

*Founded June 19, 1962*

***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

Darien Downers Grove

Elmhurst Glen Ellyn Glendale Heights Hanover Park

Hinsdale

Itasca Lemont

Lisle Lombard Naperville Oak Brook

Oakbrook Terrace

Roselle Schaumburg Villa Park Warrenville

Wayne West Chicago Westmont Wheaton Willowbrook

Winfield Wood Dale Woodridge



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

Applications for the FY2025-FY2029 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 Matt Pasquini at (630) 576-9143 or mpasquini@dmmc-cog.org with any questions.

# Applicants should fill out this form if 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. If the project will contain safety countermeasures not listed below, please list them in the “Other” category. Values for other countermeasures will be assigned using the [Crash Modification Clearinghouse](https://www.cmfclearinghouse.org/index.php). To view the DMMC Safety Improvement workbook, click [here](https://dmmc-cog.org/wp-content/uploads/2023/10/DMMC-Safety-Counter-Measure-CRFs-06132023.pdf).

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| **Intersection – Signal Control** |
| ☐ | 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 |  |
| ☐ | Signalization - install adaptive trafficsignal control | Signalization - increase yellow interval and add all red interval | ☐ |
| ☐ | Signal interconnect | All red clearance | ☐ |
| ☐ | Increase yellow time |  Install raised pavement markers and striping (through intersection) |  |
| ☐ | 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 (countdown or other) | Improve intersection sight distance | ☐ |
| ☐ | Add pedestrian island | Add right turn lane on one approach-signal-urban | ☐ |
| ☐ | Change crosswalk striping width | Emergency vehicle traffic signal preemption | ☐ |
| ☐ | Allow Right Turn on Red |
| **Intersection - Stop Control to Signal** |
| ☐ | Convert minor stop to - traffic signal -no left turn lane | Convert minor stop to - traffic signal with left turnlane | ☐ |
| ☐ | Convert from yield signal control to signalized control |
| **Intersection – Stop Control** |
| ☐ | Raised median for left turn at 4-way stop | Install median on the minor approach of anunsignalized 3-leg intersection | ☐ |
| ☐ | Install left-turn lane (4-leg intersection) -minor stop | Convert to all-way stop control (from 2-way or yieldcontrol) | ☐ |
| ☐ | Install two-way stop-controlled intersections atuncontrolled 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-turncombination | ☐ |
| ☐ | Provide flashing beacons at stop-controlledintersections | 2-way stop only: add left turn lane on bothapproach-major road | ☐ |
| ☐ | All stop/minor stop add left turn lane on oneapproach-major road | Install/upgrade larger or additional stop signs orother intersection warning/regulatory signs | ☐ |
| **Intersection - General** |
| ☐ | Re-align segment/ improve skew angle-4 legintersection | Convert signal to roundabout | ☐ |
| ☐ | Convert all-way stop controlled intersection toroundabout | Convert minor road stop intersection to roundabout | ☐ |
| ☐ | Signing - install advance street name signs | Add intersection lighting | ☐ |
| ☐ | Install/upgrade signs with new fluorescent sheeting(regulatory or warning) |
| **Road Segment - Medians** |
| ☐ | Install steel median barrier- multi-divided+4-8 lanes | Median treatments - provide a raised median-2 laneat location with access issues | ☐ |
| ☐ | Median treatments - provide a raised median-multi-undivided at location with access issues | Install median |  ☐ |

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| **Road Segment - General** |
| ☐ | Add bike lane | Install crash cushions |  ☐ |
| ☐ | Add sidewalk | Convert 2-lane roadway to 4-lane divided roadway-urban |  ☐ |
| ☐ | 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/warningsign | Install chevron signs on horizontal curves |  ☐ |
| ☐ | Increased pavement friction-safety improvedwhere applied | Install curve advance warning signs (flashing beacon) |  ☐ |
| ☐ | Improve curve super elevation | Signing - install advance street name signs | ☐ |
| ☐ | Convert 2-lane roadway to 4-lane dividedroadway-rural | Reduce driveway density by 5 driveways per mile - urban | ☐ |
| ☐ | Install lighting on a roadway segment | Install steel guardrail barrier | ☐ |
| ☐ | Install cable barrier in median | Install concrete guardrail barrier | ☐ |
| **Road Segment – Railroad Crossing** |
| ☐ | Implementing signs and crossbucks at previously unprotected crossing | Install flashing lights and sound signals | ☐ |
| ☐ | Install automatic gates at crossings that previously had flashing lights and sound signals | Installing gates at crossings with signs | ☐ |
| ☐ | Install automatic gates at crossings that previously had passive traffic control | Upgrade signs to flashing lights | ☐ |
| **Road Segment - 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 | Apply smart edge |  ☐ |
| **Road Segment - Change Lane Width** |
| ☐ | 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 Segment - Road Diet** |
| ☐ | Install two-way left turn lane on two lane road | Road diet (convert 4-lane undivided road to 2-lanesplus 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):***

1. **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.
2. **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 ☐

1. **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.
2. **Pavement Condition (10 Points):** Pavement Condition will be calculated using Condition Rating Survey (CRS) data provided by IDOT. To access the results of the most recent NHS pavement condition assessments and bridge inspections, [click here](https://idot.illinois.gov/transportation-system/transportation-management/planning/transportation-asset-management-plan/performance.html). The files are located at the bottom of the webpage. Applications will be scored using the project location as submitted in the eTIP.
3. **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 **☐**

1. **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% + **☐**

1. **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 **☐**

1. **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) **☐**

1. **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 **☐**