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Chicago Metropolitan Agency for Planning

KANE/KENDALL COUNCIL OF MAYORS
41W011 Burlington Road
St. Charles, Illinois 60175
(630) 584-1170

THOMAS B. RICKERT
Executive Director

STP Project Application/Methodology Data Sheet

Date: 6/1/15 ☐ New STP Project ☒ Requesting Additional STP Funding

Agency: City of Aurora Street: Eola Road

Functional Class: Strategic Regional Arterial (SRA) FAU Key Route ID: FAU 2531

North/West Limit: 83rd Street (Montgomery Road) South/East Limit: 87th Street (Keating Drive)

Jurisdiction: (check applicable categories)

☐ State ☐ County ☒ Municipal ☐ Township

Type of Improvement(s):

☒ Add Lanes ☐ Resurfacing ☒ Lighting ☒ Intersection Improvement
☒ Reconstruction ☐ ROW ☒ Signals ☐ New Road
☒ Sidewalks ☒ Bike/Ped Facility ☐ Bridge ☐ Commuter Parking

Other: noise wall construction

Funding	Estimated Cost (enter most recent cost)	STP Funding Request	Projected Fiscal Year
Engineering-Phase I:	$320,000	$0	
Engineering-Phase II:	$493,000		
ROW:			
Engineering-Phase III:	$850,000		
Construction:	$8,500,000	$765,000	
Total:	10,163,000	$765,000	

Project Readiness: (estimated time to project letting)

○ 0-3 months ◉ 3-6 months ○ 6-9 months
○ 9-12 months ○ 12-15 months ○ Over 15 months

Cross-Section: (check applicable categories) ☐ Urban ☐ Rural ☒ Two-lane ☐ Four-lane

CRS: (Condition Rating Survey):
CRS Rating By Local Agency: 2 By Council Staff: Project Length: 1.23

STP Project Application/Methodology Data Sheet (Page 2 of 3)

Roadway Improvement Information:	Before	After
Number of Thru Driving Lanes:	2	4
Driving Lane Widths (ft):	11	12
Posted Speed Limit:	35	35
Signal Interconnects (Yes/No):	No	Yes

Traffic Volumes:

Current ADT:	16,000
Projected ADT:	20,800

Number of Crashes:

(Roadways - Average number of crashes for last 3 years per million VMT)
(Intersections - Average number of crashes for last 3 years per intersection)

# of crashes 1st year	1.5	# of crashes 2nd year	4.5
# of crashes 3rd year	3.5	Average # of crashes over 3 years	3.7

Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS):

BLOS Before	11.01	BLOS After	0.85
PLOS Before	5.13	PLOS After	3.36

☐ Please check if the proposed Bike/Ped Infrastructure can be found in an adopted plan. List plan(s) below:

Local Commitment: (check all that apply)

☒ Local Commitment to Fund Phase II

(Provide more detail below that demonstrates local commitment and attach documentation if available.)

Yes. The City has budgeted matching funds for Phase II and III of this project. They are also included in the 10 year Capital Improvement Program. Phase II for this project is 80% completed.

☐ Multi-jurisdictional Sponsorship

List Partnering Agencies 1.)

2.)

3.)

☒ Local Commitment of Scope and Finances - **Required for Eligibility**

Attach documentation that shows financial commitment by the agency **and** documentation that displays the agency's support of the project scope.
i.e., resolutions, copy of approved budgets, etc...

STP Project Application/Methodology Data Sheet (Page 3 of 3)

Safety: Demonstrate a correlation between the proposed project and an increase in vehicle, pedestrian or bicyclist safety. Examples include reduction of crash rates, crosswalk implementation, signalization, and speed reduction. (Attach additional comments if necessary.)

The proposed improvements will improve the traffic flow as the roadway between the intersections will be widened from 2 to 5 lanes, reducing delay time and enhancing motorist and pedestrian safety.

There were 48 accidents within the last 5 years within the project limits, and a majority of the accidents were rear-end type. By providing additional through lanes, turn lanes, crosswalks at the intersections, and modernizing the traffic signals pedestrian safety will be enhanced within the project limits.

Transportation Control Measures Benefits: Explain how your project exceeds the usual benefit to single occupancy vehicles and substantially promotes the use of other more efficient transportation modes. Examples include highway projects providing a bicycle or pedestrian facility, which forms part of a larger pedestrian or bicycle system, or a highway project improving the accessibility of a transit station.
(Attach additional comments if necessary.)

A proposed bike path and sidewalk will link existing defined routes north and south of the project limits, also sidewalk within residential neighborhoods along Eola Road will connect directly to the proposed bike path and sidewalk. These pedestrian connections will greatly increase pedestrian safety as well as provide direct access to area schools, neighborhoods, parks and greenways.

The proposed bike path, which is 8 feet wide, is on the west side of Eola Road. The east side of Eola Road will have a 5-foot sidewalk. Both the bike path and sidewalk will be separated from the roadway by a minimum of 5 feet reducing the potential of vehicle and pedestrian accidents.

Additional Comments:

Project currently has CMAQ funding award of $4,080,000 for construction and E3 and STP funding award of $1,700,000 for construction and E3 for total of $5,780,000. Seeking additional $765,000 in STP funds to obtain 70/30 split for total construction and E3 cost of $9,350,000.

The Intersection improvements are being funded with CMAQ funds; the roadway portion between the intersections will be widened and reconstructed with STP funds.

Prepared By (Name & Title): Daryl Devick, Capital Improvement Manager

Address: 44 E. Downer Place, Aurora, IL 60507

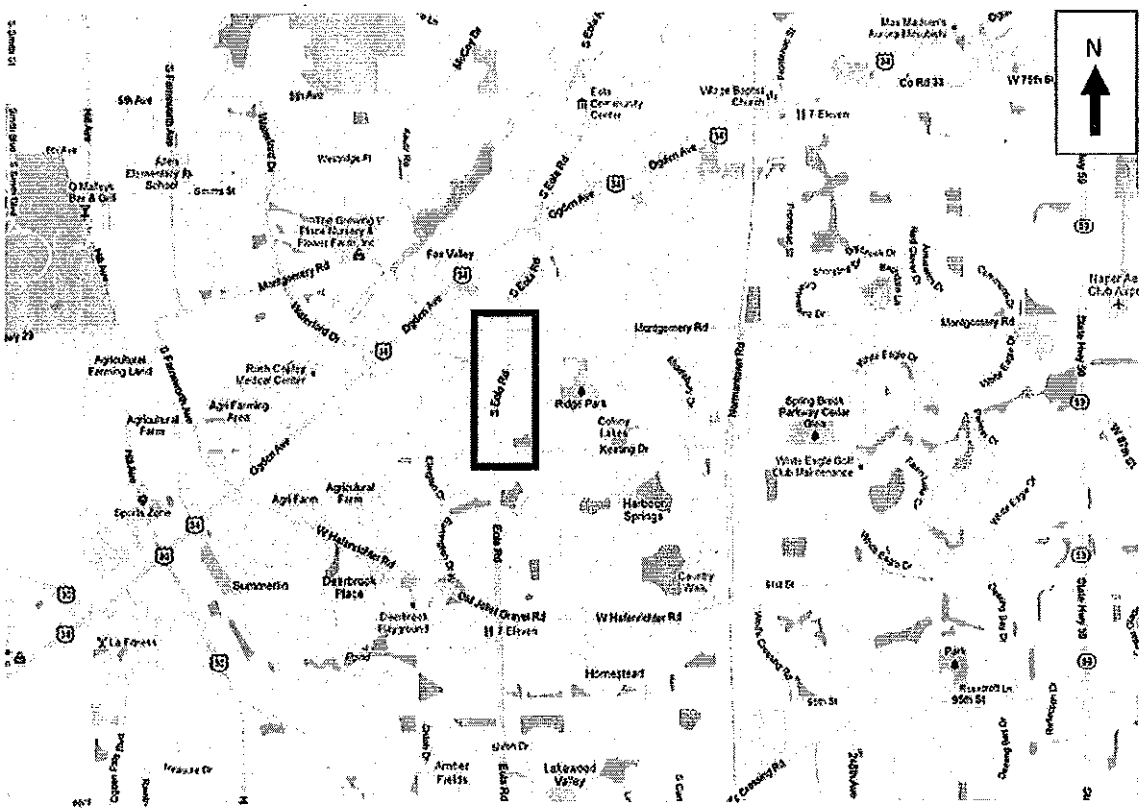
Phone Number: 630-256-3200 Email Address: ddevick@aurora-il.org

Location Map

City of Aurora

Eola Road– Keating Drive (87th Street) to Montgomery Road (83rd Street)

N.T.S.



BLOS and PLOS for the following road segment

Lanes per direction:	2
Outside lane width:	12 ft
Paved shoulder/bike lane/marked parking width:	8 ft
Bidirectional ADT traffic volume:	27000 (veh/day)
Posted speed limit:	35 mph
Heavy vehicle percentage:	2%
FHWA's pavement condition rating:	5
% of segment with occupied parking:	0%
% of segment with sidewalks:	100%
Sidewalk width:	5 ft
Sidewalk buffer/parkway width:	5 ft

	Score	Level-of-service	Compatibility Level
BLOS:	0.85	A (below 1.50)	Extremely High
PLOS:	3.36	C (2.51-3.50)	Moderately High

BLOS and PLOS for the following road segment

Lanes per direction:	1
Outside lane width:	11 ft
Paved shoulder/bike lane/marked parking width:	0 ft
Bidirectional ADT traffic volume:	15070 (veh/day)
Posted speed limit:	35 mph
Heavy vehicle percentage:	2%
FHWA's pavement condition rating:	1
% of segment with occupied parking:	0%
% of segment with sidewalks:	15%
Sidewalk width:	5 ft
Sidewalk buffer/parkway width:	0 ft

	Score	Level-of-service	Compatibility Level
BLOS:	11.01	F (above 5.50)	Extremely Low
PLOS:	5.13	E (4.51-5.50)	Very Low