ ]
|[ ]  Install mast arm | Add signal (additional primary head)- all lanes have signal |[ ]
|[ ]  Add bicyclist signal | Replace incandescent traffic signal bulbs with LED |[ ]
|[ ]  Add pedestrian signal | Improve intersection sight distance |[ ]
|[ ]  Add pedestrian countdown signal | Add right turn lane on one approach-signal-urban |[ ]
|[ ]  Add pedestrian island | Add ADA improvements |[ ]
|[ ]  Change crosswalk striping width | Improve pedestrian crossing-other |[ ]
|[ ]  Emergency vehicle signal preemption | Install raised pavement markers and striping (through intersection) |[ ]
| **Stop Control to Signal** |
|[ ]  Convert minor stop to - traffic signal -no left turn lane | Convert minor stop to - traffic signal with left turn lane |[ ]
|[ ]  Convert from yield signal control to signalized control |  |  |
| **Stop Control Intersection** |
|[ ]  Raised median for left turn at 4-way stop | Install median on the minor approach of an unsignalized 3-leg intersection |[ ]
|[ ]  Install left-turn lane (4-leg intersection) -minor stop | Convert to all-way stop control (from 2-way or yield control) |[ ]
|[ ]  Install two-way stop-controlled intersections at uncontrolled intersections | Minor stop adds right turn lane on one approach-minor stop rural/urban |[ ]
|[ ]  Minor stop adds right turn lane on both approach-minor stop rural/urban | Replace left-turns with right-turn/U-turn combination |[ ]
|[ ]  Provide flashing beacons at stop-controlled intersections | 2-way stop only: add left turn lane on both approach-major road |[ ]
|[ ]  All stop/minor stop add left turn lane on one approach-major road | Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs |[ ]
| **General Intersection Countermeasures** |
|[ ]  Re-align segment/ improve skew angle-4 leg intersection | Convert signal to roundabout |[ ]
|[ ]  Convert all-way stop controlled intersection to roundabout | Convert minor road stop intersection to roundabout |[ ]
|[ ]  Signing - install advance street name signs | Simplified information-sign reduction |[ ]
|[ ]  Install/upgrade signs with new fluorescent sheeting (regulatory or warning) | Divert traffic from high pedestrian areas |[ ]
|[ ]  Lane channelization -other | Add intersection lighting |[ ]
| **Median Improvements** |
|[ ]  Install steel median barrier- multi-divided+4-8 lanes | Median treatments - provide a raised median-2 lane at location with access issues |[ ]
|[ ]  Median treatments - provide a raised median- multi-undivided at location with access issues | Significantly improve median |[ ]
|[ ]  General-install median | Add glare screen in median  |[ ]
| **General Roadway Improvements** |
|[ ]  Add bike lane | Improve bike lane |[ ]
|[ ]  Add sidewalk | Improve access management |[ ]
|[ ]  Install pedestrian bump outs/curb extensions | Install centerline rumble strips/stripes-  |[ ]
|[ ]  Install edge line rumble strips/stripes  | Install edge‐lines and centerlines- or increase 4 to 6 inch |[ ]
|[ ]  Install dynamic/variable speed automated-dynamic speed feedback warning signs  | Install delineators, reflectors and/or object markers |[ ]
|[ ]  Curves - install advanced curve speed/warning sign  | Install chevron signs on horizontal curves  |[ ]
|[ ]  Increased pavement friction-safety improved where applied | Install curve advance warning signs (flashing beacon) |[ ]
|[ ]  Improve curve super elevation | Signing - install advance street name signs |[ ]
|[ ]  Improve RR crossing | Convert 2-lane roadway to 4-lane divided roadway-urban |[ ]
|[ ]  Convert 2-lane roadway to 4-lane divided roadway-rural | Reduce driveway density by 5 driveways per mile\*urban (factor up to 20) |[ ]
|[ ]  Install lighting on a roadway segment | Install steel guardrail barrier |[ ]
|[ ]  Install cable barrier in median | Install crash cushions |[ ]
|[ ]  Install concrete guardrail barrier |  |  |
| **Shoulder Improvements** |
|[ ]  Add shoulder where not provided (0-4’) | Add shoulder where not provided (4’ or greater) |[ ]
|[ ]  Pave existing shoulder | Prohibit on-street parking |[ ]
|[ ]  Flatten side slopes | Install guardrail |[ ]
|[ ]  Apply smart edge  |  |  |
| **Change Lane Widths** |
|[ ]  Widen lanes 11 to 12 feet | Add lanes by narrowing existing lanes-6 lane freeway |[ ]
|[ ]  Widen lanes 10 to 11 feet | Add lanes by narrowing existing lanes-multi-lane 4 lanes |[ ]
|[ ]  Widen lanes 10 to 12 feet | Convert 2 lane roadway to 4 lane divided roadway |[ ]
| **Road Diet** |
|[ ]  Install two-way left turn lane on two lane road | Road diet (convert 4-lane undivided road to 2-lanes plus turning lane) |[ ]
|[ ]  Remove through lane (4-lane to 3-lane road diet - small urban area) | Remove through lane (4-lane to 3-lane road diet - large urban area) |[ ]
|[ ]  Non-freeway: four to five lane conversion (TWLTL) | Convert from two-way to one-way traffic |[ ]

*Other (Please list):*

**2. Safety Need (10 Points):** Safety Need score will be calculated using IDOT Safer Road Index (SRI) scores for roadway segments and intersections. The Lake County Division of Transportation GIS Department has uploaded all IDOT SRI scores to this [link](https://lakecountyil.maps.arcgis.com/apps/webappviewer/index.html?id=9e0e25a18680427085a6c2efdad32bf5). To view SRI data, click on the layer list at the bottom of the webpage and select IDOT Safety Tiers. Applications will be scored using the project location as submitted in the eTIP.

**3. Project Readiness (15 Points):** Documentation of Phase I engineering status and Right-of-Way certification (if applicable) will need to be submitted for the project to earn points. Please upload correspondence with IDOT BLRS confirming Phase I engineering status and ROW acquisition (if applicable) to the eTIP.

 ***Phase I Status:***

No activity[ ] Phase I Kickoff Meeting Held[ ]

Phase I Engineering Report (PDR) Draft Submitted to IDOT[ ] Phase I Engineering Complete[ ]

***ROW Status:***

ROW Needed and Not Acquired[ ] ROW Not Needed or ROW Acquired[ ]

**4. Annual Average Daily Traffic (AADT) (10 Points):** AADT will be calculated using IDOT’s Getting Around Illinois website. The link to that website can be found [here](http://www.gettingaroundillinois.com/gai.htm?mt=aadt). Applications will be scored using the project location as submitted in the eTIP.

**5. Pavement Condition (10 Points):** Pavement Condition will be calculated using Pavement Condition Index (PCI) data provided by CMAP. The Lake County Division of Transportation GIS Department has uploaded all CMAP PCI scores to this [link](https://lakecountyil.maps.arcgis.com/apps/webappviewer/index.html?id=9e0e25a18680427085a6c2efdad32bf5). Applications will be scored using the project location as submitted in the eTIP.

**6. Local Needs (10 Points):** Please select the number of years since the project sponsor has been awarded an STP project through DMMC (HWY or TCM):

0-4 years[ ] 5-7 years[ ] 8-9 years [ ] 10+ years[ ]

**7. Financial Commitment (10 Points):** Please select the percentage of non-DMMC funds (local, state, federal) committed as a percentage of the federally eligible share of total construction and CE costs. If the project contains other federal and state funds, documentation should be uploaded to the eTIP.

25-29 %[ ] 30-39 %[ ] 40-49 % [ ] 50% +[ ]

**8. Complete Streets Planning Factor (10 Points):** Please indicate whether the project sponsor has an adopted Complete Streets policy and if any of the below Complete Streets elements will be included as part of the project. Documentation of an adopted Complete Streets policy should be uploaded to the eTIP.

***Complete Streets Policy***:

Yes[ ] No[ ]

***Complete Streets Elements Included in Project:***

New minimum 5-foot sidewalk[ ] New conventional or physically protected bike lane[ ]

Installation of a new wide outside lane in accordance with IDOT Local Roads Manual[ ]

Installation of a new side path[ ]

**9. Green Infrastructure Planning Factor (10 Points):** Please select below whether the project will contain one or more of the following Green Infrastructure elements. Documentation of an adopted Green Infrastructure policy should be uploaded to the eTIP. A Green Infrastructure Policy is defined as:

* *A standalone policy or plan dealing specifically with Green Infrastructure, Green Streets, sustainability, or water management that has been adopted by the village board/governing board*

*AND*

* *Includes one or more references to reducing flooding, improving water quality, promoting natural landscaping, or stormwater management*

*AND*

* *Includes one or more strategies the entity is taking to tackle those problems*

Green Infrastructure Policy[ ] Pervious Pavement[ ]

Infiltration trench/bioretention cell/bioswale[ ] Vegetated filter strips[ ]

One or more engineered stormwater Best Management Practices (BMPs)[ ]

**10. Freight Planning Factor (5 Points):** Points in this category will be awarded based on the location of the project in relation to an area zoned for industrial land use. Documentation of the project’s location in relation to an area zoned as industrial should be uploaded to the eTIP.

Project located within ½ mile of area zoned industrial[ ]

Project located within 1 mile of area zoned industrial[ ]

Project not located within 1 mile of area zoned industrial[ ]