Village of Mount Prospect
Village Board
Regular Meeting Agenda
50 S. Emerson St. Mount Prospect, IL 60056

May 6, 2025 | **Village Hall - 3rd Floor Board Room - Amended 5-5-2025** | **7:00 PM**

1. CALL TO ORDER

2. ROLL CALL

2.1. Posting of Colors by the Mount Prospect Police and Fire Department Honor Guard with Pledge of Allegiance led by Mayor Paul Hoefert

2.2. Invocation led by Mount Prospect Police and Fire Chaplain Mark Bechtold

3. APPROVAL OF MINUTES

3.1. Minutes of the regular meeting of the Village Board/Committee of the Whole - April 15, 2025 and
Minutes of the Committee of the Whole meeting - April 8, 2025

4. MAYORS REPORT

4.1. Mayor's Comment

4.2. REAPPOINTMENT TO BOARDS AND COMMISSIONS
Police Pension Board-AmitThakkar; Finance Commission - Edward Derfler and Planning & Zoning Commission Chair- Joseph Donnelly

5. COMMUNICATIONS AND PETITIONS - CITIZENS TO BE HEARD

6. CONSENT AGENDA

6.1. List of Bills - April 9, 2025, to April 29, 2025 - $6,147,897.76

6.2. A RESOLUTION REGARDING THE APPROVAL AND RELEASE OF CLOSED SESSION MINUTES

7. OLD BUSINESS

8. ADJOURN SINE DIE

9. ADMINISTER THE OATHS OF OFFICE TO ELECTED OFFICIALS FROM THE APRIL 1, 2025 CONSOLIDATED ELECTION

9.1. Mayor Paul Wm. Hoefert - term to expire 2029
Trustee Terri Gens - term to expire 2029
Trustee John Matuszak - term to expire 2029
Trustee Elizabeth "Beth" DiPrima - term to expire 2029

10. BOARD REMARKS

11. CALL TO ORDER

11.1. Roll Call

12. MAYOR'S REPORT

12.1. PROCLAMATION: Asian/Pacific American Heritage Month - May 2025

12.2. PROCLAMATION: National Public Works Week May 18 - 24, 2025

12.3. PROCLAMATION: Monarch Butterfly Day - May 17, 2025

13. CONSENT AGENDA

13.1. A RESOLUTION ADOPTING THE ARTERIAL BIKE NETWORK STUDY

13.2. Motion to accept the Suburban Purchasing Cooperative joint bid results and authorize the purchase of one (1) Ford 350 Transit from Currie Motors for a cost not-to-exceed $43,031.

13.3. Motion to accept Sourcewell joint purchasing agreement pricing for the purchase of three (3) Bonnell snowplows for the upfitting of three (3) new plow/dump trucks for an amount not to exceed $57,295.50.

13.4. Motion to accept Sourcewell joint purchasing agreement pricing for the purchase of three (3) hydraulic systems and one (1) dump body to up-fit three (3) Peterbilt plow/dump trucks for an amount not-to-exceed $155,930.02.

13.5. A RESOLUTION AUTHORIZING EXECUTION OF A GRANT OF LICENSE WITH THE MOUNT PROSPECT LIONS CLUB TO CONDUCT WEEKLY CAR SHOWS

13.6. A RESOLUTION AUTHORIZING EXECUTION OF GRANT OF LICENSE WITH THE MOUNT PROSPECT LIONS CLUB TO CONDUCT THE FARMERS MARKET

13.7. A RESOLUTION TO WAIVE THE SITE CONSTRUCTION FEES REQUIRED FOR THE DIMEO BROTHERS REDEVELOPMENT PROJECT FOR PROPERTY LOCATED AT 2400 EAST OAKTON STREET, MOUNT PROSPECT, ILLINOIS

14. NEW BUSINESS - None

15. VILLAGE MANAGER'S REPORT

15.1. Motion to accept State contract for Palfinger grapple truck with flatbed body for an amount not to exceed $275,870.

15.2. Motion to waive the rules requiring public bidding and award a contract for a 35' tall steel clocktower with carillon bell system from the Verdin Company of Cincinnati, Ohio for a cost not to exceed $259,650.

15.3. As submitted

16. ANY OTHER BUSINESS

17. CLOSED SESSION

17.1. a. LITIGATION 5 ILCS 120/2 (c) (11) - Litigation, when an action against, affecting or on behalf of the particular public body has been filed and is pending before a court or administrative tribunal, or when the public body finds that an action is probable or

imminent, in which case the basis for the finding shall be recorded and entered into the minutes of the closed meeting

b. LAND ACQUISITION 5 ILCS 120/2 (c) (5) - The purchase or lease of real property for the use of the public body, including meetings held for the purpose of discussing whether a particular parcel should be acquired.

c. PERSONNEL 5 ILCS 120/2 (c) (2) - Collective negotiating matters between the public body and its employees or their representatives, or deliberations concerning salary schedules for one or more classes or employees.

d. PERSONNEL 5 ILCS 120/2 (c) (1) - The appointment, employment, compensation, discipline, performance, or dismissal of specific employees of the public body, including hearing testimony on a complaint lodged against an employee to determine its validity.

e. DISPOSE OF LAND 5 ILCS 120/2 (c) (6) - The setting of a price for sale or lease of property owned by the public body.

18. ADJOURNMENT

ANY INDIVIDUAL WHO WOULD LIKE TO ATTEND THIS MEETING BUT BECAUSE OF A DISABILITY OR NEEDS SOME ACCOMMODATION TO PARTICIPATE, SHOULD CONTACT THE VILLAGE MANAGER'S OFFICE AT 847/392-6000, EXTENSION 5327

DRAFT

Village of Mount Prospect
Village Board/Committee of the Whole Meeting of the Village Board
Tuesday, April 15, 2025 / 6:00 PM

CALL TO ORDER

Mayor Hoefert called the Village Board/Committee of the Whole Meeting of the Village Board to order at 6:18 p.m. in the Board Room at Village Hall, 50 S. Emerson St.

ROLL CALL

Members present upon roll call by the Village Clerk: Mayor Paul Hoefert, Trustee Vincent Dante, Trustee Terri Gens, Trustee Bill Grossi, Trustee John Matuszak, Trustee Colleen Saccotelli
Absent: None

2.1. Pledge of Allegiance - Trustee Saccotelli

COMMITTEE OF THE WHOLE - BUDGET WORKSHOP

3.1. 1st Quarter 2025 - Financial Review

Director of Finance Amit Thakkar presented the Village's financial analysis for the quarter ended March 31, 2025, including unaudited financial results from the fiscal year 2024 and an analysis of General Fund reserves.

Mr. Thakkar provided the following summary:

- Revenue collection in 2024 totaled $179.3 million or 108.7 % of the original budgeted amount of $164.9 million
- The collected amount also reflects an increase of $17.2 million or 10.6 percent compared to the 2023 collections.
- The Village collected $9.7 million in income tax against the budget of $8.2 million and collected $37.7 million in sales tax against the budget of $31.9 million.
- The Village's expenditures totaled $148.2 million, 82.8 percent of the amended budget amount; all the departments are within their prescribed budgetary limits.

- The General Fund's balance is $46.8 million, which is 55 percent of the annual budget. The year-end unrestricted cash balance for the General Fund totaled $34.2 million, which is 40 percent of the annual budget.
- The Police Pension Fund reported a positive change in its net position by $7.6 million for a total of $97.6 million.
- The Fire Pension Fund reported a positive change in its net position by $6.6 million, for a total of $85.9 million.

1st Quarter 2025 - Revenues

The Q1-2025 reported total revenues of $30.1 million, equating to 18.7 percent of the annual budget.

1st Quarter 2025 - Expenditures

The Village spent $27.7 million in Q1-2025, or 15.6 percent of the annual budget, which is in line with the budget.

General Fund Reserves

The general fund's ending fund balance for Q1-2025 is close to $44.0 million, which equates to 51% of the annual budget.

Mr. Thakkar provided the following in response to questions from the Board:

- The Finance Commission will discuss the grocery tax in May and June, providing a recommendation to the Board during the second quarter review in July or August. This will allow the Board to decide by the State's October deadline
- If adopted, the grocery tax will be a separate revenue line item in the budget
- Upon concluding the 2024 audit, the Board can determine whether the Economic Emergency Fund will continue to receive funding beyond its originally set capacity of two (2) months' operating expenses.

Louis Goodman
310 N. School St.

- Asked about the elimination of the statewide grocery tax.

Mr. Thakkar explained that the State voted to eliminate the grocery tax effective January 1, 2026, but municipalities may enact an ordinance to implement a 1% grocery tax locally.

No further discussion.

APPROVAL OF MINUTES

4.1. Minutes of the regular meeting of the Village Board - April 2, 2025

Motion by Terri Gens, second by Vincent Dante to approve minutes of the April 2, 2025 regular meeting.

Yea: Vincent Dante, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion

MAYORS REPORT

5.1. Mayor's Comment

None

5.2. PROCLAMATION: Earth Day - April 22, 2025

Mayor Hoefert read the proclamation into the record recognizing Earth Day in the Village of Mount Prospect.

5.3. PROCLAMATION: Arbor Day - April 25, 2025

Mayor Hoefert read the proclamation into the records acknowledging Arbor Day in the Village. David Hull, Superintendent of the Forestry and Grounds Division, accepted the proclamation. Mr. Hull invited the community to the annual Arbor Day tree planting at St. Paul Lutheran School on Friday, April 25, at 10:00 a.m.

COMMUNICATIONS AND PETITIONS - CITIZENS TO BE HEARD

Jeannie Lee-Macatangay
Mount Prospect resident

- Inquired about the April 8, 2025 special meeting and Whiskey Hill's Cinco de Mayo street fest event.

Mayor Hoefert and Village Manager Michael Cassady responded.

Carole Delahunty
Mount Prospect resident

- Thanked the Board for adding Prestige to the transparency portal on the Village website
- Asked whether and when the study results will be added to the portal

Mayor Hoefert stated that the information will be shared with the public at the appropriate time.

Carole Martz
Mount Prospect resident

- Thanked Mr. Dorsey and the Public Works Department for recycling political signs.

CONSENT AGENDA

Trustee Matuszak announced that he will abstain from voting on item 7.1, "List of Bills," on the consent agenda due to a conflict of interest.

Motion by Bill Grossi, second by Vincent Dante to approve the consent agenda as presented:

Yea: Vincent Dante, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion Passed

7.1. List of Bills - March 26, 2025 to April 8, 2025 - $2,703,497.04

7.2. Motion to accept the proposal from Sauber MFG for the Hose Wagon buildout through the Sourcewell National Auto Fleet Group Contract 091521 for an amount not to exceed of $56,632.00.

7.3. Motion to waive the rule requiring two readings of an ordinance and adopt AN ORDINANCE AMENDING CHAPTER 13 (ALCOHOLIC LIQUORS) OF THE VILLAGE CODE OF MOUNT PROSPECT. This ordinance decreases the number of Class "F-2" Liquor Licenses by one (1) TRILOKAH INC. d/b/a TRILOKAH RESTAURANT located at 1746 W. Golf Road, Mount Prospect, IL.

Ordinance No. 6787

7.4. Motion to accept the 2025/2026 Municipal Partnering Initiative Joint Bid Results for Asphalt Pavement Patching for an amount not to exceed $50,000.

7.5. Waive the rules requiring two readings of an ordinance and adopt AN ORDINANCE MAKING CERTAIN AMENDMENTS TO THE ANNUAL BUDGET ADOPTED FOR THE FISCAL YEAR COMMENCING JANUARY 1, 2024, AND ENDING DECEMBER 31, 2024

Ordinance No. 6788

7.6. Motion to renew software service agreements with Tyler Technologies, Inc. for an amount not to exceed $130,100 and with Heartland Business System, LLC for an amount not to exceed $58,500.

7.7. Motion to waive the rules requiring two readings of an ordinance and adopt AN ORDINANCE MAKING CERTAIN AMENDMENTS TO THE ANNUAL BUDGET ADOPTED FOR THE FISCAL YEAR COMMENCING JANUARY 1, 2025, AND ENDING DECEMBER 31, 2025.

Ordinance No. 6789

OLD BUSINESS - None

NEW BUSINESS

9.1. 1st reading of AN ORDINANCE AMENDING CHAPTER 10, “LICENSES AND PERMITS” OF THE VILLAGE CODE OF MOUNT PROSPECT, ILLINOIS

Assistant Village Manager Alex Bertolucci presented the first reading of an ordinance amending Chapter 10, "Licenses and Permits," of the Mount Prospect Village Code.

Mr. Bertolucci provided background information that began with a discussion on event funding during the September 10, 2024, Committee of the Whole meeting. Noting a lack of clear and consistent regulations, Mr. Bertolucci stated that staff identified the need to modernize Chapter 10's regulations related to community special events. The goal is to create an application process to facilitate interdepartmental review of proposed events.

Mr. Bertolucci shared a procedural overview of the application process, including event criteria, supplemental applications and permits, hold harmless and indemnity agreements, and application timeframes. He stated the proposed ordinance codifies the application process and outlines requirements for special event permits, includes an appeal process through the Village Board if the Village Manager disapproves an application, and addresses permit revocation provisions and waiver provisions. The proposed ordinance also defines a "Major Special Event" and a "Minor Special Event ".
Major Special Events include parades, farmers' markets, and festivals. Minor Special Events include neighborhood block parties that close a Village street and are intended for residents of that specific block.

A discussion with the Board took place. Mr. Bertolucci, Mr. Malina, and Mr. Cassady answered the Board's questions. Due to the recommendation for minor changes and the addition of clarifying language stemming from the Board discussion, the ordinance was held for its first reading. The second reading will be held at the next Village Board meeting.

VILLAGE MANAGER'S REPORT

10.1. Motion to accept the Suburban Purchasing Cooperative joint bid results for the purchase of seven (7) 2025 Ford Explorer all-wheel drive hybrid pursuit vehicles and two (2) non-pursuit rated 2025 Ford Explorers from Currie Motors, and waive the bid process and accept the GM Government Pricing for the purchase of one (1) 2025 Chevy Tahoe pursuit rated interceptor from Miles Chevrolet, and the purchase and installation of any associated emergency lighting and communications equipment for these ten (10) vehicles in a total amount not to exceed $621,000.

Police Chief Mike Eterno presented information and staff recommendations to purchase ten vehicles and associated upfitting equipment for an amount not to exceed $621,000. He indicated

that nine vehicles are part of the vehicle replacement program, and the tenth vehicle will be an addition to the fleet for the Special Response Team's use. Funding for all cars is allocated in the 2025 Capital Improvement Fund.

Chief Eterno stated that the Public Works Department evaluated the nine vehicles designated for replacement through a comprehensive process, and all nine were recommended for replacement. He provided details on the vehicles to be replaced, including use, miles, make, model, and the proposed new vehicle purchases. He stated that eight of the ten vehicles are hybrids, all-wheel, or four-wheel drive.

Chief Eterno stated that seven 2025 Ford Explorers will be purchased through the Suburban Purchasing Cooperative. Additionally, two non-pursuit-rated 2025 Ford Explorers will be acquired from Currie Motors, and one 2025 Chevrolet Tahoe pursuit-rated interceptor will be sourced from Miles Chevrolet. These purchases include all ten vehicles' associated emergency lighting and communication equipment.

Chief Eterno answered questions from the Board.
Motion by John Matuszak, second by Colleen Saccotelli to approve the subject motion:

Yea: Vincent Dante, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion Passed

10.2. As submitted

Village Manager Michael Cassady announced that the Strategic Planning workshop for both staff and the Village Board will take place on May 12 and 13.

ANY OTHER BUSINESS

Trustee Gens thanked the Sustainability Committee and Josh Allain (Assistant to the Village Manager) for the Single Use Plastic Utensil Reduction program initiative and thanked all the participating restaurants.

Trustee Gens also wished a blessed Passover to all who celebrate.

ADJOURNMENT

With no additional business to conduct, Mayor Hoefert asked for a motion to adjourn. Trustee Gens seconded by Trustee Dante, motioned to adjourn the meeting. By unanimous voice vote, the April 15, 2025 Village Board/Committee of the Whole Meeting of the Village Board of Trustees adjourned at 8:15p.m.

Respectfully submitted,

Karen M. Agoranos Village Clerk

DRAFT

Village of Mount Prospect
Meeting of the Committee of the Whole
Tuesday, April 8, 2025 / 7:00 PM

CALL TO ORDER

Mayor Hoefert called the Committee of the Whole meeting to order at 7:03 p.m. in the Board Room at Village Hall, 50 S. Emerson St.

ROLL CALL

Members present upon roll call by the Village Clerk: Mayor Paul Hoefert, Trustee Vincent Dante, Trustee Terri Gens, Trustee Bill Grossi, Trustee John Matuszak, Trustee Colleen Saccotelli
Absent: None

MAYOR'S COMMENTS

None

APPROVAL OF MINUTES

4.1. Minutes of the March 11, 2025, Village Board Workshop and Committee of the Whole Meeting

Motion by Bill Grossi, second by Vincent Dante to approve minutes of the March 11, 2025 Village Board Workshop and Committee of the Whole meeting:

Yea: Vincent Dante, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli
Nay: None

Final Resolution: Motion Passed

CITIZENS TO BE HEARD

None

DISCUSSION ITEMS

6.1. Present proposed concept plan, cost estimate, and schedule for the construction of the Central Gateway Plaza Project at 310 West Northwest Highway.

Director of Public Works, Sean Dorsey, presented the proposed concept plan, cost estimate, and schedule for the construction of the Central Gateway Plaza Project at 310 W. Northwest Highway.

Mr. Dorsey stated that the Village recently purchased the property, viewing it as a key parcel and entryway to downtown. He provided a brief history of the property, noting that it had been used for a gas and service station since the 1930s and most recently served as the home to Formula Auto, an auto repair shop.

Mr. Dorsey presented a landscape plan designed by Public Works staff. He noted that, given its unique location and layout, the intent is not for it to serve as a park but rather as a gateway green space. He displayed a survey that indicates where the Leaking Underground Storage Tanks (LUST) incident sites are located and the remediation areas. The LUSTs have been removed. The site remediation area addresses any ground pollution left over from former uses. Environmental work has been completed to date, and outcomes from this remediation have been identified. He stated that both the LUST and SRP (Site Remediation Program) Corrective Action Plans have been submitted to the Illinois Environmental Protection Agency (IEPA) for review. The approval of the remediation work and testing that has been completed to date is expected by the end of April. Mr. Dorsey and staff are confident the site can be restored as a public green space.

Mr. Dorsey provided a proposed project schedule that includes the anticipated clearance from the IEPA in April, demolition and site preparation work in June, planting materials installation in September, and clock tower installation in November. The proposed plan features a six-space parking lot on the west side of the property, an improved shared garbage enclosure and resurfacing and milling of the adjacent alley. Additionally, new brick pavers will be installed, existing public sidewalk pavers will be replaced, the alley entrance off Central will be removed, electrical poles will be relocated, and new planting beds will be installed. The plants will combine ornamental and native plants, perennial flowers, evergreen shrubs, and deciduous shrubs.

The selected proposed clock tower, made by the Verdin Company, is 30 feet tall and approximately 8 feet wide. It will feature four 5-foot-wide clocks with aluminum, non-working bells that can be programmed to play music or bell sounds. Mr. Dorsey discussed two other bell options. The Verdin option was chosen due to its quality, features, and reliability. Mr. Dorsey discussed the project's cost estimate, which encompasses everything from demolition to the clock tower installation, totaling $1,095,588. Mr. Dorsey presented a rendering of the completed proposed project. He discussed the next steps, which include Village Board approval for the Verdin clock tower purchase and the contract for demolition and site preparation.

Board Comments:

- Kudos to the staff for the design
- Beautiful vision for the gateway
- Concerned that the clock tower will be scalable
- Suggested addition of landscape lighting or pathway lighting

Mr. Dorsey provided the following in response to questions from the Board:

- Parking spaces will be open to the public for any use, including Trezeros overflow parking

- The contract with the demolition and site preparation company will include requirements for the use of personal protective gear and equipment
- The clock tower will be maintained on a schedule similar to other steel structures in the Village; if it needs repair, the Verdin Company provides service
- The clock tower will be backlit
- An irrigation system will be in place
- The site will be safe for public use
- The project will be funded through the Prospect and Main TIF

Public Comment:
Louis Goodman
310 N. School St.

- Inquired whether the clock tower will chime every hour

Mr. Dorsey stated that the chime is programmable.

Walter Szymczak
104 N. Eastwood

- Asked whether there will be benches in the park

Mr. Dorsey stated that there will be a sitting wall instead of benches.

Beth DiPrima
420 S. We Go Trail

- Expressed concerns about the proposed selection of plantings.
- Asked about the purpose of the space

Mr. Dorsey responded, stating that the space will become a gateway/entrance to downtown.

Jill Hoff
Mount Prospect resident

- Asked if the installation of landscape art was considered for this space

Mr. Dorsey responded that public art projects have been discussed but not for this space.

No further discussion.

6.2. Proposed Signage Design, Cost Estimate, and Schedule for the Construction of the South Mount Prospect Gateway Signage Project at 3229 S. Busse Road.

Director of Community and Economic Development Jason Shallcross presented the proposed signage design, cost estimate, and schedule for the construction of the South Mount Prospect Gateway Signage project at 3229 S. Busse Road, and new signage for the Kensington Business Center.

Mr. Shallcross stated the new gateway sign into South Mount Prospect on Busse Road will be

constructed from masonry with a "fieldstone" appearance and black metal accents, accompanied by a prominent display of the Village keystone logo. The design will feature materials consistent with other Village infrastructure signage. Mr. Shallcross mentioned that maintenance on this sign will be minimal. Staff will collaborate with a landscape architect to select a variety of perennial and annual plants for the area surrounding the sign.

Board comments:

- The sign will be a great addition to our south side
- Thanked the staff for incorporating the Board's feedback.
- Prefers a backlit sign as it is easier to read

In response to a question from the Board, Mr. Shallcross stated that the budget includes a $10,000 allowance for lighting design for both this sign and the Kensington Business Center signs.

The Kensington Business Center signs are proposed for the east and west entrances. Mr. Shallcross stated that staff conducted a survey of the KBC occupants to determine whether "Business" should remain part of the business park's name, as it includes more than just businesses today. The overwhelming response was to retain "Business" as part of the park's name.

Mr. Shallcross displayed images of the proposed signs, which include materials consistent with the proposed new gateway sign.

Board Comments:

- Would like a deeper discussion regarding the marketing and branding for the business center; feels "Business" does not accurately identify the center's other uses and noted the survey only returned 13 responses. *Mr. Shallcross responded, stating that several businesses feel the identity of the business park is tied to its current name and has strong name recognition.*
- Likes the look and design of the sign

Public Comment:
Jeannie Lee-Mac
Mount Prospect resident

- Asked about the cost of the signs

Mr. Shallcross provided total construction cost estimates. The gateway entrance sign's estimated cost is $345,000, and the two Kensington Business Center signs' estimated cost is $332,000. The project also includes design fees estimated at $111,000 and a $10,000 allowance for lighting design, for a total project cost of $788,000. The budget for this project is $800,000.

In response to a question from the Board, Mr. Shallcross stated that the Kensington Business Center is 95% occupied and covers over 300 acres and 60 buildings.

He stated the project is projected to be completed by Spring 2026.

No further discussion.

VILLAGE MANAGER'S REPORT

7.1. As submitted

Village Manager Michael Cassady requested a closed session immediately following this meeting to discuss potential LITIGATION 5 ILCS 120/2 (c) (11).

ANY OTHER BUSINESS

Mayor Hoefert reminded everyone that Coffee with Council is Saturday, April 12, 2025 in the Farley Community Room.

Trustee Grossi acknowledged the VFW's Centennial Celebration, which took place on April 5, noting that it was a wonderful celebration.

ADJOURNMENT

Trustee Dante, seconded by Trustee Gens, motioned to convene in closed session at 8:25 *(in the Executive Conference Room)*
Upon roll call:
Ayes: Dante, Gens, Grossi, Matuszak, Saccotelli
Nays: None

Mayor Hoefert noted that the Board will not take final action on any issue and will, therefore, return to open session solely to adjourn.

Trustee Grossi, seconded by Trustee Dante, moved to adjourn the meeting. By unanimous voice vote, the April 8, 2025, adjourned at 8:47p.m.

Respectfully submitted,

Karen M. Agoranos
Village Clerk

Item Cover Page

Subject	**Mayor's Comment**
Meeting	May 6, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	MAYORS REPORT
Type	Presentation

Information

Discussion

Alternatives

Staff Recommendation

Attachments

None

Item Cover Page

Subject	**REAPPOINTMENT TO BOARDS AND COMMISSIONS Police Pension Board-AmitThakkar; Finance Commission - Edward Derfler and Planning & Zoning Commission Chair- Joseph Donnelly**
Meeting	May 6, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	MAYORS REPORT
Type	Action Item

Information

Police Pension Fund Board
Reappointment
Amit Thankkar — Term to expire May 2027
50 S. Emerson

Finance Commission
Reappointment:
Edward Derfler — Term to expire May 2029
708 S. Glendale Drive

Planning & Zoning Commission Chair
Reappointment:
Joseph Donnelly — Term to expire May 2030
1104 Juniper Lane

Discussion

Alternatives

1. Motion to approve reappointments
2. Action at the discretion of the Village Board

Staff Recommendation

Mayor Hoefert recommends the above-listed individuals for reappointment to the Police Pension Board,Finance Commission and Chair of the Planning & Zoning Commission. He believes Mr. Thakkar; Mr. Derfler and Mr. Donnelly will continue to represent the Village fairly and objectively.

Attachments

1. May reappointments

Village of Mount Prospect
Mount Prospect, Illinois

INTEROFFICE MEMORANDUM

TO: BOARD OF TRUSTEES
VILLAGE MANAGER MICHAEL CASSADY
DIRECTOR OF FINANCE AMIT THAKKAR
DIRECTOR OF COMMUNITY DEVELOPMENT JASON SHALLCROSS

FROM: MAYOR PAUL WM. HOEFERT

DATE: APRIL 28, 2025

SUBJECT: REAPPOINTMENT TO BOARDS AND COMMISSIONS

I hereby nominate the following individuals for reappointment to the following Commissions:

Police Pension Fund Board
Reappointment
Amit Thakkar — Term to expire May 2027
50 S. Emerson

Finance Commission
Reappointment:
Edward Derfler — Term to expire May 2029
708 S. Glendale Drive

Planning & Zoning Commission Chair
Reappointment:
Joseph Donnelly — Term to expire May 2030
1104 Juniper Lane

I recommend the above-listed individuals for reappointment and believe they will continue to represent the Village fairly and objectively.

PAUL WM. HOEFERT
Mayor

PH/dj

Item Cover Page

Subject	**List of Bills - April 9, 2025, to April 29, 2025 - $6,147,897.76**
Meeting	May 6, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	CONSENT AGENDA
Type	Action Item

Information

List of Bills - April 9, 2025 to April 29, 2025 - $6,147,897.76

Discussion

Alternatives

1. Approve the attached List of Bills for April 9, 2025 to April 29, 2025 - $6,147,897.76.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends approval of the attached List of Bills for April 9, 2025 to April 29, 2025 - $6,147,897.76.

Attachments

1. List of Bills - April 9, 2025 to April 29, 2025

VILLAGE OF MOUNT PROSPECT
List of Bills
April 9, 2025 - April 29, 2025

Fund	Vendor Name	Invoice Description	Amount
001 General Fund			
	3 Bald LLC	4/17/25 Training course registrations	$ 294.00
	A & J Sewer Service	St 13 OPS Kitchen sink grease trap pumping 4/15/25	199.00
	ACS State & Local Government Solutions	Illinois State Disbursement Unit 4/10/25	3,614.31
		Illinois State Disbursement Unit 4/24/25	3,614.31
	Addison Building Material Co.	29215 Battery powered pruner	499.00
	AEC Fire Safety Security	Res-Q-Jack Apex style, Texas 3-point system	11,915.00
		Delivery and setup of stabilizing struts	927.00
	Aero Removals-Trisons Inc	March 2025 Remains removal services	425.00
	Affiliated Customer Service, Inc.	4/4/25 Elevator State testing FAID	484.00
	Alpha Prime Communications	4/2/25 Squad emergency equipment	711.25
	Alvarez, Inc.	3/25/25 Parkway Restoration throughout the Village	1,339.87
	Amazon Capital Services	Heavy duty carrying straps	52.89
		Badge holder, TV CD BIS 3/28/25	583.97
		4/17/25 Supplies for Dept lunchroom	43.81
		Game day supplies, playing cards, LCR	18.97
		CD coffee supplies, receptacle tester, tape measure	251.83
		Baking dish/crock pot/mirror/kitchen utensils/white board for St11	264.18
		Storage clip boards	94.80
		Computer monitor	419.99
		Coveralls for First Responders Academy for Teens	403.70
		Giveaways for community events- Stickers, fidgets	101.52
		4/19/25 Replacement computer equipment	89.97
		Tubes to hold torch rods	37.99
		3/8 TZe Tape for new radios - yellow	17.99
		Keyboard and Mouse	24.91
		Hydraulic hose and small easel	11.99
		4/16/25 Supplies for prisoners, lunchroom an	356.84
		Dinnerware, bowls, storage containers, squeegees St 12 and 13	217.06
		Pencil cases	21.98
		Affirmation Cards	19.49
		4/11/25 Office equipment for Investigations	23.99
		Filters and Hydrogen Peroxide for cold plunges	68.47
		Water bottles for event	7.24
		Wire display easels	30.08
		Office supplies	41.97
	American Public Works Assoc.	APWA Membership 3/1/25 - 2/29/26	2,046.00
	Anderson Lock Company	2/20/25 VH Lock hardware	180.46
	Aquatic Ecosystems Management Inc.	4/4/25 Water Quality Analysis and Reporting Services	2,970.00
	Emergency Assistance	Emergency Assistance	712.50
	Bedco Mechanical	4/2/25 VH boiler actuator	2,613.00
		3/27/25 VH boiler repair	675.00
	Bond Conway Law Firm	Administrative Adjudication billing for March 2025	697.50
		March 2025 Administrative Adjudication services	382.50
	Bristol Hose & Fitting Inc	Airline Hose Fittings for TRT	162.34
	Builders Asphalt LLC	3/28/25 Pothole patching	275.80
		4/3/25 Patching on Lincoln Rd	1,150.10
		4/8/25 Pot hole patching material	130.68
		4/11/25 Pot hole patching materials	680.46
		4/17/25 Patching material	535.26
	Building Technology Consultants, PC	St #12 Exterior Envelope Inspection partial 4/3/25	1,200.00
	Carioti, Francis	Edit Mount Prospect update 03/21/2025	144.00
		Edit Mount Prospect update 04/04/2025	144.00
		Edit Mount Prospect update 04/18/2025	144.00
	Case Lots, Inc.	VMP Custodial cleaning supplies	1,988.05
	Chem-Wise Pest Management	4/1/25 1700 W Central Pest control	215.00
	Chick-Fil-A Inc	Refund Alarm License Fee ALR25-000010	25.00
	Christopher B. Burke Engineering Ltd	2/23-3/29/25 Accreditation and Map Revision Levee 37	200.00
	CIT Bank, N.A.	May 2025 KIP plotter lease	409.34
	Civiltech Engineering Inc	Transportation Study 3/1/2025-3/28/2025	8,952.97
	Clerk of the Circuit Court of McHenry County	Garnishment 4/10/25	547.85
		Garnishment 4/24/25	547.85

VILLAGE OF MOUNT PROSPECT
List of Bills
April 9, 2025 - April 29, 2025

Fund	Vendor Name	Invoice Description	Amount
001 General Fund (continued)			
	Comcast	1/12/25-2/11/25 VMO Cable	91.64
		1/12-2/11/25 50 S Emerson cable	24.34
		2/1-2/28/25 21 S Emerson cable	181.35
		4/1-4/30/25 21 S Emerson	191.35
		3/18-4/17/25 1700 W Central cable	24.17
		04/04-05/03/25 Comcast business services	511.61
		04/04-05/03/25 Comcast business services	189.76
		4/12-5/11/25 50 S Emerson cable	24.34
		4/12/25-5/11/25 VMO Cable	30.94
		March 25 Comcast Fiber Service	2,771.98
	Compass Minerals America, Inc.	4/1/25 Bulk Road Salt per State Contract	14,300.67
		4/2/25 Bulk Road Salt per State Contract	11,583.22
		4/3/25 Bulk Road Salt per State Contract	13,508.11
	Constellation NewEnergy, Inc.	2/3-3/17/25 Traffic light electricity	21,792.59
		2/3-3/18/25 Pump St electricity	315.74
		3/4-4/3/25 755 S Meier electricity	89.90
		3/6-4/7/25 1051NElmhurstRd electricity	328.58
		3/12-4/11/25 21SEmerson electricity	67.73
		3/14-4/15/25 1901 1/2ESeminole Electricity	70.70
	Costar Realty Information, Inc.	Monthly Real Estate Publication April 2025	978.93
	Des Plaines Material & Supply	WMB restoration materials 4/16/25	85.00
	Dreisilker Electric Motors, Inc.	PD cell area exhaust fan motor	455.97
	Dupage Topsoil Inc.	3/31/25 Truck loads of Pulverized Topsoil	474.00
		4/7/25 Truck loads of Pulverized Topsoil	474.00
	EAS Group Inc	04/22/25 Mediation reports	623.44
	Elrod Friedman LLP	Professional services regarding TIF Act	150.00
		Overnight mailing to Clerk	27.01
	Endeavor Health Medical Group	4/9/25 Medical exam	579.00
		4/4/25 Medical services	480.00
		4/2/25 Medical services	563.00
	Evident, Inc.	4/17/25 ET Supplies	60.00
	Federal Express Corp	4/10/25 Shipping	85.77
		Shipping charges late fee	8.37
		4/2/25 shipping late fee	2.18
		3/5/25 Shipping late fee	2.18
	Federal Signal Corporation	Fittings for 2725	422.34
	Fehr-Graham & Associates LLC	3/19/25 OSHA Required Hearing Conservation Training	723.88
	Fire Pension Fund	Fire Pension 4/10/25	35,026.85
		Fire Pension 4/24/25	35,063.16
	Gordon Flesch Company, Inc.	Leasing Contract M204292 04/22/25-05/21/25	3,186.49
		Print Usage 03/22/25-04/21/25 Contract M204292	1,672.25
	Government Management Information Sciences	GMIS Membership 7/01/25 - 6/30/26	350.00
	Grey, Thomas	4/15/25 OSHA Required Electrical Safety Refresher Training	524.38
	Groot Industries, Inc.	3/28/25 Yard waste disposal	403.33
	HDR Engineering Inc	Central Rd Railroad Crossing - Phase I Eng Services 2/23-3/29/25	31,182.15
	Heart Printing Inc	4/18/25 Vehicle Lockout forms	1,012.00
	Heiser, Taylor	Reimburse training expenses 12/09/24-12/20/24	403.07
	Home Depot USA Inc	Parts and supplies	1,494.13
	Horsch, Brandon	4/3/25 Safety shoe reimbursement	225.00
	Huntley & Associates Inc	St 13 door repairs 4/18/25	3,950.00
	Huuso LLC	4/8/25 Equipment maintenance	95.00
	ICMA Retirement Trust - 457	MissionSquare 457 4/10/25	53,009.62
		MissionSquare 457 4/24/25	52,832.68
	Illinois American Water Company	3/05-4/01/25 1415 E Algonquin Water Service	127.12
		3/11-4/8/25 2000 E Kensington Water Service	240.03
	Illinois Arborist Association	7/28-7/29/25 Rigging training	325.00
	Illinois City Management	Job Ad Posting For Administrative Assistant PD	50.00
		Job Ad Posting For Administrative Assistant CD	50.00
	Illinois Department of Revenue	IL State Withholding 4/10/25	53,249.51
		IL State Withholding 4/24/25	52,334.94
	Illinois Homicide Investigators Association	10/31/24 2024 Conference registration	2,950.00

VILLAGE OF MOUNT PROSPECT
List of Bills
April 9, 2025 - April 29, 2025

Fund	Vendor Name	Invoice Description	Amount
001 General Fund (continued)			
	Illinois Plumbing Inspectors Association	2025 Annual Dues for Membership	70.00
	Illinois State Police	March 2025 Background checks	27.00
	Illinois State Toll Hwy Authority	Act #3407 - Tolls 1/1/25 - 3/31/25	1.90
	ImageTrend LLC	Continuum for Rescue EMS Performance Insight 4/8/25-4/7/26	10,700.00
	IMRF	IMRF Contributions - March 2025	181,439.11
	Internal Revenue Service	Federal Tax Liability 4/10/25	236,532.57
		Federal Tax Liability 4/24/25	231,620.76
	International Association of Chiefs of Police	1/1/25-12/31/25 2025 Membership	220.00
		8/4-6/25 Conference registration	630.00
	International Union of Operating Engineers	IUOE PW Membership Dues 4/10/25	2,020.56
		IUOE PW Membership Dues 4/24/25	1,900.24
	J&F Concrete Lifting Corp	4/20/25 Sidewalk mud jacking	15,187.50
	Johnson Controls Security Solutions	Refund Permit Fee #CB25-000071 (114 Kensington)	246.84
	Jones and Bartlett Publishers Inc.	2nd ISO Textbook	127.42
	Kanupke, Joseph	Reimburse expenses for training class 4/21/25	102.02
	Kno2 LLC	Annual fee EMS FAX reports to hospitals 4/1/25 - 3/31/26	960.00
	Language Line Services, Inc.	Over the phone interpretation - March 2025	218.64
	LeadsOnline LLC	7/15/25-7/14/26 TotalTrack Investigation System	8,532.00
	LexisNexis Risk Data Management Inc.	March 2025 Background checks	200.00
	Lyons & Pinner Electric Companies	3/31/25 Traffic Signal Maintenance	942.00
		2/27/25 Traffic Signal Maintenance	352.00
	Mac Strategies Group Inc	Consulting Legislative and Lobbying Services April 2025	5,000.00
	Maple Street Lofts LLC	2024 Sales Tax Sharing - Caputos 235 Prospect	36,544.32
	Maxx Contractors Corp	Snow removal services February 2025	18,026.61
		April 2025 Snow removal services	7,213.61
		4/17/25 Debris Hauling and Aggregate Material Delivery	746.97
		4/22/25 Debris Hauling and Aggregate Material Delivery	274.01
	McMaster-Carr Supply Co	Flanged valve	1,585.15
		PW wash bay hose	327.35
		Flanged valve credit	(1,585.15)
	Meltzer, Purtill, & Stelle LLC	Legal services for Prestige Feed thru 12/31/24	7,556.86
		Legal services for Prestige Feed thru 3/31/25	100,210.54
	Menard Inc.	2/3/25 Equipment maintenance supplies	28.30
		St 14 wood blocking	51.35
		St 14 faucet	25.98
		Street light repair material	21.39
		Sidewalk repair/restoration concrete supplies	60.91
		Outdoor outlet covers	114.40
		Street light repair material	31.18
		Distilled water and framing fuel	56.13
		4/9/25 Training supplies	14.99
		4/9/25 Equipment maintenance supplies	29.94
		Chisel and sledge hammer	87.25
		Concrete forms	87.60
		Small tools for 2744	76.97
		St 13 sign parts and sink	104.83
		VH RTU drains	39.63
	Metro Federal Credit Union	MP Fire Local 4119 Dues 4/10/25	3,204.70
		MP Fire Local 4119 Dues 4/24/25	3,204.70
	Metropolitan Alliance - Police	MP Police Association Dues 4/10/25	1,867.50
		MP Police Association Dues 4/24/25	1,845.00
	Michael Wagner & Sons, Inc.	VH Plumbing parts	147.57
		Hot water boiler loop relocation	1,192.78
	Midwest Power Industry Inc	4/4/25 PD generator repair	660.00
	Miller Mendel Inc	eSOPH program for pre-employment background checks	4,335.00
	Mobile Health Solutions Corp	3/26/25 DOT required drug/alcohol screening PW	591.75
	Motorola Solutions, Inc.	05/01-15/25 Parking enforcement system toolkit	224.80
		05/16/25-04/30/26 Parking enforcement system tool	5,350.20
		04/18/25 Radio equipment supplies	526.50
	Mount Prospect Historical Society	2025 Budget Allocation - April 2025	4,166.66
	Najarian & Najarian Atty At Law	Refund Transfer Stamp Tax - 1404 Birch Dr	1,356.00

VILLAGE OF MOUNT PROSPECT
List of Bills
April 9, 2025 - April 29, 2025

Fund	Vendor Name	Invoice Description	Amount
001 General Fund (continued)			
	Nationwide Mutual Insurance Company	Nationwide 457 4/10/25	24,427.21
		Nationwide 457 4/24/25	24,063.74
	Neopost USA Inc.	Postage Machine Replenishment 4/17/25	3,000.00
	Nicolosi, Angela	Senior Services - Yoga - 4/18/2025	75.00
	NICOR	3/19-4/17/25 1325N River Natural gas	62.37
	North East Multi Regional Training Inc	4/2-3/25 Training class registration	300.00
	North Shore Sign Company Inc	Service on Electronic Civics Events Sign 3/26/25	440.00
	North Suburban Association of Chiefs of Police	4/7/25 2025 Administrative Luncheon	150.00
	Northwest Central 9-1-1 System	Jan Feb Mar 2025 WAVE Devices	192.00
	Northwest Community Hospital	New Candidate Physical 3/14/25	996.00
	Northwestern University	5/8-9/25 Course registration	300.00
	Ozinga Materials, Inc.	4/10/25 WMB restoration	1,050.50
		4/16/25 WMB Restoration	1,422.75
	Patrick Engineering Inc.	2/22-3/28/25 Rand-83-Kensington Phase II Engineering Services	82,667.76
	Patriot Acres LLC	3/31/25 Log disposal	189.00
	Paylocity Corporation	Recruiting Subscription - April 2025	540.00
	Peerless Network Inc	Phone Service 04/15/25 - 05/14/25	1,945.16
	Pen-Link LTD	5/1/25-4/30/26 GeoTime Desktop Subscription	2,718.00
	Penn Care Inc	IV Pump Cases	326.95
	Petty Cash	Petty Cash March-April 2025	259.45
	PhotoFax Inc	Investigation April 2025	2,408.76
	Physicians Immediate Care	Medical Examinations - Pre-Employment Testing March 2025	795.00
	Police Pension Fund	Police Pension 4/10/25	41,470.02
		Police Pension 4/24/25	41,140.14
	Police Records & Information Management Group	9/18-19/25 Training registration	449.00
	Quadient Leasing USA Inc	Folder/Inserter Lease N21061836 5/4/25-8/3/25	996.09
	Ray O'Herron Co Inc	4/23/25 Uniform supplies	338.59
	Rentokil North America, Inc.	Pest control for the CCC - April 2025	58.85
	RHW Customized Graphics & Promotions	Open House Giveaways	2,588.96
		Open House Giveaways	1,276.20
		Open House Giveaways	851.36
		Open House Giveaways	782.93
		Open House Giveaways	918.12
		Open House Giveaways	940.00
		Open House Giveaways	1,122.71
		Open House Giveaways	877.06
		Open House Giveaways	580.00
		Open House Giveaways	587.56
		Open House Giveaways	322.32
		Open House Giveaways	399.93
		Open House Giveaways	937.63
		Open House Giveaways	641.77
		Open House Giveaways	391.20
		Open House Giveaways	757.38
		Open House Giveaways	400.61
		Open House Giveaways	418.09
		Open House Giveaways	481.51
		Open House Giveaways	795.88
		Open House Giveaways	453.14
		Half zip/polo shirts for staff	1,406.03
	RST Inc.	3/31/25 Safety Shoe Purchase	225.00
		4/3/25 Safety Shoe Purchase	220.99
		4/4/25 Safety Shoe Purchase	212.49
		4/5/25 Safety Shoe Purchase	169.99
	Schroeder & Schroeder Inc	4/21/25 Concrete sidewalk and utility restoration	125,928.07
	Secretary of State	Municipal Plates for Vehicle 327	8.00
		Municipal Plate Replacement Vehicle 354	9.00
	Shallcross, Jason	APA National Planning Conference Denver 3/28-4/1/25	493.59
	St Mark Lutheran Church	Lease of 40 parking spaces 200 S Wille - April 2025	2,000.00
	Staples Contract & Commercial, Inc.	Office supplies	144.53
	Steiner Electric Company	PW supply cable	30.22

VILLAGE OF MOUNT PROSPECT
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Fund	Vendor Name	Invoice Description	Amount
001 General Fund (continued)			
	Steiner Electric Company (continued)	Receptacle outlets	66.51
	Suarez, Daniel	Annual Plumbing license renewal April 2025	153.38
	Surman, Maria	Transfer Stamp Rebate - 1715 Pheasant Trl	870.00
	Systems Forms, Inc.	Reply Envelopes - PO Box 4297	490.15
	Teamviewer GmbH	Remote management software renewal 4/10/25–4/09/26	2,758.80
	Tee Jay Service Company, Inc.	4/1/25 PD squad door repair	675.00
	Tennant Sales and Service Company	Scrubber brush for T500 floor scrubber	1,947.52
		Parts for floor cleaning machines	1,111.46
	Terrace Supply Company	Oxygen	133.82
	The Aby Manufacturing Group, Inc.	4/7/25 Uniform supplies	439.50
	The Stevens Group LLC	Business Cards - Inspector 2/10/25	60.00
	Thompson Elevator Inspections Service Inc	Elevator Inspection 4/1/25 - 1500 Bishop	75.00
		Elevator Inspections 3/21-4/3/25	148.00
		Elevator inspection 4/15/25 - 919 Boxwood	75.00
	TJ Conevera's, Inc.	4/24/25 Ammunition	12,000.00
	Traffic and Parking Control Co Inc	General sign making materials	2,208.00
	Traffic Control & Protection Inc	Sign Making Materials	1,575.00
	Tyco Fire & Security US Management Inc	5/1-7/31/25 301 S Maple FACP monitor	78.00
	Tyler Technologies, Inc.	New World Cloud Service 04/01/25 - 03/31/26	127,152.97
	UMB Card Services	Credit Card 3/1/25 - 3/31/25 (EFT 4/25/25)	16,122.67
	UniFirst Corporation	3/28/25 Uniform Rental Services	272.94
		4/4/25 Uniform Rental Services	272.94
		4/11/25 Uniform Rental Services	272.94
		Uniform Rental Services 4/18/25	281.13
	UniFirst First Aid Corp	4/14/25 AED check/First Aid Refill 1700 W Central	188.03
		4/14/25 Monthly AED inspection 50 S Emerson	52.92
		4/14/25 111 E Rand AED Inspection	26.46
		4/14/25 911 Kensington AED Inspection	66.15
		4/14/25 2000 E Kensington AED inspection	13.23
		4/14/25 1601 W Golf AED Inspection	13.23
		4/14/25 1711 W Algonquin AED Inspection	13.23
	VCG Uniform	Long sleeve shirt	57.95
	Verizon Wireless Services LLC	3/20/25-4/19/25 Cell Service & Equipment	6,401.15
	View Transit LLC	Bus shelter ads - May 2025	250.00
	Village of Mount Prospect	Flex Sec 125 4/10/25	12,352.08
		Fringe Benefit Auto 4/10/25	410.45
		Sec 125 Cafeteria Plan Deds 4/24/25	12,352.15
		Fringe Benefit Auto 4/24/25	410.45
		3/4-4/9/25 101 S Maple Meter 21758	15.11
		3/9-4/9/25 101 S Maple Meter 40928	15.11
		3/2-4/2/25 11 E NWH Meter 40215	52.85
	Village of West Dundee	Reimbursement for airfare 4/29/25-5/2/25 ImageTrend Conference	171.96
	Wal-Mart Community	Office supplies	0.48
	William Rainey Harper College	Paramedic School 2nd semester spring 25	10,666.00
	Wolf, Lisa	On camera announcer for MP Update 03/21/2025	200.00
		On camera announcer for MP Update 04/04/2025	200.00
	Zarnoth Brush Works, Inc.	Street Sweeper side brooms	1,898.00
001 General Fund Total			**$ 1,949,665.70**
020 Capital Improvement Fund			
	Christopher B. Burke Engineering Ltd	Algonquin Rd Path & Lighting Ph II Eng 2/23-3/29/25	$ 27,300.71
	Ciorba Group Inc	3/1-3/28/25 Melas-Meadows Ped Bridge -Phase II Eng Services	82,018.87
	Farr Associates Architecture & Urban Design	Monument Sign Development 2/1/25-2/28/25	10,190.00
	Union Pacific Railroad	4/10/25 Melas-Meadows Pedestrian Bridge - Engineering	323.78
020 Capital Improvement Fund Total			**$ 119,833.36**
023 Street Improvement Construction Fund			
	Bowman Consulting Group	3/1-3/31/25 Central Rd Resurfacing - Construction Eng	$ 446.08
	Engineering Resource Associates	Schoenbeck Resurfacing Ph1 and 2 Engineering 3/31/25	4,173.61

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Fund	Vendor Name	Invoice Description	Amount
023 Street Improvement Construction Fund (continued)			
	Rubino Engineering Inc	3/13-3/31/25 Material Testing Services	2,446.00
023 Street Improvement Construction Fund Total			**$ 7,065.69**
024 Flood Control Construction Fund			
	Christopher B. Burke Engineering Ltd	2/23-3/29/25Stormwater Management Master Plan	$ 2,867.50
	Constellation NewEnergy, Inc.	2/3-3/18/25 Pump St electricity	1,026.96
	Engineering Resource Associates	Weller Creek Bank Stabilization Study 3/31/25	1,187.01
	Menard Inc.	Barrier fence at Weller Creek	281.82
024 Flood Control Construction Fund Total			**$ 5,363.29**
040 Refuse Disposal Fund			
	August Greidanus Living Trust	Utility Refund - 1406 Orange Ct # D	$ 50.16
	ICMA Retirement Trust - 457	MissionSquare 457 4/10/25	128.40
		MissionSquare 457 4/24/25	128.40
	Illinois Department of Revenue	IL State Withholding 4/10/25	537.67
		IL State Withholding 4/24/25	544.46
	IMRF	IMRF Contributions - March 2025	4,283.51
	Internal Revenue Service	Federal Tax Liability 4/10/25	3,242.90
		Federal Tax Liability 4/24/25	3,296.34
	International Union of Operating Engineers	IUOE PW Membership Dues 4/10/25	156.88
		IUOE PW Membership Dues 4/24/25	156.86
	Nationwide Mutual Insurance Company	Nationwide 457 4/10/25	432.43
		Nationwide 457 4/24/25	447.03
	Solid Waste Agency of Northern Cook County	SWANCC - May 2025	97,531.00
	Third Millennium Associates Inc	Utility Billing 4/15/25	47.79
	Village of Mount Prospect	Flex Sec 125 4/10/25	199.07
		Sec 125 Cafeteria Plan Deds 4/24/25	199.07
040 Refuse Disposal Fund Total			**$ 111,381.97**
041 Motor Fuel Tax Fund			
	Builders Paving LLC	4/9/25 Street Resurfacing Group 1 - MFT Fund	$ 641,780.49
041 Motor Fuel Tax Fund Total			**$ 641,780.49**
042 CDBG			
	Mount Prospect Park District	CDBG PY23 Lions Memorial Park 12/18/23-12/31/24	$ 191,000.00
042 CDBG Total			**$ 191,000.00**
043 Asset Seizure Fund			
	Amazon Capital Services	04/25/25 Credit for item received damaged	$ (199.99)
		04/11/25 Office equipment for Investigations	807.95
		04/16/25 Replacement standing desk	179.99
		VIVO adjustable standing desks	759.95
	InVeris Training Solutions	02/12/25 Range target holder upgrades	11,100.00
		04/21/25 Range maintenance	2,655.00
043 Asset Seizure Fund Total			**$ 15,302.90**
046 Foreign Fire Tax Board Fund			
	Comcast	1/1/25-1/31/25 Cable 2000 E Kensington	$ 126.34
		4/3/25 - 5/2/25 Cable 111 E Rand Rd	312.21
		4/15/25 - 5/14/25 Cable 1601 W Golf Rd	116.47
	Novak, Todd	Reimb FDIC Conference expense 4/9/25-4/12/25	958.89
	Swat, Kevin	Reimb FDIC Conference expense 4/9/25-4/12/25	802.34
	UMB Card Services	Credit Card 3/1/25 - 3/31/25 (EFT 4/25/25)	644.16
046 Foreign Fire Tax Board Fund Total			**$ 2,960.41**

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Fund	Vendor Name	Invoice Description	Amount
048 Business District Fund			
	RREF III - P Randhurst Village LLC	2024 Tax Remittance on Randhurst Note	$ 1,698,703.22
048 Business District Fund Total			**$ 1,698,703.22**
049 Prospect and Main TIF District			
	Chicago Title and Trust Company	Earnest Money 4/15/25 - 111 E Busse Ave	$ 50,000.00
	True North Consultants, Inc	Professional Services Formula Auto 310 Northwest Hwy	41,372.00
049 Prospect and Main TIF District Total			**$ 91,372.00**
050 Water and Sewer Fund			
	ACS State & Local Government Solutions	Illinois State Disbursement Unit 4/10/25	$ 11.54
		Illinois State Disbursement Unit 4/24/25	11.54
	Al Warren Oil Co Inc	4/1/25 Generator fuel	5,322.25
	Alvarez, Inc.	3/25/25 Parkway Restoration throughout the Village	9,465.53
	Amazon Capital Services	Male to Male Adapter	7.99
		Stairway ladder for Station 5	1,417.19
	American Water Works Assoc.	5/1/25-4/30/26 AWWA Membership Schuster	87.00
	Baxter & Woodman, Inc.	Cellular outage trouble shooting on SCADA 3/11-4/7/25	1,020.00
		4/18/25 SCADA Integration of Maple Berkshire	6,744.50
		4/18/25 SCADA Integration of Maple Berkshire	3,140.00
		3/11-4/2/25 Water Main condition assessment	7,740.00
		3/17-3/29/25 Deep Well 16 Rehab project	4,145.00
		4/1/25 sewer lining project	25.00
	Bills Plumbing & Sewer Inc	Refund Permit Fee #RB25-000334 (207 Withorn Ln)	425.00
	Botterman, Casey R	Lodging/fuel reimbursement WaterCon 4/14-4/16/25	502.67
	Conserv F/S, Inc.	Grass seed mix and straw blankets	2,856.00
	Constellation NewEnergy, Inc.	2/3-3/18/25 Pump St electricity	15,768.95
	Core & Main LP	Brass water service parts	3,782.50
		Reducer	837.42
		Repair clamps for stock	1,557.50
		Mueller fire hydrant grease	113.00
		Fire Hydrants	19,635.00
	Corrpro Companies, Inc.	3/13/25 Annual Cathodic Protection Maintenance for tanks	4,290.00
	Dupage Topsoil Inc.	3/31/25 Truck loads of Pulverized Topsoil	316.00
		4/7/25 Truck loads of Pulverized Topsoil	316.00
	Fehr-Graham & Associates LLC	3/19/25 OSHA Required Hearing Conservation Training	723.87
	Giant Maintenance & Restoration, Inc.	Power Washing 1 Million Gallon Tank 11 4/14/25	7,250.00
	Gordon Flesch Company, Inc.	Leasing Contract M204292 04/22/25-05/21/25	159.83
		Print Usage 03/22/25-04/21/25 Contract M204292	39.45
	Grey, Thomas	4/15/25 OSHA Required Electrical Safety Refresher Training	524.38
	HBK Water Meter Service	Meter replacement program 3/31-4/9/25	4,088.00
		4/10-4/23/25 Meter exchange and clear water inspection	9,469.00
	Hillstrom, Jori	4/8/25 Lead service cost share 8 S George	9,298.38
	ICMA Retirement Trust - 457	MissionSquare 457 4/10/25	2,026.39
		MissionSquare 457 4/24/25	2,013.81
	Illinois Department of Revenue	IL State Withholding 4/10/25	4,656.70
		IL State Withholding 4/24/25	4,360.86
	Illinois State Toll Hwy Authority	Act #3407 - Tolls 1/1/25 - 3/31/25	79.72
	IMRF	IMRF Contributions - March 2025	29,614.17
	Internal Revenue Service	Federal Tax Liability 4/10/25	28,203.28
		Federal Tax Liability 4/24/25	25,999.78
	International Union of Operating Engineers	IUOE PW Membership Dues 4/10/25	1,773.41
		IUOE PW Membership Dues 4/24/25	1,773.41
	Joseph G. Pollard Co., Inc.	Food grade anti seize for hydrant flushing	954.00
	Maxx Contractors Corp	4/17/25 Debris Hauling and Aggregate Material Delivery	3,827.35
		4/22/25 Debris Hauling and Aggregate Material Delivery	1,403.94
	McMaster-Carr Supply Co	Cooling fan for VFD at Station 5	107.51
	Menard Inc.	Material for BPS5 bathroom	138.84
		St 5 bathroom remodel	228.71
		Screw extractor and tapping wrench	10.48

VILLAGE OF MOUNT PROSPECT
List of Bills
April 9, 2025 - April 29, 2025

Fund	Vendor Name	Invoice Description	Amount
050 Water and Sewer Fund (continued)			
	Menard Inc. (continued)	Drain covers for BPS5	216.73
		Rubber gloves for sewer flusher	22.95
		Plumbing material for BPS 5	55.22
		Plumbing material for BPS 5	26.38
		Plumbing material for BPS 5	7.38
	Minuteman Press of Barrington	4/24/25 Printing Clear Water Inspection Booklets	461.59
	Mobile Health Solutions Corp	3/26/25 DOT required drug/alcohol screening PW	591.75
	Nationwide Mutual Insurance Company	Nationwide 457 4/10/25	1,595.20
		Nationwide 457 4/24/25	1,473.39
	NICOR	3/21-4/22/25 117 N Waverly natural gas	233.56
	NW Suburban Municipal Joint Action Water Agency	JAWA - March 2025	638,098.00
	Paddock Publications, Inc.	4/30-6/25/25 Newsprint surcharge	193.80
	Peerless Midwest Inc	3/18/25 High Service Pump annual testing/maintenance	9,000.00
	Physicians Immediate Care	Medical Examinations - Pre-Employment Testing March 2025	205.00
	Purple Rose Florist Inc.	3/18-4/12/25 Sympathy arrangements	318.00
	RHW Customized Graphics & Promotions	Half zip/polo shirts for staff	1,406.02
	Rick's Sewer and Drainage	4/24/25 Fairview Gardens project 111 N Horner	5,250.00
	Smith Ecological Systems Company	4/23/25 Annual maintenance Village Depolix chlorine analyzers	8,909.82
	Suburban Laboratories, Inc.	2/2-3/20/25 Lead and copper sampling	2,171.70
	Third Millennium Associates Inc	Utility Billing 4/15/25	2,460.82
	Thomas Rochotte	Utility Refund - 1005 Cardinal Ln # 1	57.88
		Utility Refund - 1005 Cardinal Ln # 2	58.25
	UMB Card Services	Credit Card 3/1/25 - 3/31/25 (EFT 4/25/25)	1,274.00
	UniFirst Corporation	3/28/25 Uniform Rental Services	95.55
		4/4/25 Uniform Rental Services	95.55
		4/11/25 Uniform Rental Services	95.55
		Uniform Rental Services 4/18/25	98.41
	Verizon Wireless Services LLC	3/20/25-4/19/25 Cell Service & Equipment	757.10
	Village of Mount Prospect	Flex Sec 125 4/10/25	573.49
		Sec 125 Cafeteria Plan Deds 4/24/25	573.43
	Village Sewer & Plumbing	11/13/24 130 Horner Fairview Gardens project	13,500.00
		11/15/24 200 Stratton Fairview Garden project	13,900.00
		2/26/25 206 Deneen Fairview Gardens project	15,200.00
	W. W. Grainger, Inc.	B-Box lid sockets	112.60
		Packaging Tape and dispenser	104.00
		Slush boots	41.79
	Ziebell Water Service Products	Water main repair parts	744.50
		Hydrant repair parts	240.00
		Hydrant repair parts	270.00
		Fairview Gardens project parts	370.00
		Hydrant repair parts	420.00
050 Water and Sewer Fund Total			**$ 949,542.26**
051 Village Parking System Fund			
	AT & T Corp.	2/20-3/19/25 Phone Maple Deck	$ 717.38
	Comcast	4/4-5/3/25 301 S Maple Internet	240.75
	Constellation NewEnergy, Inc.	3/12-4/11/25 301 S Maple Electricity	974.06
	Flowbird America Inc	Flowbird Transactions - February 2025	186.20
		Thermal Printer/ticket rolls/battery for kiosks	577.30
	TK Elevator Corporation	4/1-6/30/25 Maple St garage elevator maintenance	981.67
051 Village Parking System Fund Total			**$ 3,677.36**
052 Parking System Revenue Fund			
	Flowbird America Inc	Flowbird Transactions - February 2025	$ 695.80
		Thermal Printer/ticket rolls/battery for kiosks	1,540.28
052 Parking System Revenue Fund Total			**$ 2,236.08**

VILLAGE OF MOUNT PROSPECT
List of Bills
April 9, 2025 - April 29, 2025

Fund	Vendor Name	Invoice Description	Amount
060 Vehicle Maintenance Fund			
	Airgas, Inc.	Welding wire for stock	$ 410.29
		Welding supplies	35.35
	Al Warren Oil Co Inc	Diesel for January 2025	22,466.02
		4/9/25 Unleaded fuel	21,825.77
	Amazon Capital Services	2743 Backup camera	84.54
		Hydraulic hose and small easel	199.99
	Arlington Heights Ford	629 LED turn signal assembly	425.00
		2742 Floor mats	111.38
		327 Steering wheel	380.00
		Valve cover gasket for 4540	24.00
		Valve cover gasket credit	(24.00)
	Bristol Hose & Fitting Inc	Hydraulic fittings for stock	489.48
		Hydraulic fittings for stock	32.02
		Hydraulic fittings and seals for stock	94.42
		Suction hose for new trucks	213.72
		Hydraulic fittings for stock	318.55
		Hydraulic fittings for stock	118.51
	Chaudhary, Ashar	4/14/25 ASE test fee reimbursement	211.00
	Chicago Parts & Sound LLC	516 Repair straps and nets	830.00
		516 Build and repair straps	250.00
		Credit core	(219.80)
		Starter core return credit	(35.00)
		Floor mats for 4526	99.93
		Wiper blades for stock	252.46
		307 Battery	142.00
		Stock air filters	53.11
		Stock air filters	134.87
		2709 Front Brakes	185.38
		601 Coolant Bottle	69.63
		2758 Vent valve and harness	62.51
		Power window switch for 319	94.76
		Air filters for stock	19.52
	Dave & Jim's Auto Body Inc	4/2/25 603 Alignment	130.00
		4/4/25 4540 Front end alignment	135.00
	Dultmeier Sales Davenport Inc	Prewet fittings new truck	76.88
		Prewet fittings new truck	397.10
		Prewet valves new trucks	431.71
	Elliott Auto Supply Co, Inc.	327 Rear rotors	119.98
		Explorer rotors for stock	119.98
	Everclean Group LLC	Car washes - March 2025	511.00
	Federal Signal Corporation	2725 Wireless controls for Vactor	3,315.83
		Flusher leader hose for 2738	154.37
	Garcia, Mario	4/22/25 EVT Test fee reimbursement	67.50
	ICMA Retirement Trust - 457	MissionSquare 457 4/10/25	2,513.00
		MissionSquare 457 4/24/25	2,333.09
	Illinois Department of Revenue	IL State Withholding 4/10/25	1,719.75
		IL State Withholding 4/24/25	1,533.55
	Illinois State Toll Hwy Authority	319 Toll fees 4/8/25 M244190 IL	13.70
	IMRF	IMRF Contributions - March 2025	8,933.65
	Internal Revenue Service	Federal Tax Liability 4/10/25	10,582.71
		Federal Tax Liability 4/24/25	9,136.12
	International Union of Operating Engineers	IUOE PW Membership Dues 4/10/25	762.39
		IUOE PW Membership Dues 4/24/25	762.39
	Interstate Power Systems, Inc.	Air filters for stock	497.84
		Air filters for stock	350.68
		Water pump core credit	(149.50)
		3/18/25 Engine overhaul on Tower 13	36,754.21
	James Drive Safety Lane LLC	April 2025 Safety lane inspection	389.00
	Lawson Products, Inc.	Drill bits for stock	173.90
	Leach Enterprises, Inc.	526 Drain Valve	164.80
		Marker lights for stock	55.50

VILLAGE OF MOUNT PROSPECT
List of Bills
April 9, 2025 - April 29, 2025

Fund	Vendor Name	Invoice Description	Amount
060 Vehicle Maintenance Fund (continued)			
	Leach Enterprises, Inc. (continued)	Trailer glad hands for stock	21.32
		Glad hands for stock	31.98
		Tail lights for new trucks	244.62
		Glad hands for stock	68.64
		Marker lights for new trucks	44.64
		514 Brakes	1,225.10
		514 Rear Brakes	2,504.05
	Lund Industries, Inc.	Padded arm rest for squad cars	119.00
	MacQueen Equipment LLC	Step valve for 518	787.64
		Front hub caps and gaskets for 514	99.08
	McMaster-Carr Supply Co	Valve and fittings for 2754 Water truck	160.91
	Morton Grove Automotive Inc	518 Primer pump	294.95
	NAPA Auto Parts	Radiator drain cock	12.56
		518 marker lights	75.43
		514 Wiper blades	54.54
		Credit for returned part	(53.42)
		RV anti Freeze	41.04
		P-5 Fuse100AMP	12.62
		Coolant hose for 514	130.12
		607 Lower control arms	168.61
		Shop supplies	49.29
		Coolant bottle for 619	74.37
		626 Front brakes	221.83
		631 front struts	369.79
		Parts and supplies warranty credit	(168.61)
		321 RF Brake hose	35.69
	Nationwide Mutual Insurance Company	Nationwide 457 4/10/25	22.50
		Nationwide 457 4/24/25	22.50
	Pat Mooney, Inc.	Saw coolant for band saw	308.64
	Patson Inc	Core 524 NOX Sensor	(276.25)
		Filters for stock	101.84
		Filters for stock	203.68
	Pomp's Tire Service, Inc.	512 Front tires	1,451.12
		4/17/25 514 Two front tires	1,458.12
	Rush Truck Centers of Illinois, Inc.	TPMS sensor for 516	296.56
		Rear view mirrors	601.83
		4523 Boost solenoid	190.96
		Rear view mirrors	617.78
		Rear view mirrors	622.41
		Parts and supplies credit	(601.83)
		Parts and supplies credit	(617.78)
		Parts and supplies credit	(622.41)
		Filters for stock	57.78
		Oil filters for stock	186.42
		Oil filters for stock	31.07
	Sanders Hardware Supply	Shop oil pads	115.90
	Sid Tool Co., Inc.	Hardware for stock	422.20
		Hardware for stock	272.92
	Tennant Sales and Service Company	Caster wheels for 4561	142.60
	Terminal Supply Company	Electrical supplies for shop	113.95
	Terrace Supply Company	4/8/25 Welding gas	170.83
	Verizon Wireless Services LLC	3/20/25-4/19/25 Cell Service & Equipment	268.02
	Village of Mount Prospect	Flex Sec 125 4/10/25	208.14
		Sec 125 Cafeteria Plan Deds 4/24/25	208.13
	Wentworth Tire Service	3/26/25 4528 Tire repair	167.28
	West Side Tractor Sales	2726 JRB Bucket attachment swap kit	10,901.00
		4506 Steering cylinder parts	704.13
		Filters for stock John Deere	120.26
	Wickstrom Ford Lincoln Mercury	612 Pigtail repair connector	110.91
	Zarnoth Brush Works, Inc.	Street Sweeper side brooms	708.40
060 Vehicle Maintenance Fund Total			**$ 156,656.94**

VILLAGE OF MOUNT PROSPECT
List of Bills
April 9, 2025 - April 29, 2025

Fund	Vendor Name	Invoice Description	Amount
061 Vehicle Replacement Fund			
	Bedliners of Bartlett	4/8/25 2716 Undercoating for new Dump truck	$ 1,000.00
	CDS Office Systems, Inc.	530 New tower radio antennas	290.00
	Currie Motors	New 624 2025 Explorer	39,117.00
	Lund Industries, Inc.	Tablet mount for New 2744	768.69
	PreCise MRM LLC	AVL for new 2716	324.70
	SAE Customs Inc.	3/7/25 509 Emergency lighting install	9,797.01
		3/7/25 509 Additional lighting antenna charges	555.05
	SS Wholesale LLC	Air Tow Drop Deck Trailer UT16-14	22,995.00
061 Vehicle Replacement Fund Total			**$ 74,847.45**
062 Computer Replacement Fund			
	DiPrima, Elizabeth	Trustee Equipment Stipend	$ 2,500.00
062 Computer Replacement Fund Total			**$ 2,500.00**
063 Risk Management Fund			
	Addante, Anthony	Wellness Rewards Gold	$ 200.00
	Allain, Josh	Wellness Rewards Gold	200.00
	Amaro, Deborah	Wellness Rewards Gold	200.00
	Anderson Lock Company	VH Work Out Room Door Frames	1,735.00
	Arevalo, Chris	Wellness Rewards Gold	200.00
	Arnold, Sarah	Wellness Rewards Gold	200.00
	Assurance Heating & Air Conditioning Inc	VH Gym HVAC modifications 4/9/25 partial	13,948.00
	Atienza, Terri	Wellness Rewards Gold	200.00
	Ayala, Rafael	Wellness Rewards Gold	200.00
	Barnett, Lesley	Wellness Rewards Silver	50.00
	Bechtold, Mark	Wellness Rewards Gold	200.00
	Bocox, Bradley	Wellness Rewards Gold	200.00
	Bonner, Mark	Wellness Rewards Silver	50.00
	Bracher, Tonya	Wellness Rewards Gold	200.00
	Brown, Donna	Wellness Rewards Gold	200.00
	Brown, Joan	Wellness Rewards Gold	200.00
	Burkemper, Lisa	Wellness Rewards Gold	200.00
	Campos, Katia	Wellness Rewards Gold	200.00
	Cannon, Ryan	Wellness Rewards Silver	50.00
	Cassady, Michael	Wellness Rewards Gold	200.00
	Cassidy, Tim	Wellness Rewards Silver	50.00
	Chaudhary, Ashar	Wellness Rewards Silver	50.00
	Chirila, Daniel	Wellness Rewards Gold	200.00
	Choi, Ann	Wellness Rewards Gold	200.00
	Christensen, Richard	Wellness Rewards Gold	200.00
	Cinardi, Frank	Wellness Rewards Gold	200.00
	Cooper, Nicole	Wellness Rewards Gold	200.00
	Cornejo, Francisco	Wellness Rewards Gold	200.00
	Coy, Dustin	Wellness Rewards Silver	50.00
	Dahl, Matt	Wellness Rewards Gold	200.00
	Davis, Laura	Wellness Rewards Gold	200.00
	Domzalski, Susan	Wellness Rewards Silver	50.00
	Eisen, Sean	Wellness Rewards Gold	200.00
	Ekner, Matthew	Wellness Rewards Gold	200.00
	Ffrench, Kevin	Wellness Rewards Gold	200.00
	Filipek, Scott	Wellness Rewards Gold	200.00
	Fitzgerald, Jennifer	Wellness Rewards Gold	200.00
	Fonseca, Michael B.	Wellness Rewards Gold	200.00
	Furtak, Michal	Wellness Rewards Silver	50.00
	Gallo, Kim	Wellness Rewards Gold	200.00
	Garcia, Mario	Wellness Rewards Gold	200.00
	Garrity, Connor	Wellness Rewards Gold	200.00
	Garrity, Jeanette	Wellness Rewards Gold	200.00
	Gentile, Frank	Wellness Rewards Silver	50.00

VILLAGE OF MOUNT PROSPECT
List of Bills
April 9, 2025 - April 29, 2025

Fund	Vendor Name	Invoice Description	Amount
063 Risk Management Fund (continued)			
	Gonet, Sarah	Wellness Rewards Silver	50.00
	Goorsky, Michael	Wellness Rewards Gold	200.00
	Grandgeorge, Aaron	Wellness Rewards Gold	200.00
	Grimaldo, Esther	Wellness Rewards Gold	200.00
	Grochocki, Michael	Wellness Rewards Silver	50.00
	Grubb, Lisa	Wellness Rewards Gold	200.00
	Ham, Patricia	Wellness Rewards Gold	200.00
	Hanover, Karen	Wellness Rewards Gold	200.00
	Hayes, Tina	Wellness Rewards Silver	50.00
	Home Depot USA Inc	Parts and supplies	2,008.34
	Hull, David	Wellness Rewards Gold	200.00
	Intergovernmental Risk Management Agency	Deductible - March 2025	16,906.22
		Deductible - March 2025	(100.00)
	Jakupovic, Kristina	Wellness Rewards Gold	200.00
	Johansen, Christopher	Wellness Rewards Gold	200.00
	John, Bobby	Wellness Rewards Gold	200.00
	Johnson, Benjamin	Wellness Rewards Gold	200.00
	Junius, John	Wellness Rewards Gold	200.00
	Kane, Andrea	Wellness Rewards Gold	200.00
	Kane, Julie K	Wellness Rewards Gold	200.00
	Kane, Ryan	Wellness Rewards Gold	200.00
	Kanupke, Joseph	Wellness Rewards Gold	200.00
	Kast, Ryan	Wellness Rewards Gold	200.00
	Kim, Sandy	Wellness Rewards Gold	200.00
	Kimbrough, Eric	Wellness Rewards Silver	50.00
	Kleinstein, Howard	Wellness Rewards Gold	200.00
	Knippel, Eric	Wellness Rewards Gold	200.00
	Knoll, Joseph	Wellness Rewards Gold	200.00
	Korzun, Monika	Wellness Rewards Gold	200.00
	Kowalczyk, Michele	Wellness Rewards Gold	200.00
	Laurinaitis, Kyle	Wellness Rewards Gold	200.00
	Lawler, Ryan	Wellness Rewards Gold	200.00
	Lett, Jaron	Wellness Rewards Gold	200.00
	Lifefitness	Fitness equipment for Village Hall gym	53,369.85
	Loomis, Bryan	Wellness Rewards Gold	200.00
	Losoff, Aharon	Wellness Rewards Gold	200.00
	Mahoney, Tracey	Wellness Rewards Gold	200.00
	Martinez, Israel	Wellness Rewards Gold	200.00
	Martinez, Miguel	Wellness Rewards Silver	50.00
	Maynard, Andrew	Wellness Rewards Gold	200.00
	McCormick, Rumiana	Wellness Rewards Gold	200.00
	McCrory, Seth	Wellness Rewards Gold	200.00
	McGuffin, Mark	Wellness Rewards Gold	200.00
	McManamon, Maureen	Wellness Rewards Gold	200.00
	McMorrow, Kelly	Wellness Rewards Gold	200.00
	Menard Inc.	Framing material	148.82
	Michael Wagner & Sons, Inc.	Boiler loop relocation	86.55
	Miller, James	Wellness Rewards Gold	200.00
	Mollema, Magdalena	Wellness Rewards Gold	200.00
	Moran, Laurie	Wellness Rewards Gold	200.00
	Mount Prospect Paint, Inc.	Black paint for ceiling in work out area	74.56
	Nelson, Karyn	Wellness Rewards Gold	200.00
	Nichols, Keith	Wellness Rewards Silver	50.00
	Niedziela, David	Wellness Rewards Silver	50.00
	O'Brien, Kimberly	Wellness Rewards Silver	50.00
	Pastori, Matthew	Wellness Rewards Gold	200.00
	Pete the Painter, Inc.	3/15/25 Work out room exterior painting	2,300.00
	Pierce, Gia	Wellness Rewards Gold	200.00
	Ralston, Michael	Wellness Rewards Silver	50.00
	Rasmussen, Andrew	Wellness Rewards Gold	200.00
	Redlin, Ronald	Wellness Rewards Gold	200.00

VILLAGE OF MOUNT PROSPECT
List of Bills
April 9, 2025 - April 29, 2025

Fund	Vendor Name	Invoice Description	Amount
063 Risk Management Fund (continued)			
	Rice, Kyle	Wellness Rewards Gold	200.00
	Rich, Ryan	Wellness Rewards Gold	200.00
	Rodewald, Craig R.	Wellness Rewards Gold	200.00
	Roe, Alexander	Wellness Rewards Gold	200.00
	Rondeau, Christopher	Wellness Rewards Gold	200.00
	Rundell, Robert	Wellness Rewards Gold	200.00
	Ryan, William	Wellness Rewards Gold	200.00
	Rypkema, Luke	Wellness Rewards Gold	200.00
	Saric, Ognjen	Wellness Rewards Silver	50.00
	Schaps, Lisa	Wellness Rewards Gold	200.00
	Schlenbecker, Nicolas	Wellness Rewards Gold	200.00
	Schwegler, Richard	Wellness Rewards Silver	50.00
	Sill, Gregory	Wellness Rewards Gold	200.00
	Sparr, Stevan	Wellness Rewards Gold	200.00
	Steiner Electric Company	VH Work out room lights	530.55
		Electric material for VH Gym	88.55
		VH Workout Room Electrical Wire	1,402.22
	Stevens Industries Inc	ADA Wall Hung Vanity	1,065.29
	Stucker, Samuel	Wellness Rewards Gold	200.00
	Szlag, Victoria	Wellness Rewards Gold	200.00
	Szmergalski, Edward	Wellness Rewards Silver	50.00
	Taylor, Jeffrey	Wellness Rewards Silver	50.00
	Teevan, Allison	Wellness Rewards Gold	200.00
	Trejo, Miguel	Wellness Rewards Gold	200.00
	Tweedie, Bart	Wellness Rewards Silver	50.00
	UMB Card Services	Credit Card 3/1/25 - 3/31/25 (EFT 4/25/25)	454.03
	Wagner, Matthew	Wellness Rewards Silver	50.00
	Wang, Tom	Wellness Rewards Gold	200.00
	Wheatley, Claire	Wellness Rewards Gold	200.00
	Williams, Connor	Wellness Rewards Gold	200.00
	Winger, Ken	Wellness Rewards Gold	200.00
	Wnek, Philip A.	Wellness Rewards Gold	200.00
	Wojnowski, Joshua	Wellness Rewards Silver	50.00
	Zabek, Eryk	Wellness Rewards Gold	200.00
	Zac, Rebecca	Wellness Rewards Gold	200.00
063 Risk Management Fund Total			**$ 115,267.98**
073 Escrow Deposit Fund			
	3D Brick Paving	Refund Escrow Permit #RB24001328 (2804 Briarwood Dr W)	$ 100.00
	AJA Energies LLC	Refund Escrow Permit #RB25000110 (3 N School St)	100.00
	Arnold Electric Services Inc	Refund Escrow Permit #RB25000215 (1606 Ironwood Dr)	100.00
	ARS of Illinois	Refund Escrow Permit #RB25000231 (1141 Linneman Rd)	100.00
	Block Electric	Refund Escrow Permit #CB25000052 (1400 Yarmouth Pl)	100.00
	Caponi, Brian	Refund Escrow Permit #RB25000051 (1826 Wood Ln)	100.00
	Capps Plumbing	Refund Escrow Permit #RB24000863 (806 Dresser Dr)	100.00
	City Building Improvements Inc	Refund Escrow Permit #RB24000186 (912 S Edward St)	450.00
	Dacic, Dragan	Refund Escrow Permit #RB25000022 (1004 N Elmhurst Rd)	150.00
	Deluso, Abigail	Refund Escrow Permit #RB25000173 (217 S Owen St)	100.00
	Flush Sewer & Drainage	Refund Escrow Permit #RB25000390 (617 S William St)	100.00
	Four Seasons Heating & Air Conditioning LLC	Refund Escrow Permit #RB25000410 (1404 Tamarack Dr)	500.00
	Fresh Start Home Repair	Refund Escrow Permit #RB25000142 (2 N Maple St)	400.00
	Ftiaxe LLC	Refund Escrow Permit #RB24002011 (1605 Cedar Ln)	100.00
	Galaxy Construction & Remodeling, Inc	Refund Escrow Permit #RB25000043 (300 S Emerson St)	150.00
	Hawk Contracting Inc	Refund Escrow Permit #RB24001039 (817 S Elmhurst Rd)	100.00
	Interplan LLC	Refund Escrow Permit #CB25000318 (950 N Elmhurst Rd)	200.00
	J & S Plumbing Inc	Refund Escrow Permit #RB25000296 (302 I Oka Ave)	100.00
	J Blanton Plumbing	Refund Escrow Permit #RB24001532 (1102 Cleven Ave)	100.00
	King HVAC Systems, LLC	Refund Escrow Permit #RB24002052 (11 S Maple St)	100.00
	LMV Electric Corp	Refund Escrow Permit #CB25000058 (2050 Carboy Rd)	100.00
	MJ Cement Inc	Refund Escrow Permit #RB24000358 (1320 Mulberry Ln)	500.00

VILLAGE OF MOUNT PROSPECT
List of Bills
April 9, 2025 - April 29, 2025

Fund	Vendor Name	Invoice Description	Amount
073 Escrow Deposit Fund (continued)			
	Mount Prospect Public Library	2025 PPRT 3rd Allocation	4,390.66
	Pavestone Brick Paving, Inc	Refund Escrow Permit #RB24001750 (516 See Gwun Ave)	100.00
	Perma-Seal Basement Systems Inc	Refund Escrow Permit #RB24002034 (1024 Linneman Rd)	100.00
	Rick's Sewer & Drainage	Refund Escrow Permit #RB25000235 (412 See Gwun Ave)	100.00
	Sunrun Installation Services	Refund Escrow Permit #RB25000146 (1800 Locust Ln)	100.00
	US Waterproofing Inc	Refund Escrow Permit #RB25000124 (720 Busse Ave)	100.00
073 Escrow Deposit Fund Total			**$ 8,740.66**
Grand Total			**$ 6,147,897.76**

Item Cover Page

Subject	**A RESOLUTION REGARDING THE APPROVAL AND RELEASE OF CLOSED SESSION MINUTES**
Meeting	May 6, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	CONSENT AGENDA
Type	Action Item

Information

This resolution approves the closed session minutes and authorizes them to remain confidential at this time.

Discussion

Alternatives

Staff Recommendation

Attachments

1. Resolution closedminutes may 2025

RESOLUTION NO.

A RESOLUTION REGARDING THE APPROVAL AND RELEASE
OF CLOSED SESSION MINUTES

WHEREAS, the Mayor and Board of Trustees of the Village of Mount Prospect have, from time to time, met in Closed Session for purposes authorized by the Illinois Open Meetings Act; and

WHEREAS, as required by the Act, the Village Board has kept written minutes of all such Closed Sessions; and

WHEREAS, pursuant to the requirements of Illinois State Statute, 5 ILCS 120/2.06, the Mayor and Board of Trustees have reviewed and hereby approve the minutes of Closed Session set forth on Schedule A attached hereto; and

WHEREAS, the Mayor and Board of Trustees have determined that a need for confidentiality still exists as to the Closed Session minutes for the meetings as set forth on Schedule A; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS:

SECTION ONE: That the Mayor and Board of Trustees of the Village of Mount Prospect do hereby determine that no additional release of the Closed Session minutes occur at this time.

SECTION TWO: That this Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

ABSENT:

PASSED and APPROVED this 6th day of May 2025

ATTEST: _____
Paul Wm. Hoefert, Mayor

_____
Karen M. Agoranos, Village Clerk

SCHEDULE A

Closed Sessions of the President and Board of Trustees of the Village of Mount Prospect were held as listed below. The minutes that have been determined to remain as confidential are indicated "Not For Release":

Not For Release

January 11, 2022	January 18, 2022
February 1, 2022	February 15, 2022
April 19, 2022	May 3, 2022
June 21, 2022	July 12, 2022
September 6, 2022	September 13, 2022
October 18, 2022	December 20, 2022
January 10, 2023	January 17, 2023
February 7, 2023	February 14, 2023
March 14, 2023	April 5, 2023
April 11, 2023	May 16, 2023
June 6, 2023	June 20, 2023
July 11, 2023	July 18, 2023
August 15, 2023	September 5, 2023
September 19, 2023	October 3, 2023
October 24, 2023	November 7, 2023
December 5, 2023	
January 9, 2024	January 16, 2024
February 6, 2024	March 5, 2024
March 19, 2024	May 7, 2024
June 4, 2024	July 9, 2024
July 16, 2024	August 13, 2024
September 17, 2024	October 1, 2024
October 15, 2024,	November 19, 2024
December 17, 2024	
January 14, 2025	January 21, 2025
February 18, 2025	March 4, 2025
March 18, 2025	April 2, 2025
April 8, 2025	April 15, 2025

ELECTIONS
OFFICE OF COOK COUNTY CLERK MONICA GORDON
69 W. Washington Street, Suite 500, Chicago, Illinois 60602

TEL 312.603.0906 FAX 312.603.9786 WEB cookcountyclerk.com

TABULATED STATEMENT OF THE RETURNS AND PROCLAMATION OF THE RESULTS OF THE CANVASS OF THE ELECTION RETURNS FOR THE APRIL 1, 2025 CONSOLIDATED ELECTION HELD IN EACH OF THE PARTICIPATING PRECINCTS IN COOK COUNTY, ILLINOIS AND CERTAIN DISTRICTS AND POLITICAL SUBDIVISIONS WITH OVERLAPPING BOUNDARIES WHERE THE COOK COUNTY CLERK IS THE REPORTING ELECTION AUTHORITY

STATE OF ILLINOIS)
) ss.
COUNTY OF C O O K)

CERTIFICATION

Pursuant to 10 ILCS 5/22-1 et seq., 5/22-9, 5/22-17, 5/22-18, and other applicable sections of the Election Code and Illinois law, I, Monica Gordon, the County Clerk of Cook County, through my designee, Edmund Michalowski, Deputy Clerk, DO HEREBY CERTIFY that I opened and canvassed the returns from the various election precincts of said County for the Consolidated Election held on Tuesday, April 1, 2025, consisting of the Certificates of Registered Voters and the Certificates of Results from the Consolidated Primary Election; that an Abstract of Votes was made, beginning Wednesday, April 2, 2025, and completed on Tuesday, April 22, 2025, at the office of the County Clerk of Cook County, in the City of Chicago, and in said County, and that the foregoing is a true and correct Abstract of Votes cast for the various candidates and for the various propositions for which Certificates of Election are issued pursuant to the provisions of the Election Code as aforesaid, and that the same is my Proclamation of the results of said Consolidated Election held in this County.

IN WITNESS WHEREOF, I have affixed my signature and the Seal of the County of Cook, in the City of Chicago, in said County, this 22nd day of April 2025

for the Cook County Clerk



President, Village of Morton Grove		
(15 of 15 precincts reported)		
ACP - Janine Witko	2,035	100.00%
Total	**2,035**	

Clerk, Village of Morton Grove		
(15 of 15 precincts reported)		
ACP - Eileen Scanlon Harford	2,003	100.00%
Total	**2,003**	

Trustee, Village of Morton Grove		
Vote For 3		
(15 of 15 precincts reported)		
ACP - Saba Khan	1,905	35.38%
ACP - Ashur Shiba	1,669	30.99%
ACP - Constance "Connie" Travis	1,811	33.63%
Total	**5,385**	

Library Trustee, Village of Morton Grove, 6yr		
Vote For 2		
(15 of 15 precincts reported)		
NON - Kimberly "Kim" K. Moldofsky	1,550	39.65%
NON - Mohammed Azam Hussain	1,247	31.90%
NON - Jay M. Cook	654	16.73%
NON - Samuel Broderick McCampbell	458	11.72%
Total	**3,909**	

Mayor, Village of Mount Prospect		
(34 of 34 precincts reported)		
NON - Paul Wm. Hoefert	4,724	65.72%
NON - Trisha Chokshi	2,464	34.28%
Total	**7,188**	

Trustee, Village of Mount Prospect		
Vote For 3		
(34 of 34 precincts reported)		
NON - Terri Gens	4,900	33.67%
NON - John J. Matuszak	4,940	33.95%
NON - Elizabeth "Beth" DiPrima	4,711	32.38%
Total	**14,551**	

Library Trustee, Village of Mount Prospect, 6yr		
Vote For 2		
(34 of 34 precincts reported)		
NON - Brian Gilligan	5,153	50.13%
NON - Sylvia Fulk	5,127	49.87%
Total	**10,280**	

President, Village of Niles		
(21 of 21 precincts reported)		
NRP - George D. Alpogianis	2,372	100.00%
Total	**2,372**	

Trustee, Village of Niles		
Vote For 3		
(21 of 21 precincts reported)		
NRP - Morgan Dubiel	2,060	33.48%
NRP - Susan J. DeBartolo	2,120	34.45%
NRP - Ajay R. Mody	1,973	32.07%
Total	**6,153**	

President, Village of Norridge		
(8 of 8 precincts reported)		
NFP - Daniel Tannhauser	695	100.00%
Total	**695**	

Clerk, Village of Norridge		
(8 of 8 precincts reported)		
NFP - Gabriela "Gabby" Krasinski	693	100.00%
Total	**693**	

Trustee, Village of Norridge		
Vote For 3		
(8 of 8 precincts reported)		
NFP - Debbie Budnik	649	34.69%
NFP - Andy Ronstadt	602	32.18%
NFP - Frank Avino, Jr.	620	33.14%
Total	**1,871**	

Mayor, City of Northlake		
(9 of 9 precincts reported)		
NLI - Jeffrey T. Sherwin	471	100.00%
Total	**471**	

Clerk, City of Northlake		
(9 of 9 precincts reported)		
NLI - Nancy Pauletto	461	100.00%
Total	**461**	

President, Village of North Riverside		
(4 of 4 precincts reported)		
UNP - Joseph Mengoni	760	50.46%
IND - Marybelle Mandel	354	23.51%
IND - Pam Foy	392	26.03%
Total	**1,506**	

Clerk, Village of North Riverside		
(4 of 4 precincts reported)		
UNP - Sandra Lid	1,243	100.00%
Total	**1,243**	

Trustee, Village of North Riverside		
Vote For 3		
(4 of 4 precincts reported)		
UNP - Theresa "Terri" Sarro	1,094	31.31%
UNP - Robert Canas	887	25.39%
UNP - Jason Bianco	953	27.28%
IND - Karon Yoder Nettles	560	16.03%
Total	**3,494**	

PROCLAMATION

Asian/Pacific American Heritage Month

May 2025

WHEREAS, in 1978, President Jimmy Carter established Pacific/Asian American Heritage Week and in 1990, George H. W. Bush signed a bill passed by Congress officially designating May as Asian-Pacific American Heritage Month; and

WHEREAS, In 2009, Asian-Pacific Heritage month was changed to Asian American and Pacific American Heritage Month to recognize the contributions and influence of Asian Americans and Pacific Islander Americans to the history, culture, and achievements of the United States; and

WHEREAS, Mount Prospect is proud to be home to a growing Asian and Pacific American population that contributes greatly to the prosperity and enrichment of our Village; and

WHEREAS, Asian and Pacific American men and women have made valuable contributions to all areas of life in Mount Prospect, including government, business, arts and sciences, medicine, education, law enforcement, and the military; and

WHEREAS, Asian American and Pacific American communities are deeply-rooted in both the United States and Mount Prospect, reminding us of both proud and painful chapters of our history; and

WHEREAS, Asian American and Pacific American communities in Mount Prospect have shared their rich culture and traditions while representing their communities through public service and advocacy; and

WHEREAS, diversity represents one of our greatest strengths, and by recognizing the contributions and accomplishments of Asian and Pacific American men and women, our community celebrates the importance of inclusion to building a brighter future for all of our citizens; and

WHEREAS, the Mount Prospect is committed to providing comprehensive support to ensure that our Village is equitable and welcoming to all people; and

WHEREAS, the Village of Mount Prospect is proud to celebrate Asian Pacific American Heritage Month, and commemorate the essential contributions, sacrifices, and accomplishments that Asian and Pacific Americans have made to our community.

NOW, THEREFORE, I, Paul Wm. Hoefert, do hereby recognize May 2025 as

"ASIAN/PACIFIC AMERICAN HERITAGE MONTH"

in the Village of Mount Prospect and I call this observance to the attention of all our citizens. I invite everyone to visit the Mount Prospect Public Library and the wonderful Asian/ Pacific American businesses, in order to support and learn more about the vast community and cultures.

_____
Paul Wm. Hoefert, Mayor

ATTEST:

_____

Karen M. Agoranos, Village Clerk

PROCLAMATION

"NATIONAL PUBLIC WORKS WEEK"

May 18-24, 2025

WHEREAS, public works professionals focus on infrastructure, facilities and services that are of vital importance to sustainable and resilient communities and to the public health, high quality of life and well-being of the people of Mount Prospect; and,

WHEREAS, these infrastructure, facilities and services could not be provided without the dedicated efforts of public works professionals, who are engineers, managers, and employees at all levels of government and the private sector, who are responsible for rebuilding, improving, and protecting our nation 's transportation, water supply, water treatment and solid waste systems, public buildings, and other structures and facilities essential for our citizens; and,

WHEREAS, it is in the public interest for the citizens, civic leaders and children in Mount Prospect to gain knowledge of and to maintain a progressive interest and understanding of the importance of public works and public works programs in their respective communities; and,

WHEREAS, the efficiency of the qualified and dedicated personnel who staff public works departments is materially influenced by the people's attitude and understanding of the importance of the work they perform; and

WHEREAS, the year 2025 marks the 65th annual National Public Works Week sponsored by the American Public Works Association,

WHEREAS, the Mount Prospect Public Works Department will have an Open House on Saturday, May 17, 2025, between the hours of 9:00 a.m. and 1:00 p.m., to acquaint the residents of Mount Prospect with the many services provided by the Public Works Department.

NOW, THEREFORE, I, Paul Wm. Hoefert, Mayor of the Village of Mount Prospect, do hereby proclaim the week of May 18-24, 2025 as

"NATIONAL PUBLIC WORKS WEEK"

in the Village of Mount Prospect and I call upon all citizens and civic organizations to acquaint themselves with the various services provided by the Mount Prospect Public Works Department to assure the health, safety, and comfort of our residents.

_____

Paul Wm. Hoefert
Mayor

ATTEST:

_____

Karen M. Agoranos, Village Clerk

PROCLAMATION

"Monarch Butterfly Day"
May 17, 2025

WHEREAS, the monarch butterfly is an iconic Northern American species whose multigenerational migration and metamorphosis from caterpillar to butterfly has captured the imagination of millions of Americans; and

WHEREAS, the North American monarch population has declined by more than 90 percent in the past two decades. Monarch scientists attribute the decline to degradation and loss of summer breeding habitat in the U. S., and loss of winter habitat in Mexico. Western populations of monarch butterflies that overwinter in California are also in decline; and

WHEREAS, cities, towns and counties have a critical role to play to help save the monarch butterfly; and

WHEREAS, the Garden Club of Mount Prospect, the Mount Prospect Monarchs group, and the Village Public Works Department have implemented programs and strategies to encourage monarch butterfly habitat in Mount Prospect; and

WHEREAS, the Garden Club of Mount Prospect and the Village Public Works Department have partnered to promote this cause and will be sponsoring a monarch information table at the annual Public Works Open House on May 17; and

WHEREAS, every citizen of the Village of Mount Prospect can make a difference for the monarch by planting native milkweed and nectar plants to provide habitat for the monarch and pollinators in locations where people live, work, learn, play and worship; and

WHEREAS, the Village of Mount Prospect is actively participating in, and promoting the establishment of Monarch Waystations, and encourages all residents of the community to do so; and

WHEREAS, on behalf of the residents of Mount Prospect who have already joined me in creating healthy habitat for these magnificent butterflies, I am honored to support and be a part of the National Wildlife Federation's Mayor's Monarch Pledge; and

NOW, THEREFORE, I, Paul Wm. Hoefert, Mayor of the Village of Mount Prospect, do hereby proclaim May 17, 2025, as

"Monarch Butterfly Day"

In the Village of Mount Prospect and I hereby pledge to help restore habitat for the monarch and encourage our residents to do the same, so that these magnificent butterflies will once again flourish across the continent.

_____
Paul Wm. Hoefert
Mayor

ATTEST:

_____
Karen M. Agoranos
Village Clerk
Dated this 6th day of May, 2025

Item Cover Page

Subject	**A RESOLUTION ADOPTING THE ARTERIAL BIKE NETWORK STUDY**
Meeting	May 6, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	N
Dollar Amount	N/A
Budget Source	N/A
Category	CONSENT AGENDA
Type	Action Item

Information

A strategic goal of the Village is to implement a complete bike network that provides the community with a viable and safe alternative mode of transportation. The Village Bicycle Plan, adopted in 2012, identifies three infrastructure phases. Phase I includes on-street bike routes along low volume residential streets that connect to key destinations such as parks, schools, shopping, restaurants, and adjacent communities. Phases II & III includes bike routes along arterial roads often under the jurisdiction of other agencies, that will provide connections to Phase I routes and adjacent communities. Since 2012, the Village has installed 28 miles of on-street bike routes, completing Phase I of the Bike Plan.

In 2023, the Village received a Statewide Planning & Research Program grant from the Illinois Department of Transportation (IDOT) to complete the Arterial Bike Network Study. This new study, developed by Civiltech Engineering and Village Staff, provides a strategy to construct bike facilities along arterial and other high traffic streets in the Village, completing the planning for Phases II and III of the Bike Plan. The study will serve as a guide to completing future federal Phase I & Phase II Engineering and/or locally funded construction projects.

Development of the study considered wider regional bike plans, transportation and transit plans, vehicle and bike traffic data, and best engineering practices. Extensive public outreach was done to determine the preferred type of bike facility and develop a concept plan for each arterial roadway. In addition to hosting two public open houses, public input was gathered at last year's Downtown Block Party and Celebration of Cultures. Stakeholder coordination meetings took place with IDOT, Cook County Department of Transportation, Union Pacific Railroad, Canadian National Railroad, affected school districts, affected park districts, and adjacent communities.

The draft Arterial Bike Network Study was reviewed by the Transportation Safety Commission at their February 10, 2025 meeting (minutes attached) and by the Village Board of Trustees at the February 18, 2025 Committee of the Whole meeting. Comments received at those meetings were incorporated into the final document. Below are the changes made to the final

study as a result of comments received. There were no changes made to the existing conditions report or the corridor plan sheets.

- Page 49 – Euclid Avenue – East Section Cost Estimate Updated
- Page 56 – Kensington Road – Corridor Routing Updated
- Page 57 – Kensington Road – Facility Type Corrected
- Page 79 – IL 83 (Main Street) – Corridor Routing Updated
- Page 84 – Golf Road – Corridor Routing Updated
- Page 90 – ComEd Trail – Cost Estimate Updated
- Page 106 – Cost Estimate Table – Updated

Attached is the final version of the Arterial Bike Network Study along with an Executive Summary.

Discussion

Alternatives

1. Adopt the Arterial Bike Network Study.
2. Act at the discretion of the Village Board.

Staff Recommendation

Staff recommends that the Village Board adopt the Arterial Bike Network Study.

Attachments

1. TSC March 2025 Minutes - DRAFT
2. ABNS Appendix A - Existing Conditions Report
3. ABNS Appendix B - Corridor Plan Sheets
4. ABNS Executive Summary
5. ABNS Final Report Changes
6. Resolution
7. ABNS Final Report

MAYOR
Paul Wm. Hoefert

TRUSTEES
Vincent J. Dante
Terri Gens
William A. Grossi
John Matuszak
Colleen E. Saccotelli

VILLAGE MANAGER
Michael J. Cassady

DIRECTOR OF PUBLIC WORKS
Sean Dorsey

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Village of Mount Prospect
Public Works

1700 W. Central Road, Mount Prospect, Illinois 60056

DRAFT

MINUTES OF THE MOUNT PROSPECT
TRANSPORTATION SAFETY COMMISSION

CALL TO ORDER

The meeting of the Mount Prospect Transportation Safety Commission was called to order at 7:00 p.m. on Monday, March 10, 2025.

ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman
	Christopher Prosperi	Vice Chairman
	Tina DeAragon	Commissioner
	Jeffrey Nejdl	Commissioner
	B-L Pellicore	Commissioner
	Charlie Lowry	Commissioner
	Aaron Grandgeorge	Fire Department Representative
	Luke Foresman	Project Engineer – Staff Liaison
Absent:	Scott Moe	Public Works Department Representative
	Nicholas Mavraganis	Police Department Representative – Arrived at 7:05 PM

Others in Attendance:	Mike Topolewski	Resident	515 S. William
	Susan Ostroluski	Resident	116 S. Audrey
	Carol Ceimo	Resident	100 S. Audrey
	Henry Lopez	Resident	605 S. William
	Vito LiRosi	Resident	17 S. Audrey
	Dennis Voss	Resident	700 S. William
	Jose DeChoudens	Resident	7 S. Audrey
	Eleanor Slesicki	Resident	814 S. William
	Brad Gates	Resident	18 S. Audrey
	Rick & Diane McNulty	Residents	1908 Connie
	Debbie Geavaras	Resident	200 S. Audrey
	Matt Lawrie	Village Engineer	

APPROVAL OF MINUTES

Staff Liaison Foresman presented the following to the Commission for inclusion as an addition to the draft minutes that were included in the agenda packet:
Under the discussion section for the Arterial Bike Network Study, add the following.

- "Commissioner DeAragon had two questions relating to trees. Could trees be transplanted if they are in the way of a shared use path? And can we plan ahead so when trees on future path routes are planted, they are planted so that they will not conflict with proposed paths? Staff Liaison Foresman indicated he would check with the Forestry Division and follow up with the Commission.
    - Post Meeting Note: The Forestry Division indicated they typically do not relocate trees due to Public Works not having the necessary equipment and the cost associated with tree relocation. But it could be looked at on a case-by-case basis. They were also open to referencing the Arterial Bike Network Study when planting trees in the future to avoid conflicts with proposed paths.
- Commissioner DeAragon asked if burying utilities was a possibility to avoid conflicts. Staff Liaison Foresman indicated the cost of burying utilities would have to be paid by the Village and would be prohibitively expensive. Additionally, underground separation requirements would have to be met which may not be possible in all locations."

Commissioner Pellicore, seconded by Vice Chairman Prosperi, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on February 10, 2025. The minutes were approved by a vote of 7-0.

CITIZENS TO BE HEARD

None.

OLD BUSINESS

None.

NEW BUSINESS

A: Hatlen Heights – Friendly Neighborhood Streets Program

Staff Liaison Foresman presented the following on the Hatlen Heights Study:

Background:

The study limits include:

- Audrey Lane from Central Road to Bonita Avenue
- Hatlen Avenue from Central Road to Bonita Avenue
- Bonita Avenue from Hatlen Avenue to Lincoln Street
- Connie Lane from Meier Road to Hatlen Avenue
- Meier Road from Lincoln Street to Connie Lane

A petition for the Friendly Neighborhood Streets Program for Audrey Lane was received on October 2, 2024. Staff found the street qualified for the program and determined the study area.

Initial Public Outreach:

Staff sent a letter to all properties in the study area (excluding Meier Road at this time) to solicit input on existing traffic issues. 134 surveys were sent out and 27 were returned.

While Staff reviewed all responses, the below themes were the focus of the study:

- Reducing vehicle speeds
- Reducing "cut-through" traffic
- Increasing pedestrian safety at intersections
- Increasing stop sign compliance

Initial Plan:

Staff developed an initial traffic calming plan to address the perceived traffic issues in the neighborhood. This plan includes the following traffic calming measures:

- Median Islands
- Mini-Traffic Circles
- Pavement Markings
- Speed Feedback Signs – As an option

Plan exhibits were prepared and presented to the Commission showing the location and approximate size of the traffic calming measures. Liaison Foresman reiterated that this is the initial design developed by Staff and will be updated with input from the Commission and the public.

The following measures were not included in the initial plan:

- Bump Outs – Streets are too narrow to install bump outs and have the desired traffic calming effect
- Stop Signs – Stop signs cannot be used for speed control
- Speed Bumps – Speed bumps are not a part of the Village's traffic calming toolbox
- Choke Points – Not preferred by Public Works due to maintenance concerns

Road closures were suggested by some residents but were not included for the following reasons:

- Would increase response time for Police and Fire
- Would limit access for Police and Fire
- Would increase maintenance for Public Works
- Could increase traffic on other streets in the neighborhood
- Was trialed in the 1990's and it was decided not to keep the closure in place, we would expect similar issues if the roads were closed again

Second Public Outreach:

A resident information bulletin and survey were sent to all addresses within the expanded study area, including Meier Road from Lincoln Street to Connie Lane, introducing the initial preferred alternative and requesting feedback from residents on it. The public comment period is open until Friday March 15th.

Temporary Measures: Temporary measures were unable to be installed prior to the meeting due to weather. Staff will work to install temporary measure this spring to trial the revised design.

On-Site Meeting: This Transportation Safety Commission meeting is serving as the "on-site" meeting as outlined in the Friendly Neighborhood Streets Program due to the study taking place over the winter.

Next Steps: Once the public comment period ends, Staff will review the comments and revise the design as appropriate.

When the final preferred alternative is ready, residents will be set a letter containing plans of the proposed traffic calming project and a ballot to express their desire for a project to move forward or not.

When the balloting period ends, there will be a Transportation Safety Commission meeting to discuss the final preferred alternative and results of the balloting. It will then be up to the Commission to recommend the project to the Village Board or not.

If the project is forwarded to the Village Board, the Village Board will have final approval of the project prior to construction.

Discussion: The following is a summary of the discussion on the initial plan:

- There was concern raised by residents over how mini-traffic circles would function and how drivers would know how to navigate them.
- Parking concerns were raised over the impact the proposed traffic calming measures would have on street parking.
- It was mentioned the only way to remove cut-through traffic on the streets would be to dead end multiple streets in the neighborhood.
- There was a comment that parked cars on the street have a traffic calming effect.
- There was concern over the possibility of driver's hitting the traffic calming measures, causing damage to vehicles.
- A resident wanted to make sure traffic calming measures as proposed would not shift traffic to other streets in the neighborhood.
- The initial design would prohibit parking on Connie Lane between Meier Road and Audrey Lane. There was concern that there is not sidewalk access along the east side of Meier Road.

Action: There are no action items for this agenda item. The discussion from the meeting, along with comments received from the public, will guide Staff as they revise the initial plan to develop the preferred alternative.

B: William Street – Friendly Neighborhood Streets Program

Staff Liaison Foresman presented the following on the William Street Study:

Background: The study limits include William Street from Prospect Avenue to Golf Road.

A petition for the Friendly Neighborhood Streets Program for William Street was received on September 30, 2024. Staff found the street qualified for the program and determined the study area.

Initial Public Outreach: Staff sent a letter to all properties in the study to solicit input on existing traffic issues. 78 surveys were sent out and 25 were returned.

While Staff reviewed all responses, the below themes were the focus of the study:

- Reducing vehicle speeds
- Reducing the number of vehicles
- Addressing parking issues related to activities at Sunrise Park
- Addressing crosswalk safety concerns south of the bridge over Weller Creek
- Increasing pedestrian safety at intersections
- Increasing stop sign compliance

Initial Plan: Staff developed an initial traffic calming plan to address the perceived traffic issues in the neighborhood. This plan includes the following traffic calming measures:

- Median Islands
- Intersection Bump Outs
- Pavement Markings
- Speed Feedback Signs – As an Option

Plan exhibits were prepared and presented to the Commission showing the location and approximate size of the traffic calming measures. Liaison Foresman reiterated that this is the initial design developed by Staff and will be updated with input from the Commission and the public.

The following measures were not included in the initial plan:

- Stop Signs – Stop signs cannot be used for speed control
- Speed Bumps – Speed bumps are not a part of the Village's traffic calming toolbox
- Choke Points – Not preferred by Public Works due to maintenance concerns

Road closures were suggested by some residents but were not included for the following reasons:

- Would increase response time for Police and Fire
- Would limit access for Police and Fire
- Would increase maintenance for Public Works
- Could increase traffic on other streets in the neighborhood

Second Public Outreach: A resident information bulletin and survey were sent to all addresses within the study area introducing the initial preferred alternative and requesting feedback from residents on it. The public comment period is open until Friday March 15th.

Temporary Measures: Temporary measures were unable to be installed prior to the meeting due to weather. Staff will work to install temporary measure this spring to trial the revised design.

On-Site Meeting: This Transportation Safety Commission meeting is serving as the "on-site" meeting as outlined in the Friendly Neighborhood Streets Program due to the study taking place over the winter.

Next Steps: Once the public comment period ends, Staff will review the comments and revise the design as appropriate.

When the final preferred alternative is ready, residents will be set a letter containing plans of the proposed traffic calming project and a ballot to express their desire for a project to move forward or not.

When the balloting period ends, there will be a Transportation Safety Commission meeting to discuss the final preferred alternative and results of the balloting. It will then be up to the Commission to recommend the project to the Village Board or not.

If the project is forwarded to the Village Board, the Village Board will have final approval of the project prior to construction.

Discussion: The following is a summary of the discussion on the initial plan:

- Soccer games at Sunrise Park are the primary cause of parking issues at the south end of William Street. Suggested staggering games to allow attendees from earlier games to leave before the next round of parents and players arrive.
- There were concerns about removing parking on the west side of William Street south of Weller Creek.
- Concerns over bump outs impacting traffic, the Commission confirmed that two-way traffic would be maintained at all times with all traffic calming measures.
- Comment against bump outs due to impact on parking and not seeing them as being necessary.
- Comment that alley traffic north of Sha Bonee Trail should be considered when reviewing the plan.
- Comment on how traffic calming measures would affect cyclists. Commissioner Lowry responded that slower vehicle speeds would be preferred for cyclists, even if traffic calming measures force them to share a lane.
- Comment on how traffic calming is needed due to the large amount of children on the street.
- Comment that residents do not feel a need for traffic calming.
- Comment that the stop signs at the intersection of William Street and Council Trail are regularly ignored.

- Concern over the proposed bump out at the intersection of Berkshire Lane and William Street being too large.
- The Commission would like to be informed when trial measures are installed.
- Comment over how balloting would work going forward.

Action: There are no action items for this agenda item. The discussion from the meeting, along with comments received from the public, will guide Staff as they revise the initial plan to develop the preferred alternative.

C: Arterial Bike Network Study

Staff Liaison Foresman presented the following on the Final Report of the Arterial Bike Network Study:

Background: The Village's existing Bike Plan was adopted in 2012. Since then, the Village has installed 28 miles of on-street bike routes, completing Phase I of the Bike Plan. Phases II and III are to install bike facilities along arterial roads, however more study was needed to determine how those could be built

The Village applied for and was awarded a planning grant from the State of Illinois in 2022 and was able to retain a consultant to develop the Arterial Bike Network Study in 2023 and 2024. The draft final report of the Arterial Bike Network Study was presented to the Transportation Safety Commission at the February 10th Meeting and the Village Board at the February 18th Committee of the Whole meeting for comment.

Comments received at those meeting were incorporated into the final report.

Changes from Draft Report: Below are changes made to the study between the draft and final document. The page numbers are the page of the PDF study document:

- Page 49 – Euclid Avenue – East Section Cost Estimate Updated
- Page 56 – Kensington Road – Corridor Routing Updated
- Page 57 – Kensington Road – Facility Type Corrected
- Page 79 – IL 83 (Main Street) – Corridor Routing Updated
- Page 84 – Golf Road – Corridor Routing Updated
- Page 90 – ComEd Trail – Cost Estimate Updated
- Page 106 – Cost Estimate Table – Updated

There was discussion at the February 10th Transportation Safety Commission about safe crossings of arterial roads to access the proposed shared-use paths. The design and location of the crossings will be included in future design engineering of a corridor and are not a part of this study.

Recommendation: Staff recommends the Transportation Safety Commission recommend the Village Board adopt the Arterial Bike Network Study and its appendixes.

Option: Action at the discretion of the Commission.

Discussion: None.

Motion: Commissioner Pellicore motioned for the Transportation Safety Commission recommend the Village Board adopt the Arterial Bike Network Study and its appendixes. Commissioner Lowry seconded the motion.

The motion was approved by a vote of 7-0.

Representative Mavraganis was not present for the vote.

COMMISSION ISSUES

Liaison Foresman informed the Commission that the Village's Human Services department was currently developing a Transit Study and provided information on the public survey for that study: https://www.mountprospect.org/departments/human-services/transit-study#!/

ADJOURNMENT

With no further business to discuss, the Transportation Safety Commission voted 7-0 to adjourn at 9:40 p.m. upon the motion of Commissioner Pellicore. Commissioner Nejdl seconded the motion.

Respectfully submitted,

Luke Foresman, P.E.
Project Engineer

H:\Engineering\Traffic\safety_commission_MINUTES\2025\3-March - FNSP, ABNS\TSC-3-March Minutes.docx

APPENDIX A

VILLAGE OF MOUNT PROSPECT

ARTERIAL BIKE NETWORK STUDY

EXISTING CONDITIONS REPORT

June 2024



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Overview

In 2012, the Village adopted a Bicycle Plan to "create a safe, comfortable and bicycle-friendly environment in Mount Prospect, which encourages people of all ages to use bicycles for everyday transportation and enjoyment". The Bicycle Plan identifies three infrastructure phases.

- **Phase I** includes on-street bike routes along low volume, residential streets that connect to key destinations such as parks, schools, shopping, restaurants, and adjacent communities. Since 2012, the Village has installed 28 miles of on-street bike routes completing Phase I of the Bicycle Plan.
- **Phases II & III** includes bike routes along arterial roads, often under the jurisdiction of other agencies that will provide connections to Phase I routes and adjacent communities. The Arterial Bike Network Study will develop a strategy to construct bike facilities along arterial and other high traffic streets in the Village, completing the planning for Phases II and III of the Bicycle Plan.

The corridors selected for the arterial bike network utilize roadways that provide important connectivity across the Village. Completing the network along these routes is crucial to enhancing residents' access to key destinations while improving safety for cyclists and pedestrians of all ages and abilities. The 18 corridors of the arterial bike network, which include two potential trail connections between arterial roadways, are shown on the next page.

This **Existing Conditions Report** provides an in-depth review of each corridor in the Village of Mount Prospect's arterial bike network, and was based on a compilation of various dataset and plan reviews, discussions with Village staff, and insights from community members. Key takeaways from this process are outlined on the following pages as well as a series of maps, cross sections, and other graphics to support the various findings.

Project Goals & Benefits

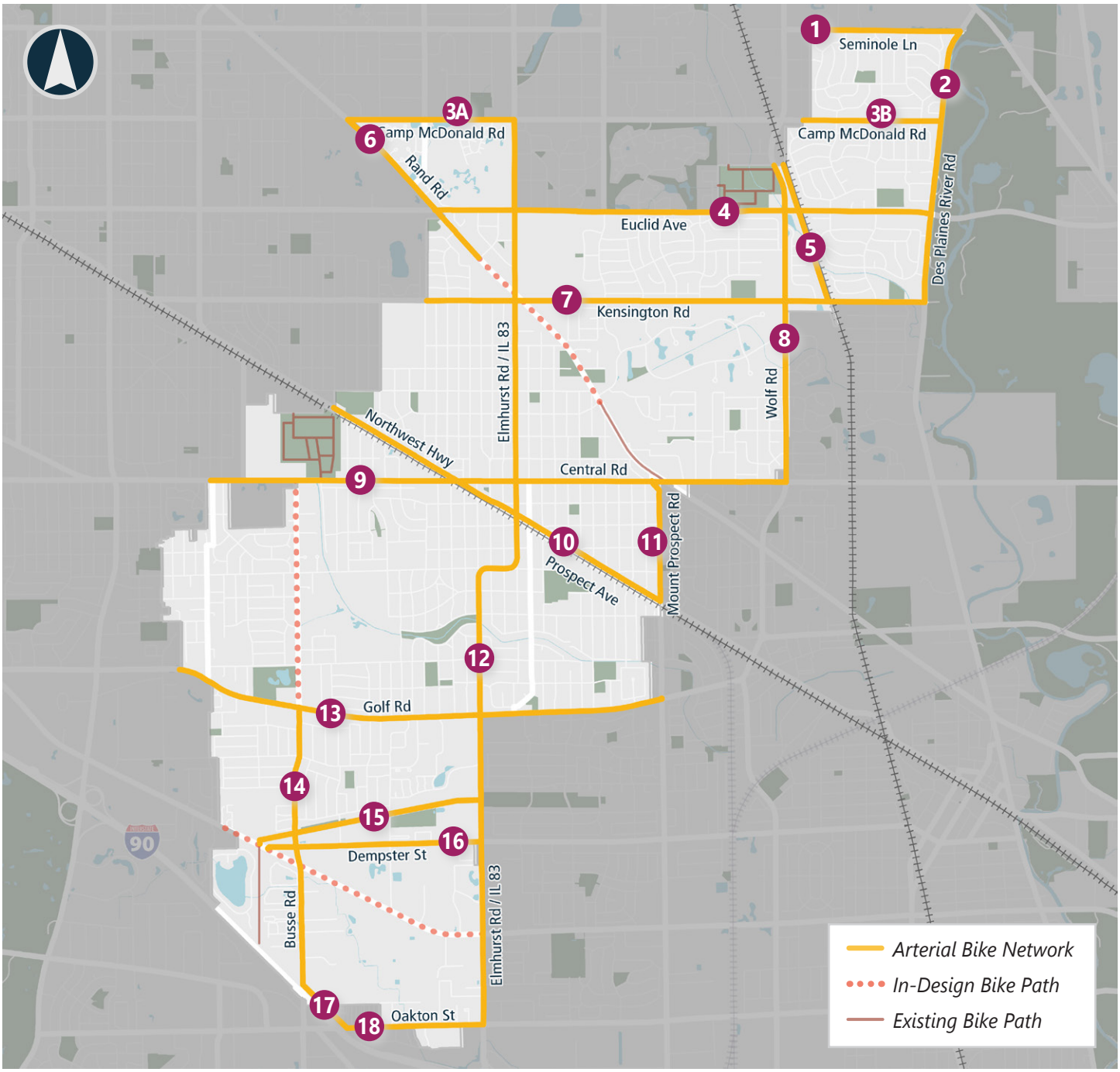
- Assess bike facility options that improve safety for cyclists and pedestrians of all ages and abilities
- Ensure the recommended strategy enhances resident access to key community destinations
- Incorporate community priorities and feedback

Datasets Reviewed

The maps include datasets pertaining to the following information:

- Bike routes
- Transit
- Sidewalk gaps
- Roadway jurisdiction
- Traffic volumes
- Speed limits
- Crash hot spots and crashes involving people walking or biking (2018-2022)
- Available right-of-way
- Community-oriented land uses
- Existing Class I and II truck routes
- Truck traffic (as a % of total traffic)
- Major and local roadway projects
- Trees in right-of-way
- ComEd utilities

Arterial Bike Network Corridor Locator Map



1. Seminole Lane
2. Des Plaines River Road
3. Camp McDonald Road
4. Euclid Avenue
5. Metra Rail Tracks Trail
6. Rand Road
7. Kensington Road
8. Wolf Road
9. Central Road
10. Northwest Highway / Prospect Avenue
11. Mount Prospect Road
12. IL-83 / Elmhurst Road
13. Golf Road
14. Busse Road
15. Algonquin to Elmhurst/IL-83 Trail
16. Dempster Street
17. Busse to Oakton Connector
18. Oakton Street

Planning Studies

Village of Mount Prospect Studies

Connect South MP (2020)

This study covers the area south of Golf Street and north of Oakton Street. The bike commuting mode share in this area is low (~3%). However, community feedback indicated interest in constructing bike facilities along the following corridors, with an emphasis on considering multi-use paths:

- Dempster Street
- Busse Road
- Elmhurst Road
- Algonquin Road

Rail Crossing Feasibility Study (2020)

This study recommends alternatives to identify the feasibility of at-grade and grade-separated rail crossing to improve safety and mobility for all transportation modes. The study area encompasses the space between Busse Road (west), Mount Prospect Road (east), Kensington Road (north), and Golf Road (south), with a main focus on the Main Street at-grade crossing and the Emerson Street at-grade crossing.

Downtown Transportation Study (2018)

The study evaluated alternatives to improve downtown multimodal transportation conditions, which included investigating the feasibility of:

- Moving the Metra station and loading platform to reduce the time Metra trains block the IL-83 crossing
- Adding another at-grade crossing to accommodate existing and new traffic generated by development

Rand Road Corridor Plan (2017)

This plan recommended opportunities to improve all modes of transportation, land use, zoning, urban design, and market characteristics of the corridor. The plan acknowledges that the corridor was primarily built for cars, but notes that a current concern is the safety of people biking or walking. Some of the key recommendations include:

- Filling in sidewalk gaps
- Building a 10' sidepath along southwest side of Rand Road from Camp MacDonald to Central (on-street bike paths "not feasible" along Rand)

Envision Mount Prospect (2017)

This plan noted, in 2017, that there was an opportunity to expand the Village's path network to encourage more biking or walking. The plan mentions prioritizing all the Northwest Municipal Conference (NWMC) corridors within the Village, and recommends working with IDOT to ensure recommendations in the Bike Plan are carried out along IDOT roadways. Community members were in support of implementing the bike network.

Downtown Implementation Plan Vol 1 (2013)

This plan focuses on the downtown near Northwest Highway, Central Road, and Main Street. The study references the following planned bike routes:

- Busse Avenue (signed route)
- Central Road (NWMC corridor)
- Northwest Highway (NWMC corridor)

Community members showed support for improving conditions for people walking and biking.

Downtown Implementation Plan Vol 2 (2013)

This plan is primarily a land use planning document, but does provide concepts to improve the experience for people walking or biking in the downtown zone. A key recommendation was improving conditions on Prospect Avenue which included: bike lanes, brick pavers, curb bump-outs, and "district" signage. The plan reiterates the desire for a bike corridor along the Northwest Highway per NWMC's planning work and presents the Prospect Avenue bike lanes as an alternative to Northwest Highway.

Public Transportation System Plan (2009)

This plan recommends an expanded bikeway network to increase the amount of on-street facilities, however at the time, no funding was secured. The plan identified "primary bikeways" where bike lanes or sidepaths are recommended:

- Camp McDonald Road
- Euclid Avenue
- Kensington Road
- Central Road
- Golf Road
- Dempster Street
- Oakton Street
- Busse Road
- Elmhurst Road / IL-83
- Mount Prospect Road
- Wolf Road

There were also recommendations for "secondary bikeways" that would be signed but not marked on pavement along Seminole Lane.

Northwest Highway Corridor (2011)

This corridor plan does not include any recommendations for improving bike facilities or infrastructure, however it does mention the potential to use the Union Pacific ROW as a bike trail.

Central Road Corridor Study (1996)

This corridor plan does not include any recommendations for improving bike facilities or infrastructure, but also did not identify any existing bike deficiencies.

Multi-Jurisdictional Studies

Northwest Municipal Conference (NWMC) Multimodal Transportation Plan (2020)

This plan highlights various priority bicycle corridors throughout the northwest region. Any corridors that use the Mount Prospect bike network include:

- Elk Grove – Evanston Bikeway
- Northwest Bikeway (only 4% complete as of 2020)

The total cost of constructing the bikeway system is estimated to be ~$33.4 million, which is equivalent to about eight miles of roadway construction.

Northwest Highway Bike Plan (2012)

This plan is a multi-jurisdictional study that was completed for the Northwest Municipal Conference (NWMC). Implementing this 20-mile bike route along Northwest Highway is noted as an important regional planning goal and would link together Barrington, Palatine, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, and Park Ridge.

A sidepath is recommended along the Mount Prospect section, however several barriers were identified:

- Limited space between railway and road for a path
- May need to relocate landscaping
- Path may conflict with railroad crossing gates

Roadway Projects

Algonquin Road 1

While this roadway is not part of the Arterial Bike Network Study, the project proposes an off-road bike path on the north side of Algonquin Road from Dearborn Court to Elmhurst Road, which fills in sidewalk gaps on south side. The plan is to remove an existing 5′ sidewalk (where applicable) and replace with an 8′ sidepath.

Busse Road

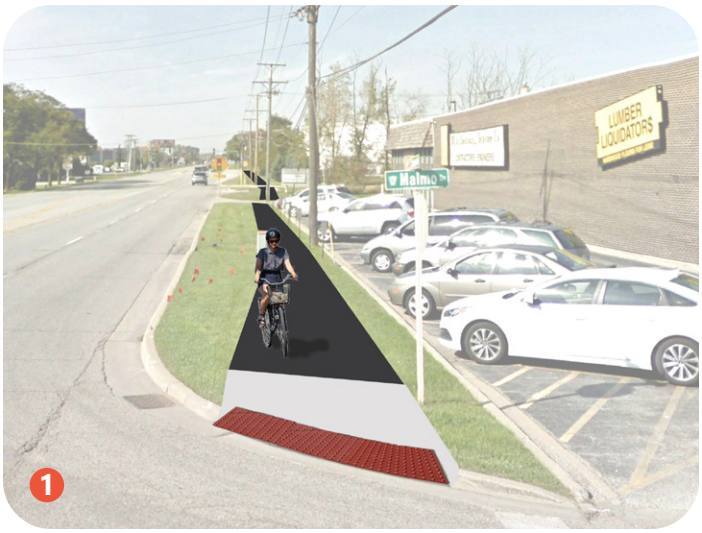
This Cook County project will provide an 8′ sidepath on the east side of Busse Road from Golf Road to Central Road. This new sidepath will connect to the Arterial Bike Network recommended in this study.

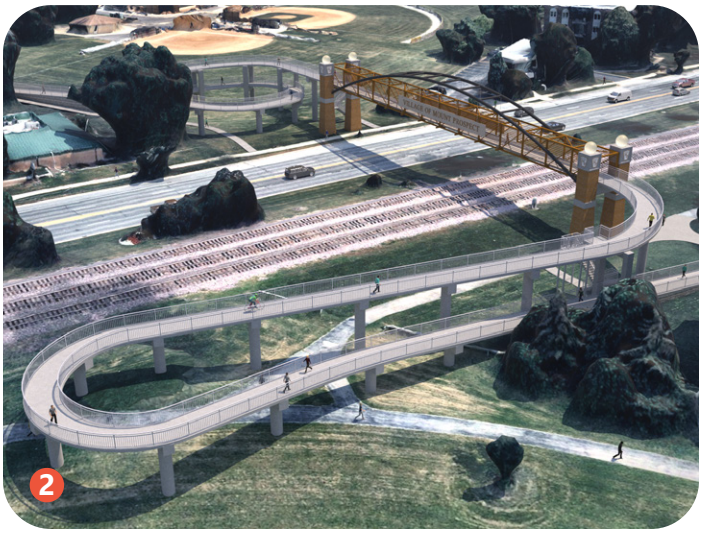
Business Center Drive

This completed project added a buffer to existing bike lanes on Business Center Drive and Wheeling Road. This roadway is not part of the Arterial Bike Network Study.

Melas-Meadows Bicycle & Pedestrian Bridge 2

This project proposes a bicycle and pedestrian bridge between Melas and Meadows Parks across Northwest Highway and is currently in the Phase II Engineering stage. It provides an opportunity to connect two corridors included in this Arterial Bike Network Study, Northwest Highway and Central Road.





Kensington Road

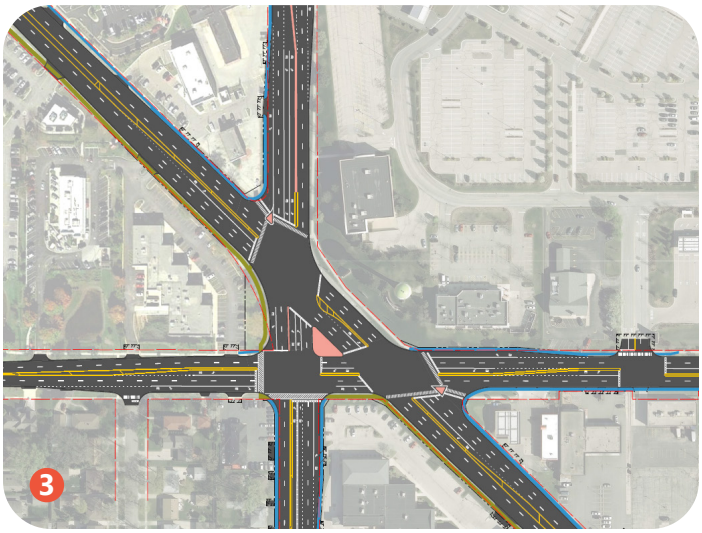
This project proposes a sidepath between the railroad crossing and Burning Bush Lane (~1400') on the north side of road. The sidepath would result from widening the existing sidewalk on the north side and complete part of the Kensington corridor included in this study's Arterial Bike Network.

Rand – IL-83 / Elmhurst – Kensington 3

This project concerns the 6-point Rand-Kensington-Elmhurst Road intersection, which adds a lane to northwest-bound Rand Road and an 8' wide sidepath along the southwest side of Rand Road between Isabella Street and Wedgewood Lane (~1-mi). A sidepath will also be constructed around Randhurst Village along Elmhurst Road, Rand Road, and Kensington Road (between Randhurst Village Dr and Perimeter Dr).

Rand-Central 4

This recently constructed project provides an 8' sidepath on the southwest side of Rand Road from Central Road to Isabella Street. It connects to the existing sidepath in Des Plaines and will connect to the proposed Rand-83-Kensington sidepath.





Engagement Summary

During the Existing Conditions phase of this study, the Village hosted several opportunities to hear the community's input on opportunities and challenges to walking and biking throughout Mount Prospect, with special emphasis on the arterial bike network corridors. These engagement activities included an open house, interactive input map, and corridor prioritization survey.

Open House

The first open house for this project was held on February 21, 2024 at Mount Prospect's Village Hall from 5 p.m. to 8 p.m. Community members had the opportunity to look at exhibit boards, participate in input activities, and converse with project team members. The exhibit boards included:

- Study Overview and Goals
- Study Timeline
- Existing Conditions
- Level of Comfort & Bike Facility Options
- Arterial Bike Network Corridor Locator Map
- Corridor Prioritization Activity

Additional input activities included a survey station with multiple laptops, a corridor prioritization activity with colored dots (to receive feedback on 1st, 2nd, 3rd priority corridors), and post-it notes which could be added to an aerial map of the Village.

Interactive Input Map and Corridor Prioritization Survey

A brief online survey was deployed in conjunction with the interactive input map. The survey allowed community members to select their top three corridors within the arterial bike network that should be prioritized. The interactive input map helped gather site-specific input from the community on where bicycle facilities should be located, and what improvements should be made to ensure safe access and connectivity for people biking and walking.

What We Heard

High Priority Corridors

- Central Road
- Northwest Highway
- IL-83/Elmhurst Road
- Euclid Avenue

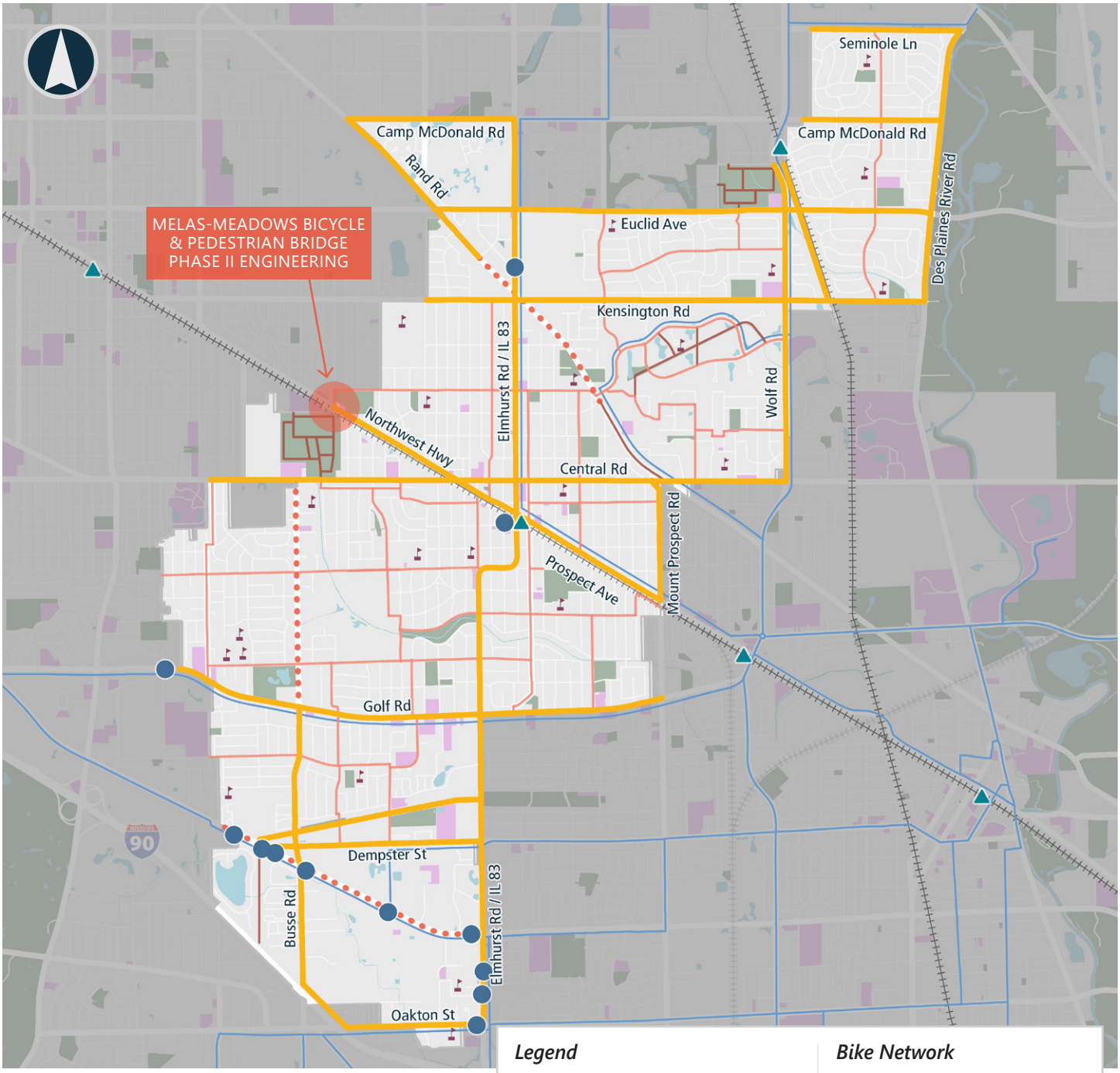
Top Desires / Concerns

- Desire to improve the biking experience and implement traffic calming improvements on the arterial roadways
- Improve crossing experiences
- Create off-road bike facilities (sidepaths) where possible
- Interest in how the arterial network can better connect to existing parks, trails, and other community destinations

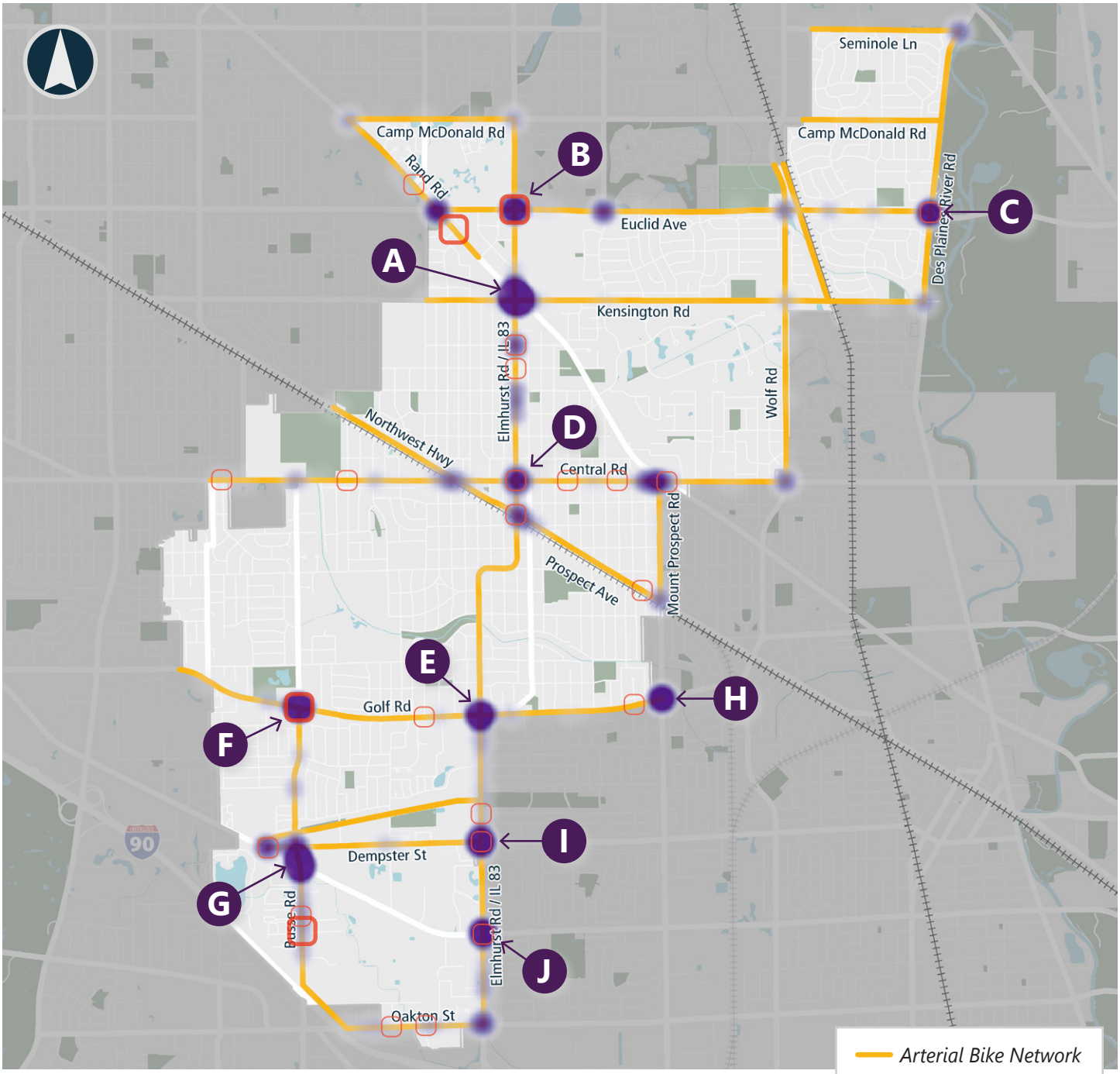




Transportation Network



Injury Crash Hot Spots (All Modes) | 2018-2022



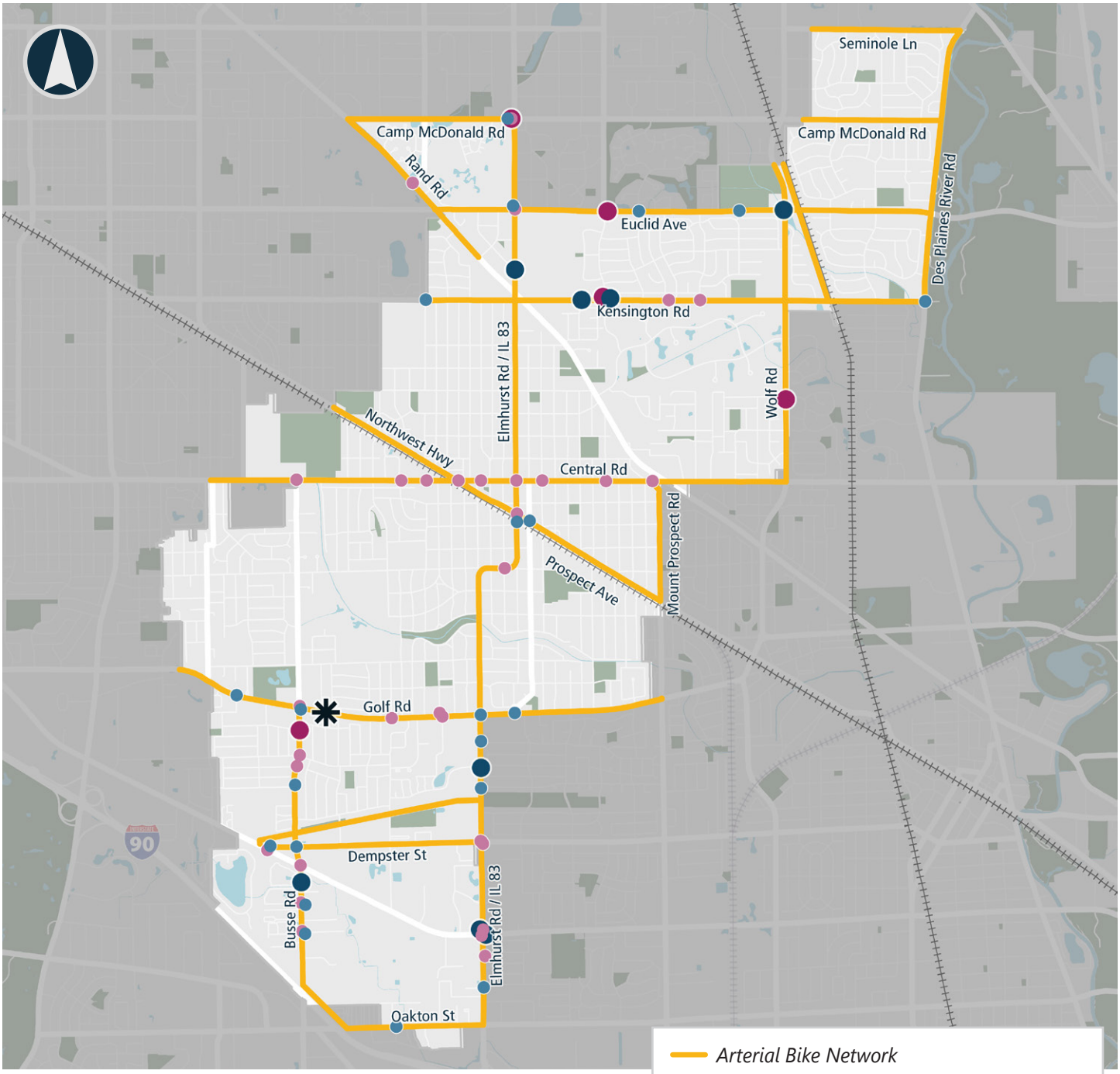
Crash Hot Spots

Top Locations with Safety Concerns

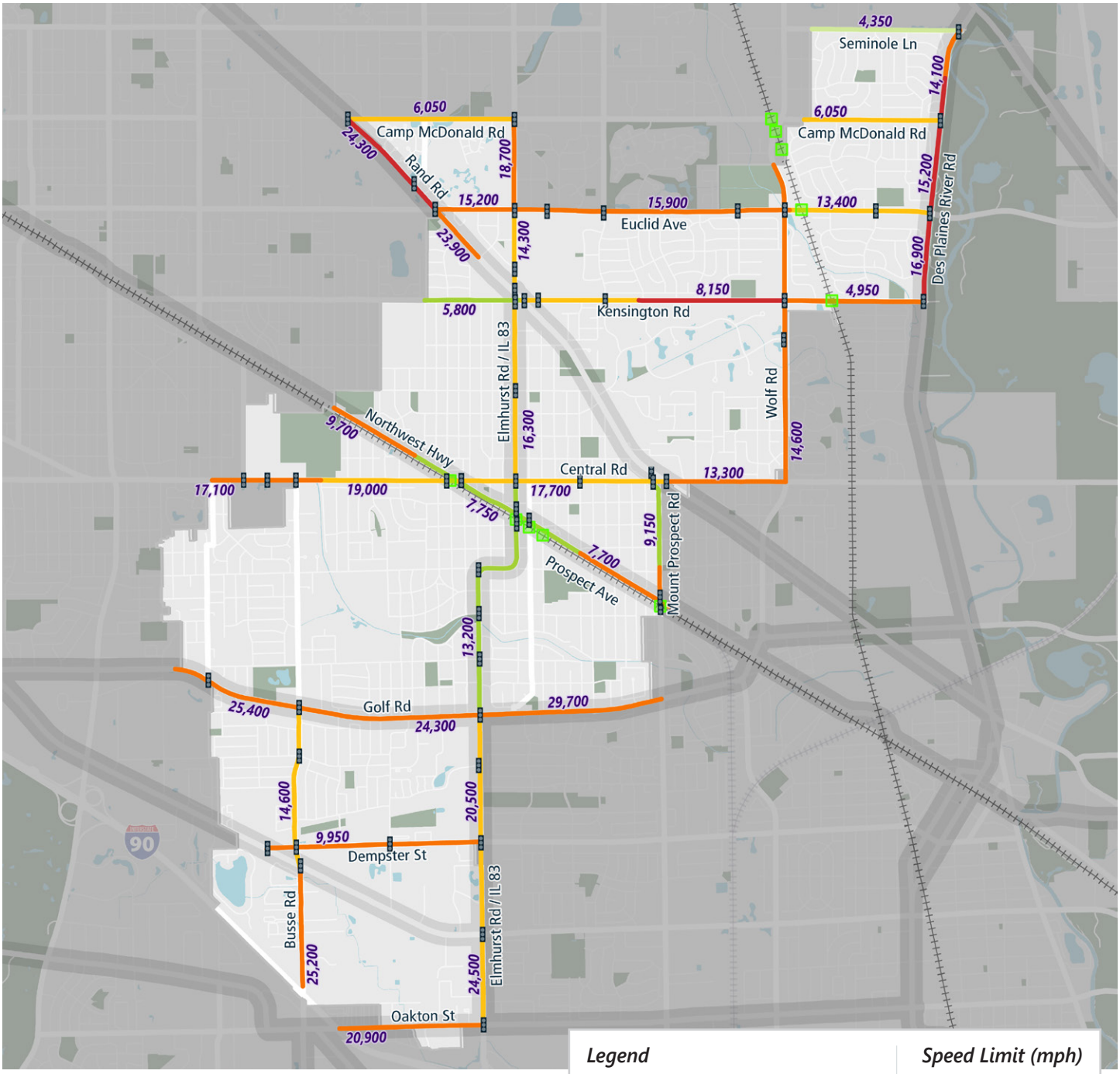
A. Rand Rd & Kensington Rd
B. IL-83/Elmhurst Rd & Euclid Ave
C. Des Plaines River Rd & Euclid Ave
D. IL-83/Elmhurst Rd & Central Rd
E. IL-83/Elmhurst Rd & Golf Rd
F. Busse Rd & Golf Rd
G. Busse Rd & Algonquin Rd
H. Mount Prospect Rd & Golf Rd
I. IL-83/Elmhurst Rd & Dempster St
J. IL-83/Elmhurst Rd & Algonquin Rd

The arterial bike network corridors account for **63%** of all serious injury crashes and **58%** of all bicycle and pedestrian crashes throughout the Village.

Crashes Involving People Walking or Biking | 2018-2022



Traffic and Roadway Characteristics

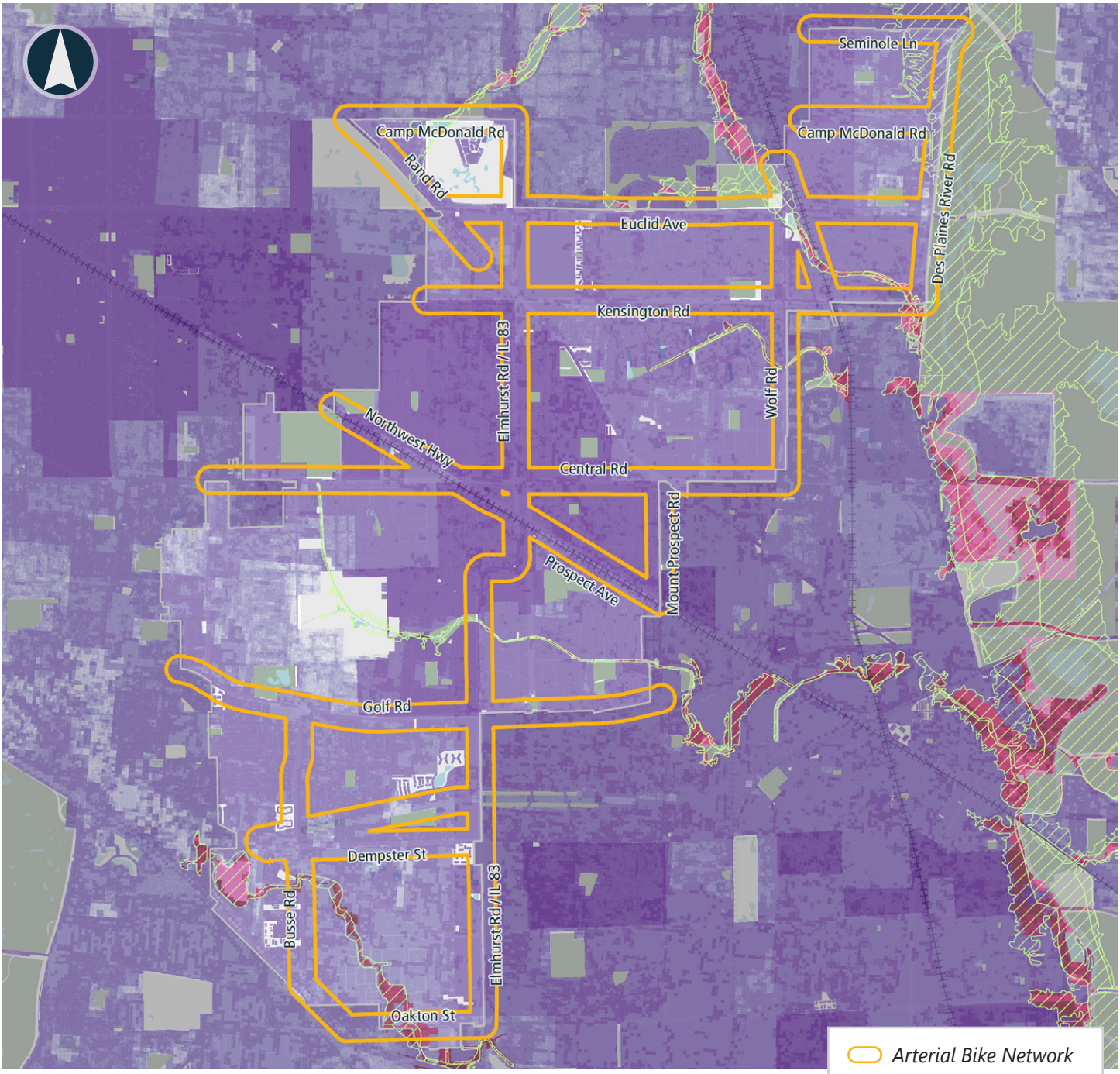


Traffic and Roadway Characteristics

Locations with the Highest Traffic Volumes

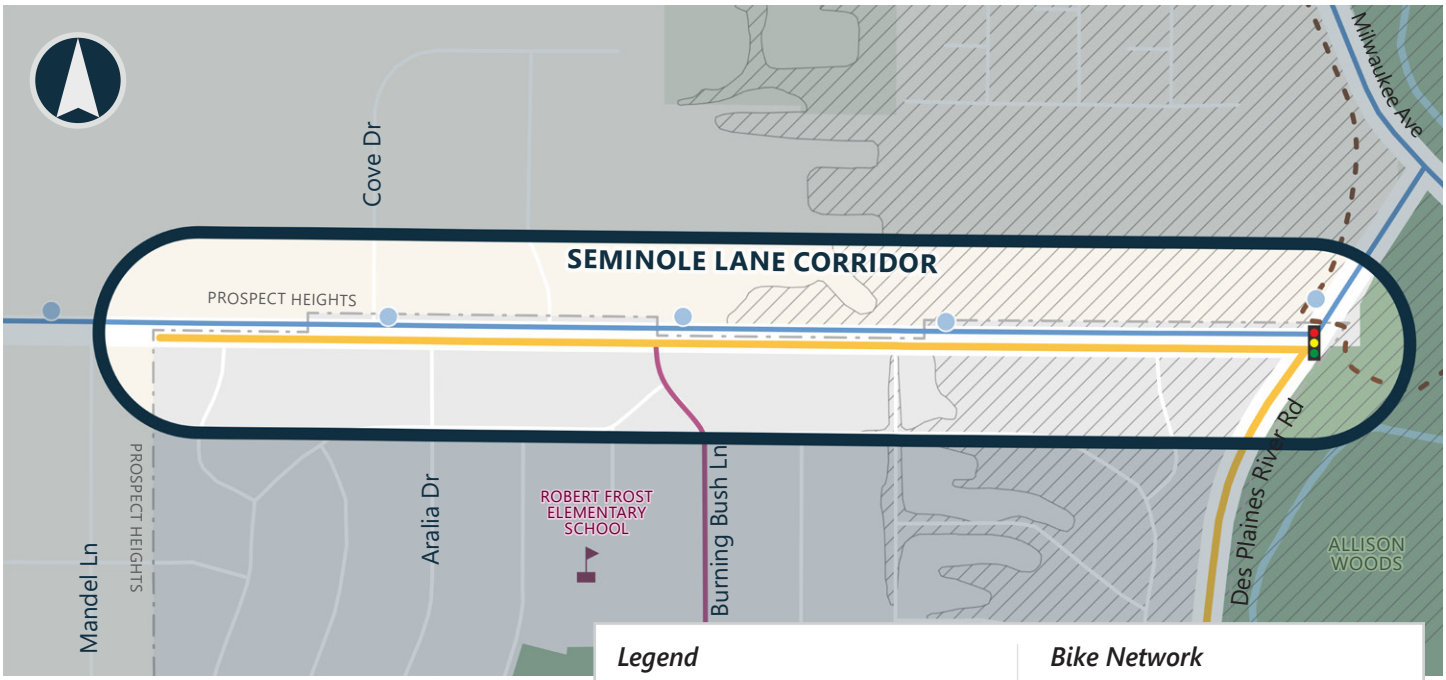
1. Golf Rd
2. Busse Rd (south of Dempster)
3. IL-83/Elmhurst Rd (south of Golf)
4. Rand Rd
5. Oakton St

Environmental and Flooding Susceptibility



Note: CMAP developed the flood susceptibility index (FSI) to identify priority areas across the region for flood mitigation activities. Locations highlighted in the FSI may be more susceptible to riverine or urban flooding than other parts of the region.

1 Seminole Lane



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 0.8 miles
- Jurisdiction: Mount Prospect, Prospect Heights
- Posted Speed Limit: 25 mph
- Average Daily Traffic: 4,350 vpd (2022)
- Right-of-Way: 78' to 82'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 125 total
  - » North - 45 | South - 80
- ComEd in Right-of-Way:
  - » North - Occasional | South - Frequent
- Sidewalk Gaps: None

Safety Conditions

- Crashes *(2018-22)*: Bicycle - None | Pedestrian - None
- Potential Conflict Points
  - » Cross Streets: North - 2 | South - 5
  - » Commercial Driveways: North - 12 | South - 0
  - » Residential Driveways: North - 0 | South - 46

Community Context

- Key Destinations: Aspen Trails Park, Robert Frost Elementary School
- Bike Network Connections
  - » Short-Term: Connection to Prospect Heights Bike Path to the west (across railroad)
  - » Long-Term: Potential connection to Des Plaines River Trial to the east
- Relevant Insights from Previous Plans/Studies:
  - » *Public Transportation System Plan (2009)*: Recommended as a secondary bike route
- Community Feedback
  - » Desire for more traffic-calming efforts (e.g., pedestrian refuge islands, curb extensions)
  - » Crossing improvement desired at Burning Bush


Looking east on Seminole at Andoa


Looking east from south side of Seminole


Looking west from south side of Seminole


Looking west on Seminole at Burning Bush

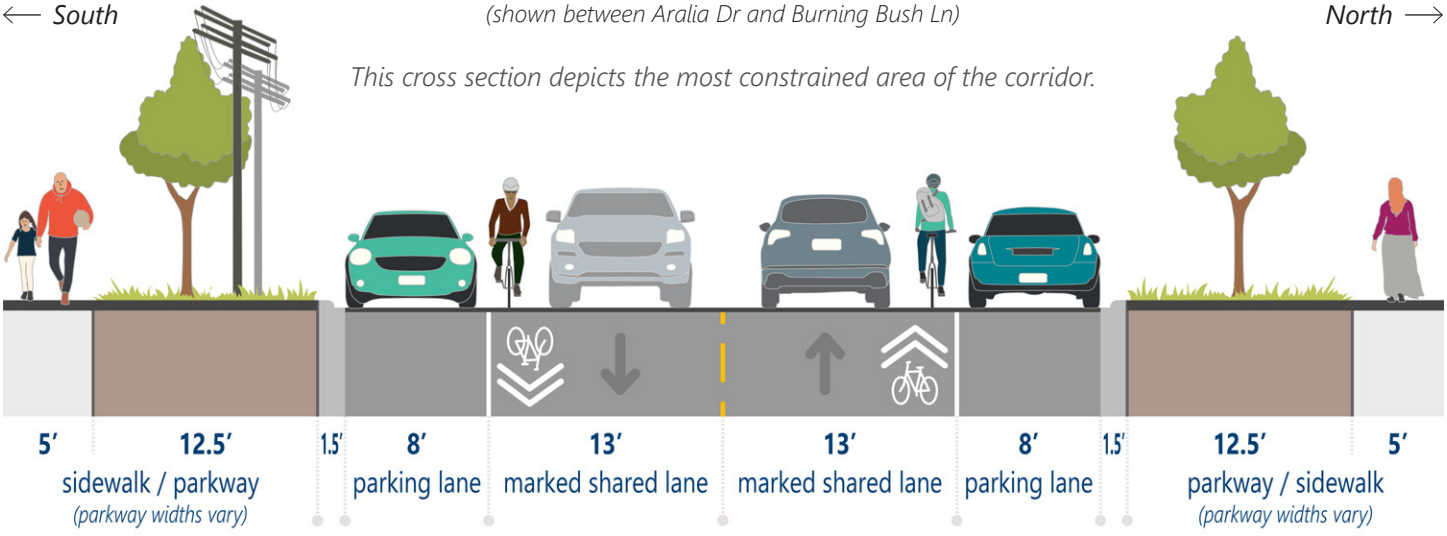
Typical Mid-Block Cross Section

Looking West

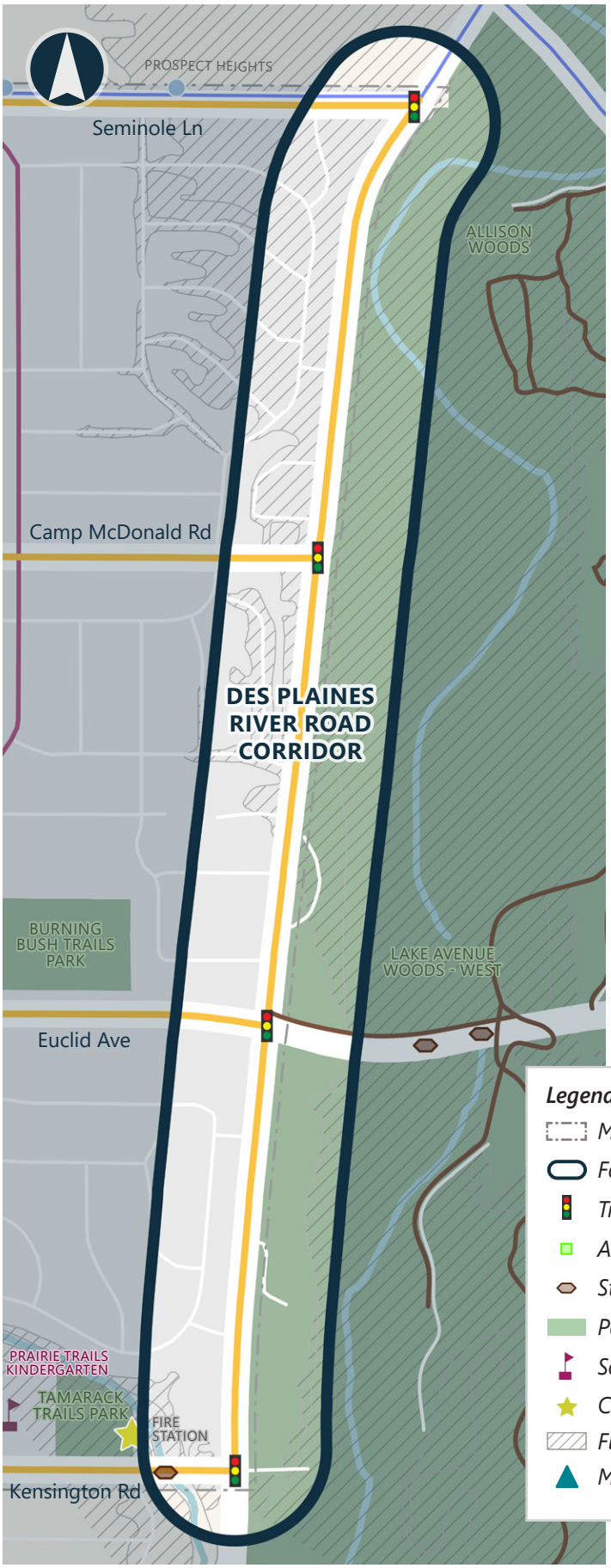
(shown between Aralia Dr and Burning Bush Ln)

← South North →

This cross section depicts the most constrained area of the corridor.



2 Des Plaines River Road



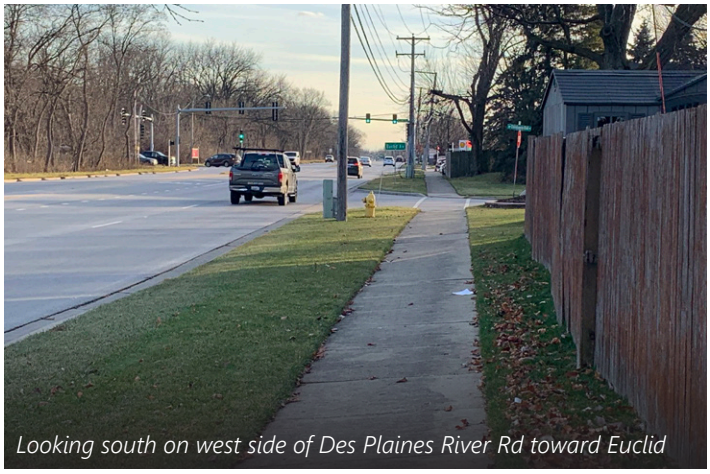
Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.5 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 45 mph
- Average Daily Traffic: 13,400-16,500 vpd (2022)
- Right-of-Way: 86' to 100'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3-4.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 108 total
  - » West - 108 | East - None
- ComEd in Right-of-Way:
  - » West - Frequent | East - None



Looking south on west side of Des Plaines River Rd toward Euclid

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path In Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*

- Sidewalk Gaps:
  - » West - Seminole Ln to Tano Ln (0.75 mi)
  - » West - just south of Euclid Ave to just north of Kensington Rd (~2,000')
  - » East - No sidewalk entire length

Safety Conditions

- Crashes *(2018-22)*: Bicycle - None | Pedestrian - 1
- Potential Conflict Points
  - » Cross Streets: West - 1 | East - 12
  - » Commercial Driveways: West - 10 | East - 3
  - » Residential Driveways: West - 2 | East - None

Community Context

- Key Destinations: Prairie Trails Kindergarten, Burning Bush Trails Park, Tamarack Trails Park, Des Plaines River Trail, Fire Station
- Relevant Insights from Previous Plans/Studies:
  - » *None*
- Community Feedback
  - » Desire for bike path on west side of roadway



Looking north on Des Plaines River Rd toward Euclid



Looking south on Des Plaines River Rd toward Kensington

Typical Mid-Block Cross Section

Looking West

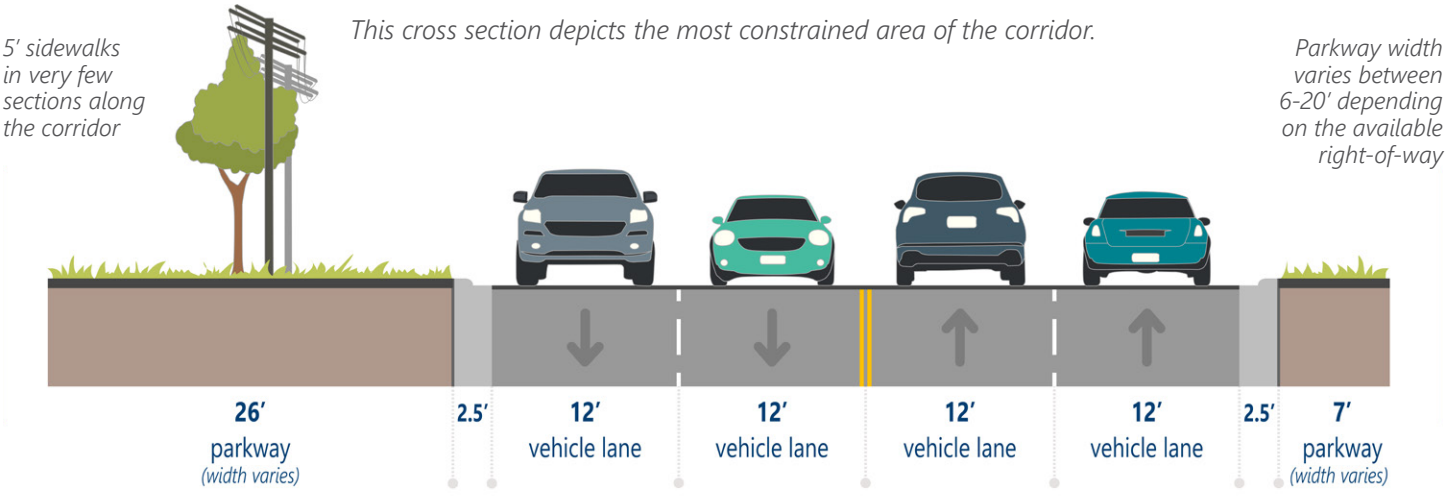
(shown just north of River Ct)

← *West* *East* →

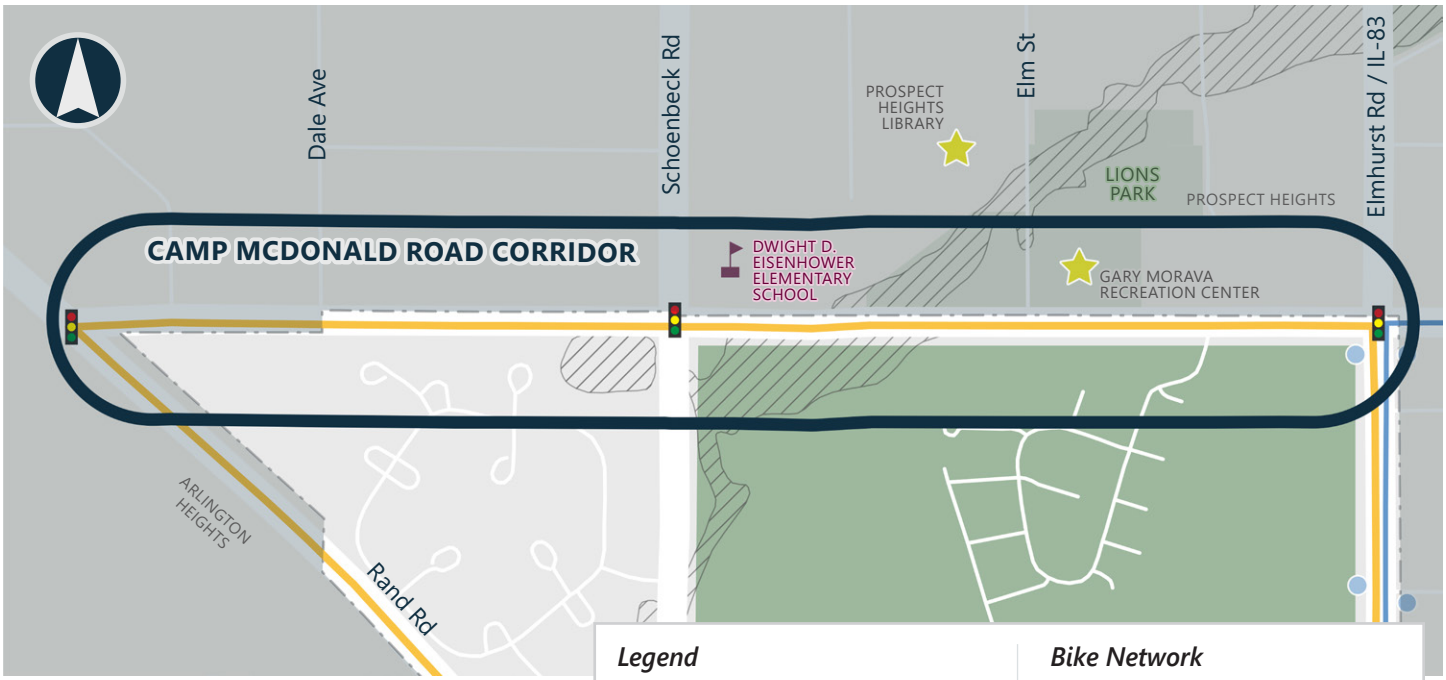
This cross section depicts the most constrained area of the corridor.

5' sidewalks in very few sections along the corridor

Parkway width varies between 6-20' depending on the available right-of-way



3A Camp McDonald Road (West)



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 0.9 miles
- Jurisdiction: Mount Prospect
- Posted Speed Limit: 35 mph
- Average Daily Traffic: 4,850 vpd (2022)
- Right-of-Way: 66' to 90'
- Truck Route: None
- Truck Traffic (% of Total Traffic): N/A
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 32 total
  - » North - 32 | South - 0
- ComEd in Right-of-Way:
  - » North - Frequent | South - None
- Sidewalk Gaps:
  - » North - Stonegate Manor to Rand Rd (~400')
  - » North - Dale Ave to Schoenbeck Rd (~1,300')
  - » South - Schoenbeck Rd to Picadilly Cir (~1,900')

Safety Conditions

- Potential Conflict Points
  - » Cross Streets: North - 4 | South - 4
  - » Commercial Driveways: North - 12 | South - 5
  - » Residential Driveways: North - 21 | South - 0
- Crashes *(2018-22)*: Bicycle - 2 | Pedestrian - 1

Community Context

- Key Destinations: Dwight D. Eisenhower Elementary School Prospect Heights Library, Gary Morava Recreation Center (Prospect Heights), Lions Park (Prospect Heights)



Looking west on Camp McDonald between Schoenbeck and Elm

Camp McDonald Road (West) 3A

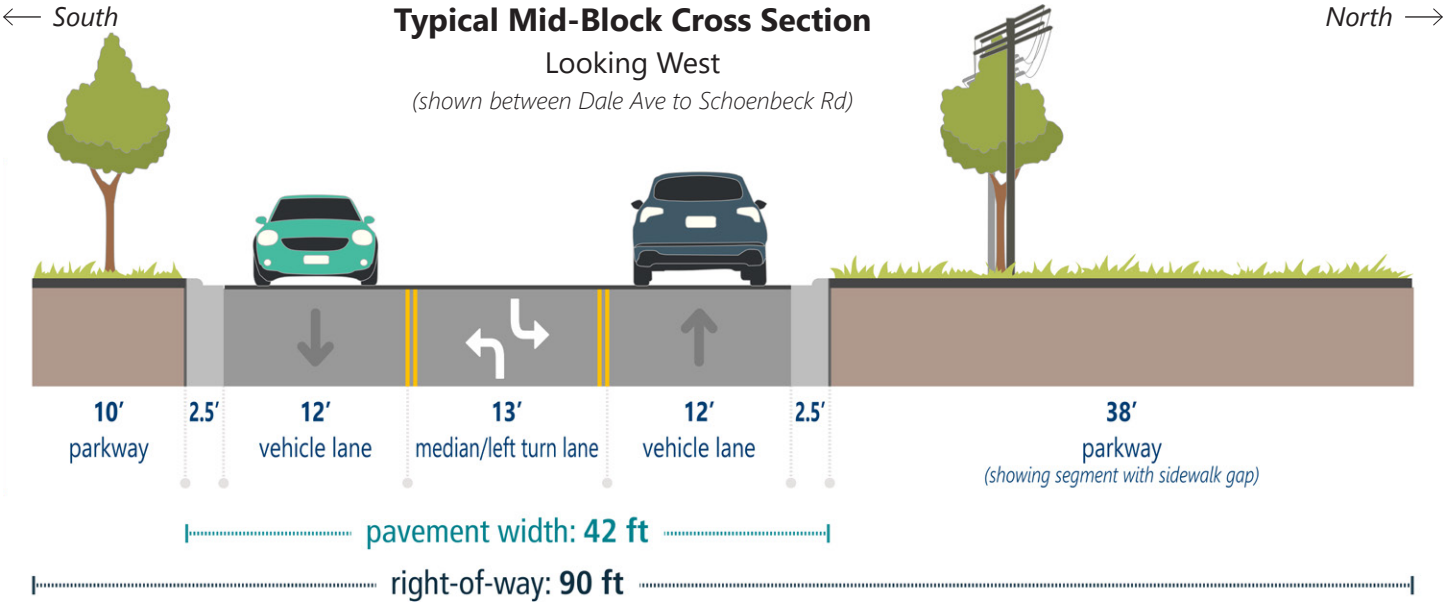

Looking east on Camp McDonald at Dale


North side of Camp McDonald near Rand looking east

Typical Mid-Block Cross Section

Looking West

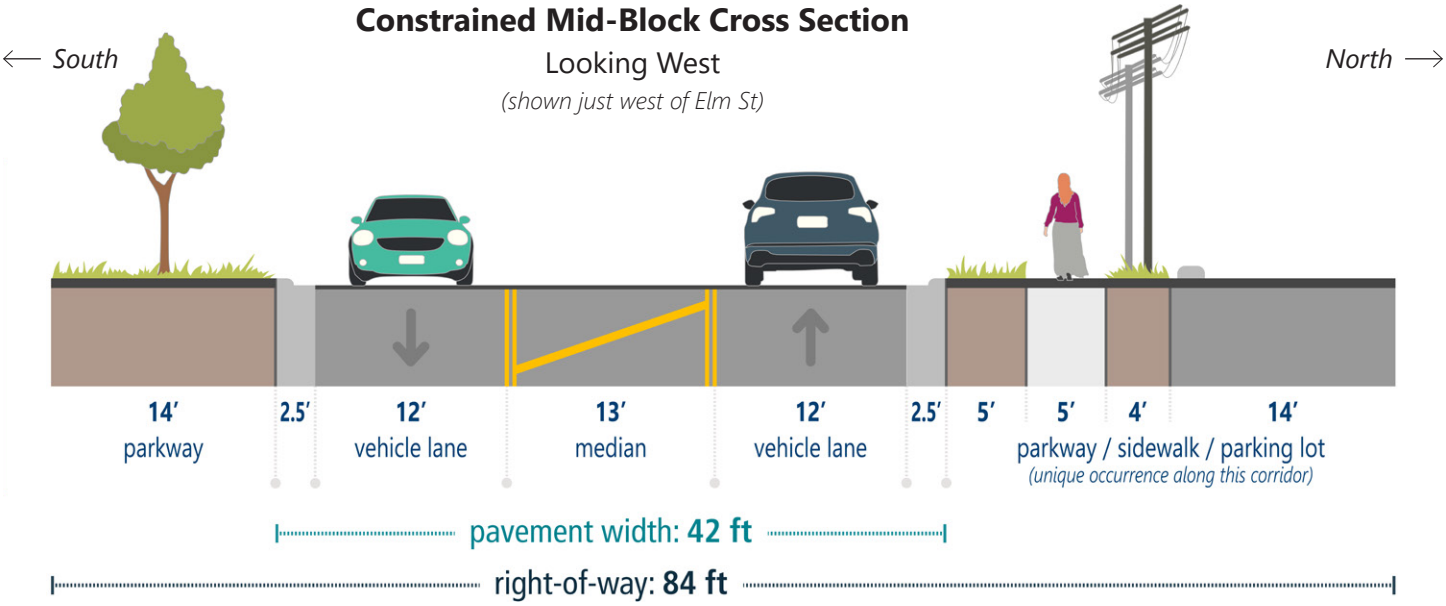
(shown between Dale Ave to Schoenbeck Rd)



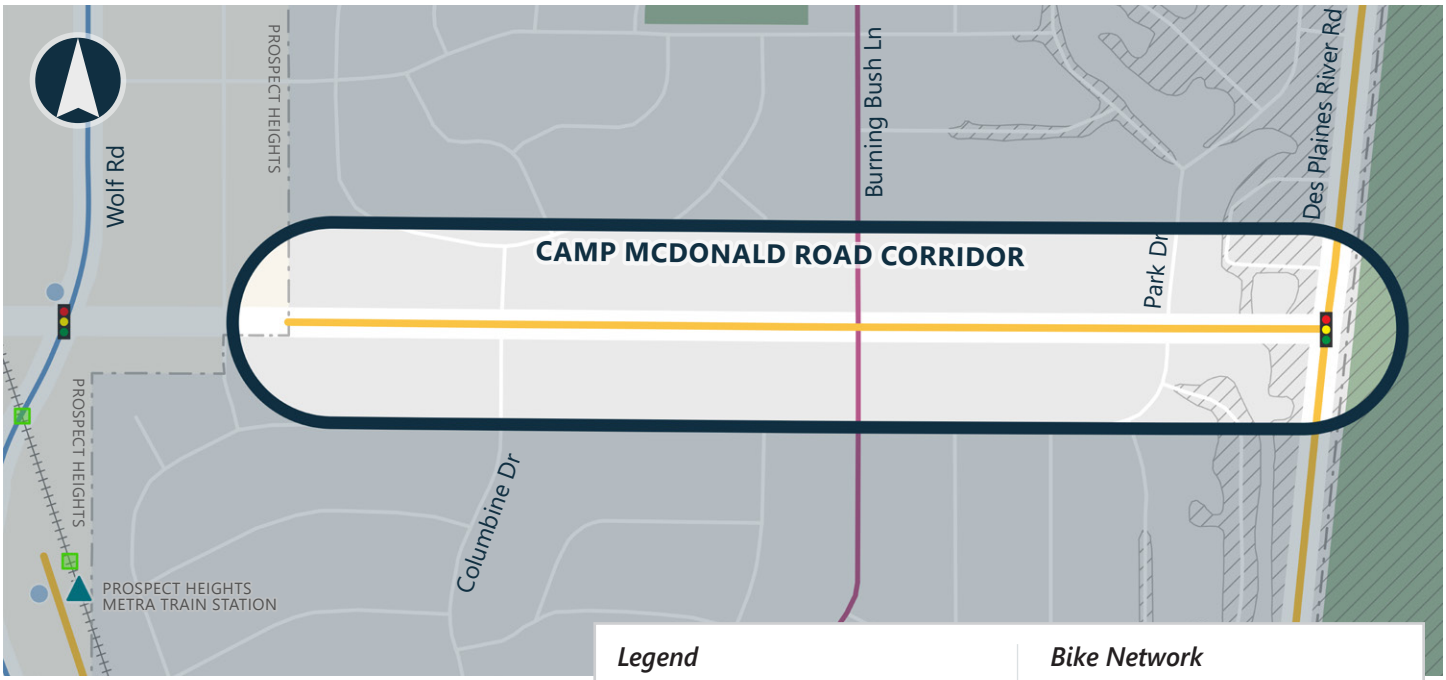
Constrained Mid-Block Cross Section

Looking West

(shown just west of Elm St)



3B Camp McDonald Road (East)



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 0.7 miles
- Jurisdiction: Cook County
- Posted Speed Limit: 35 mph
- Average Daily Traffic: 6,050 vpd (2022)
- Right-of-Way: 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5%
- Programmed Improvement: Potential Cook County resurfacing project (~5 yrs)

Parkway Conditions

- Trees in Right-of-Way: 133 total
  - » North - 69 | South - 64
- ComEd in Right-of-Way:
  - » North - Frequent | South - Occasional
- Sidewalk Gaps:
  - » North - River Rd to Burning Bush Ln (~1,600')
  - » North - 1754 Camp McDonald Rd to Village Boundary (~100')

Safety Conditions

- Potential Conflict Points
  - » Cross Streets: North - 3 | South - 3
  - » Commercial Driveways: North - 3 | South - 0
  - » Residential Driveways: North - 42 | South - 40
- Crashes *(2018-22)*: Bicycle - None | Pedestrian - None

Community Context

- Key Destinations: Robert Frost Elementary School, Aspen Trails Park
- Bike Network Connections: Connection to Prospect Heights Bike Path to the west (across railroad)
- Relevant Insights from Previous Plans/Studies:
  - » *Cook County Bike Plan (2023)*: Crossing improvement for the Prospect Heights Bike Path
  - » *Public Transportation System Plan (2009)*: Recommended as a primary bike route (bike lane or sidepath)
- Community Feedback
  - » Crossing improvement desired at Burning Bush
  - » Desire for connection to the Prospect Heights Bike Trail

Camp McDonald Road (East) 3B



Looking west on Camp McDonald at Mandel



Looking west from north side of Camp McDonald

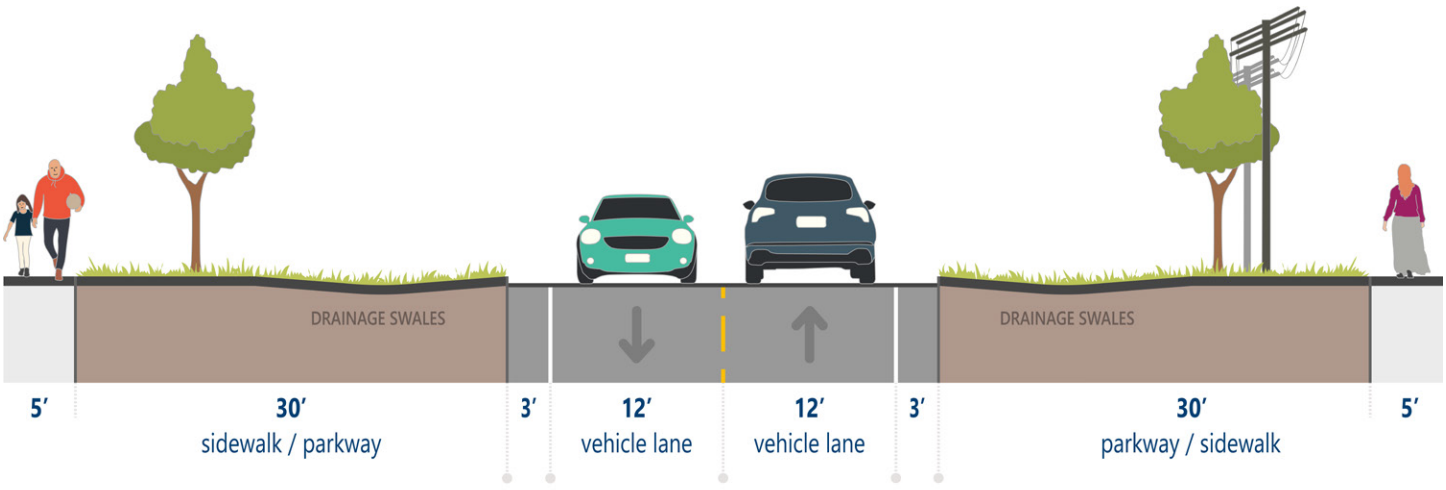

Looking west from south side of Camp McDonald


Looking west on Camp McDonald at Burning Bush

Typical Mid-Block Cross Section

Looking West

← South *(shown between Burning Bush Ln and Columbine Dr)* North →

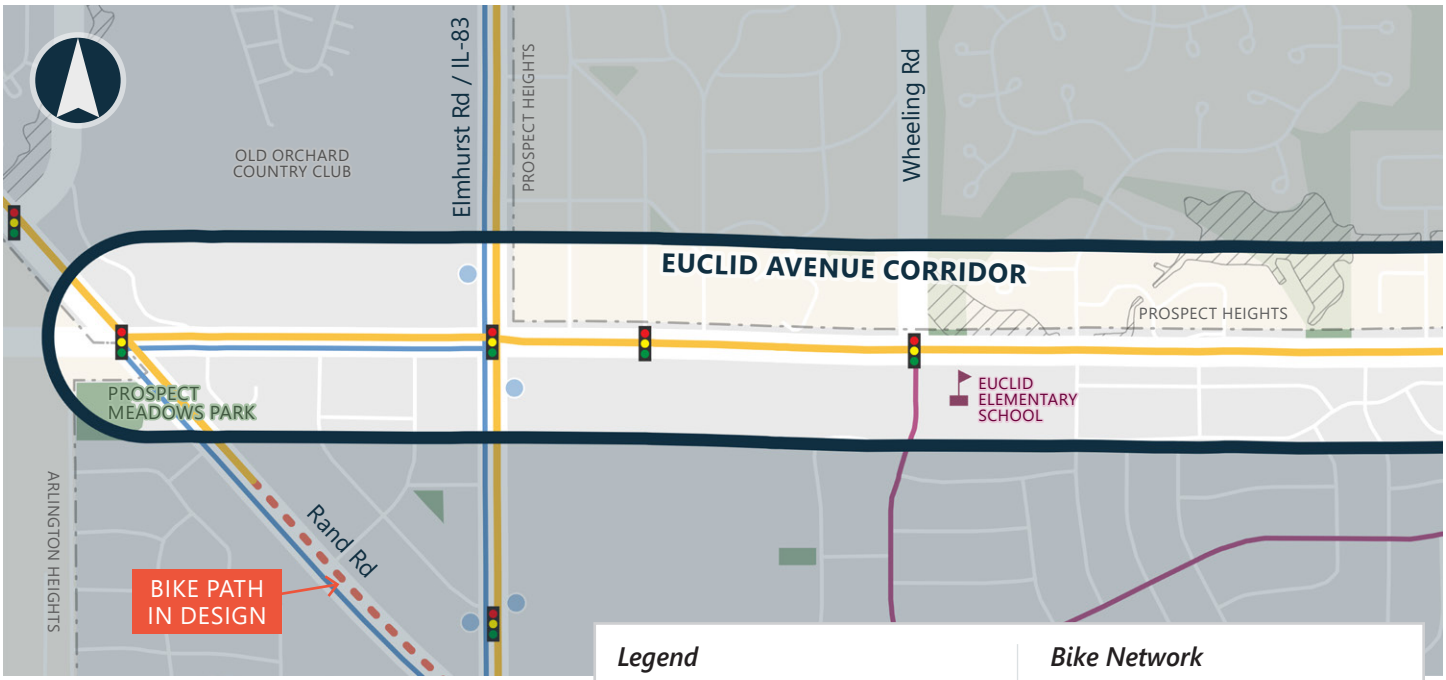


pavement width: **30 ft**

right-of-way: **100 ft**

4 Euclid Avenue

West Corridor: ***Rand Road to Westgate Rd***



Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path In Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*

Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 2.8 miles
- Jurisdiction: Cook County
- Posted Speed Limit: 35-40 mph
- Average Daily Traffic: 13,400-15,900 vpd (2022)
- Right-of-Way: 100′ to 110′
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5-3.5%
- Programmed Improvement: None

Parkway Conditions

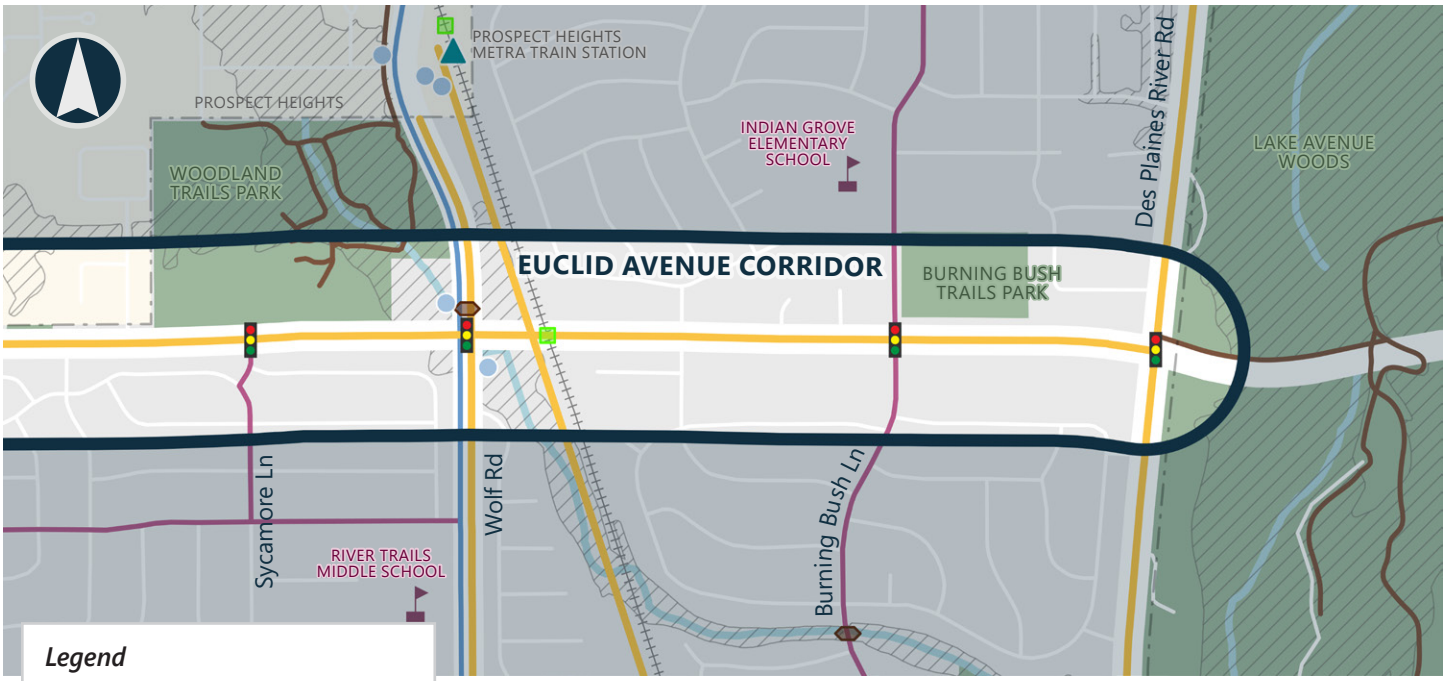
- Trees in Right-of-Way: 374 total
  - » North - 166 | South - 208
- ComEd in Right-of-Way:
  - » North - Frequent (east of Wolf) / Occasional (Wolf to Elmhurst) / None (west of Elmhurst
  - » South - Occasional (east of Wolf) / Frequent (Wolf to Elmhurst) / None (west of Elmhurst)
- Sidewalk Gaps:
  - » North - Wimbolton Dr to Rand Rd (~2,000′)
  - » South - Jewel driveway to River Rd (~2 mi)



Looking west from north side of Euclid (near Sycamore)

(continued on the following page)

Euclid Avenue 4



match line (see previous page)

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path In Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*

Safety Conditions

- Crashes *(2018-22)*: Bicycle - 3 | Pedestrian - 4
- Potential Conflict Points
  - » Cross Streets: North - 17 | South - 15
  - » Commercial Driveways: North - 9 | South - 17
  - » Residential Driveways: North - 36 | South - 36

Community Context

- Key Destinations: Euclid Elementary School, Indian Grove Elementary School, River Trails Middle School, Woodland Trails Park, Lake Avenue Woods, Burning Bush Trails Park, Des Plaines River Trail, Randhurst Village
- Relevant Insights from Previous Plans/Studies:
  - » *Cook County Bike Plan (2023)*: Recommended sidepath from Metra railroad tracks eastward to Pfingsten Rd
  - » *Public Transportation System Plan (2009)*: Recommended as a primary bike route (bike lane or sidepath)
- Community Feedback
  - » Identified as a corridor where biking is desired but difficult and unsafe to bike along or cross
  - » Crossing improvements desired at Burning Bush, Basswood, Sycamore, Westgate, Crabtree, and Chester

Top priority corridor identified by community members

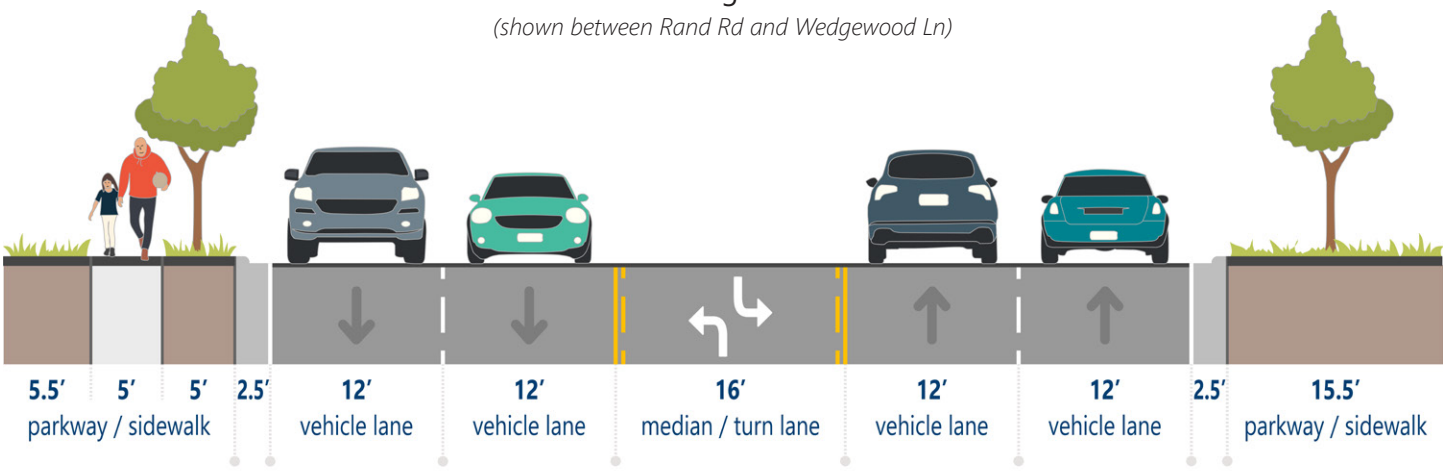
4 Euclid Avenue

Typical Mid-Block Cross Section
West of Elmhurst Rd / IL-83

← *South* | *North* →

Looking West

(shown between Rand Rd and Wedgewood Ln)



pavement width: **64 ft**

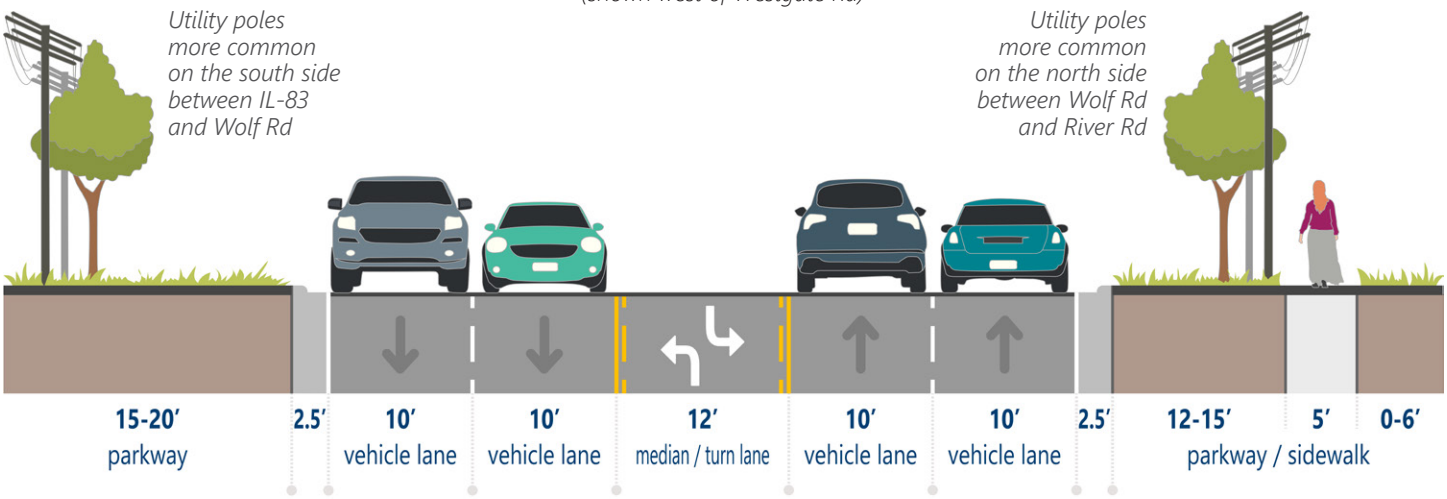
right-of-way: **100 ft**

Typical Mid-Block Cross Section
East of Elmhurst Rd / IL-83

← *South* | *North* →

Looking West

(shown west of Westgate Rd)



pavement width: **52 ft**

right-of-way: **100 ft**


Looking east on Euclid at Wheeling


Looking east from north side of Euclid at Sycamore

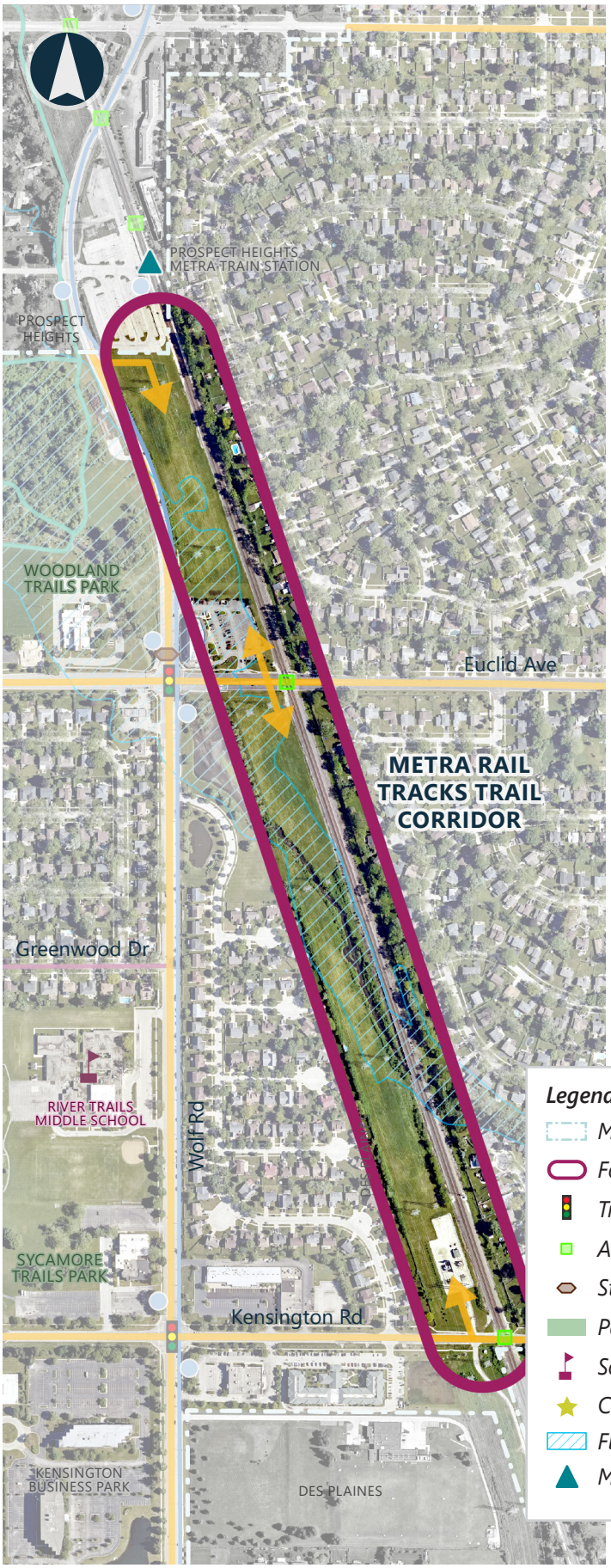

Looking west from south side of Euclid at Sycamore


Looking west on Euclid toward Pima


Euclid sidewalk crossing railroad tracks on north side


Residential driveways along Euclid west of Wheeling

5 Metra Rail Tracks Trail



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 0.9 miles
- Jurisdiction: ComEd
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 201 total
  - » West - 100 | East - 101
- ComEd in Right-of-Way: Two sets of high tension electric towers 60' apart

Community Context

- Key Destinations: Prospect Heights Metra Train Station, River Trails Middle School, Woodland Trails Park, Sycamore Trails Park, Prospect Heights Bike Path



Looking north from Euclid at the ComEd right-of-way

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path In Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*

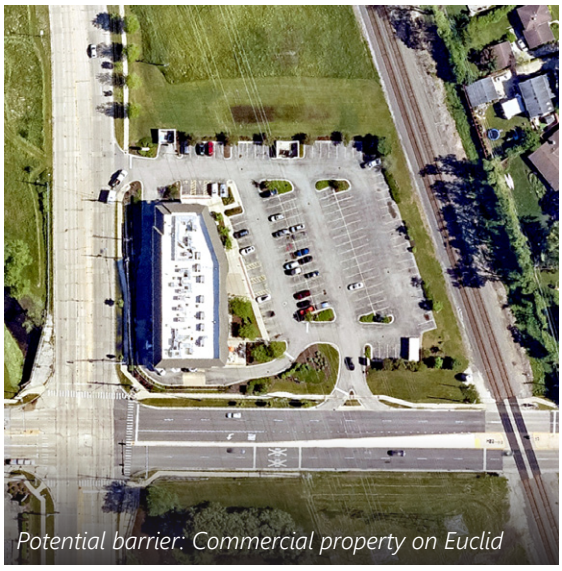

Looking south at the ComEd right-of-way from the Metra parking lot near Wolf


ComEd right-of-way between Euclid and Kensington

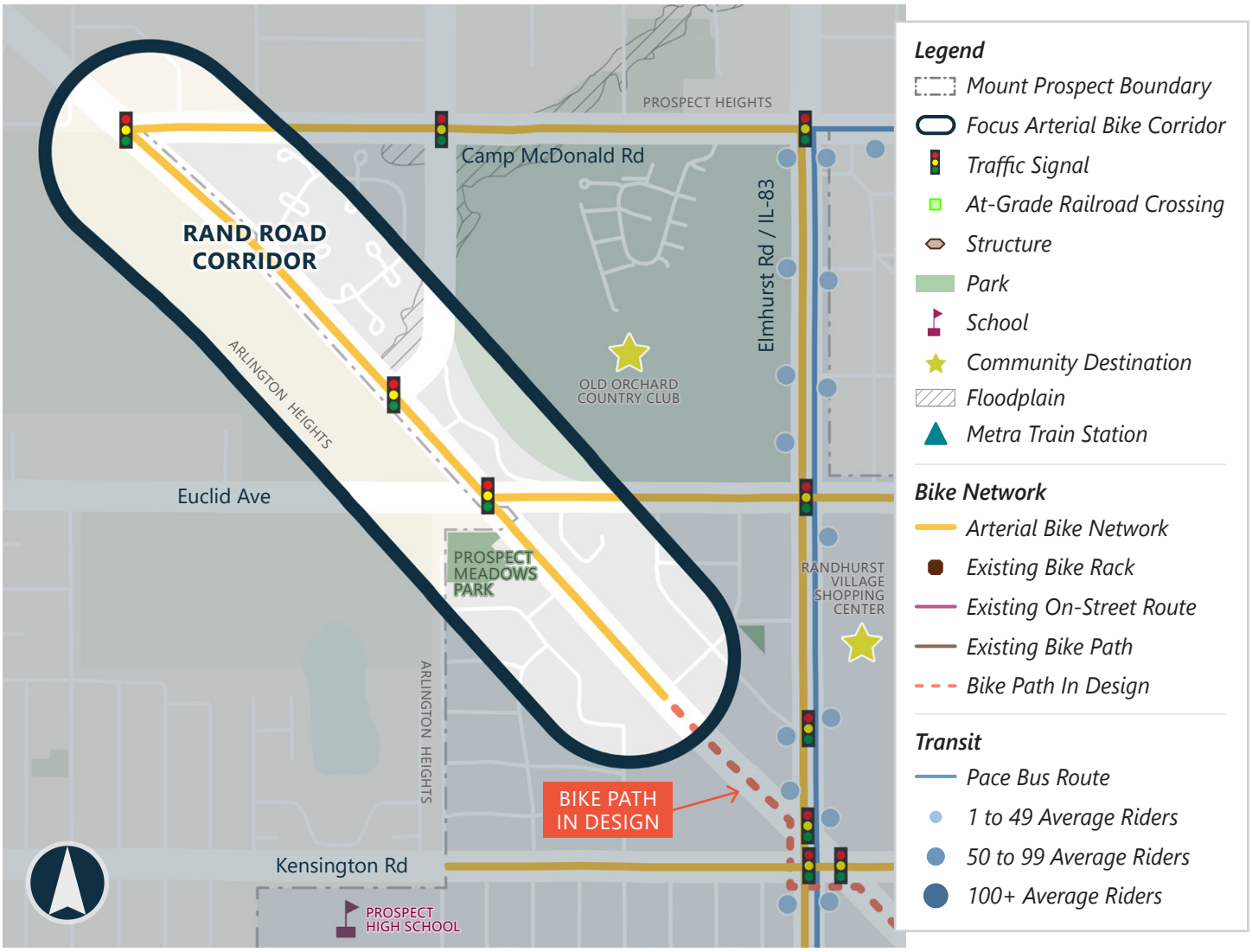

Creek crossing between Euclid and Kensington


Looking north from Kensington at the ComEd right-of-way


Potential barrier: Prospect Heights Metra train station


Potential barrier: Commercial property on Euclid

6 Rand Road



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.1 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 40-45 mph
- Average Daily Traffic: 23,000-24,300 vpd (2022)
- Right-of-Way: 100'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3-13%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 130 total
  - » West - 32 | East - 98
- ComEd in Right-of-Way:
  - » West - Frequent | East - Occasional
- Sidewalk Gaps:
  - » East - Camp McDonald to Village Boundary (~1,200')
  - » West - Camp McDonald to Euclid (~3,600')
  - » West - Euclid to 441 W Rand Rd (~1,200')

Safety Conditions

- Potential Conflict Points
  - » Cross Streets: West - 3 | East - 3
  - » Commercial Driveways: West - 3 | East - 11
  - » Residential Driveways: West - 8 | East - 1
- Crashes *(2018-22)*: Bicycle - 1 | Pedestrian - None

Community Context

- Key Destinations: Prospect High School, Prospect Meadows Park, Old Orchard Country Club, Randhurst Village Shopping Center

- Relevant Insights from Previous Plans/Studies:
  - » *Active Project in Mount Prospect*: Construct a 1-mile sidepath on southwest side of Rand between Isabella and Wedgewood
  - » *Rand Road Corridor Plan (2017)*: Recommended sidepath along Rand from Camp McDonald to Central
  - » *Des Plaines*: Connection to a sidepath in Des Plaines meeting at Central Rd
- Community Feedback
  - » Sidepath suggested along Rand
  - » Crossing improvements desired at Camp McDonald



Looking northwest on west side of Rand at Schoenbeck


Pedestrian crossing on east leg of Euclid at Rand

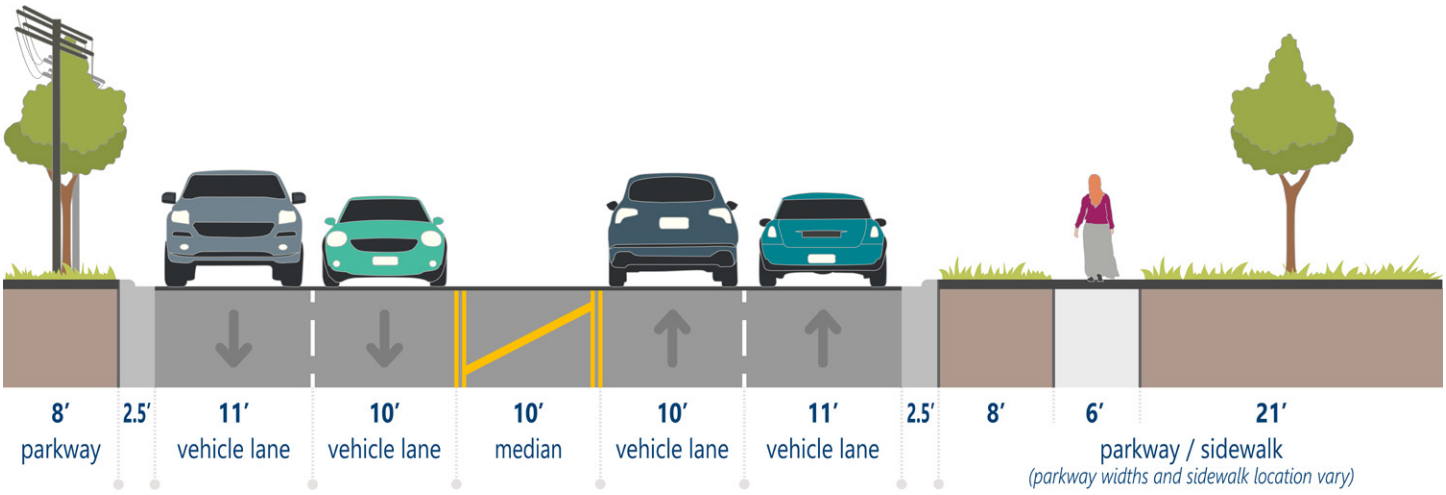

Looking northwest on Rand at Euclid

Typical Mid-Block Cross Section

Looking Northwest

(shown northwest of Schoenbeck Rd)

← *Southwest* *Northeast* →



pavement width: **52 ft**

right-of-way: **100 ft**

7 Kensington Road

West Corridor: ***Village Boundary to Hemlock Ln***



Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path In Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*

Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 2.8 miles
- Jurisdiction: Mount Prospect (west of IL-83) and IDOT (east of IL-83)
- Posted Speed Limit: 30-45 mph
- Average Daily Traffic: 5,650-7,150 vpd (2022)
- Right-of-Way: 78' to 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5-3.5%
- Programmed Improvement:
  - » Install sidepath along north side between Rand Rd and Perimeter Dr
  - » Install sidewalk along south side between Rand Rd and Wheeling Rd (CMAP TIP, 2026)
  - » Active sidepath project between ComEd trail and Burning Bush Ln

Parkway Conditions

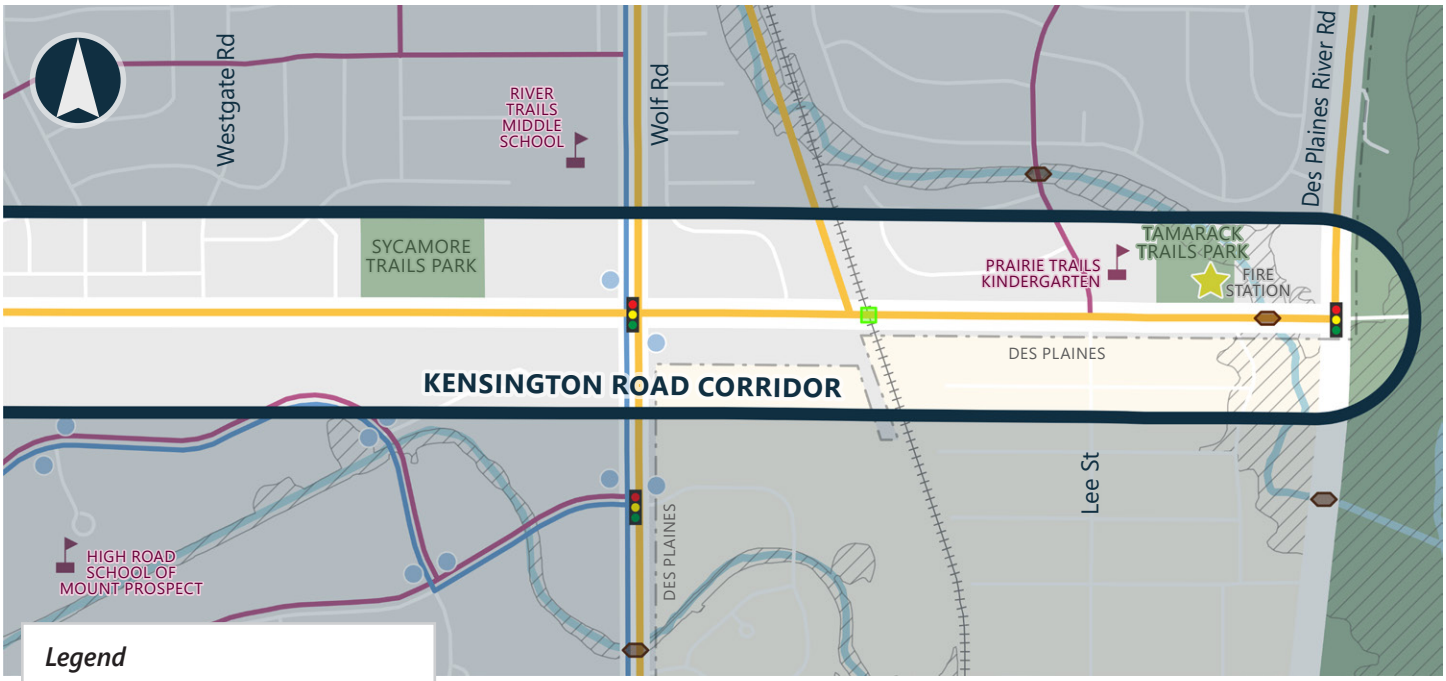
- Trees in Right-of-Way: 380 total
  - » North - 222 | South - 158
- ComEd in Right-of-Way:
  - » North - Frequent (west of IL-83) / Occasional (east of IL-83)
  - » South - Occasional (west of IL-83) / Frequent (Elmhurst to RR tracks) / Frequent (east of IL-83)



Looking west from north side of Kensington (near IL-83)

(continued on the following page)

Kensington Road 7



match line (see previous page)

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path In Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*

Corridor Characteristics (continued)

- Sidewalk Gaps:
  - » North - Fire Station to River Rd (~500')
  - » South - Metra RR tracks to River Rd (~2,700')
  - » South - Wheeling Rd to Wolf Rd (~1 mi)
  - » South - Driveway to Wilshire Dr (~1,200')
- Drainage Swales: Frequent (east of Wheeling Rd)

Safety Conditions

- Crashes *(2018-22)*: Bicycle - 4 | Pedestrian - 5
- Potential Conflict Points
  - » Cross Streets: North - 15 | South - 14
  - » Commercial Driveways: North - 18 | South - 15
  - » Residential Driveways: North - 15 | South - 24

Community Context

- Key Destinations: Prospect High School, High Road School of Mount Prospect, River Trails Middle School, Prairie Trails Kindergarten, Sycamore Trails Park, Kensington Business Park, Police Station, Fire Stations (2)
- Relevant Insights from Previous Plans/Studies:
  - » *Public Transportation System Plan (2009)*: Recommended as a primary bike route (bike lane or sidepath)
- Community Feedback
  - » Identified as a corridor where biking is desired but difficult and unsafe to bike along or cross
  - » Crossing improvements desired at Elmhurst Ave, Wilshire, Police Station, and Burning Bush
  - » Additional connection to Kensington Business Park / trails desired

7 Kensington Road

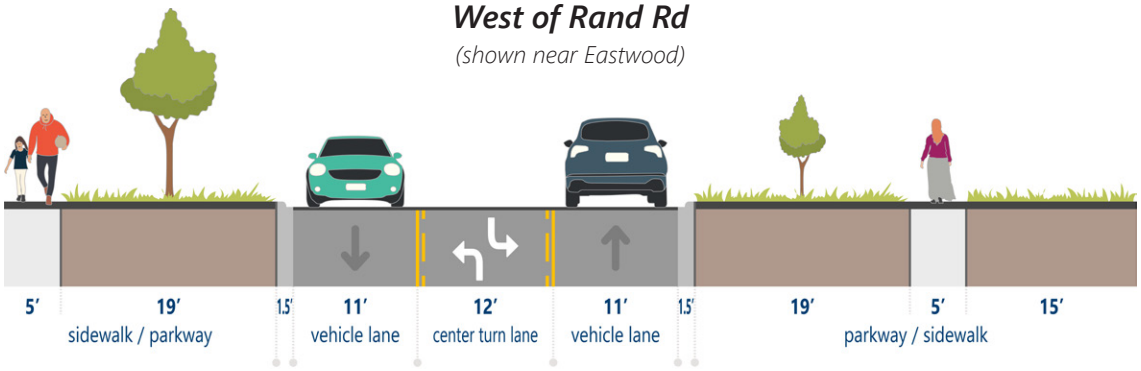
Typical Mid-Block Cross Sections (looking west)

← South

West of Rand Rd

(shown near Eastwood)

North →



pavement width: **34 ft**

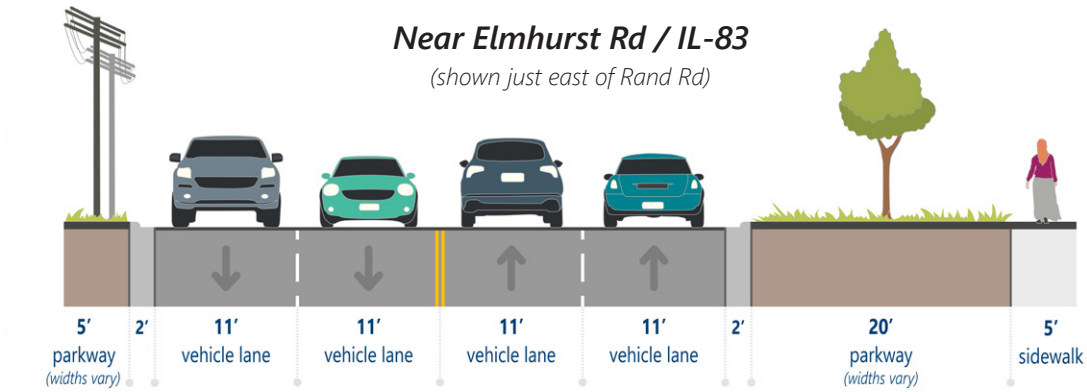
right-of-way: **100 ft**

← South

Near Elmhurst Rd / IL-83

(shown just east of Rand Rd)

North →



pavement width: **44 ft**

right-of-way: **78 ft**

This cross section depicts the most constrained area on this segment of Kensington (ranges from 78′ to 100′). The locations with 100′ right-of-way have a 6′ sidewalk with varying parkway space.

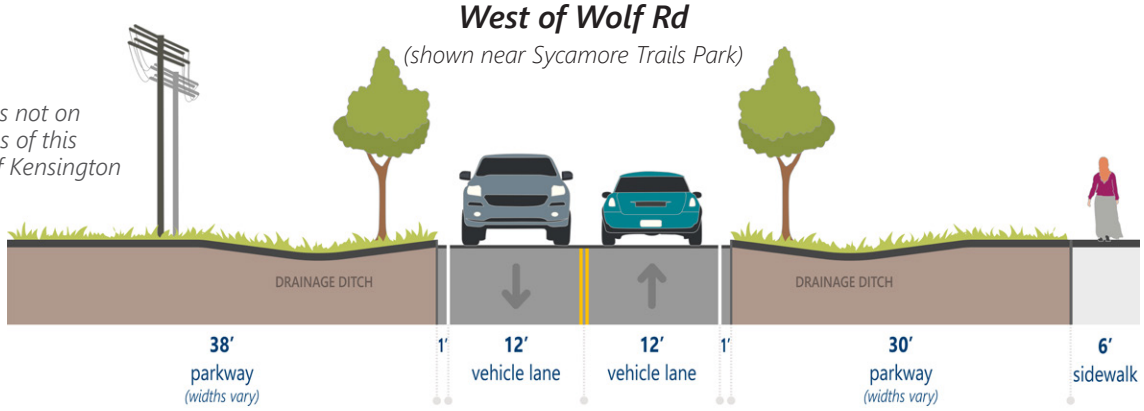
← South

West of Wolf Rd

(shown near Sycamore Trails Park)

North →

Utility poles not on all stretches of this segment of Kensington



pavement width: **26 ft**

right-of-way: **100 ft**

This cross section depicts the widest area on this segment of Kensington (ranges from 80′ to 100′). There is no curb or gutter, rather varying widths of gravel next to the road.



Looking east on Kensington near Sycamore Trails Park



Westbound Pace bus stop west of IL 83



Looking west from south side of Kensington at IL-83



Residential cross-section looking west on Kensington near Tamarack Trail Park



Typical sidewalk conditions along eastern section of Kensington



Looking west toward school crossing at Lee Street

8 Wolf Road



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.8 miles
- Jurisdiction: Mount Prospect (south of Euclid) and IDOT (north of Euclid)
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 9,600-12,000 vpd (2022)
- Right-of-Way: 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 4.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 201 total
  - » West - 100 | East - 101
- ComEd in Right-of-Way:
  - » West - Occasional | East - Frequent
- Sidewalk Gaps:
  - » East and West - Euclid Ave to Village Boundary (1,200')
  - » East - Heritage Dr to Kensington Rd (2,000')



Looking south on Wolf at River Trails Middle School

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path In Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*

Safety Conditions

- Crashes *(2018-22)*: Bicycle - 2 | Pedestrian - 2
- Potential Conflict Points
  - » Cross Streets: West - 8 | East - 7
  - » Commercial Driveways: West - 11 | East - 5
  - » Residential Driveways: West - None | East - None

Community Context

- Key Destinations: Prospect Heights Metra Train Station, River Trails Middle School, Saint Emily Catholic School, Woodland Trails Park, Sycamore Trails Park, Bluett Park, Kensington Business Park
- Bike Network Connections: Prospect Heights Bike Path, Central Road Regional Bike Corridor with connection to Des Plaines River Trail
- Relevant Insights from Previous Plans/Studies:
  - » *Concept for a two-way cycle track design is under consideration*
- Community Feedback
  - » Traffic calming improvements near schools



Looking north on Wolf at northwest corner of Euclid



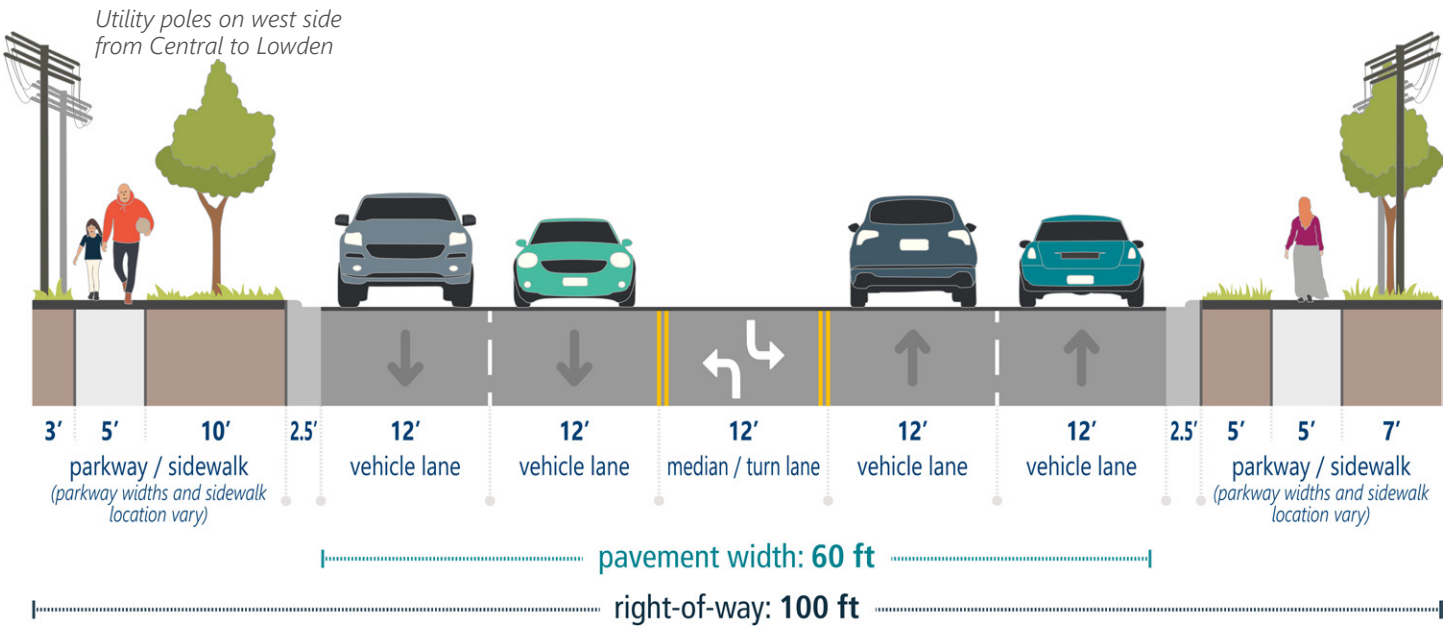
Wolf Rd stream crossing at Euclid

Typical Mid-Block Cross Section

Looking North

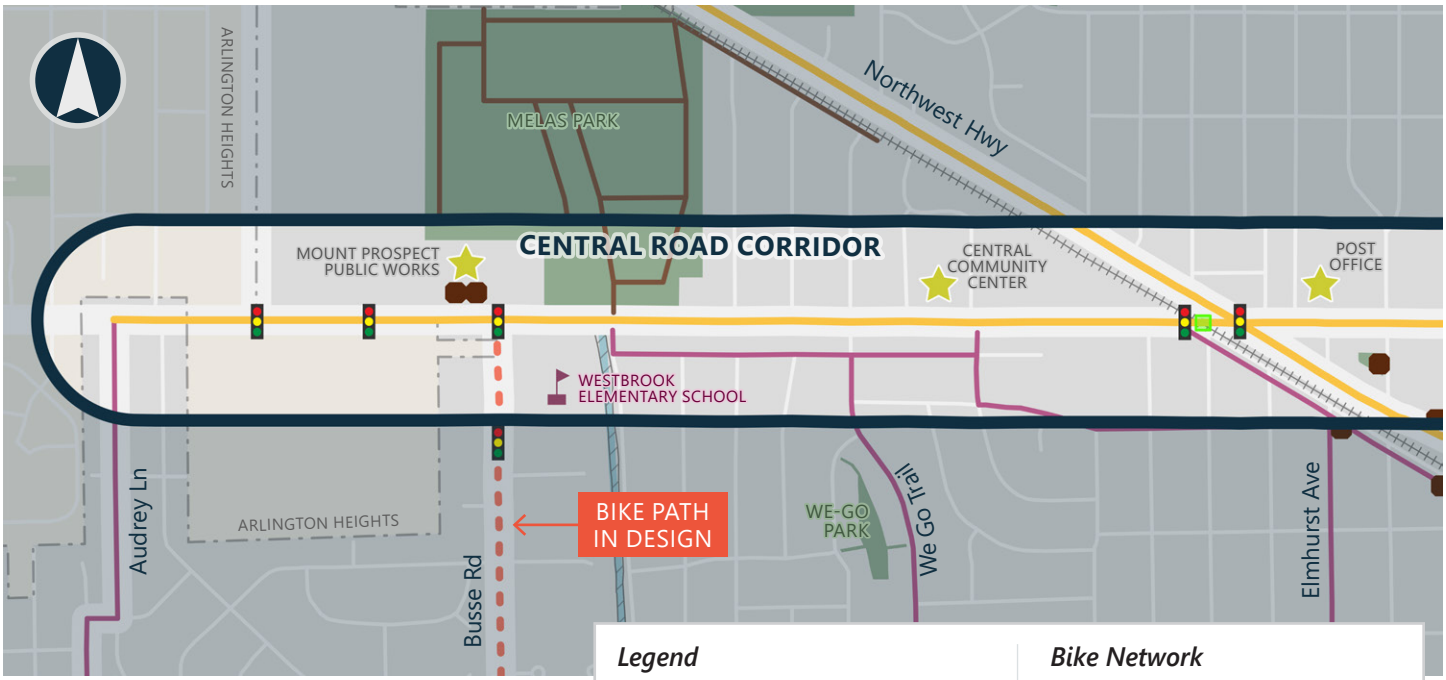
(shown just south of Feehanville)

← *West* *East* →



9 Central Road

West Corridor: ***Audrey Ln to Pine St***



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 3.2 miles
- Jurisdiction: Mount Prospect (east of Rand) and IDOT (west of Rand)
- Posted Speed Limit: 35-40 mph
- Average Daily Traffic: 13,300-18,900 vpd (2022)
- Right-of-Way: 68' to 112'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2-6.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 259 total
  - » North - 124 | South - 135
- ComEd in Right-of-Way:
  - » North - Occasional (Dryen to Pine, Owen to Albert, Westgate to Wolf) / Frequent (Pine to Owen, Albert to Westgate)
  - » South - Frequent (Dryden to Pine, Westgate to Wolf) / Occasional (Pine to Westgate)

Corridor Characteristics (continued)

- Sidewalk Gaps: None

(continued on the following page)



Looking east from north side of Central (near Emerson)

Central Road 9



match line (see previous page)

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path In Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*

Safety Conditions

- Crashes *(2018-22)*: Bicycle - 10 | Pedestrian - 2
- Potential Conflict Points
  - » Cross Streets: North - 32 | South - 32
  - » Commercial Driveways: North - 29 | South - 17
  - » Residential Driveways: North - 28 | South - 20

Community Context

- Key Destinations: Westbrook Elementary School, St Paul Lutheran School, Saint Emily Catholic School, Melas Park, Central Community Center, Post Office, Library, Village Hall, Downtown Mount Prospect
- Bike Network Connections: Central Road Regional Bike Corridor with connection to Des Plaines River Trail
- Relevant Insights from Previous Plans/Studies:
  - » *Public Transportation System Plan (2009)*: Recommended a sidepath
- Community Feedback
  - » Identified as a corridor where biking is desired but difficult and unsafe to bike along or cross
  - » Corridor allows for connections to many assets within or outside Mount Prospect
  - » Desire for more traffic-calming efforts (e.g., slow traffic speeds)

Top priority corridor identified by community members

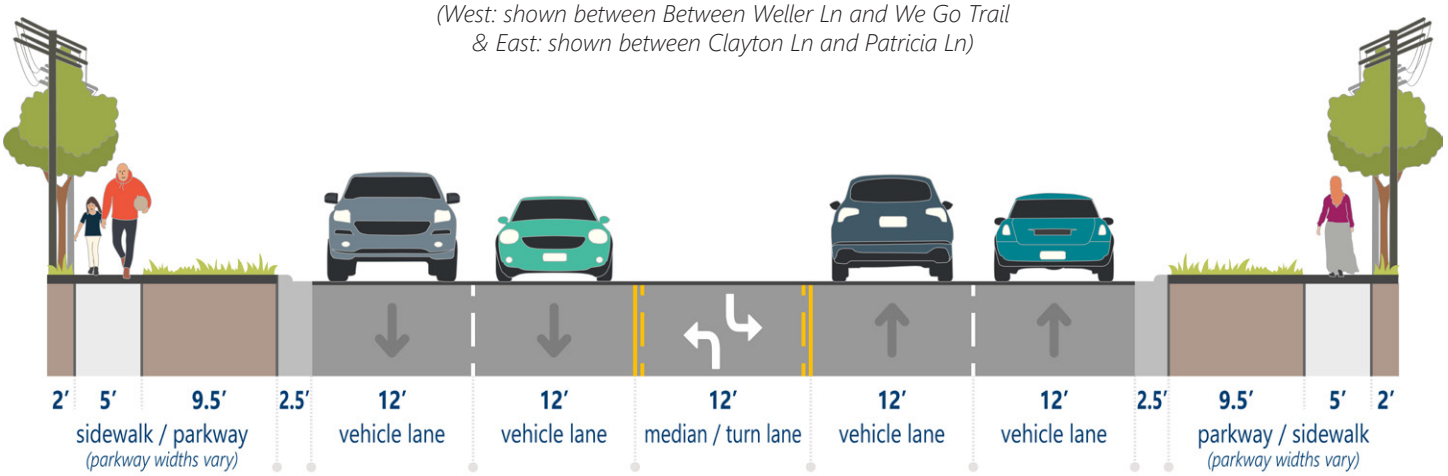
9 Central Road

Typical Mid-Block Cross Section
West (Village Boundary to Weller) & East (Rand to Wolf)

← *South* *North* →

Looking West

(West: shown between Between Weller Ln and We Go Trail
& East: shown between Clayton Ln and Patricia Ln)



Typical Mid-Block Cross Section
Central (Weller to Rand)

← *South* *North* →

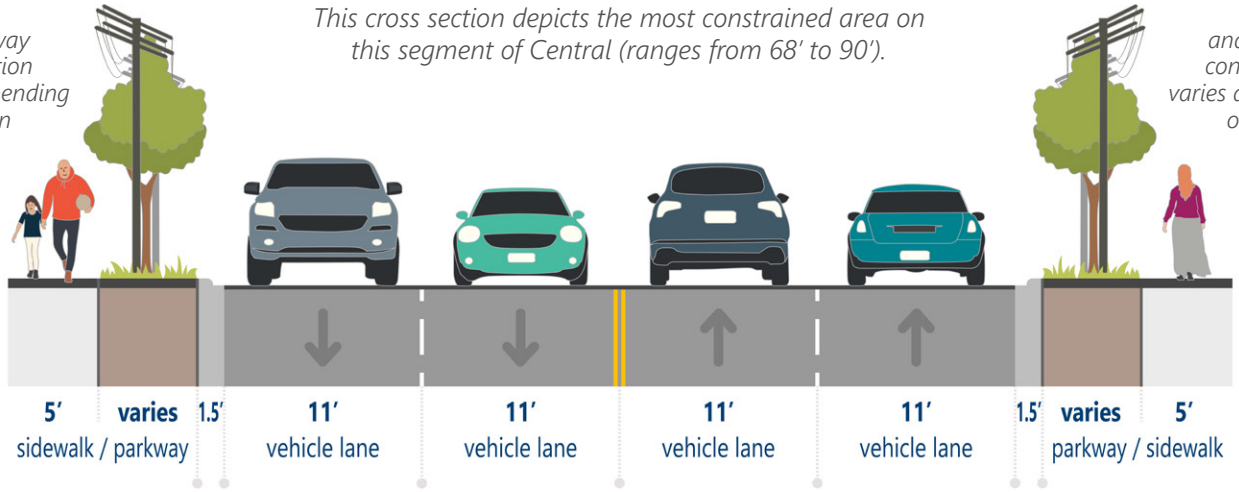
Looking West

(shown near Maple St)

Sidewalk and parkway configuration varies depending on location

This cross section depicts the most constrained area on this segment of Central (ranges from 68′ to 90′).

Sidewalk and parkway configuration varies depending on location




Looking west on Central at pedestrian crossing near Melas Park


Looking east on Central at Albert



Sidewalk / crosswalk on north side of Central


Looking east on Central towards Emerson



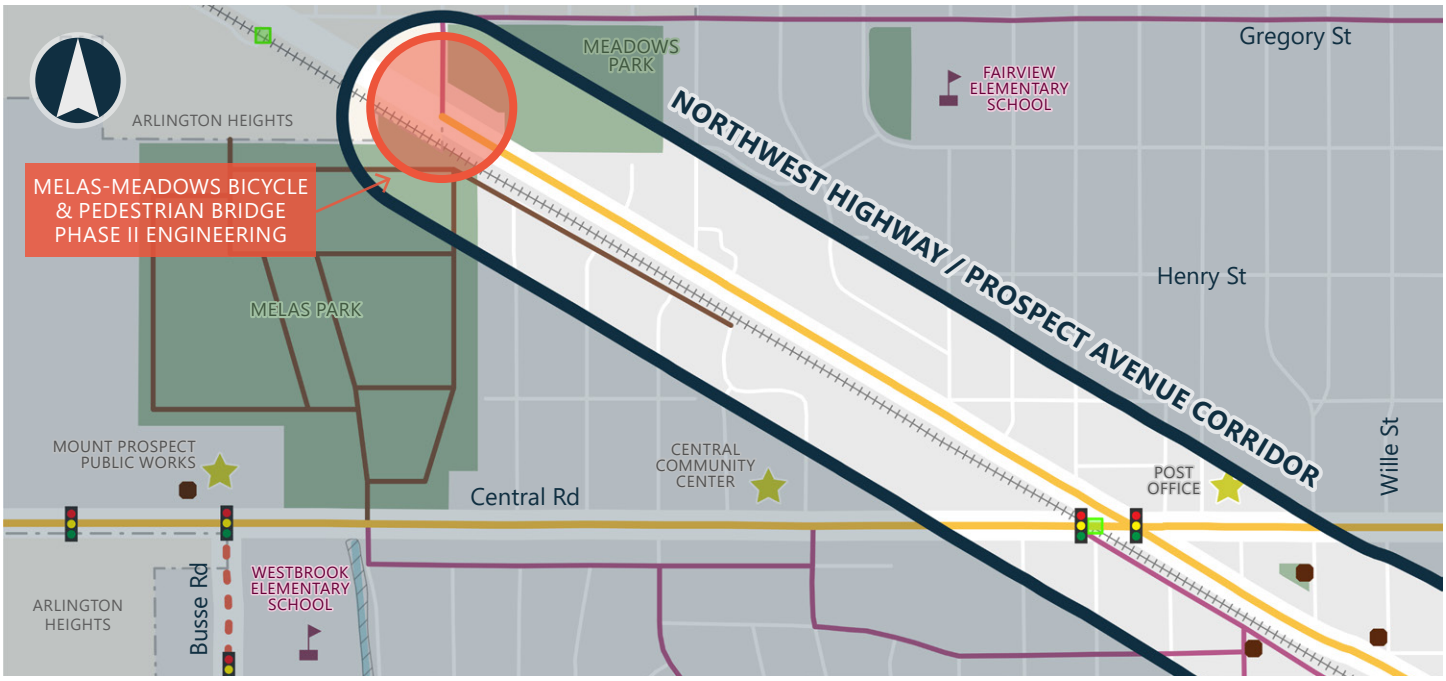
Signed bike route on Emerson just south of Central



Looking west toward residential area near Albert

10 Northwest Hwy

West Corridor: ***Waterman Ave to Wille St***



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 2 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 30-40 mph
- Average Daily Traffic: 7,700-10,500 vpd (2022)
- Right-of-Way: 64' to 88'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3-5%
- Programmed Improvement:
  - » Bicycle and Pedestrian Bridge over Northwest Hwy connecting Melas Park and Meadows Park (CMAP TIP, 2026)

Parkway Conditions

- Trees in Right-of-Way: 63 total
  - » North - 58 | South - 5
- ComEd in Right-of-Way:
  - » North - Frequent (Waterman to Central, Elm to Mount Prospect) / None (Central to Elm)
  - » South - None (Waterman to Elm) / Occasional (Elm to Mount Prospect)
- Sidewalk Gaps:
  - » South - Village Boundary to Pine St (1-mi)
  - » South - Emerson St to Village Boundary (~4,000')

(continued on the following page)

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

Bike Network

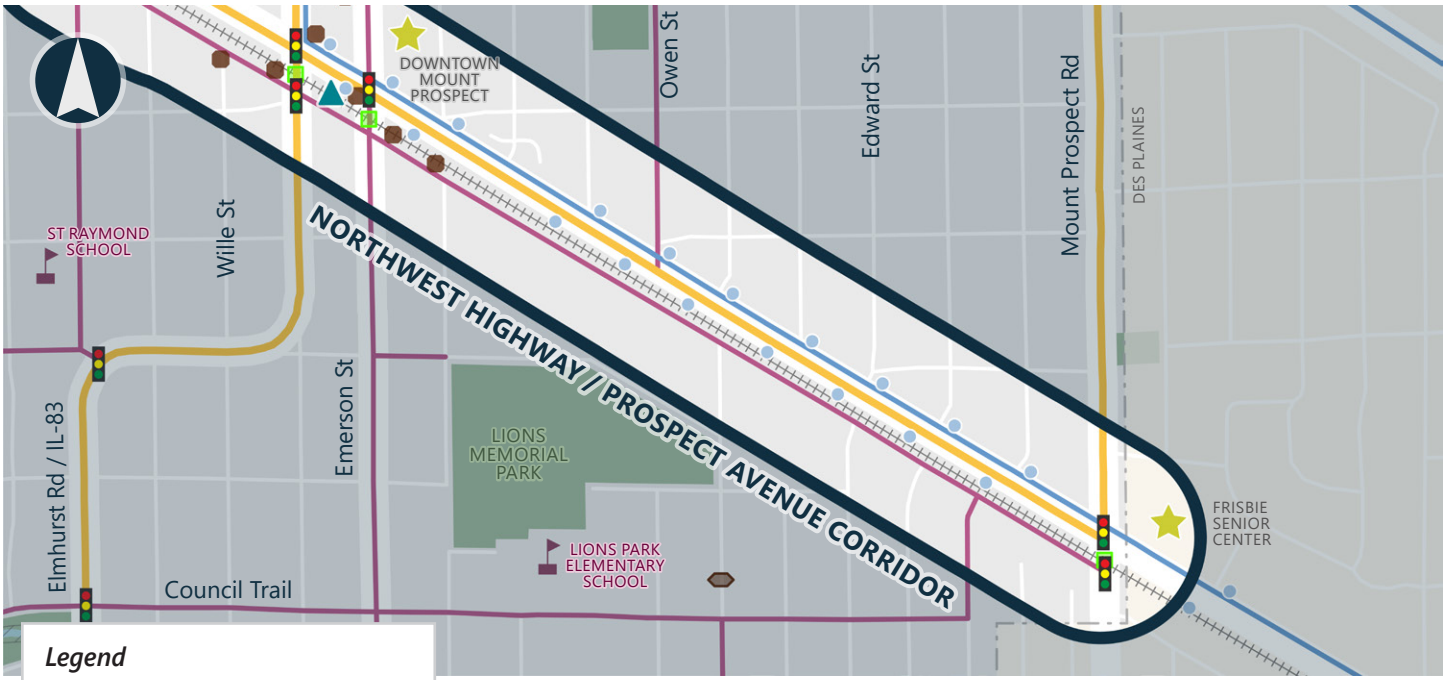
- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path In Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*



Looking southeast on Northwest Hwy towards the Downtown



match line (see previous page)

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path In Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*

Safety Conditions

- Crashes *(2018-22)*: Bicycle - 4 | Pedestrian - 3
- Potential Conflict Points
  - » Cross Streets: North - 20 | South - 4
  - » Commercial Driveways: North - 31 | South - 4
  - » Residential Driveways: North - None | South - None

Community Context

- Key Destinations: Westbrook Elementary School, Fairview Elementary School, St Raymond School, Melas Park, Meadows Park, Fairview Park, Owens Park, Lions Memorial Park, Central Community Center, Post Office, Library, Village Hall, Downtown Mount Prospect, Frisbie Senior Center
- Relevant Insights from Previous Plans/Studies:
  - » *Northwest Municipal Conference Multimodal Transportation Plan (2020)*: Priority corridor stretching across seven communities, including Mount Prospect. Recommended a combination of a sidepath, cycle track, bike lane (on Prospect Avenue)
  - » *Rail Crossing Feasibility Study (2020)*: Five alternatives to improve safety and mobility recommended to be evaluated
- Community Feedback
  - » Identified as a corridor where biking is desired but difficult and unsafe to bike along or cross (including downtown)

Top priority corridor identified by community members

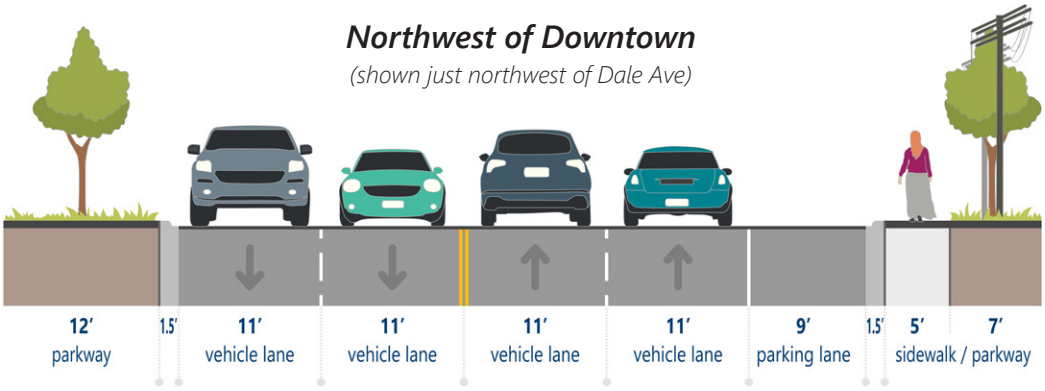
10 Northwest Hwy

Typical Mid-Block Cross Sections (looking northwest)

← *Southwest* — *Northeast* →

Northwest of Downtown

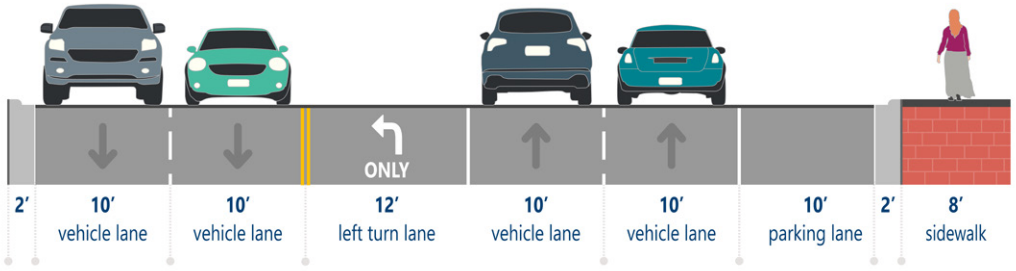
(shown just northwest of Dale Ave)



← *Southwest* — *Northeast* →

Downtown

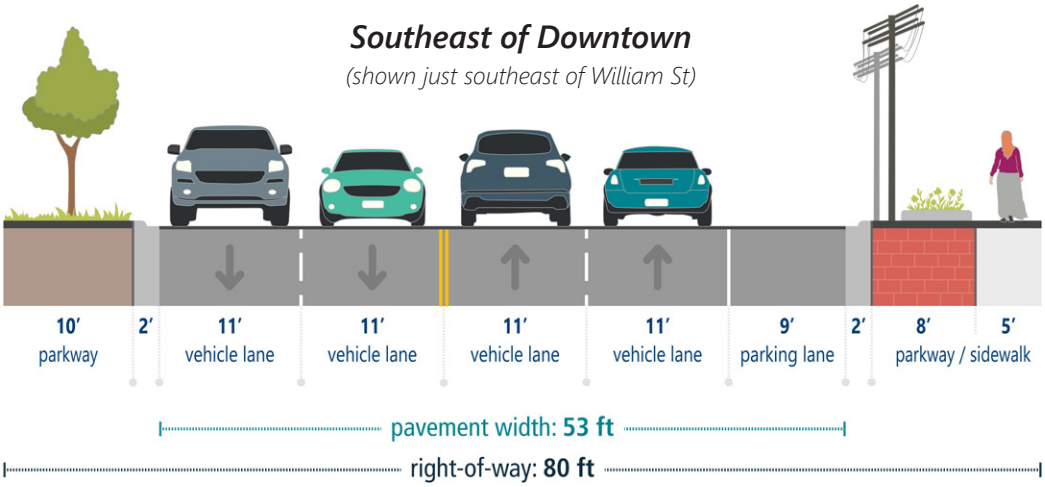
(shown between Main St and Emerson St)



← *Southwest* — *Northeast* →

Southeast of Downtown

(shown just southeast of William St)





Looking southeast on Northwest Hwy at Mount Prospect Metra Station driveway



Looking northwest on Northwest Hwy at Central


Street parking on Northwest Hwy in the Downtown


Looking northwest from Metra station parking at Northwest Hwy / Main St


Looking southwest on Northwest Hwy near Meadows Park


Looking southeast toward residential section of Central

10 Prospect Ave

*see corridor map on pages 38-39

Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.4 miles
- Jurisdiction: Mount Prospect
- Posted Speed Limit: 25-30 mph
- Average Daily Traffic: N/A
- Right-of-Way: 50' to 70'
- Truck Route: Local Truck Route
- Truck Traffic (% of Total Traffic): N/A
- Programmed Improvement: None

Parkway Conditions

- Sidewalk Gaps:
  - » North - next to most of the Metra tracks

Safety Conditions

- Crashes *(2018-22)*: Bicycle - 1 | Pedestrian - 2
- Potential Conflict Points
  - » Cross Streets: North - 4 | South - 16
  - » Commercial Driveways: North - 0 | South - 16
  - » Residential Driveways: North - 0 | South - 3

Community Context

- Key Destinations: Westbrook Elementary School, St Raymond School, Melas Park, Meadows Park, Lions Memorial Park, Central Community Center, Post Office, Library, Village Hall, Downtown Mount Prospect, Frisbie Senior Center
- Relevant Insights from Previous Plans/Studies:
  - » *Downtown Implementation Plan Vol 2 (2013)*: Provides a vision for dedicated bike facilities along Prospect Ave, and additional improvements like bike lanes, brick pavers, curb bump outs, and "district" signage. Presents Prospect Ave as an alternate way to accomplish a longstanding NWMC planning goal of putting a bike facility on Northwest Highway.



Looking northwest on Prospect Avenue from Elmhurst Ave



Looking northwest on Prospect Avenue at Emerson St



Prospect Avenue narrowing at William St, looking southwest

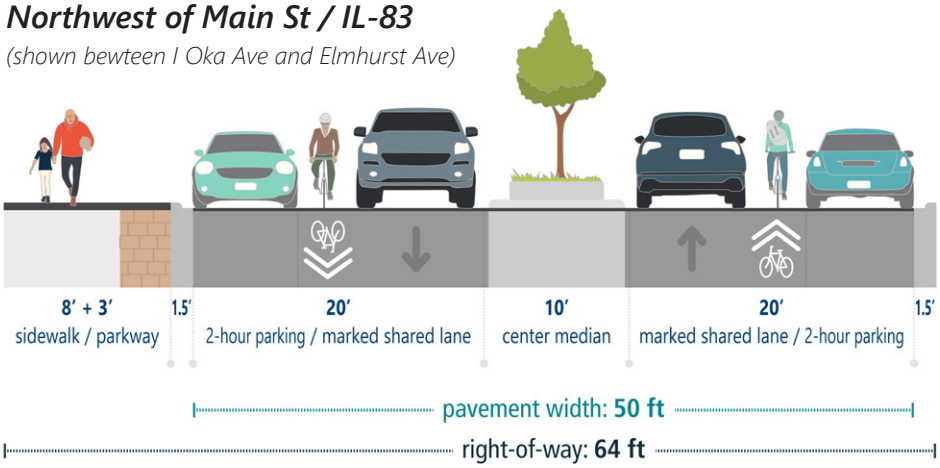
Typical Mid-Block Cross Sections (looking northwest)

← Southwest

Northwest of Main St / IL-83

(shown bewteen I Oka Ave and Elmhurst Ave)

Northeast →



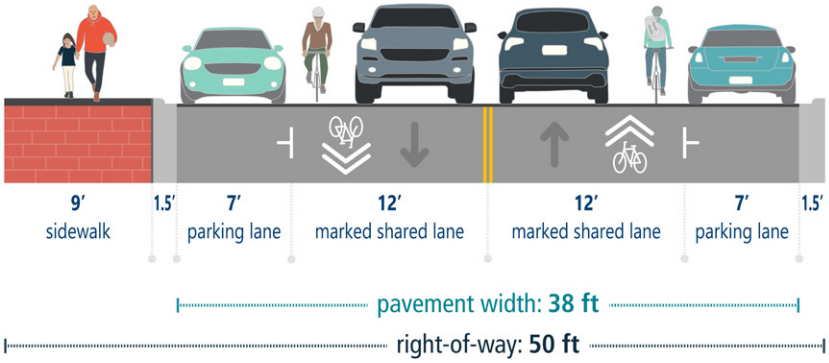
← Southwest

Between Main St / IL-83 and Maple St

(shown between Emerson St and Maple St)

Northeast →

This section has the most constrained right-of-way along the corridor

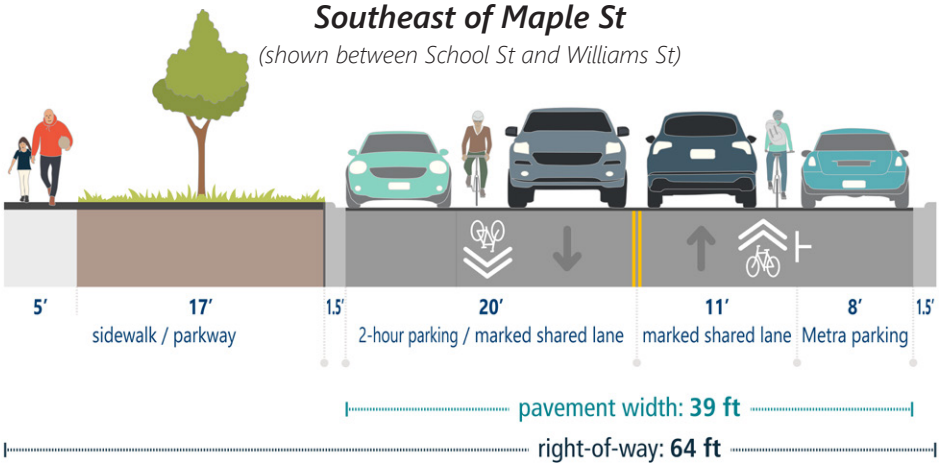


← Southwest

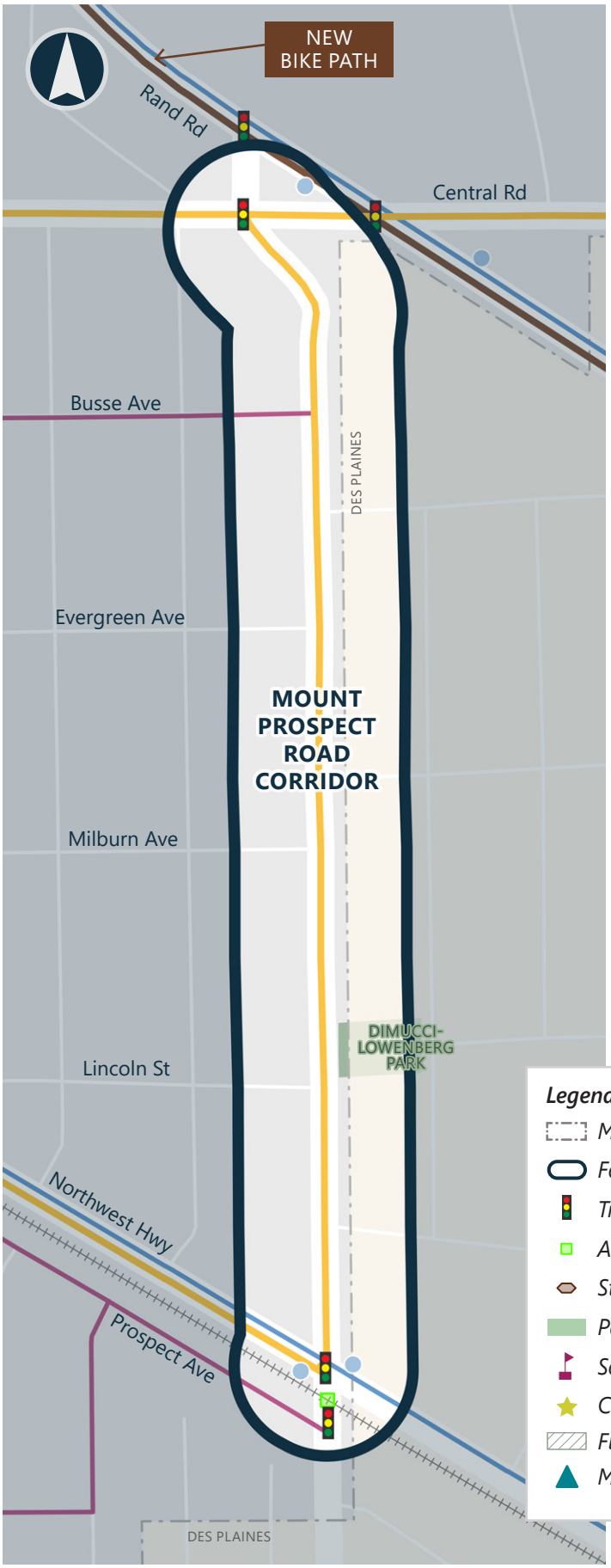
Southeast of Maple St

(shown between School St and Williams St)

Northeast →



11 Mount Prospect Road



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 0.7 miles
- Jurisdiction: Mount Prospect (north of Busse) and Cook County (south of Busse)
- Posted Speed Limit: 30-40 mph
- Average Daily Traffic: 9,150 vpd (2022)
- Right-of-Way: 88-100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 4.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 63 total
  - » West - 63 | East - None (in Des Plaines)
- ComEd in Right-of-Way:
  - » West - Occasional | East - Occasional
- Sidewalk Gaps: None



Looking south on Mount Prospect Rd at Lincoln

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path In Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*

Safety Conditions

- Crashes *(2018-22)*: Bicycle - 1 | Pedestrian - None
- Potential Conflict Points
  - » Cross Streets: West - 5 | East - 4
  - » Commercial Driveways: West - 3 | East - 4
  - » Residential Driveways: West - 35 | East - 21

Community Context

- Key Destinations: Dimucci-Lowenberg Park (in Des Plaines), Frisbie Senior Center (in Des Plaines)

- Relevant Insights from Previous Plans/Studies:
  - » *None*
- Community Feedback
  - » Suggest separated bike lanes
  - » Crossing improvements desired at Busse Ave



Looking south on Mount Prospect Rd at Central



East side of Mount Prospect Rd at Dimucci-Lowenberg Park

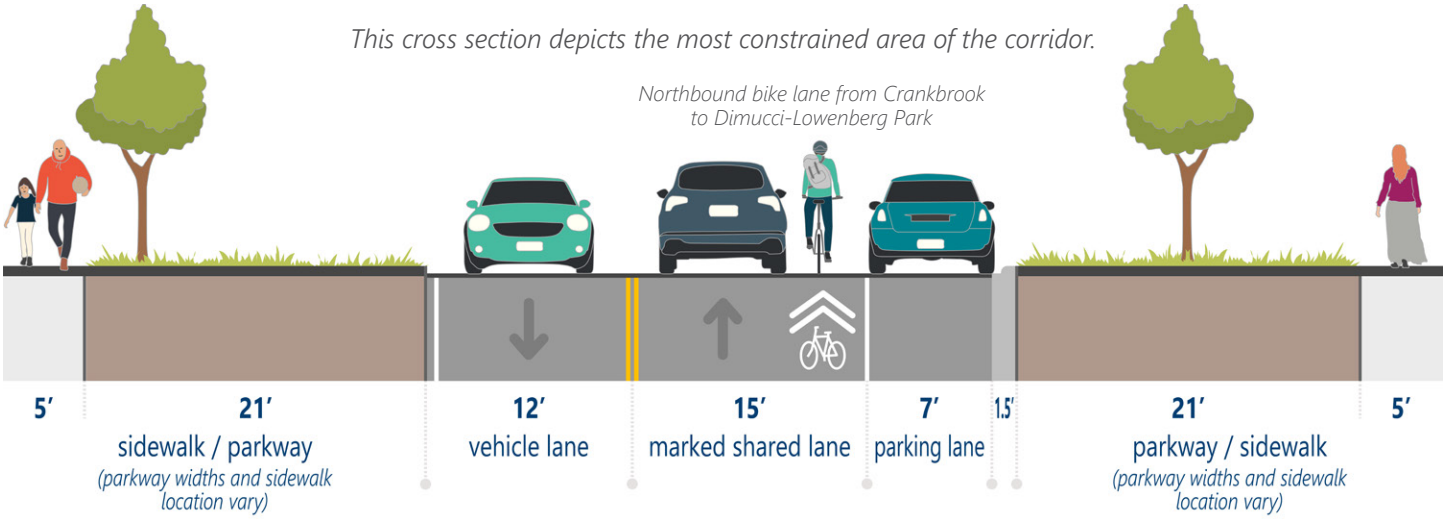
Typical Mid-Block Cross Section

Looking North

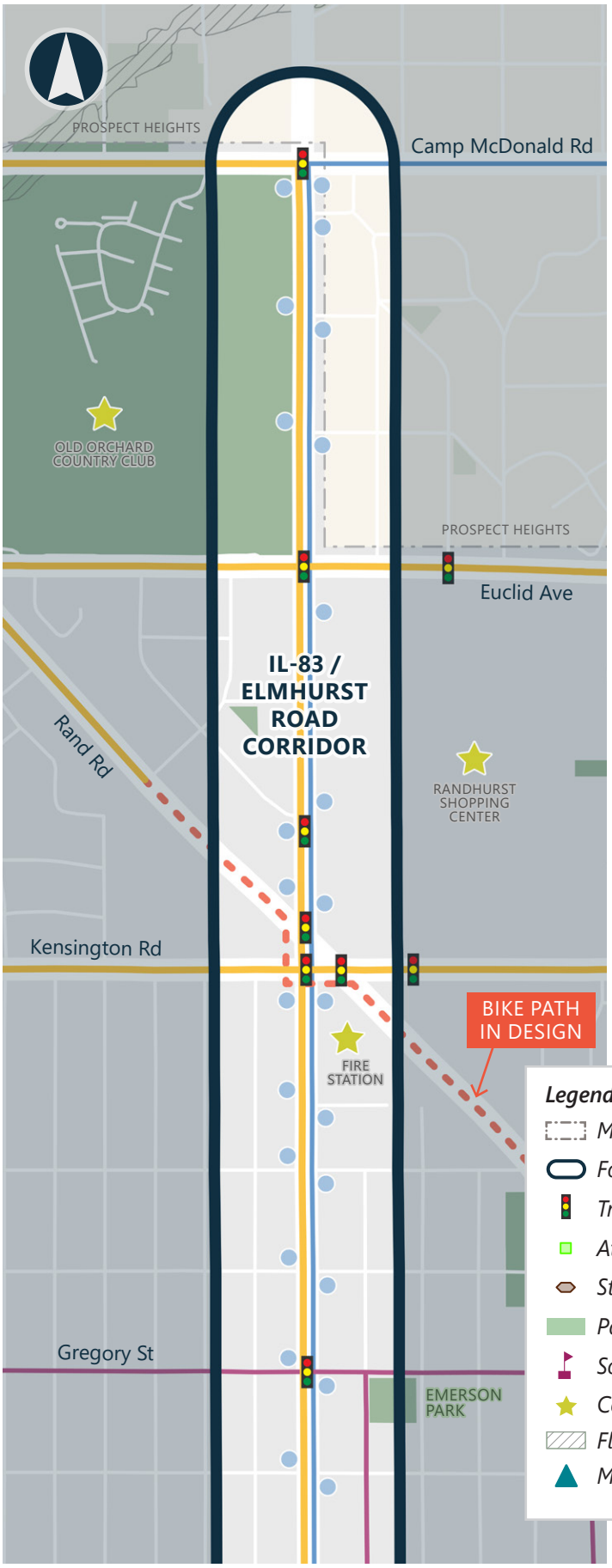
(shown near Dimucci-Lowenberg Park)

← *West* *East* →

This cross section depicts the most constrained area of the corridor.



12 IL-83 / Elmhurst Road



match line (see next page)

Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 5.2 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 30-40 mph
- Average Daily Traffic: 14,800-25,200 vpd (2022)
- Right-of-Way: 64-104'
- Truck Route: Class II (Rand to Oakton)
- Truck Traffic (% of Total Traffic): 3-8%
- Programmed Improvement: None

Top priority corridor identified by community members



Looking south on west side of IL-83 at Kensington

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

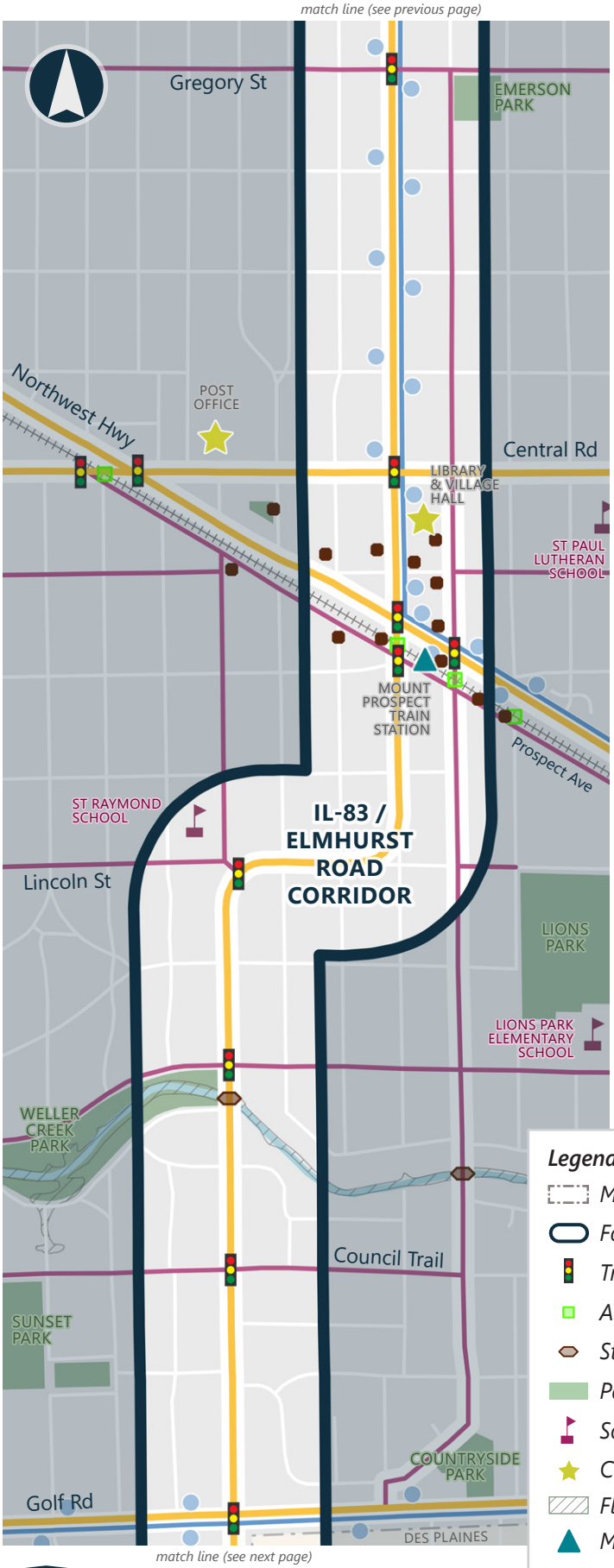
Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path in Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*

match line (see previous page)



match line (see next page)



Main St crossing Metra tracks and Prospect Ave

Parkway Conditions

- Trees in Right-of-Way: 489 total
  - » West - 302 | East - 187
- Sidewalk Gaps:
  - » None
- ComEd in Right-of-Way:
  - » West - None (Camp McDonald to Euclid) / Frequent (Euclid intersection & Algonquin to Oakton) / Occasional (Euclid to Algonquin)
  - » East - Occasional (Camp McDonald to Golf & Algonquin to Oakton) / Frequent (Golf to Algonquin)

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

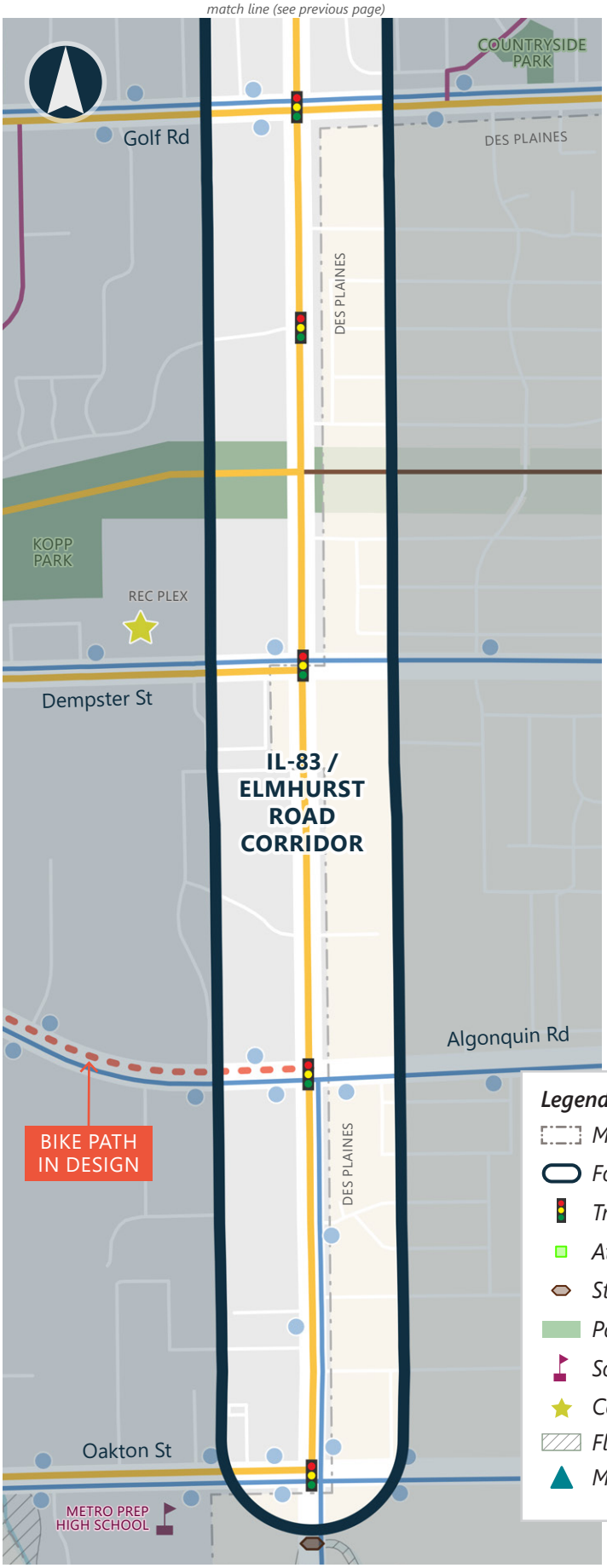
Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path in Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*

12 IL-83 / Elmhurst Road



Safety Conditions

- Crashes *(2018-22)*: Bicycle - 13 | Pedestrian - 18
- Potential Conflict Points
  - » Cross Streets: West - 32 | East - 38
  - » Commercial Driveways: West - 32 | East - 19
  - » Residential Driveways: West - 111 | East - 96

Community Context

- Key Destinations: Old Orchard Country Club, Randhurst Shopping Center, Fire Station, Post Office, Library, Village Hall, Mount Prospect Train Station, Downtown Mount Prospect, Rec Plex, St Paul Lutheran School, St Raymond School, Lions Park Elementary School, Metro Prep High School, Emerson Park, Weller Creek Park, Kopp Park, Lions Memorial Park
- Relevant Insights from Previous Plans/Studies:
  - » *Comprehensive Plan (2017)*: Desire for a bike route identified through community feedback
  - » *Public Transportation System Plan (2009)*: Recommended as a primary bike route (bike lane or sidepath)
- Community Feedback
  - » Identified as a corridor where biking and walking is desired but difficult and unsafe to bike/walk along or cross (including downtown and near railroad tracks)
  - » Suggest sidepath where feasible
  - » Crossing improvements desired near Highland

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path in Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*



Looking north on IL-83 at Golf


Looking south on IL-83 just south of Gregory



Looking south on west side of IL-83 at Golf


Looking north on IL-83 near Community Presbyterian Church


Looking north on IL-83 at Northwest Highway



Looking south on west side of IL-83 at Kensington

12 IL-83 / Elmhurst Road

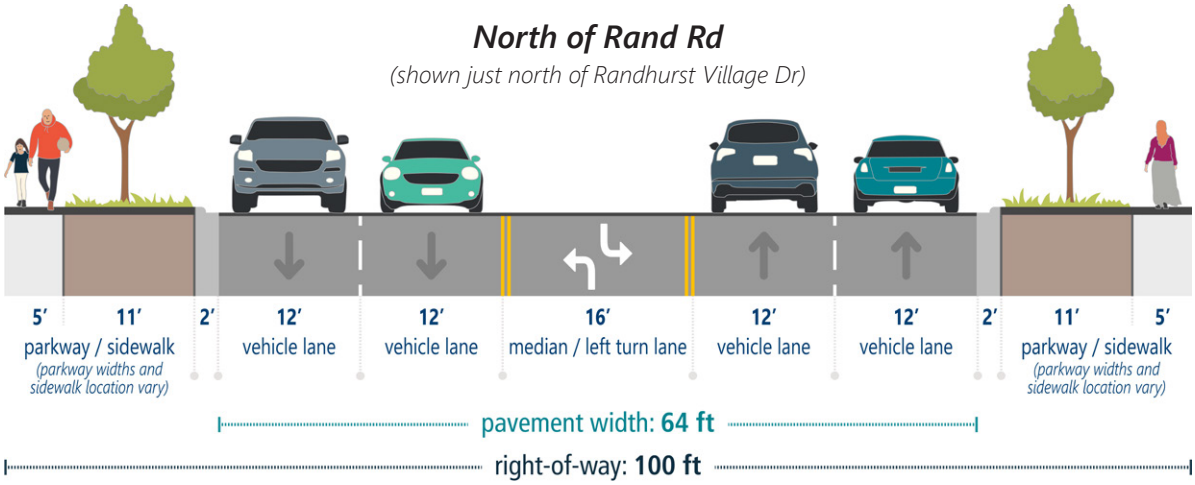
Typical Mid-Block Cross Sections (looking north)

← West

North of Rand Rd

(shown just north of Randhurst Village Dr)

East →

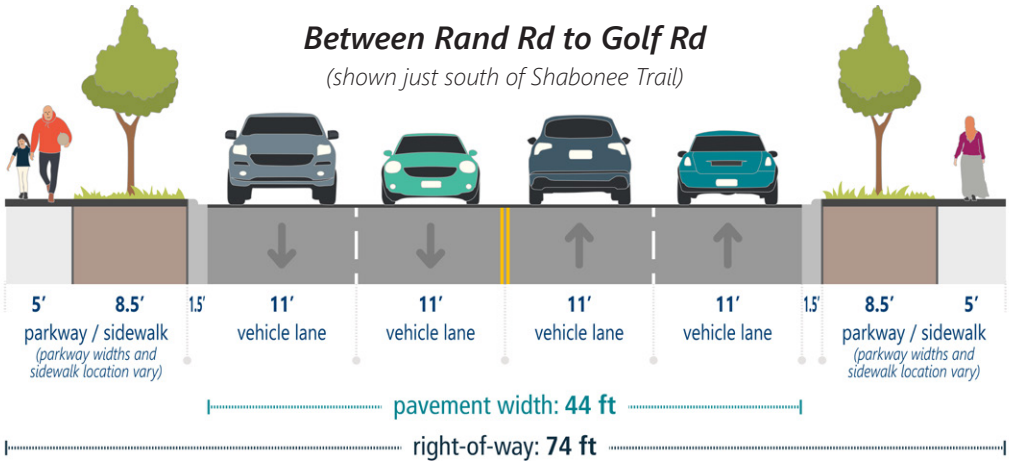


← West

Between Rand Rd to Golf Rd

(shown just south of Shabonee Trail)

East →

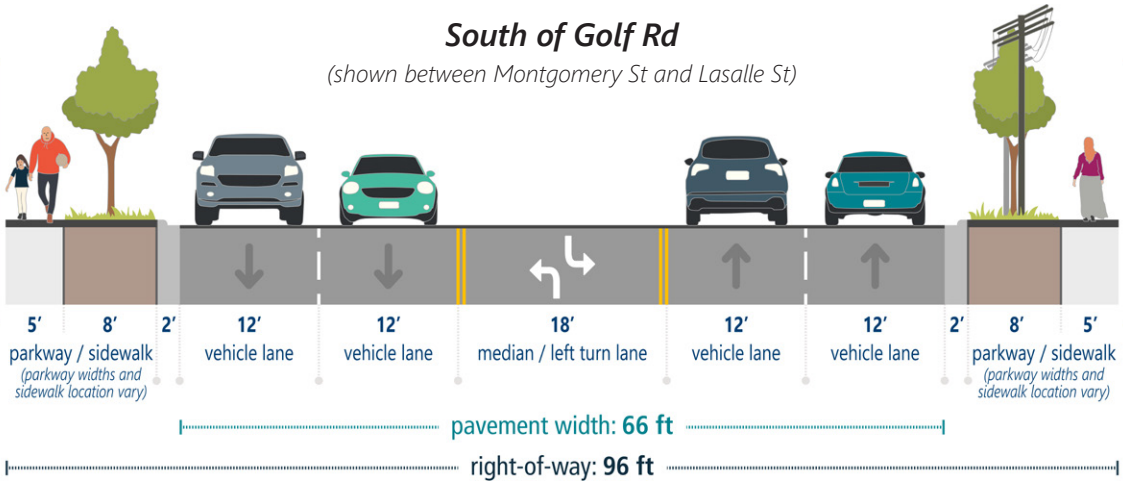


← West

South of Golf Rd

(shown between Montgomery St and Lasalle St)

East →





Looking south on IL-83 from west side at Gregory

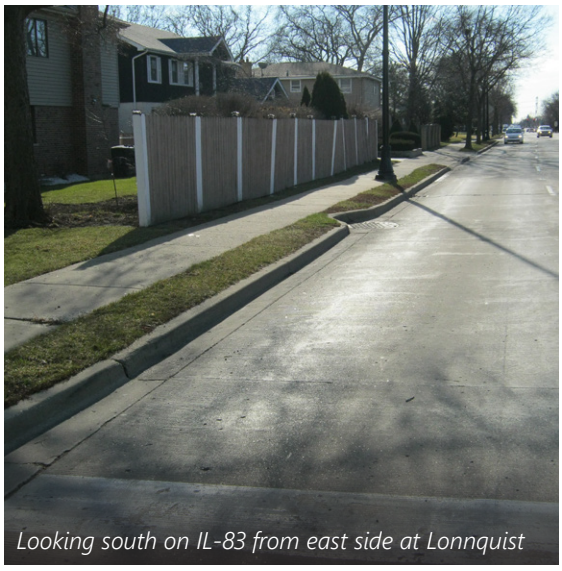

Looking south on IL-83 near railroad tracks


Looking north on IL-83 at Northwest Highway

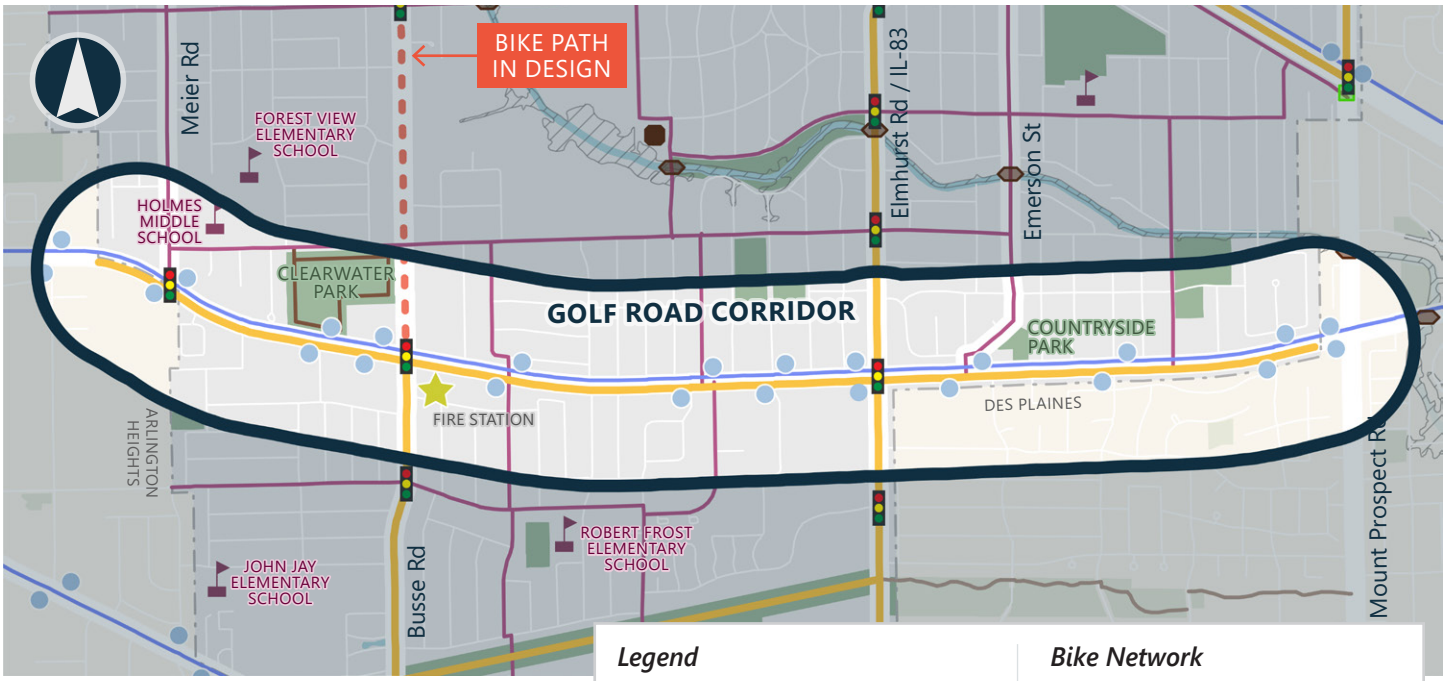

Looking north on IL-83 from west side at Lonnquist



Looking south on IL-83 from east side at Golf


Looking south on IL-83 from east side at Lonnquist

13 Golf Road



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 2.7 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 24,600-28,200 vpd (2022)
- Right-of-Way: 96' to 140'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3.5-5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 292 total
  - » North - 163 | South - 129
- ComEd in Right-of-Way:
  - » North - Frequent (west of Busse) / Occasional (east of Busse)
  - » South - Occasional (west of Busse) / Frequent (east of Busse)
- Sidewalk Gaps:
  - » South - west of Elmhurst Rd to bus stop (~800')
  - » South - Maple St to Wilkins Dr (~2,500')

Safety Conditions

- Crashes *(2018-22)*: Bicycle - 4 | Pedestrian - 6
- Potential Conflict Points
  - » Cross Streets: North - 22 | South - 14
  - » Commercial Driveways: North - 9 | South - 24
  - » Residential Driveways: North - 23 | South - 8

Community Context

- Key Destinations: Holmes Middle School, Forest View Elementary School, Clearwater Park, Countryside Park, Fire Station
- Relevant Insights from Previous Plans/Studies:
  - » *Public Transportation System Plan (2009)*: Recommended a sidepath
- Community Feedback
  - » Identified as a corridor where biking is desired but difficult and unsafe to bike along or cross



Looking west at eastbound Pace bus stop on south side of Golf at IL-83


Looking east on Golf near Clearwater Park


Looking west on south side of Golf toward Meier

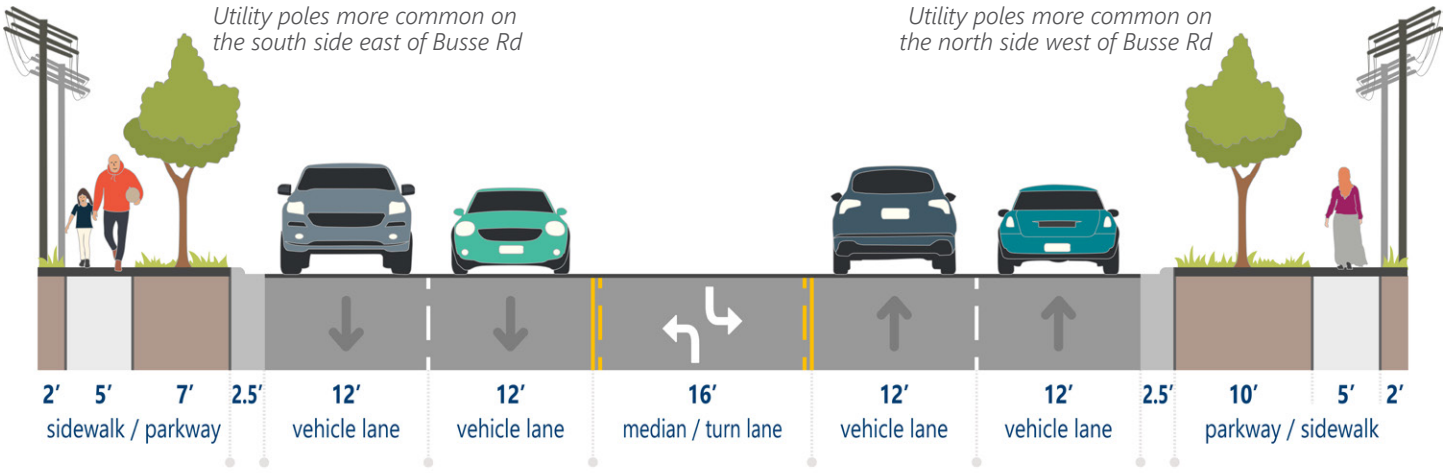

Looking east on the west leg of Golf at the IL-83 intersection

Typical Mid-Block Cross Section

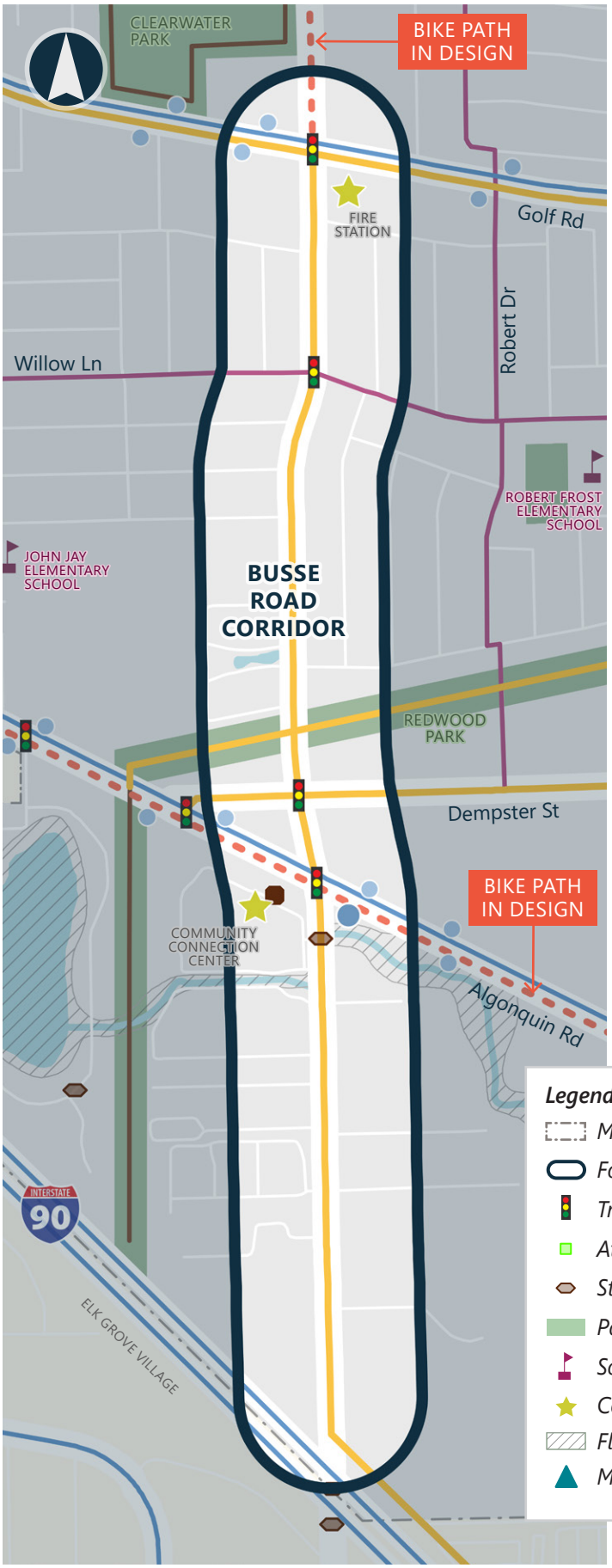
Looking West

(shown near Wa Pella Ave)

← *South* *North* →



14 Busse Road



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.5 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 35-40 mph
- Average Daily Traffic: 13,800-25,800 vpd (2022)
- Right-of-Way: 94-116'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 5-7.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 172 total
  - » West - 96 | East - 76
- Sidewalk Gaps:
  - » East - Crystal Ln to I-90 Overpass (3,000')
- ComEd in Right-of-Way:
  - » West - Frequent (north of Algonquin) / Occasional (south of Algonquin)
  - » East - Occasional (north of Algonquin) / Frequent (south of Algonquin)



Looking north on Busse from Willow

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*

Bike Network

- *Arterial Bike Network*
- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Bike Path*
- *Bike Path in Design*

Transit

- *Pace Bus Route*
- *1 to 49 Average Riders*
- *50 to 99 Average Riders*
- *100+ Average Riders*

Safety Conditions

- Crashes *(2018-22)*: Bicycle - 10 | Pedestrian - 7
- Potential Conflict Points
  - » Cross Streets: West - 5 | East - 4
  - » Commercial Driveways: West - 3 | East - 4
  - » Residential Driveways: West - 35 | East - 21

Community Context

- Key Destinations: Robert Frost Elementary School, John Jay Elementary School, Clearwater Park, Redwood Park, Frost Park, Community Connection Center, Fire Station
- Relevant Insights from Previous Plans/Studies:
  - » *Sidepaths in development on Busse north of Golf (east side) and on Algonquin (north side)*



Looking south on Busse from ComEd Right-of-Way



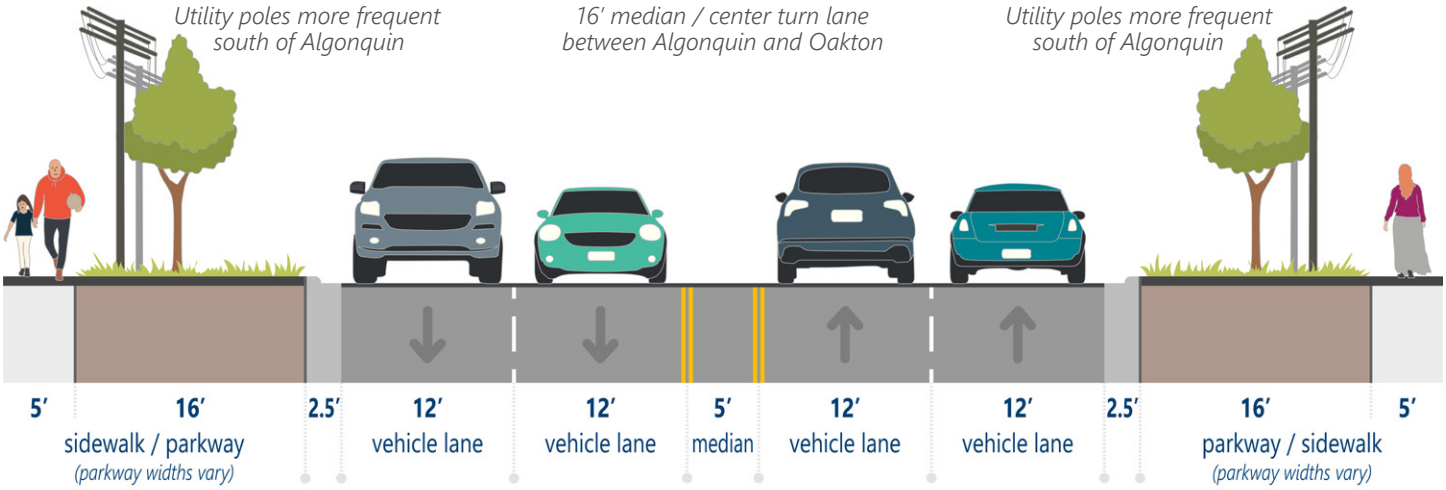
Looking south on Busse at Willow intersection

Typical Mid-Block Cross Section

Looking North

(shown north of Pheasant Trail)

← *West* *East* →



pavement width: **53 ft**

right-of-way: **94-116 ft**

15 Algonquin Road to Elmhurst Road / IL-83 Trail



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.2 miles
- Jurisdiction: ComEd
- Right-of-Way: 210-220'
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 151 total
  - » North - 71 | South - 80
- ComEd in Right-of-Way: Two sets of high tension electric towers 45' apart

Community Context

- Key Destinations: Robert Frost Elementary School, Rec Plex Center, Kopp Park, Redwood Park, Community Connection Center
- Community Feedback
  - » Crossing improvements desired where trail intersects with the roadway



Looking east from Busse into ComEd right-of-way trails

Algonquin Road to Elmhurst Road / IL-83 Trail 15



Looking west from Redwood into ComEd right-of-way trail



ComEd right-of-way trail crossing at Redwood



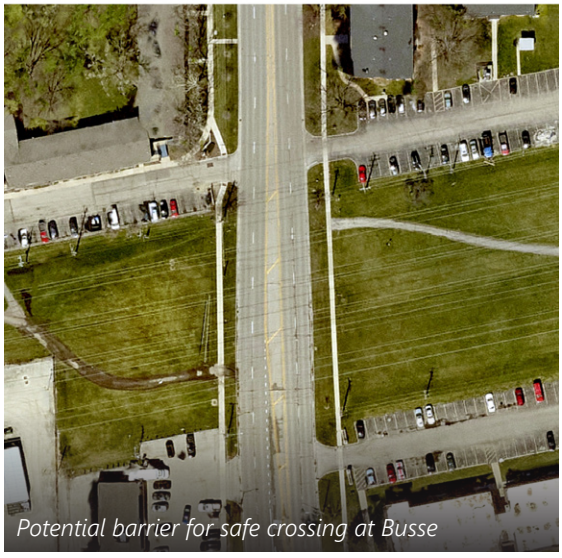
Looking east from IL-83 into trails in Des Plaines



Looking west from IL-83 into Kopp Park trails (ComEd right-of-way)

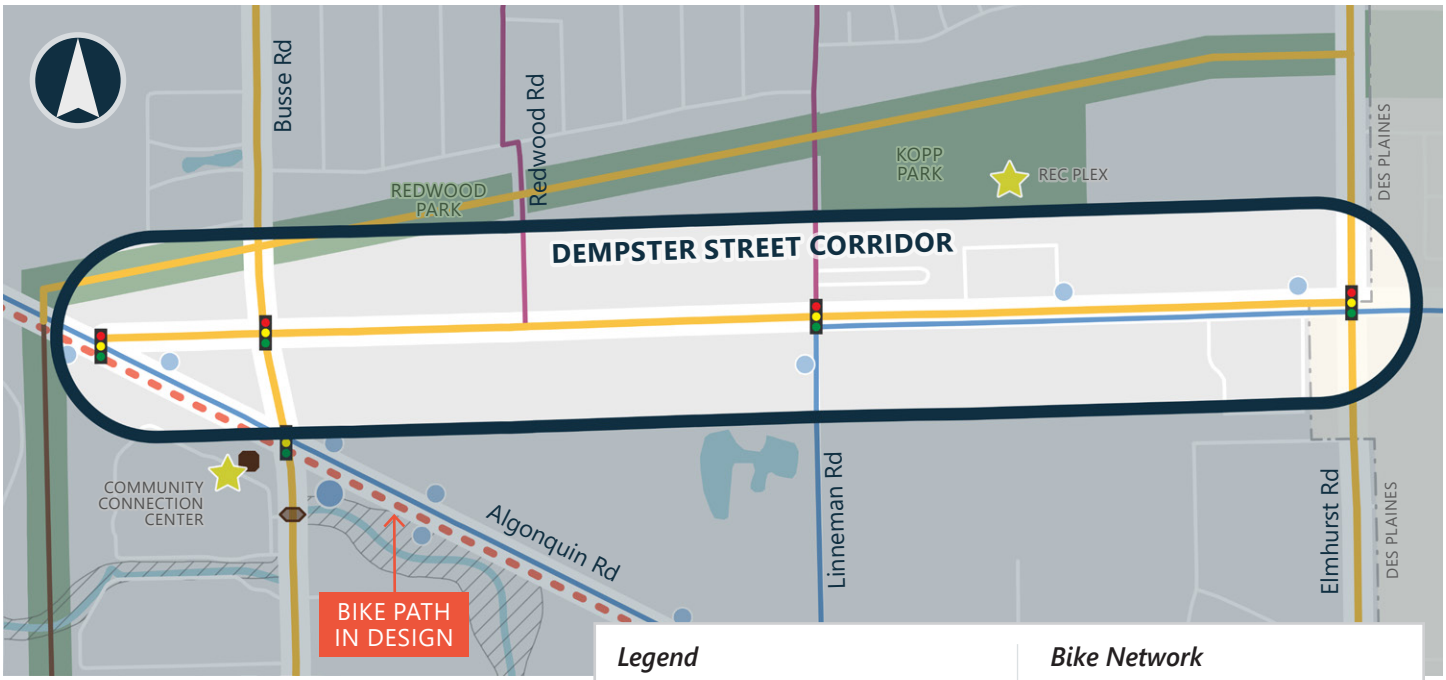


ComEd right-of-way trail crossing at Linneman



Potential barrier for safe crossing at Busse

16 Dempster Street



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.3 miles
- Jurisdiction: Cook County
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 9,950-10,800 vpd (2022)
- Right-of-Way: 96' to 118'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 151 total
  - » North - 71 | South - 80
- ComEd in Right-of-Way:
  - » North - Frequent | South - Occasional
- Sidewalk Gaps:
  - » South - Linneman Rd to 1,000 feet west of Linneman and 350 feet east of Linneman

Safety Conditions

- Crashes *(2018-22)*: Bicycle - 4 | Pedestrian - 2
- Potential Conflict Points
  - » Cross Streets: North - 5 | South - 2
  - » Commercial Driveways: North - 9 | South - 12
  - » Residential Driveways: North - 6 | South - 6

Community Context

- Key Destinations: Rec Plex Center, Kopp Park, Redwood Park, Community Connection Center
- Relevant Insights from Previous Plans/Studies:
  - » *Comprehensive Plan (2017)*: Intersection improvements requested at Dempster and Busse through community feedback


Looking east from south side of Dempster



Looking north from Linneman & Dempster (SE)


Looking east from north side of Dempster


Looking west from north side of Dempster

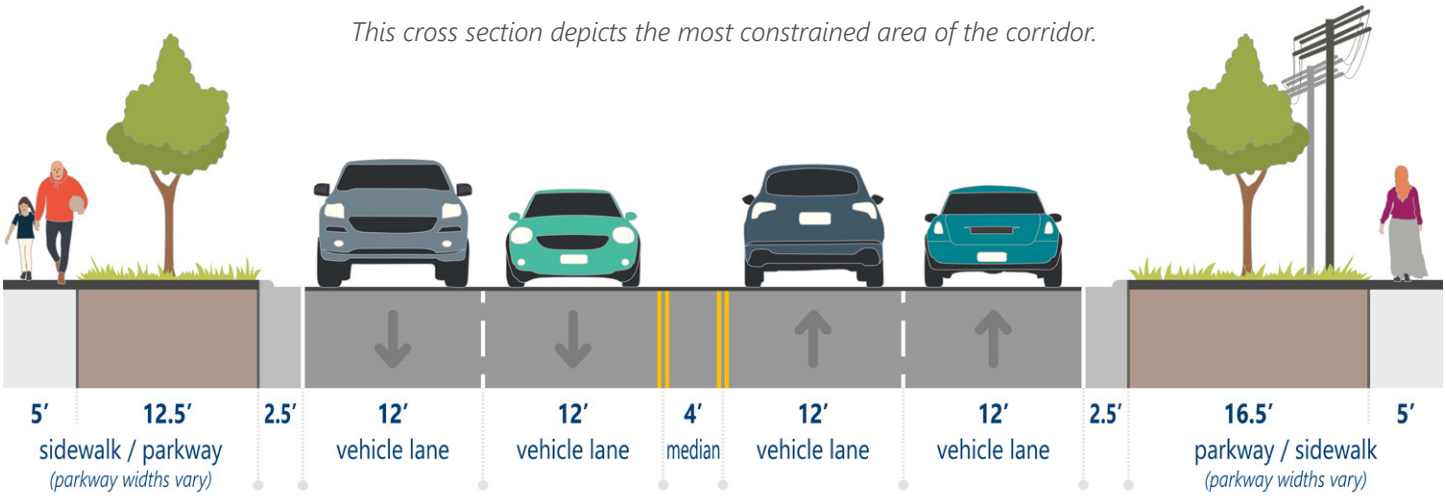
Typical Mid-Block Cross Section

Looking West

(shown near Ida Ct)

← South North →

This cross section depicts the most constrained area of the corridor.



17 Busse Road to Oakton Street Connector



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.2 miles
- Jurisdiction: Illinois Tollway
- Right-of-Way: 30'
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 151 total
  - » North - 71 | South - 80
- ComEd in Right-of-Way: None

Community Context

- Key Destinations: Rec Plex Center, Kopp Park, Redwood Park, Community Connection Center



Looking northwest between I-90 and residential area at Oakton



Looking northwest between I-90 and residential area at Oakton



Looking southeast from east side of Busse at I-90

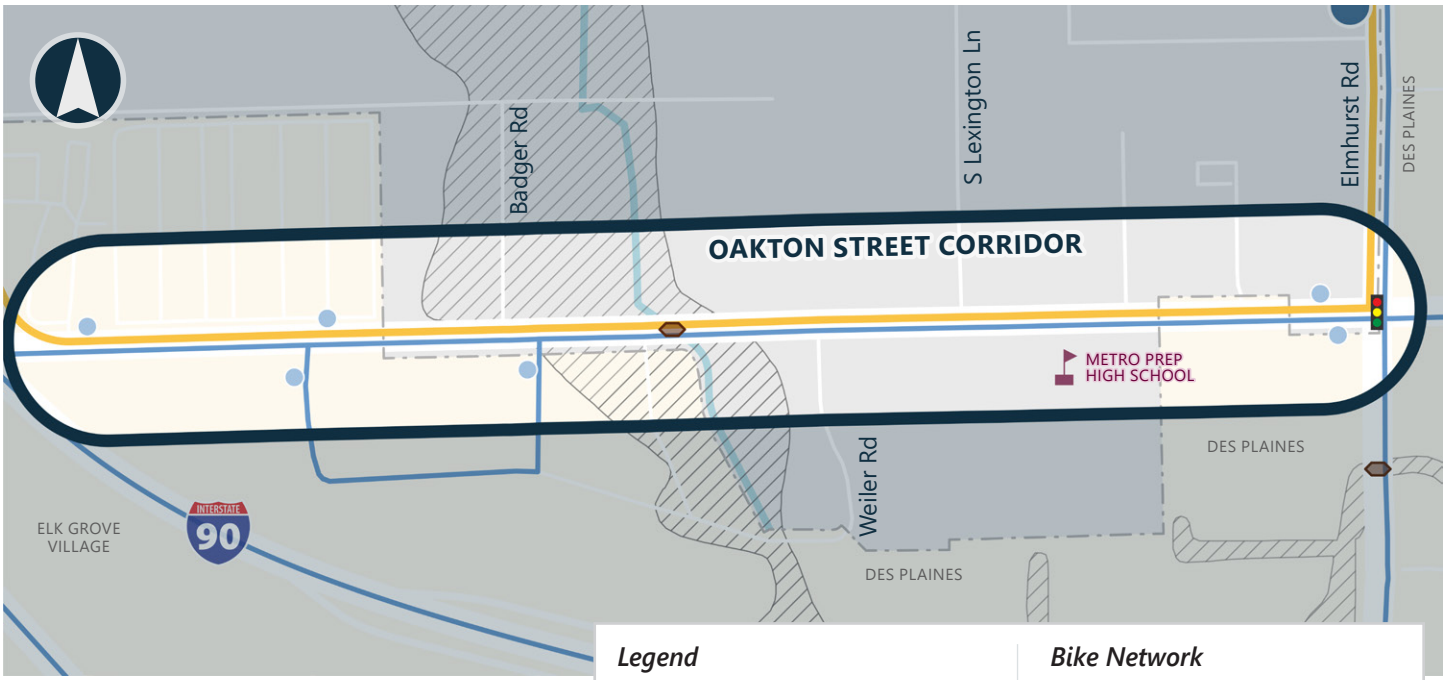


Looking northwest between I-90 and residential area at Oakton



Looking southeast from east side of Busse at I-90

18 Oakton Street



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 0.8 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 20,500 vpd (2022)
- Right-of-Way: 98' to 112'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 13%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 4 total
  - » North - 0 | South - 4
- ComEd in Right-of-Way:
  - » North - Frequent | South - Frequent
- Sidewalk Gaps:
  - » North - S Lexington Dr to Overpass (~3,000')
  - » South - Service drive to Overpass (~3,500')

Safety Conditions

- Crashes *(2018-22)*: Bicycle - None | Pedestrian - 1
- Potential Conflict Points
  - » Cross Streets: North - 7 | South - 5
  - » Commercial Driveways: North - 6 | South - 20
  - » Residential Driveways: North - 0 | South - 0

Community Context

- Key Destinations: Metro Prep High School
- Relevant Insights from Previous Plans/Studies:
  - » None



Looking west from north side of Oakton near I-90 bridge


Looking west on south side of Oakton at Elizabeth


Desire pathway on north side of Oakton near Elizabeth


Looking east on north side of Oakton at 1st Ave

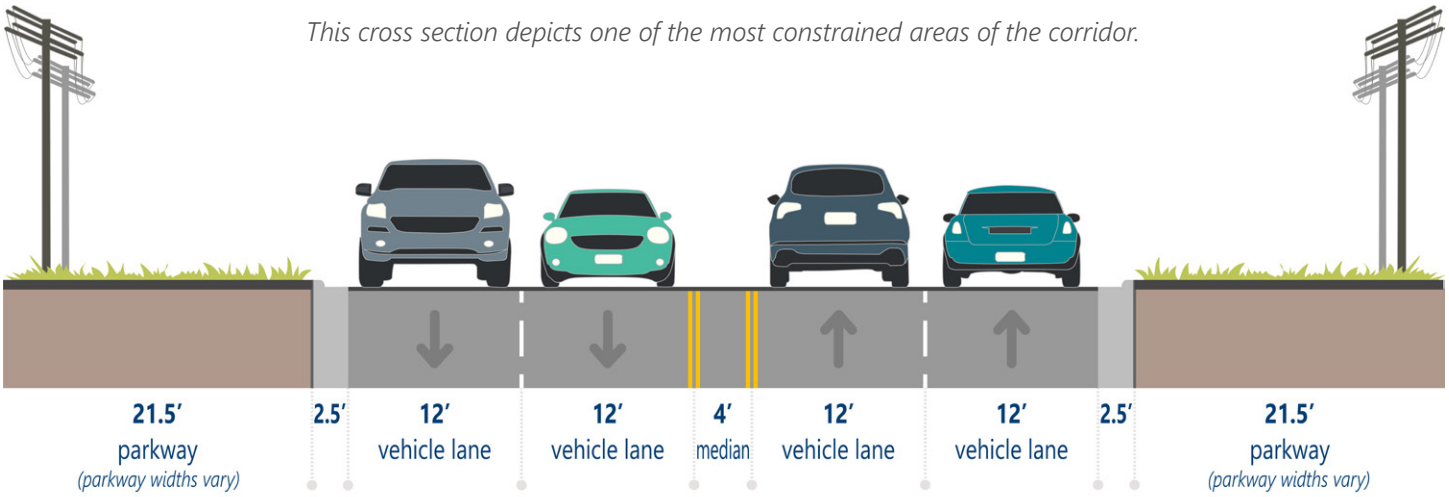
Typical Mid-Block Cross Section

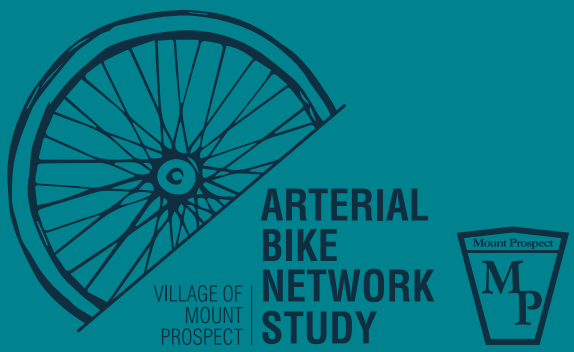
Looking West

(shown just west of the Higgins Creek Bridge)

← *South* *North* →

This cross section depicts one of the most constrained areas of the corridor.




VILLAGE OF
MOUNT
PROSPECT
ARTERIAL
BIKE
NETWORK
STUDY
Mount Prospect
MP

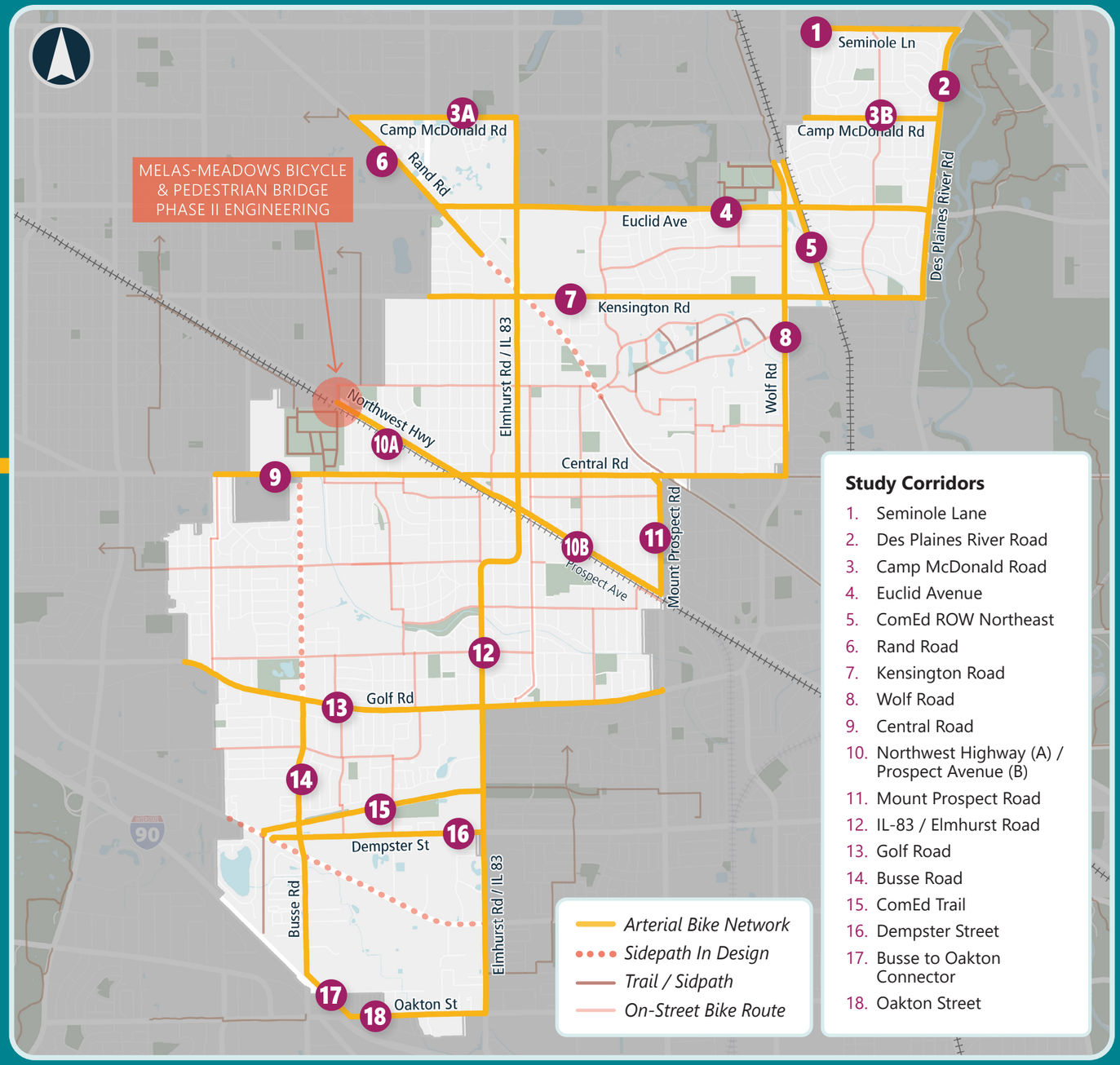
APPENDIX B

ARTERIAL BIKE NETWORK STUDY

VILLAGE OF MOUNT PROSPECT

ARTERIAL BIKE NETWORK POTENTIAL BIKE FACILITY ALIGNMENTS

October 2024



Wolf Road

BIKE FACILITY CONTINUES WEST TOWARDS PROSPECT HEIGHTS BIKE PATH

Residential

Residential

INSTALL ON-STREET BIKE LANES. SEE TYPICAL SECTION.

Residential

POTENTIAL INTERSECTION CROSSING IMPROVEMENT

Redwood Drive

N

Matchline A - See Below

Seminole Lane

Willow Road

Residential

Prospect Heights

Andoa Lane

Residential

Aralia Drive

Residential

Aztec Lane

Oneida Lane

Matchline A - See Above

Residential

Residential

Des Plaines River Road

INSTALL ON-STREET BIKE LANES. SEE TYPICAL SECTION.

INSTALL 8' SIDEPATH

Seminole Lane

Prospect Heights

Residential

Mura Lane

Residential

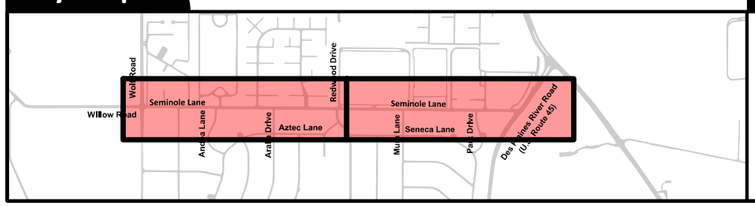
Park Drive

Residential

See Exhibit 2B Des Plaines River Road

Seneca Lane

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Seminole Lane

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 1A

Residential

Commercial

See Exhibit 7C for Kensington Road

Residential

Hopi Lane

Des Plaines River Road

Unincorporated

INSTALL 10' SIDEPATH

Des Plaines River

Camp Pine Woods

Matchline A - See Below

Matchline A - See Above

Moki Lane

Residential

Ivy Lane

Commercial

See Exhibit 4C for Euclid Avenue

Chinkapin Oak Drive

Pin Oak Drive

Residential

Celtic Glen Drive

Matchline B - See Exhibit 2B

Des Plaines River Road

INSTALL 10' SIDEPATH

Dam No. 2 Woods

Camp Pine Woods

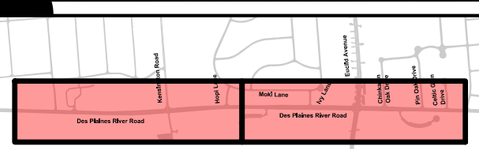
Lake Avenue

BIKE FACILITY CONTINUES EAST TO DES PLAINES RIVER TRAIL

Unincorporated

Camp Pine Woods

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Des Plaines River Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 2A

Matchline B - See Exhibit 2A

Tano Lane

Park Drive

Residential

Commercial

See Exhibit 3A for Camp McDonald Road

INSTALL 10' SIDEPATH

Residential

Woodview Drive

Park Drive

Residential

Des Plaines River Road

Unincorporated

Allison Woods

Des Plaines River

Matchline C - See Below

N

INSTALL 10' SIDEPATH

Residential

See Exhibit 1A for Seminole Lane

Park Drive

Residential

Matchline C - See Above

Des Plaines River Road

Unincorporated

Des Plaines River

Prospect Heights

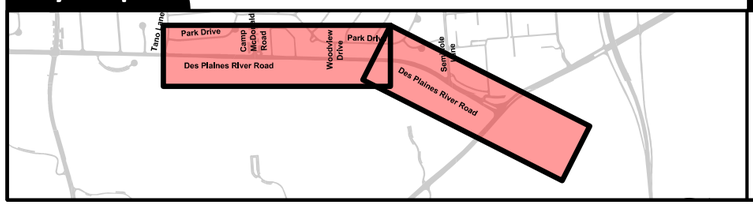
Milwaukee Avenue

Des Plaines River

Allison Woods

N

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Des Plaines River Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 2B

U.S. Route 12 (Rand Road)

Residential

Dale Avenue

Residential

INSTALL 10' SIDE PATH

Schoenbeck Road

Camp McDonald Road

Prospect Heights

Rolling Green Country Club

See Exhibit 6A for Rand Road

Stonegate Manor

Residential

Matchline A - See Below

Dwight D. Eisenhower Elementary School

Elm Street

Gary Morava Recreation Center

Residential

INSTALL 10' SIDE PATH

IL Route 83 (Elmhurst Road)

Camp McDonald Road

Prospect Heights

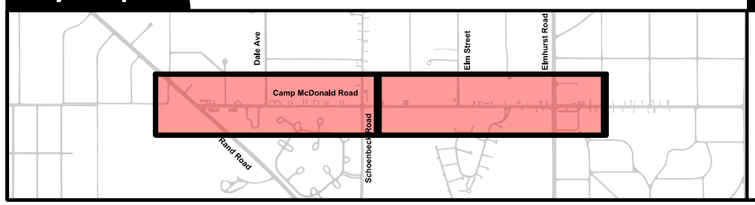
Matchline A - See Above

Old Orchard Country Club

See Exhibit 12F for Elmhurst Road

Residential

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Camp McDonald Road (West)

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 3A

CONNECTION TO PROSPECT HEIGHTS BIKE PATH

Wolf Road

Residential

TRANSITION FROM ON-STREET BIKE LANE TO 8' SIDEPATH

Prospect Heights

Larch Drive

Residential

POTENTIAL INTERSECTION CROSSING IMPROVEMENT

Oneida Road

Residential

Camp McDonald Road

RAIL ROAD CROSSING

Canadian National

Residential

SPEED LIMIT 30

CONSIDER REDUCING SPEED LIMIT TO 30 MPH

Mandel Lane

ON-STREET BIKE LANES (SEE CROSS-SECTION)

Residential

Columbine Drive

Residential

Matchline A - See Below

Yuma Lane

Burning Bush Lane

POTENTIAL INTERSECTION CROSSING IMPROVEMENT

Residential

Residential

Park Drive

CONSIDER REDUCING SPEED LIMIT TO 30 MPH

River Road

Camp McDonald Road

SPEED LIMIT 30

ON-STREET BIKE LANES (SEE CROSS-SECTION)

Allison Woods

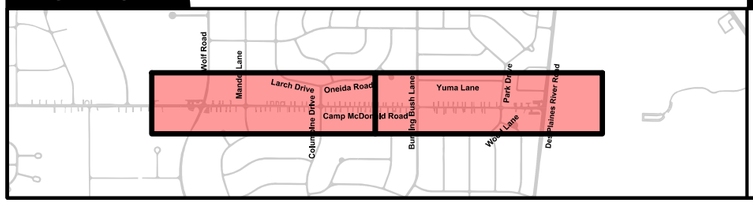
Matchline A - See Above

Residential

Residential

Wood Lane

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Camp McDonald Road (East)

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 3B

Prospect Heights

See Exhibit 6A for Rand Road

Old Orchard Country Club

Euclid Avenue

See Exhibit 12E for Elmhurst Road

Matchline A - See Below

Commercial

See Exhibit 6A for Rand Road

Thomas More Terrace

Residential

INSTALL 10' SIDEPATH

Meadow Lane

Residential

Wedgewood Lane

See Exhibit 12E for Elmhurst Road

Residential

Residential

The Bridge Community Church

Residential

Matchline A - See Above

Euclid Avenue

Prospect Heights

Commercial

Randhurst Village Drive

Commercial

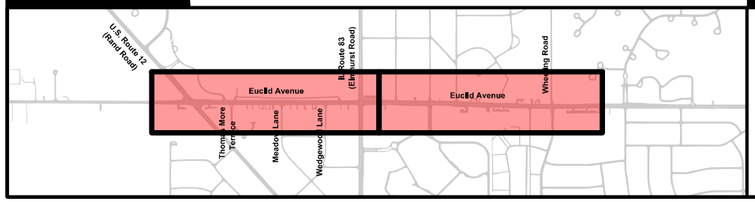
INSTALL 10' SIDEPATH

Wheeling Road

Euclid Elementary School

Matchline B - See Exhibit 4B

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Euclid Avenue

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 4A

Matchline B - See Exhibit 4A

Residential

Residential

Fairway Drive

River Trails Park District

Euclid Avenue

Crabtree Lane

Hemlock Lane

INSTALL 10' SIDEPATH

Alder Lane

Westgate Road

Barberry Lane

Residential

Residential

Residential

Matchline C - See Below

See Exhibit 8B for Wolf Road

Commercial

Canadian National

Cree Lane

CONNECTION TO PROSPECT HEIGHTS BIKE PATH

River Trails Park District

Grace Evangelical Lutheran Church

See Exhibit 8B for Wolf Road

Residential

Matchline C - See Above

Euclid Avenue

RAILROAD CROSSING

Sycamore Lane

INSTALL 10' SIDEPATH

Barberry Lane

Azelea Lane

Basswood Lane

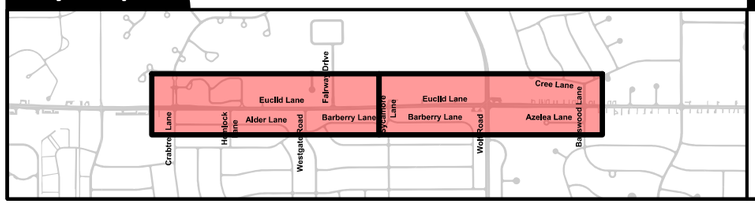
See Exhibit 8B for Wolf Road

Residential

Residential

Matchline D - See Exhibit 4C

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Euclid Avenue

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 4B

Matchline D - See Exhibit 4B

Santee Lane

Pima Lane

Burning Bush Lane

Burning Bush Trails Park

Residential

Prospect Heights

N

See Exhibit 2A for Des Plaines River Road

Euclid Avenue

Matchline E - See Below

Residential

INSTALL 10' SIDEPATH

Residential

Commercial

See Exhibit 2A for Des Plaines River Road

Des Plaines River

Des Plaines River Trail

Matchline E - See Above

INSTALL 10' SIDEPATH

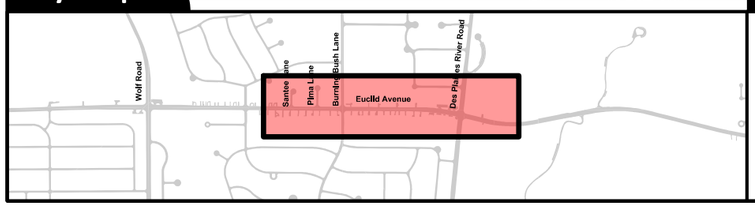
EXISTING 8' SIDEWALK

CONNECTION TO DES PLAINES RIVER TRAIL

Lake Avenue

Camp Pine Woods

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Euclid Avenue

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 4C

NO BIKE FACILITIES RECOMMENDED

Prospect Heights

Heritage Drive

Residential

See Exhibit 7C for Kensington Road

Des Plaines River

Canadian National

Residential

Quince Lane

Boulder Drive

See Exhibit 7C for Kensington Road

N

Matchline A - See Below

NO BIKE FACILITIES RECOMMENDED

Residential

Wolf Road

See Exhibit 4B for Euclid Avenue

Commercial

Prospect Heights Metra Station

Canadian National

Prospect Heights

Residential

Indigo Drive

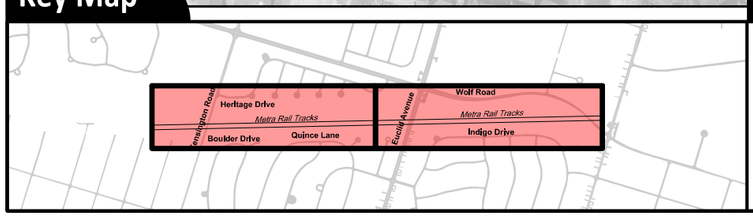
Residential

Commercial

See Exhibit 4B for Euclid Avenue

Matchline A - See Above

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

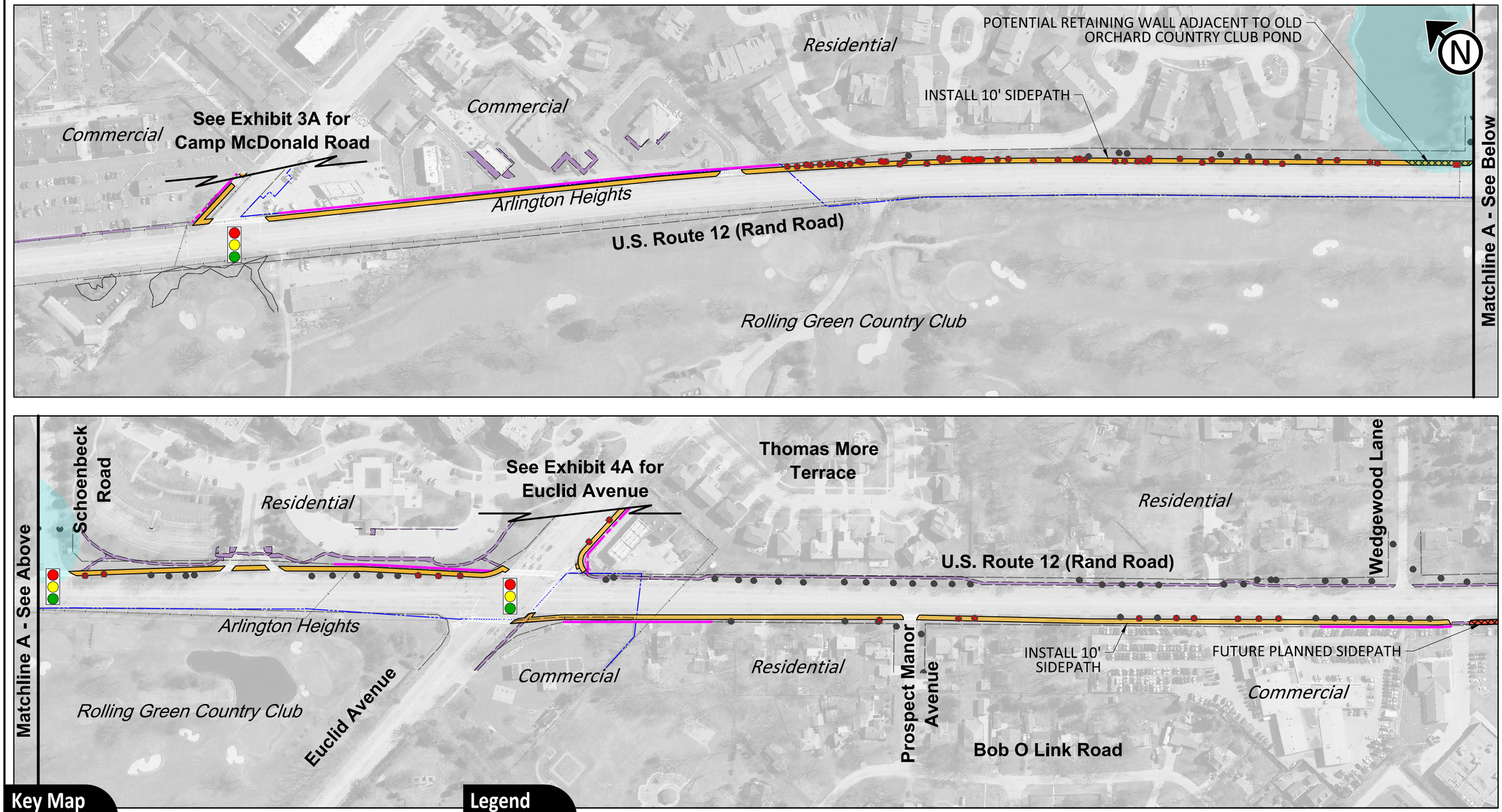
ComEd ROW Northeast

Potential Bike Facility Alignment

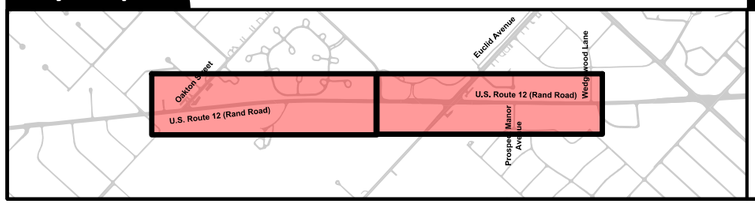
0' 100' 200'

February 2025

Exhibit 5A



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Rand Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 6A

Residential

Residential

Residential

Kensington Road

Arlington Heights

Prospect High School

Matchline A - See Below

N

Matchline A - See Above

Forest Avenue

Fairview Avenue

Prospect Manor Avenue

Eastwood Avenue

Elmhurst Avenue

Russel Street

Pine Street

Wille Street

Arlington Heights

INSTALL 10' SIDEPATH

Residential

Residential

Kensington Road

Residential

Residential

Residential

POTENTIAL INTERSECTION CROSSING IMPROVEMENT

Commercial

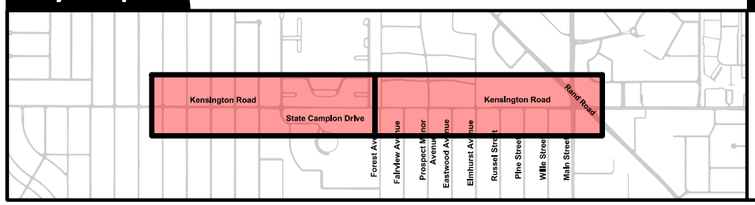
FUTURE PLANNED SIDEPATH

Rand Road

See Exhibit 12E for Main Street

Matchline B - See Exhibit 7B

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

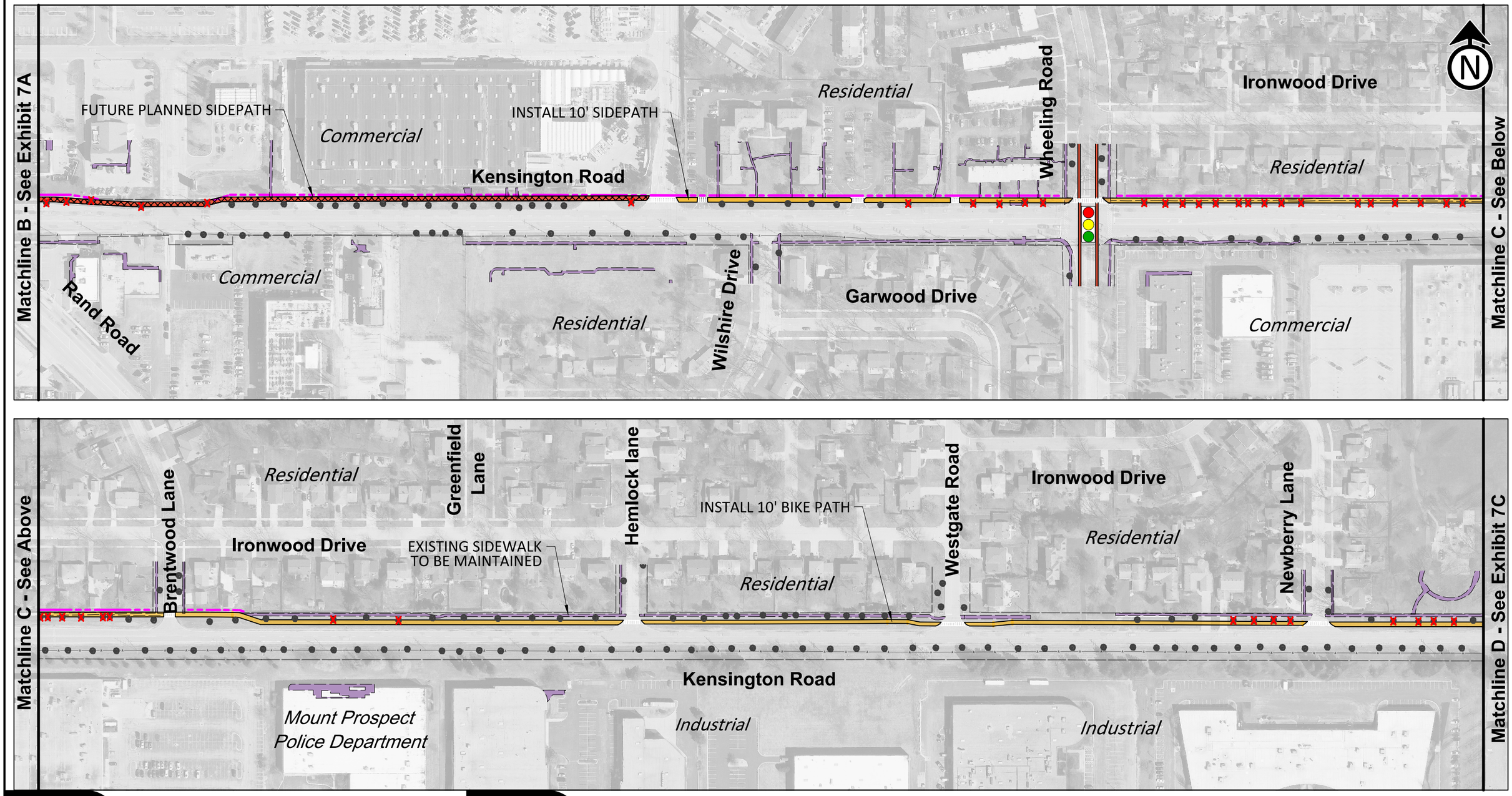
Kensington Road

Potential Bike Facility Alignment

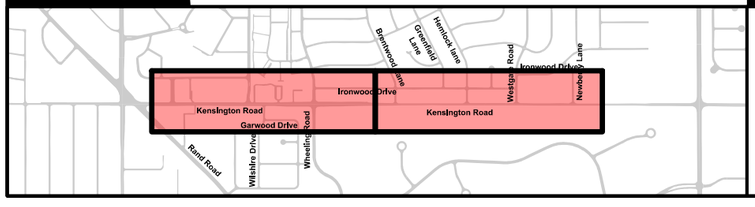
0' 100' 200'

February 2025

Exhibit 7A



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Kensington Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 7B

Matchline D - See Exhibit 7B

Northwest Assembly of God

Residential

Heritage Drive

FUTURE PLANNED SIDEPATH

See Exhibit 5A for Metra Rail Track Trail

See Exhibit 8B for Wolf Road

Commercial

INSTALL 10' SIDEPATH

Kensington Road

Commercial

Commercial

See Exhibit 8B for Wolf Road

Residential

Canadian National

Des Plaines

Matchline E - See Below

Boulder Drive

Burning Bush Lane

River Trails School District 26

INSTALL 10' SIDEPATH

Residential

Mount Prospect Fire Department Station 14

See Exhibit 2A Des Plaines River Road

FUTURE PLANNED SIDEPATH

Residential

Commercial

Matchline E - See Above

Des Plaines

Kensington Road

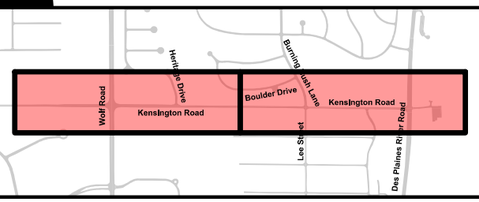
Lee Street

PROPOSED PEDESTRIAN BRIDGE

Residential

Residential

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

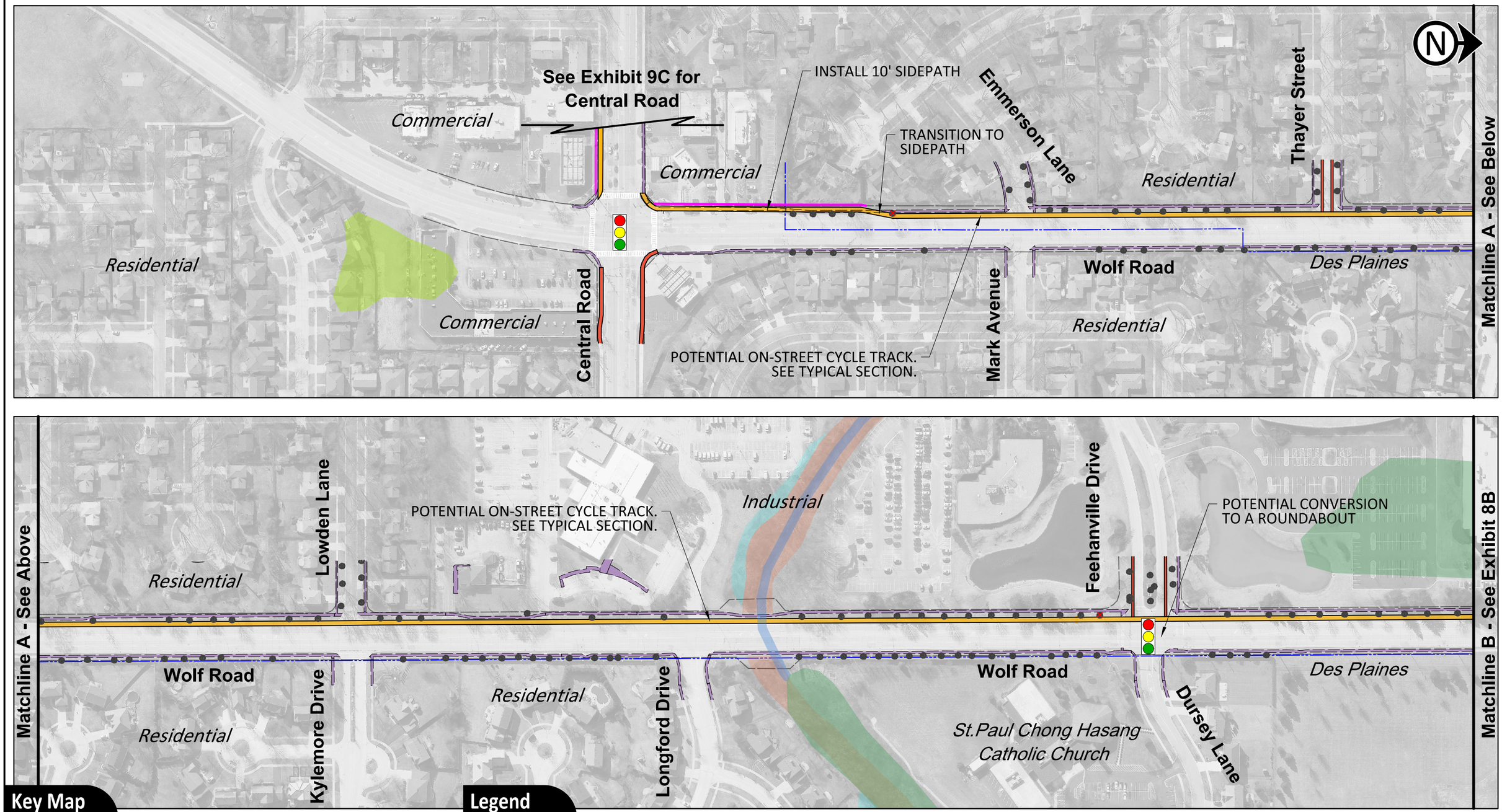
Kensington Road

Potential Bike Facility Alignment

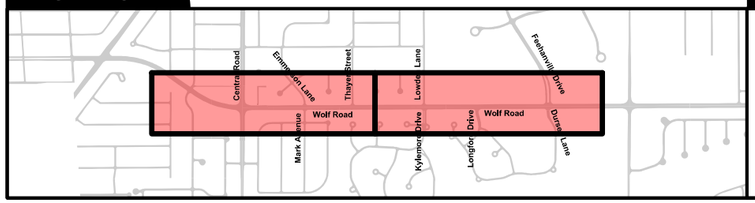
0' 100' 200'

February 2025

Exhibit 7C



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Wolf Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 8A

Matchline B - See Exhibit 8A

See Exhibit 7C for Kensington Road

Industrial

Northwest Assembly of God

River Trails Middle School

Greenwood Drive

Dogwood Lane

Cedar Lane

See Exhibit 4B for Euclid Avenue

Barberry Lane

Residential

Wolf Road

Matchline C - See Below

Des Plaines

See Exhibit 7C for Kensington Road

POTENTIAL ON-STREET CYCLE TRACK. SEE TYPICAL SECTION.

Residential

Heritage Drive

TRANSITION TO SIDEPATH

See Exhibit 4B for Euclid Avenue

Commercial

Commercial

Freedom Court

Liberty Court

Independence Court

Regency Court

Matchline C - See Above

Euclid Avenue

Grace Evangelical Lutheran Church

INSTALL 10' SIDEPATH

CONNECTION TO PROSPECT HEIGHTS BIKE PATH

Prospects Heights

Woodland Trails Park

Wolf Road

Residential

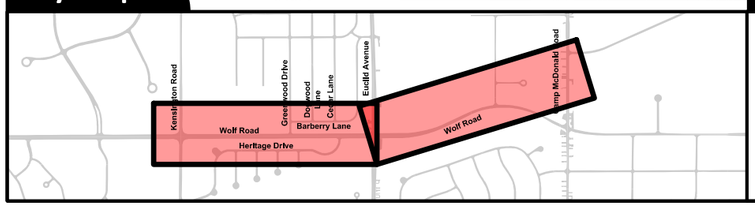
Camp McDonald Road

Commercial

PROPOSED PEDESTRIAN CROSSING

Prospect Heights Metra Station

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Wolf Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 8B

Residential

Southminister Presbyterian Church

Residential

Arthur Avenue

Industrial

INSTALL 10' SIDEPATH

Arlington Heights

Central Road

Residential

Arlington Heights

Audrey Lane

Hatlen Avenue

Residential

Matchline A - See Below

Mount Prospect Public Works

TO DOWNTOWN ARLINGTON HEIGHTS

EXISTING MID-BLOCK CROSSING

Melas Park Soccer Field

CONNECTION TO IN DESIGN MELAS-MEADOWS BRIDGE

Central Road

Kenilworth Avenue

Waverly Place

Residential

Lancaster Street

Matchline A - See Above

Commercial

Arlington Heights

Busse Road

FUTURE PLANNED SIDEPATH

Westbrook Elementary

Weller Lane

W Busse Avenue

INSTALL 10' SIDEPATH

Bobby Lane

Kenilworth Avenue

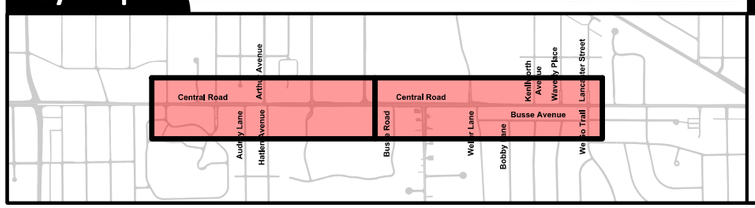
Residential

Waverly Place

We Go Trail

Matchline B - See Exhibit 9B

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

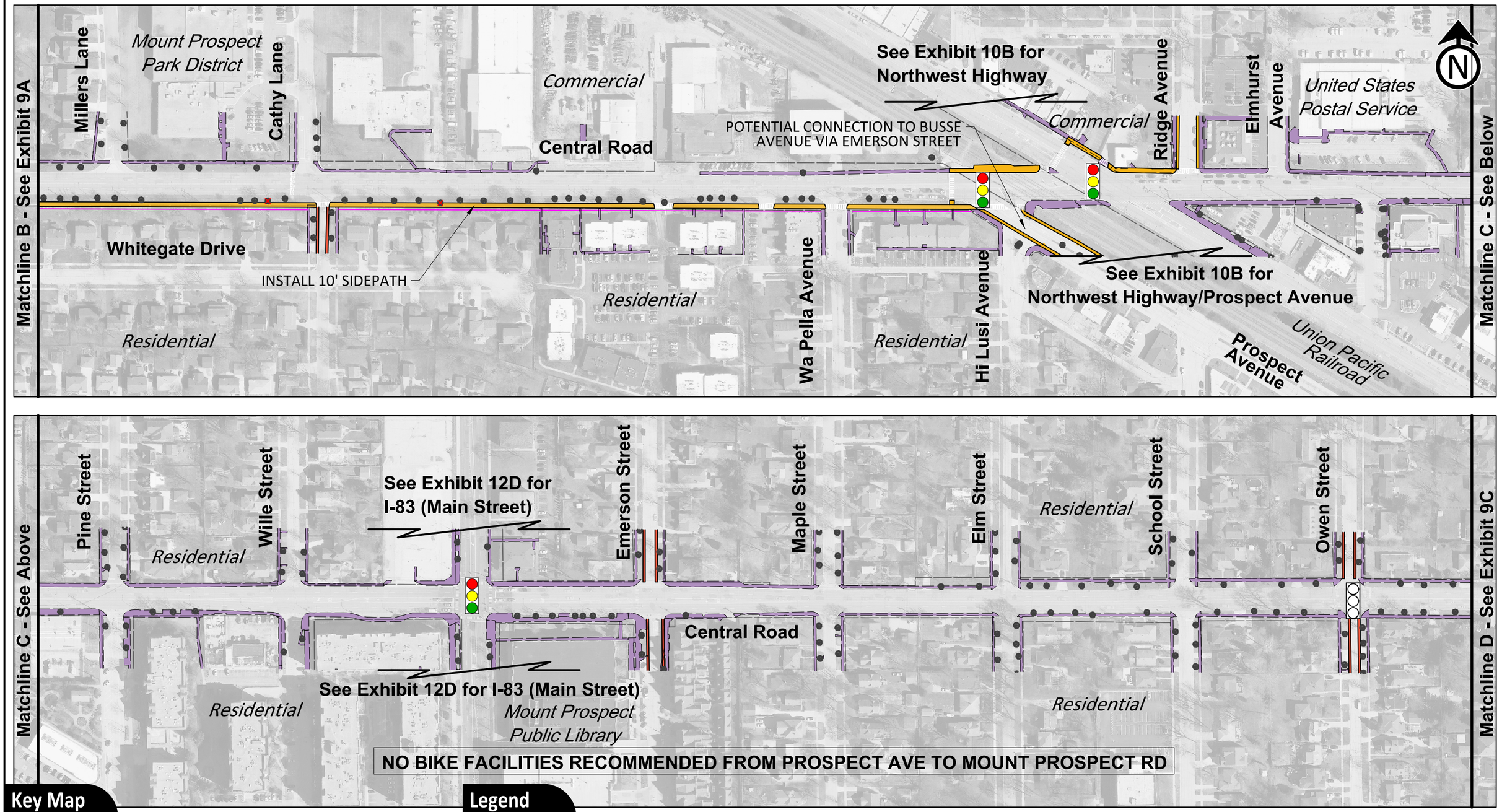
Central Road

Potential Bike Facility Alignment

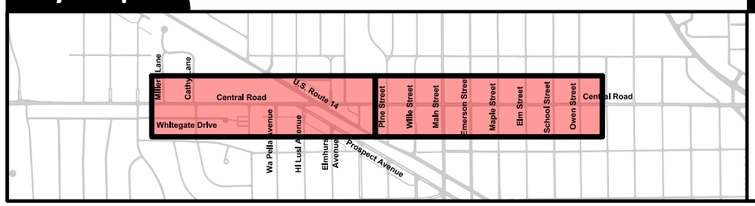
0' 100' 200'

February 2025

Exhibit 9A



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Central Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 9B

Matchline D - See Exhibit 9B

William Street

Louis Street

Residential

Edward Street

Albert Street

Commercial

Central Road

Commercial

INSTALL 10' SIDEPATH

N

Residential

George Street

Residential

CONNECTION TO BUSSE AVENUE VIA MT PROSPECT ROAD

See Exhibit 11A for Mt Prospect Road

Commercial

U.S. Route 12 (Rand Road)

Commercial

Des Plaines

Matchline E - See Below

EXISTING SIDEPATH IN DES PLAINES TO DES PLAINES RIVER TRAIL

Matchline E - See Above

Westgate Road

Residential

Marcella Road

St Emily Catholic Church

Homer Lane

Green Lane

Full Gospel Chicago Church

Central Road

Stevenson Lane

Commercial

INSTALL 10' SIDEPATH

BIKE FACILITIES CONTINUE TO EAST RIVER ROAD

See Exhibit 8A for Wolf Road

Residential

Commercial

Des Plaines

Residential

Marcella Road

Clayton Lane

Patricia Lane

Residential

Jon Lane

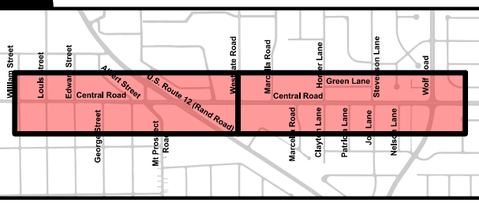
Nelson Lane

Commercial

Commercial

Wolf Road

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Central Road

Potential Bike Facility Alignment

0' 100' 200'

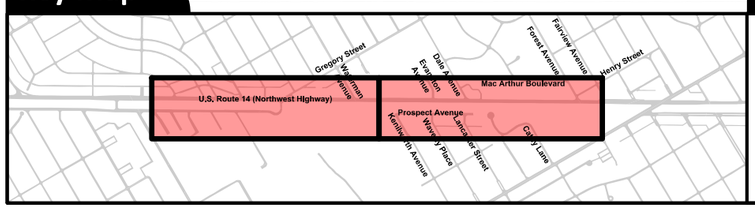
February 2025

Exhibit 9C

Gregory Street
Commercial
Arlington Heights
Waterman Avenue
N
U.S. Route 14 (Northwest Highway)
Union Pacific Railroad
POTENTIAL INTERSECTION CROSSING IMPROVEMENT
INSTALL 10' SIDEPATH
COORDINATE WITH ARLINGTON HEIGHTS TO EXTEND SIDEPATH TO THE NORTHWEST
Industrial
Arlington Heights
Melas Park
Matchline A - See Below

Meadows Park
Residential
Evanston Avenue
Dale Avenue
Commercial
Mac Arthur Boulevard
Residential
Forest Avenue
Henry Street
Fairview Avenue
Matchline A - See Above
U.S. Route 14 (Northwest Highway)
Union Pacific Railroad
Prospect Avenue
Kenilworth Avenue
Residential
Waverly Place
Residential
Lancaster Street
Cathy Lane
Residential
Commercial
MELAS MEADOWS PEDESTRIAN BRIDGE (IN DESIGN)
INSTALL 10' SIDEPATH
INSTALL ON-STREET BIKE LANES. ROUTE BIKES ON FOREST AVENUE, HENRY STREET AND RIDGE AVENUE TO CONNECT TO CENTRAL AVENUE SIDEPATH.
Matchline B - See Exhibit 10B

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

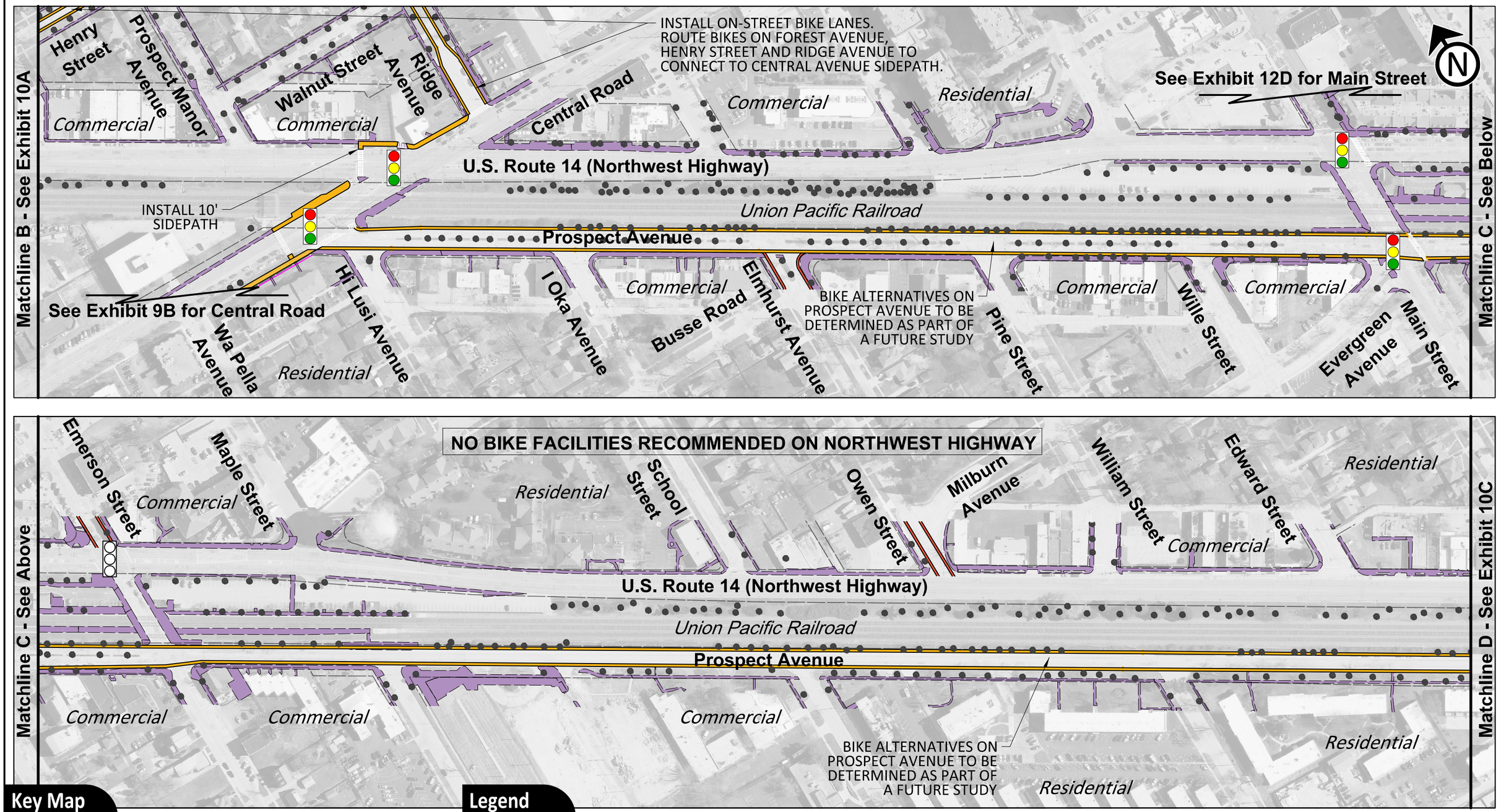
Northwest Highway/Prospect Avenue

Potential Bike Facility Alignment

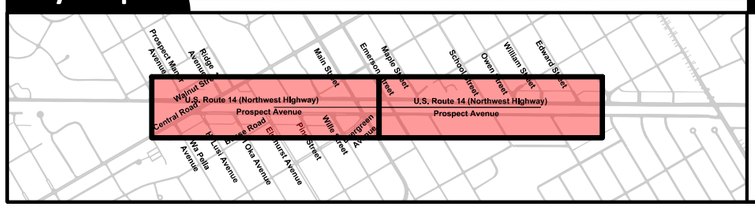
0' 100' 200'

February 2025

Exhibit 10A



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

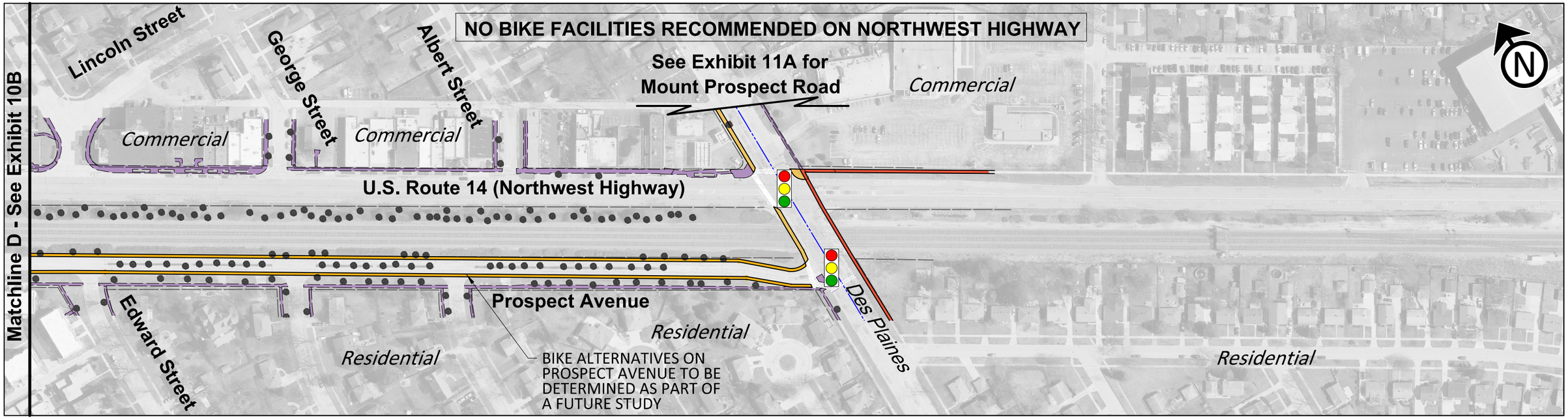
Northwest Highway/Prospect Avenue

Potential Bike Facility Alignment

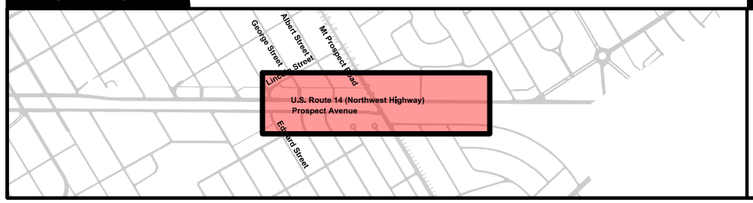
0' 100' 200'

February 2025

Exhibit 10B



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

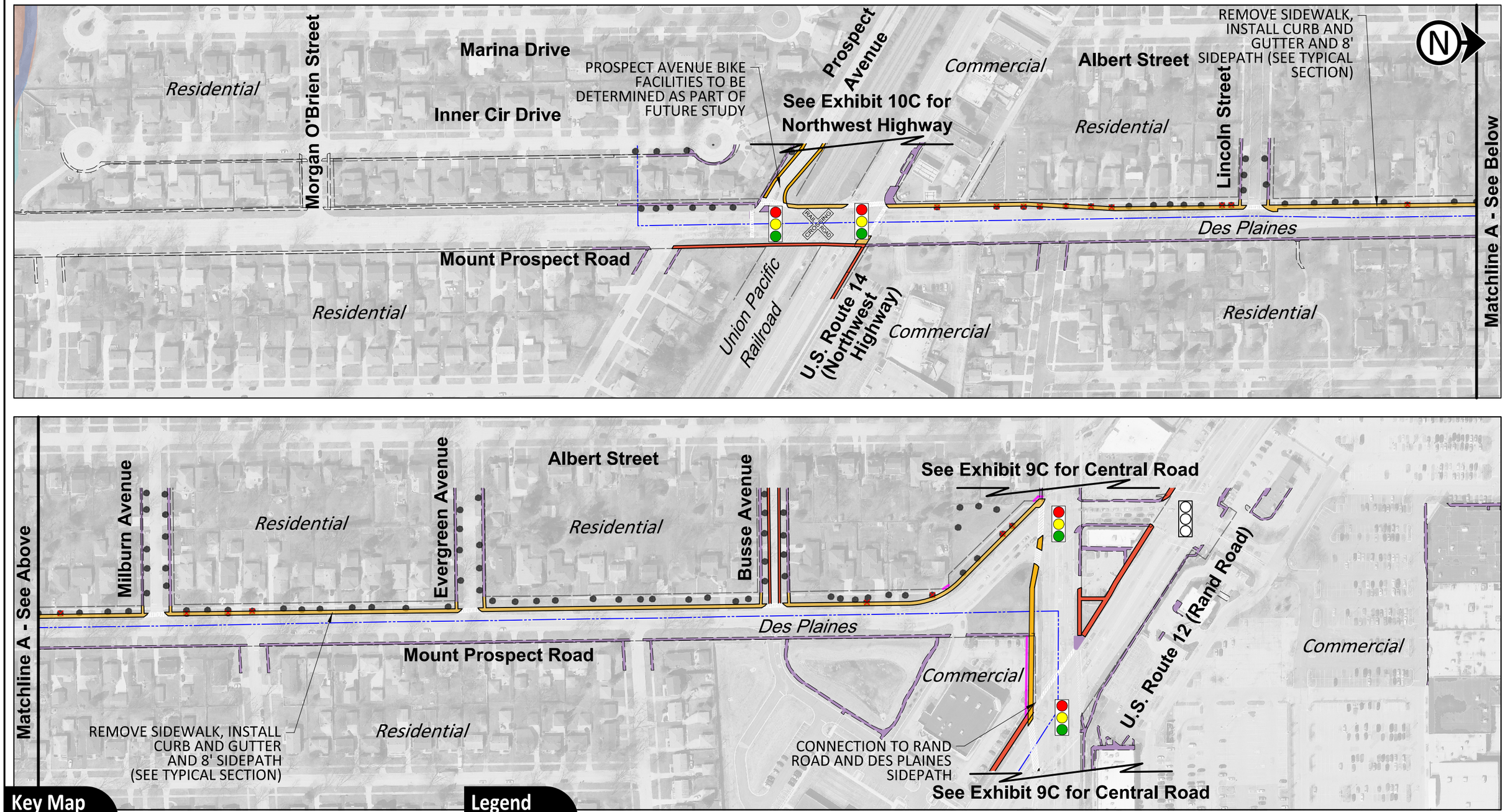
Northwest Highway/Prospect Avenue

Potential Bike Facility Alignment

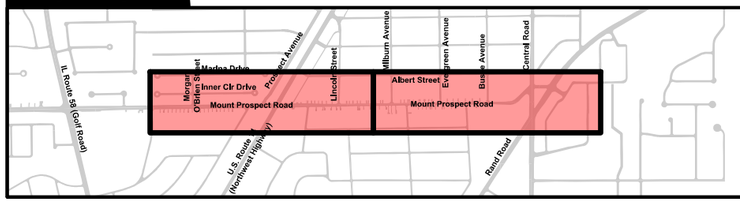
0' 100' 200'

February 2025

Exhibit 10C



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Mount Prospect Road

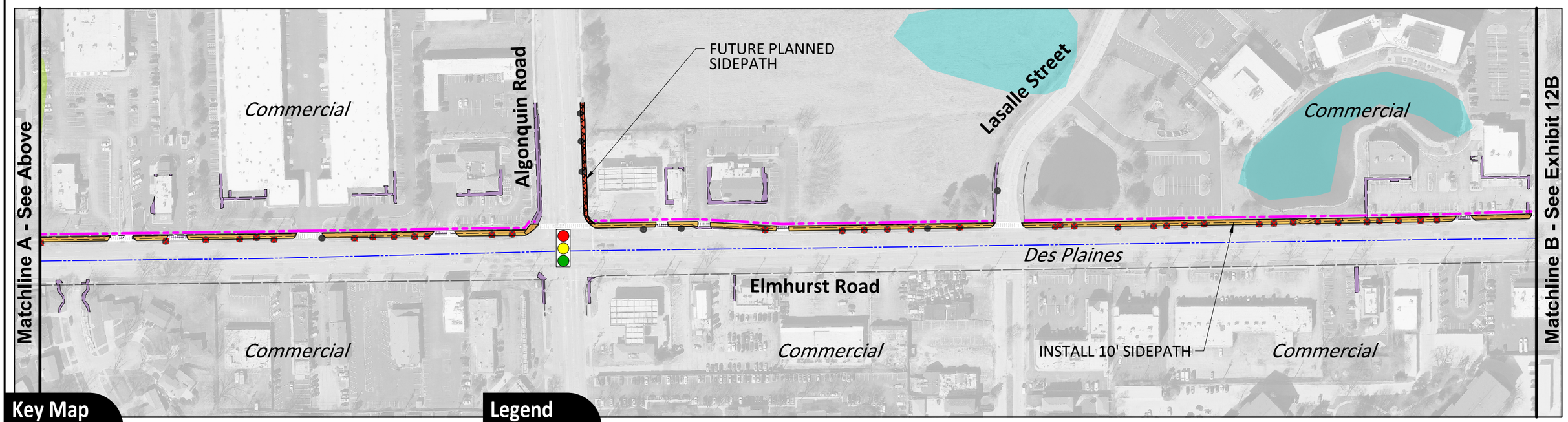
Potential Bike Facility Alignment

0' 100' 200'

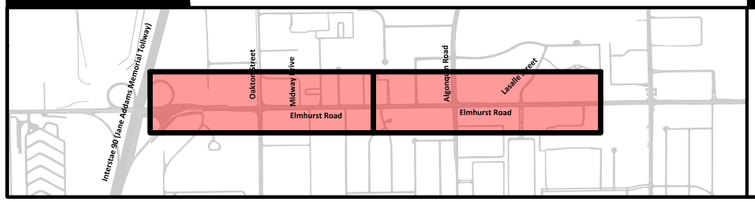
February 2025

Exhibit 11A





Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Elmhurst Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 12A

Matchline B - See Exhibit 12A

See Exhibit 16B for Dempster Street

INSTALL 10' SIDEPATH

CONSIDER MID-BLOCK CROSSING TO PROVIDE CONNECTION FOR ComEd Trail

N

Des Plaines

Elmhurst Road

See Exhibit 16B for Dempster Street

Elmhurst Road

Kathleen Drive

ComEd TRAIL CROSSING (SEE EXHIBIT 15)

Millers Road

INVESTIGATE FEASIBILITY OF REMOVING SOUTHBOUND RIGHT TURN LANE

Lilian Lane

Westmere Road

Matchline C - See Below

I Oka Avenue

NO BIKE FACILITIES RECOMMENDED BETWEEN GOLF AND KENSINGTON

See Exhibit 13B for Golf Road

Sunset Road

Matchline C - See Above

INSTALL 10' SIDEPATH

Des Plaines

Elmhurst Road

CONNECTION TO EMERSON STREET BIKE ROUTE VIA GOLF ROAD AND COUNTY LANE

Lilian Lane

Dulles Road

Tower Drive

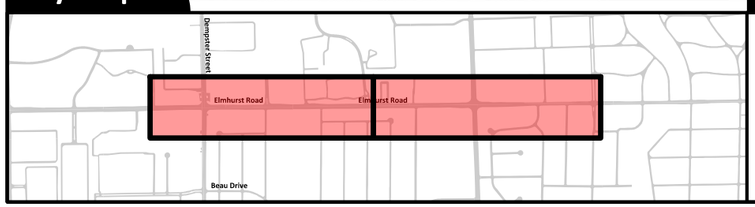
Orchard Place

Lonnquist Boulevard

Matchline D - See Exhibit 12C

See Exhibit 13B for Golf Road

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Elmhurst Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 12B

NO BIKE FACILITIES RECOMMENED BETWEEN GOLF AND KENSINGTON

Matchline D - See Exhibit 12B

Hiawatha Trtail

Man-Awa Trail

Weller Creek

Council Trail

Elmhurst Road

Shabonee Trail

Byron Court

Pine Street

Matchline E - See Below

Elmhurst Avenue

Matchline F - See Exhibit 12D

I Oka Avenue

Elmhurst Avenue

Pine Street

Wille Street

Main Street

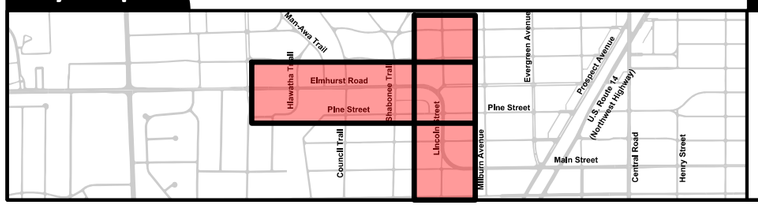
Lincoln Street

Elmhurst Road

NO BIKE FACILITIES RECOMMENED BETWEEN GOLF AND KENSINGTON

Matchline E See Above

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Elmhurst Road

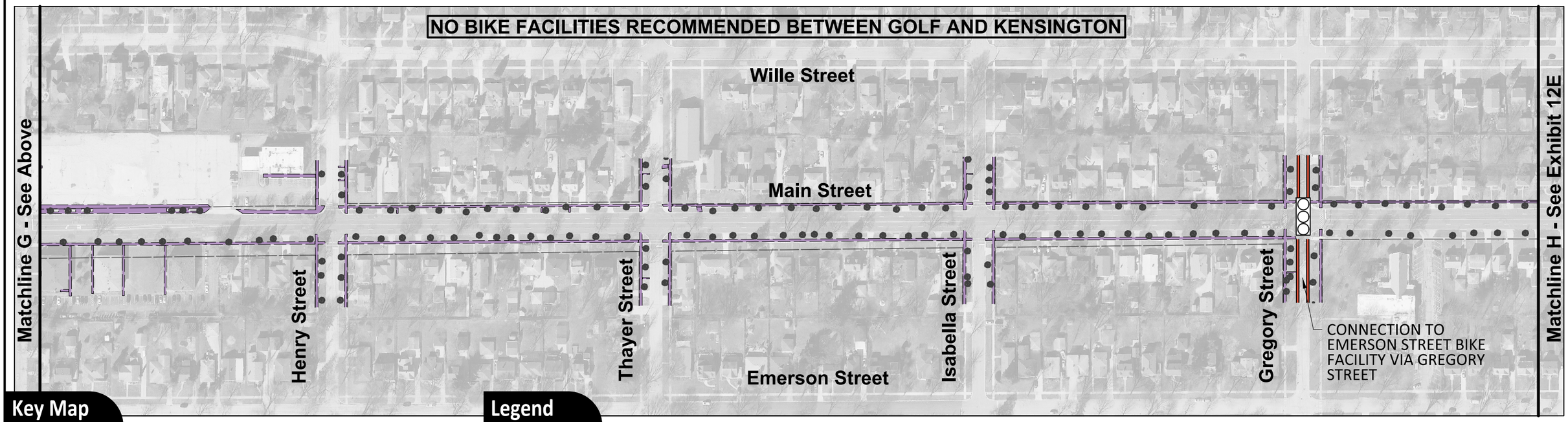
Potential Bike Facility Alignment

0' 100' 200'

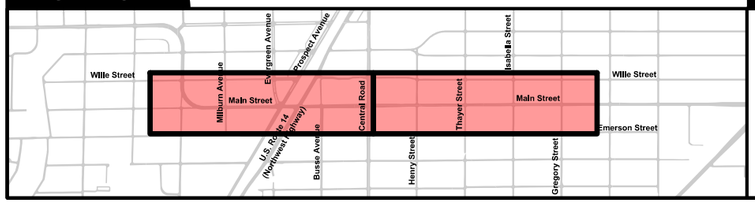
February 2025

Exhibit 12C





Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Elmhurst Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 12D

NO BIKE FACILITIES RECOMMENDED BETWEEN GOLF AND KENSINGTON

Matchline H - See Exhibit 12D

Memory Lane

Highland Street

Wille Street

Main Street

Emerson Street

See Exhibit 7A for Kensington Road

FUTURE PLANNED SIDEPATH

U.S. Route 12 (Rand Road)

N

See Exhibit 7B for Kensington Road

Matchline I - See Below

Matchline I - See Above

Meadow Lane

Oxford Place

Elmhurst Road

See Exhibit 4A for Euclid Avenue

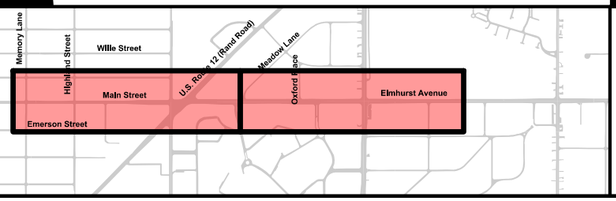
INSTALL 10' SIDEPATH

Prospect Heights

See Exhibit 4A for Euclid Avenue

Matchline J - See Exhibit 12F

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

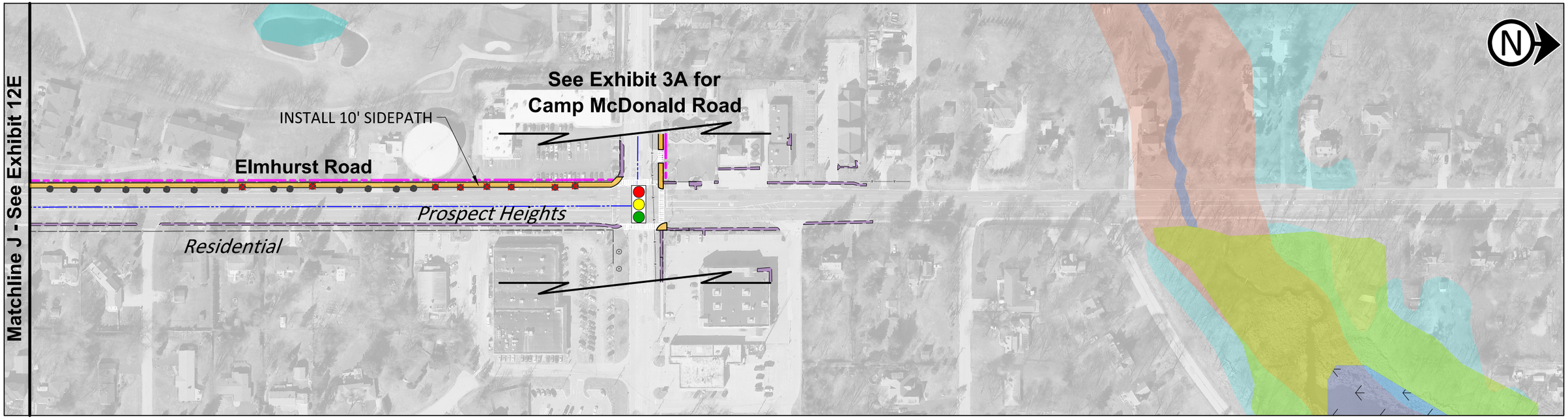
Elmhurst Road

Potential Bike Facility Alignment

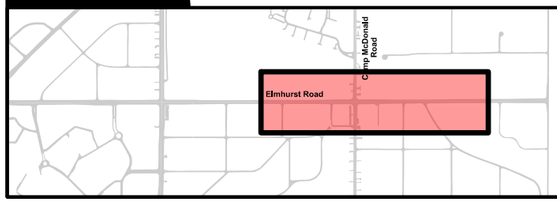
0' 100' 200'

February 2025

Exhibit 12E



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Elmhurst Road

Potential Bike Facility Alignment

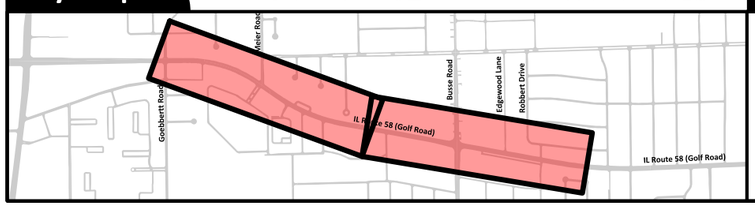
0' 100' 200'

February 2025

Exhibit 12F

Goebbert Road
Arlington Heights
IL Route 58 (Golf Road)
Meier Road
INSTALL 10' SIDEPATH
Residential
Kennicott Place
Grove Drive
Matchline A - See Below
Arlington Heights
Residential
IL Route 58 (Golf Road)
Matchline A - See Above
See Exhibit 14B for Busse Road
FUTURE PLANNED SIDEPATH
Edgewood Lane
Robbert Drive
Residential
Glenn Lane
Matchline B - See Exhibit 13B
IL Route 58 (Golf Road)
Oakwood Drive
INSTALL 10' SIDEPATH
See Exhibit 14B for Busse Road
Residential
Robbert Drive

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Golf Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 13A

Matchline B - See Exhibit 13A

Waverly Avenue

Lancaster Avenue

We Go Trail

See-Gwun Avenue

Na Wa Ta Avenue

Can-Dota Avenue

Wa Pella Avenue

Hi Lusi Avenue

Matchline C - See Below

Cypress Drive

IL Route 58 (Golf Road)

Linneman Road

INSTALL 10' SIDEPATH

Matchline C - See Above

I Oka Avenue

See Exhibit 12B for Elmhurst Road

Tower Drive

Country Lane

Maple Street

Elm Street

Matchline D - See Exhibit 13C

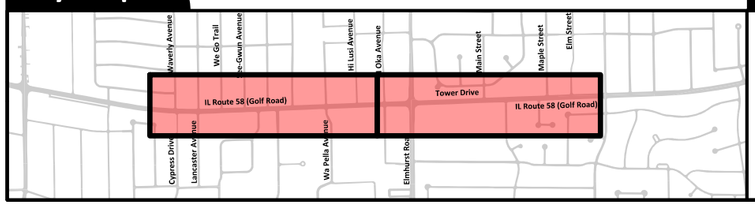
Mount Prospect
Des Plaines

IL Route 58 (Golf Road)

INSTALL 10' SIDEPATH

See Exhibit 12B for Elmhurst Road

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

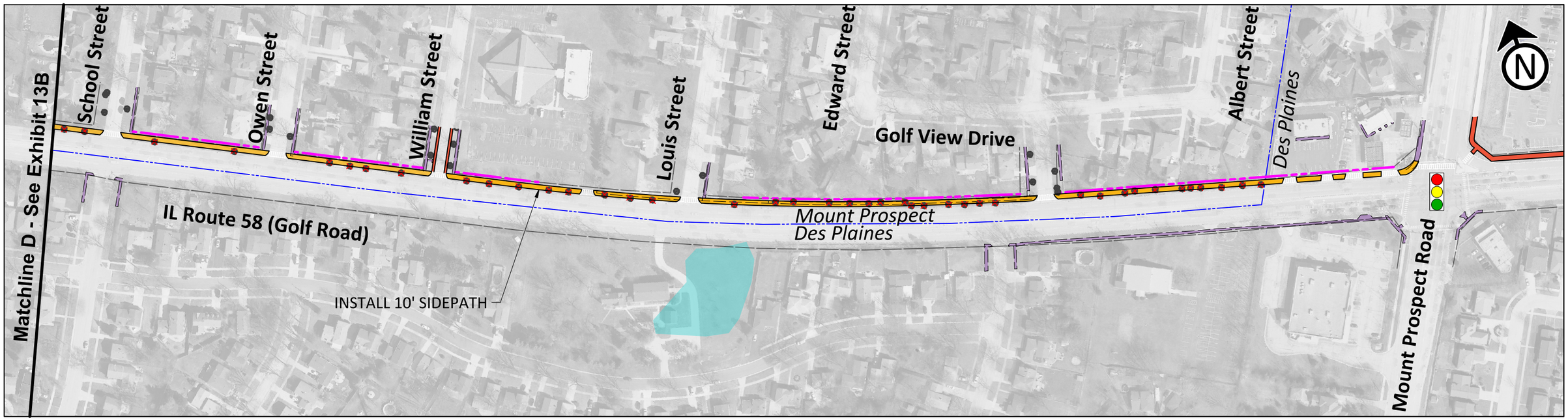
Golf Road

Potential Bike Facility Alignment

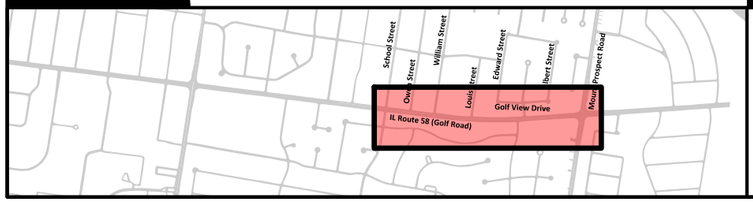
0' 100' 200'

February 2025

Exhibit 13B



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Golf Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 13C

Elk Grove Village

SIDEPATH CONTINUES
INTO ELK GROVE VILLAGE

Commercial

INSTALL
10' SIDEPATH

Residential

Victoria Drive

Dennis Drive

Sable Lane

N

I-90 (Jane Addams
Memorial Tollway)

Commercial

Addison Court

Kennet Drive

James Drive

Busse Road

Commercial

Matchline A - See Below

Matchline A - See Above

Crystal Lane

Crystal Lane

FUTURE SIDEPATH

See Exhibit 16A for
Dempster Street

Commercial

Commercial

ComEd TRAIL CROSSING
(SEE EXHIBIT 15A)

INSTALL
10' SIDEPATH

Busse Road

Commercial

Algonquin Road

See Exhibit 16A for
Dempster Street

Knights Bridge Drive

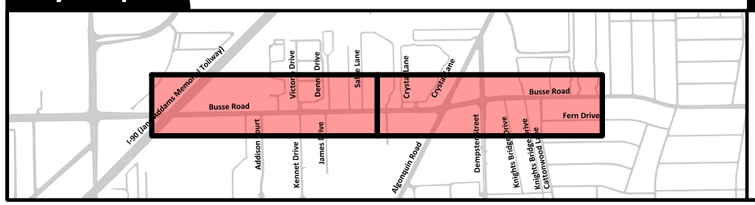
Knights Bridge Drive

Cattonwood Lane

Fern Drive

Matchline A - See Exhibit 1B

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

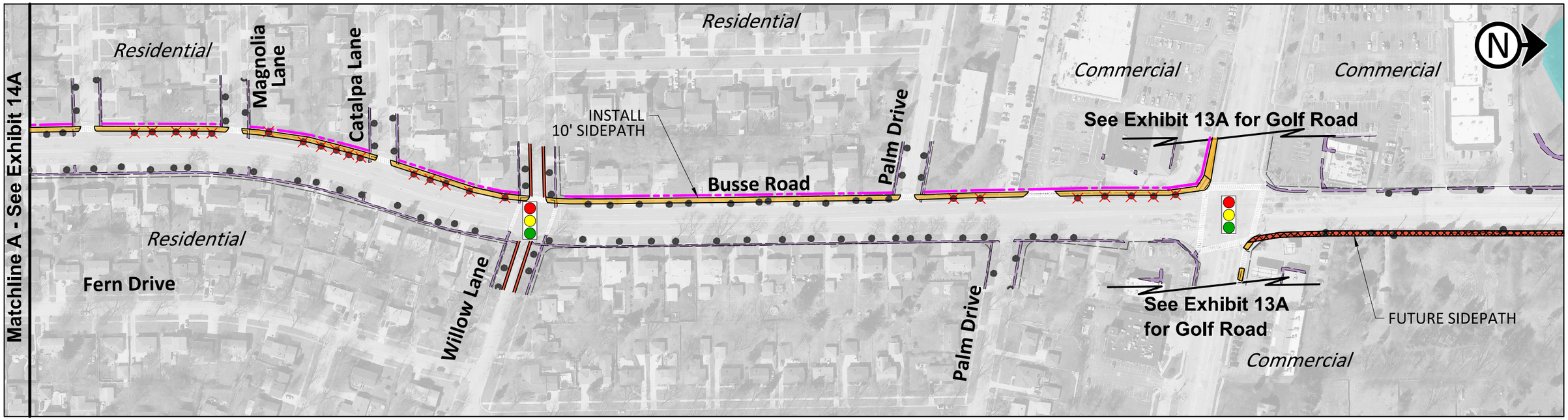
Busse Road

Potential Bike Facility Alignment

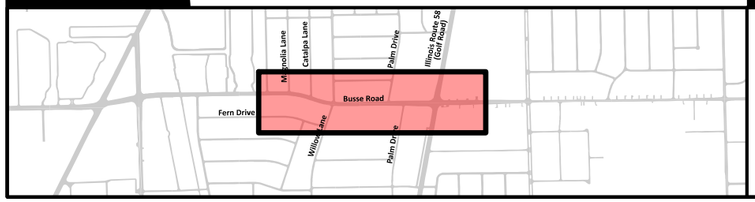
0' 100' 200'

February 2025

Exhibit 14A



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Busse Road

Potential Bike Facility Alignment

0' 100' 200'

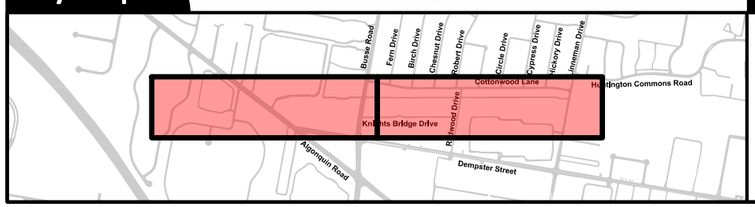
February 2025

Exhibit 14B

Commercial
Residential
Fern Drive
Algonquin Road
Commercial
FUTURE PLANNED SIDEPATH
INVESTIGATE POTENTIAL TRAIL REALIGNMENT
Residential
Residential
See Exhibit 14A
Busse Road
RECENTLY RESURFACED EXISTING 8' PATH
Commercial
PREFERRED ComEd TRAIL CROSSING AT NORTH LEG OF SIGNALIZED INTERSECTION OF DEMPSTER STREET
Dempster Street
Matchline A - See Below

Residential
Residential
Residential
Residential
Residential
Knights Bridge Drive
Cottonwood Lane
Residential
Iglesia Del Nazareno Ebenezer
Matchline A - See Above
Kopp Park
Redwood Drive
Kopp Park
Linneman Drive
EXISTING MID-BLOCK CROSSWALK
EXISTING MID-BLOCK CROSSWALK
Matchline A - See Exhibit 15B

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

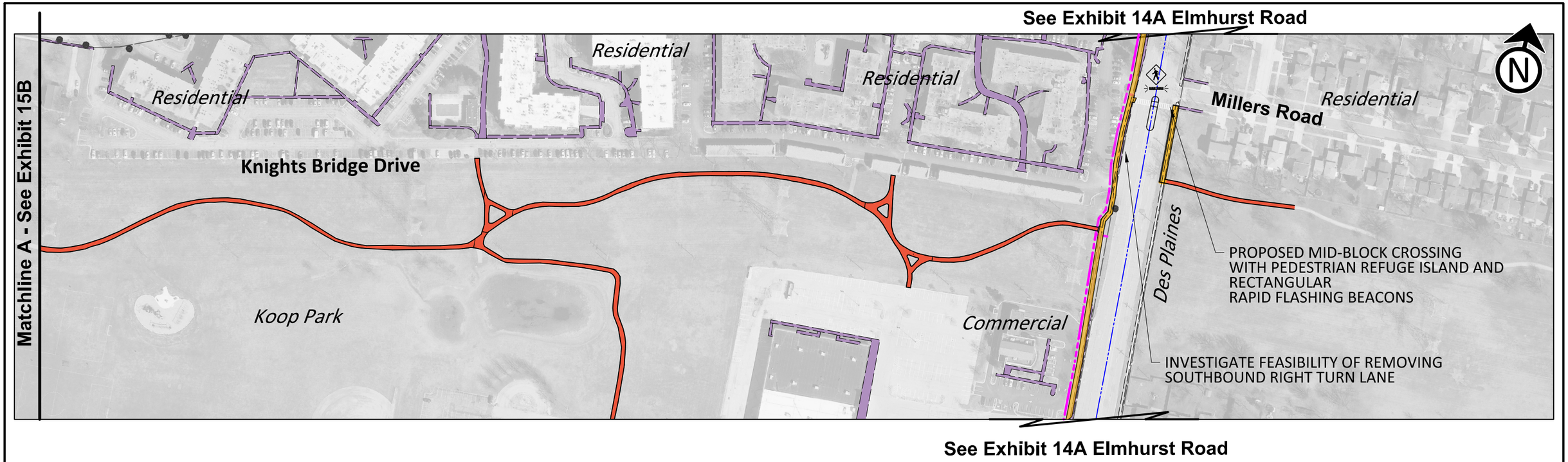
ComEd Trail

Potential Bike Facility Alignment

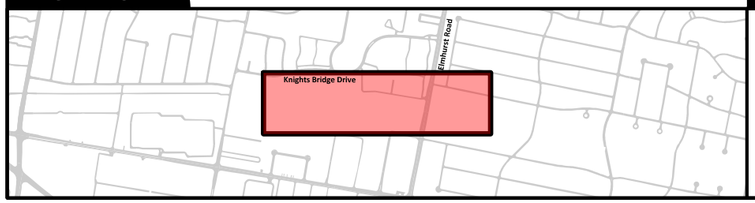
0' 100' 200'

February 2025

Exhibit 15A



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

ComEd Trail

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 15B

Algonquin Road (IL Route 62)

Commercial

See Exhibit 14A for Busse Road

Residential

INSTALL
10' SIDEPATH

Redwood Drive

N

Dempster Street

Residential

FUTURE SIDEPATH

See Exhibit 14A for Busse Road

Commercial

Industrial

Matchline A - See Below

Matchline A - See Above

Residential

INSTALL
10' SIDEPATH

Linneman Road

Ida Court

Ida Court

Residential

Ida Court

Dempster Street

Industrial

Industrial

Residential

Matchline B - See Exhibit 16B

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Dempster Street

Potential Bike Facility Alignment

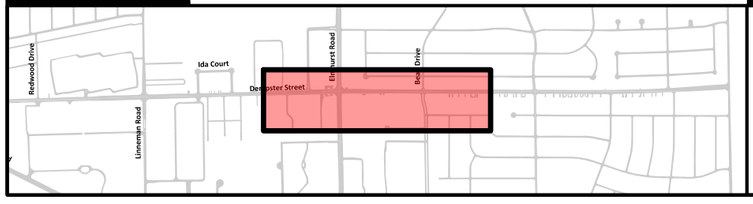
0' 100' 200'

February 2025

Exhibit 16A



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

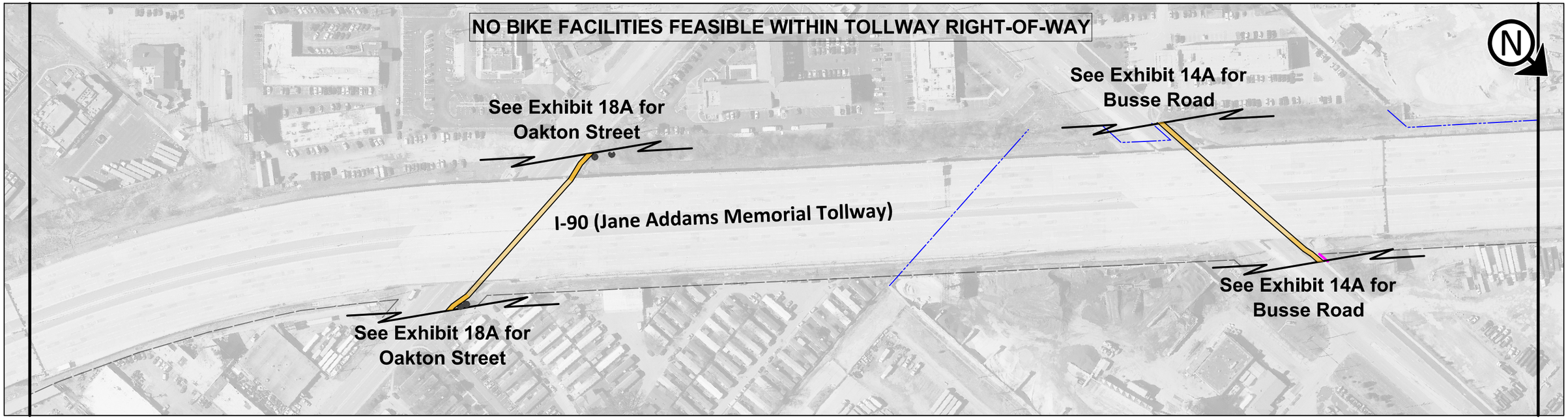
Dempster Street

Potential Bike Facility Alignment

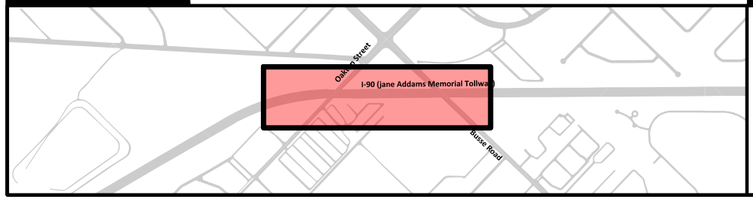
0' 100' 200'

February 2025

Exhibit 16B



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Busse to Oakton Connector

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 17A

10' SIDEPATH CONTINUES TO ELK GROVE VILLAGE

I-90 (Jane Addams Memorial Tollway)

First Avenue

Residential

INSTALL 10' SIDEPATH

8th Avenue

Oakton Street

Badger Road

MODIFY STRUCTURE OVER HIGGINS CREEK

Higgins Creek

N

Matchline A - See Below

MODIFY EXISTING STORM WATER DETENTION FACILITY

Industrial

Hamilton Road

Industrial

Hamilton Road

Diane

Elizabeth Drive

Weiler Road

Commercial

Commercial

Residential

INSTALL 10' SIDEPATH

See Exhibit 12A for Elmhurst Road

Oakton Street

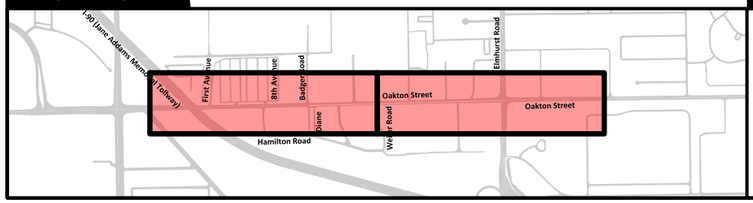
Matchline A - See Above

Weiler Road

Industrial

Metropolitan Water Reclamation District of Greater Chicago

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
- Municipal Boundary
- Existing Aerial Utility
- Proposed Right-of-Way
- Proposed/Modified Structure
- Proposed Path
- Proposed On-Street Bike Facility
- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Oakton Street

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 18A

EXECUTIVE SUMMARY

In 2012, the Village of Mount Prospect adopted a Bicycle Plan to "create a safe, comfortable and bicycle-friendly environment in Mount Prospect, which encourages people of all ages to use bicycles for everyday transportation and enjoyment." Phase 1 of this plan mainly includes on-street bike routes along low volume, residential streets. The second and third phases of this study include bike routes along arterial roads, which are mostly under the jurisdiction of other agencies. The Arterial Bike Network Study was initiated to develop a strategy to construct bike facilities along 18 arterial and other high traffic corridors in the Village, completing the planning process for Phases 2 and 3 of the Bicycle Plan.

Community Engagement

The Village employed a robust community engagement approach to obtain input from as many stakeholders and community members as possible. Community outreach consisted of the following events:

- Open House #1 | February 2024
- Village Block Party | July 2024
- Celebration of Culture | August 2024
- Open House #2 | October 2024

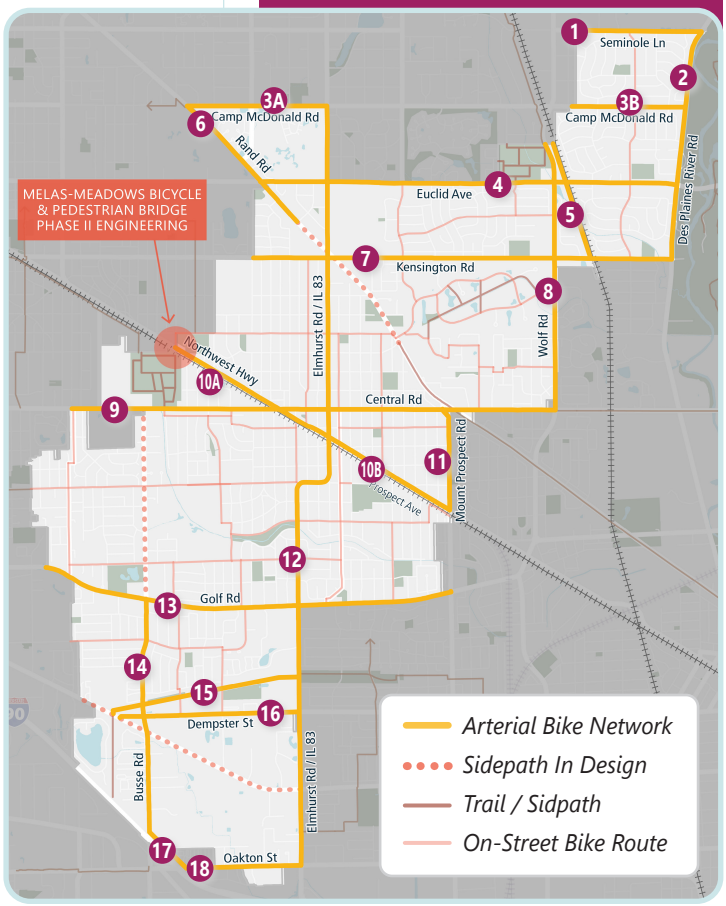
In addition, a community survey, an interactive map, project website, and project email address were available for the public to provide input.

Meetings with various stakeholders were held to ensure the project aligns with the needs of the community and other departments. The project team coordinated with the following agencies and institutions:

- Schools: Prospect High School, District 57, District 26, District 59
- Illinois Commerce Commission
- Mount Prospect Park District
- Cook County Forest Preserve
- Pace Suburban Bus
- River Trails Park District
- Cook County Department of Transportation and Highways (CCDOTH)
- Illinois Department of Transportation
- Surrounding communities: Prospect Heights, Des Plaines, Elk Grove, and Arlington Heights

STUDY CORRIDORS

1. Seminole Lane
2. Des Plaines River Road
3. Camp McDonald Road
4. Euclid Avenue
5. ComEd ROW Northeast
6. Rand Road
7. Kensington Road
8. Wolf Road
9. Central Road
10. Northwest Highway (A) / Prospect Avenue (B)
11. Mount Prospect Road
12. IL-83 / Elmhurst Road
13. Golf Road
14. Busse Road
15. ComEd Trail
16. Dempster Street
17. Busse to Oakton Connector
18. Oakton Street



Recommendations

Community feedback was synthesized with a comprehensive existing conditions analysis and a review of local and multi-jurisdictional planning studies to develop corridor recommendations. Preliminary engineering analyses were completed to better understand the impacts and feasibility of the proposed recommendations. 200-scale plans were developed to illustrate the proposed routing, potential tree and utility impacts were verified and estimates of required right-of-way acquisition were completed.

Eighteen corridors were reviewed to assess feasibility and recommend an appropriate type of facility. As shown in the table to the right, sidepaths (paths alongside roadways) are the most prevalent recommendation. Sidepaths are most suitable for higher speed and volume roads since they are completely separated from vehicular lanes.

Implementation

A primary study goal is to develop a plan to implement bike facilities on the arterial network corridors. Each corridor was evaluated using metrics in the following categories:

- User Comfort
- Community Connectivity
- Right-of-Way Impacts
- Project Complexity

Based on these criteria and considering input from the community, stakeholders, and Village staff, the following corridors were determined to be near term priorities:

- Euclid Avenue (Burning Bush Lane to Des Plaines River Trail)
- Kensington Road (Forest Avenue to Des Plaines River Road)
- Mount Prospect Road (Northwest Highway to Rand Road)
- Busse Road (I-90 to Golf Road)
- ComEd Trail (Crossing Improvements at Busse Road and Elmhurst Road)

Programming level cost estimates were prepared for each corridor to assess likely engineering and construction costs. Potential sources of state, local, and federal funding were reviewed to determine grant programs that are applicable to Mount Prospect.



Corridor	*Length (miles)*	*Recommended Facility Type*
Seminole Ln *Prospect Heights Bike Path to Des Plaines River Rd*	1.2	Bike Lanes
Des Plaines River Rd *Kensington to Seminole*	1.5	Sidepath
Camp McDonald Rd *Rand to Elmhurst*	0.9	Sidepath
Camp McDonald Rd *Wolf to Des Plaines River Rd*	0.7	Bike Lanes
Euclid Ave *Rand to Burning Bush*	2.4	Sidepath
Euclid Ave *Burning Bush to Des Plaines River Trail*	0.6	Sidepath
Rand Rd *Wedgewood to Camp McDonald*	1.1	Sidepath
Kensington Rd *Forest Ave to Des Plaines River Rd*	2.8	Sidepath
Wolf Rd *Central to Prospect Heights Metra*	1.8	Cycle Track
Central Rd *Mount Prospect Rd to Wolf*	0.8	Sidepath
Central Rd *Audrey to Northwest Highway*	1.2	Sidepath
Northwest Hwy *Prospect to Watermann*	2.0	Sidepath
Mount Prospect Rd *Northwest Hwy to Rand*	0.7	Sidepath
Elmhurst Rd / IL-83 *Kensington to Camp McDonald*	1.8	Sidepath
Elmhurst Rd / IL-83 *Oakton to Golf*	1.7	Sidepath
Golf Rd *Meier to Mount Prospect Rd*	2.7	Sidepath
Busse Rd *I-90 to Golf*	1.5	Sidepath
ComEd Trail *Algonquin to Elmhurst / IL-83*	Spot Locations	N/A
Dempster St *Algonquin to Elmhurst / IL-83*	1.3	Sidepath
Oakton St *I-90 to Elmhurst / IL-83*	0.8	Sidepath

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO:	DIRECTOR OF PUBLIC WORKS
FROM:	PROJECT ENGINEER
DATE:	MARCH 4, 2025
SUBJECT:	ARTERIAL BIKE NETWORK STUDY – FINAL CHANGES

The draft of the Arterial Bike Network Study was presented to the Transportation Safety Commission at the February 10th Meeting. It was then presented to the Village Board at the Committee of the Whole meeting on February 18th. The draft study was presented for comment. Below are the changes made to the final study as a result of comments received. There were no changes made to the existing conditions report or the corridor plan sheets.

- Page 49 – Euclid Avenue – East Section Cost Estimate Updated
- Page 56 – Kensington Road – Corridor Routing Updated
- Page 57 – Kensington Road – Facility Type Corrected
- Page 79 – IL 83 (Main Street) – Corridor Routing Updated
- Page 84 – Golf Road – Corridor Routing Updated
- Page 90 – ComEd Trail – Cost Estimate Updated
- Page 106 – Cost Estimate Table – Updated

There was discussion at the Transportation Safety Commission about safe crossings of arterial roads to access the proposed shared-use paths. The design and location of the crossings will be included in future design engineering of a corridor and are not a part of this study.

Luke Foresman, PE

Luke Foresman

Project Engineer

1700 West Central Road, Mount Prospect, IL 60056 847-870-5640 publicworksdept@mountprospect.org

RESOLUTION NO. XXXX

A RESOLUTION ADOPTING THE ARTERIAL BIKE NETWORK STUDY

WHEREAS, in 2012 the Mayor and Board of Trustees of the Village of Mount Prospect approved a Bike Plan that includes three implementation phases to create a safe and bicycle-friendly environment for everyday transportation and enjoyment; and

WHEREAS, the Village of Mount Prospect has since installed 28 miles of on-street bike routes completing Phase I of the Bike Plan; and

WHEREAS, in 2022 the Village of Mount Prospect was awarded a Statewide Planning & Research Program grant from the Illinois Department of Transportation to partially fund a study that would develop an in-depth strategy to construct bike facilities along arterial and other high traffic roadways in the Village included in Phases II & III of the Bike Plan; and

WHEREAS, the Village of Mount Prospect partnered with Civiltech Engineering to produce the Arterial Bike Network Study to serve as a guide to develop future bike projects and complete Phases II & III of the Bike Plan; and

WHEREAS, it is in the best interest of the Village of Mount Prospect to adopt the Arterial Bike Network Study to further expand the Village's bike network and provide a safe and viable alternative mode of transportation.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS ACTING IN THE EXERCISE OF THEIR HOME RULE POWERS:

Section One: The Mayor and Board of Trustees of the Village of Mount Prospect do hereby adopt the Arterial Bike Network Study, attached hereto and presented as Exhibit A.

Section Two: This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

ABSENT:

PASSED and APPROVED this 6th day of May, 2025.

_____
Paul Wm. Hoefert, Mayor

ATTEST:

_____
Karen M. Agoranos, Village Clerk

VILLAGE OF MOUNT PROSPECT | ARTERIAL BIKE NETWORK STUDY

Village of Mount Prospect

ARTERIAL BIKE NETWORK STUDY

March 2025



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Mount Prospect
MP

STUDY OVERVIEW

Section 1

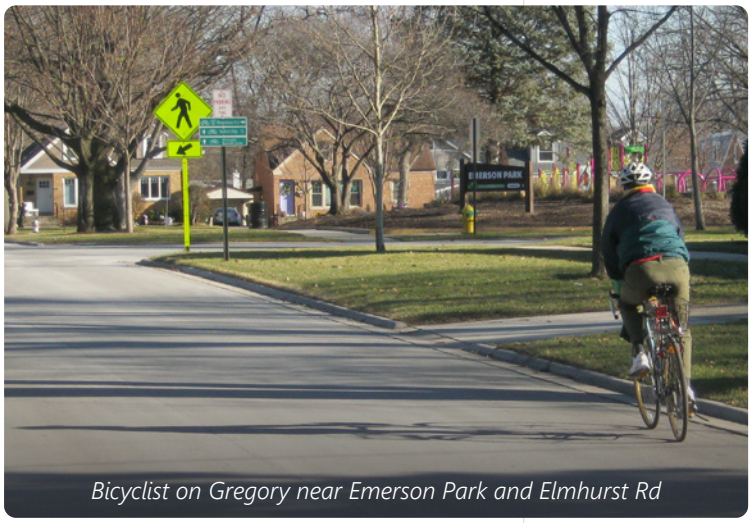


Study Overview

In 2012, the Village adopted a Bicycle Plan to "create a safe, comfortable and bicycle-friendly environment in Mount Prospect, which encourages people of all ages to use bicycles for everyday transportation and enjoyment". The Bicycle Plan identifies three infrastructure phases.

- **Phase I** includes on-street bike routes along low volume, residential streets that connect to key destinations such as parks, schools, shopping, restaurants, and adjacent communities. Since 2012, the Village has installed 28 miles of on-street bike routes completing Phase I of the Bicycle Plan.
- **Phases II & III** includes bike routes along arterial roads, often under the jurisdiction of other agencies that will provide connections to Phase I routes and adjacent communities. The Arterial Bike Network Study will develop a strategy to construct bike facilities along arterial and other high traffic streets in the Village, completing the planning for Phases II and III of the Bicycle Plan.

The corridors selected for the arterial bike network utilize roadways that provide important connectivity across the Village. Completing the network along these routes is crucial to enhancing residents' access to key destinations while improving safety for cyclists and pedestrians of all ages and abilities. The 18 corridors of the arterial bike network, which include two potential trail connections between arterial roadways, are shown on the next page.



Bicyclist on Gregory near Emerson Park and Elmhurst Rd



Looking east on Central towards Emerson

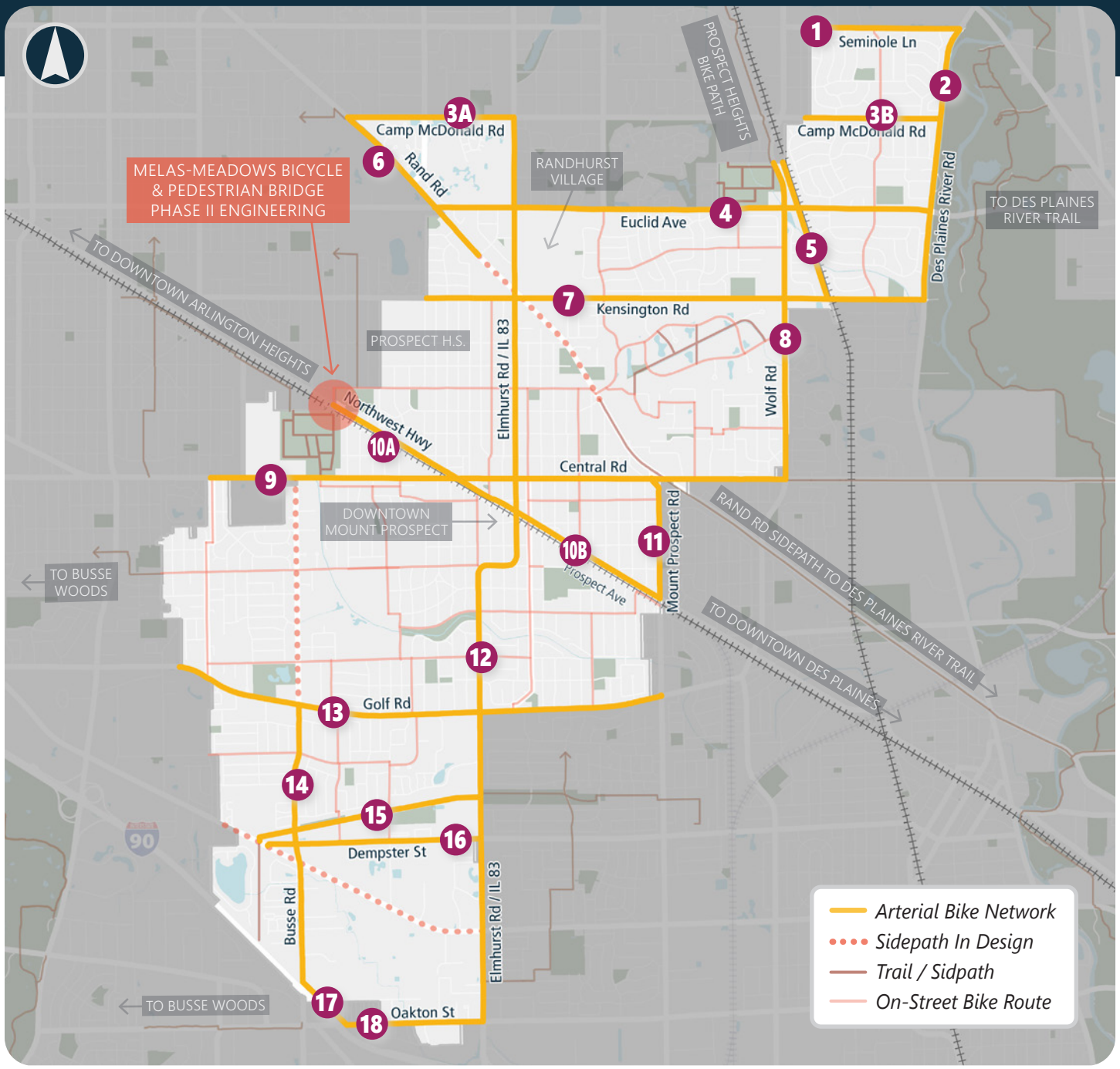
Study Area

The study area encompasses the Village of Mount Prospect, with a focus on the identified arterial corridors. It is recognized, though, that residents' destinations may be outside of the Village, or those visiting and working in the Village may reside in other communities. Connecting to the larger regional network is an important component of the plan and was taken into consideration throughout the study.

Study Goals

- Assess bike facility options that improve safety for cyclists and pedestrians of all ages and abilities
- Ensure the recommended strategy enhances resident access to key community destinations
- Incorporate community priorities and feedback

Arterial Bike Network Study Corridors



1. Seminole Lane
2. Des Plaines River Road
3. Camp McDonald Road
4. Euclid Avenue
5. ComEd ROW Northeast
6. Rand Road
7. Kensington Road
8. Wolf Road
9. Central Road
10. Northwest Highway (A) / Prospect Avenue (B)
11. Mount Prospect Road
12. IL-83 / Elmhurst Road
13. Golf Road
14. Busse Road
15. ComEd Trail
16. Dempster Street
17. Busse to Oakton Connector
18. Oakton Street

Bicyclist Level of Comfort

Research has shown that people who ride bikes can be classified into three groups based on their level of stress tolerance – Interested but Concerned, Somewhat Confident, and Highly Confident. As the graphic below indicates, the vast majority of bicyclists fall into the first category; they are cautious and are not comfortable riding on the street, even if bike lanes are striped. One of the major considerations in the Arterial Bike Network Study is to provide facilities where riding is comfortable and stress-free, and thus is attractive to the widest segment of the Village's population as possible.

Bicyclist User Type / Level of Comfort

INTERESTED BUT CONCERNED

- Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided
- Prefer off-street or separated bicycle facilities or quiet traffic-calmed residential roads
- May not bike at all if bicycle facilities do not meet needs for perceived comfort

SOMEWHAT CONFIDENT

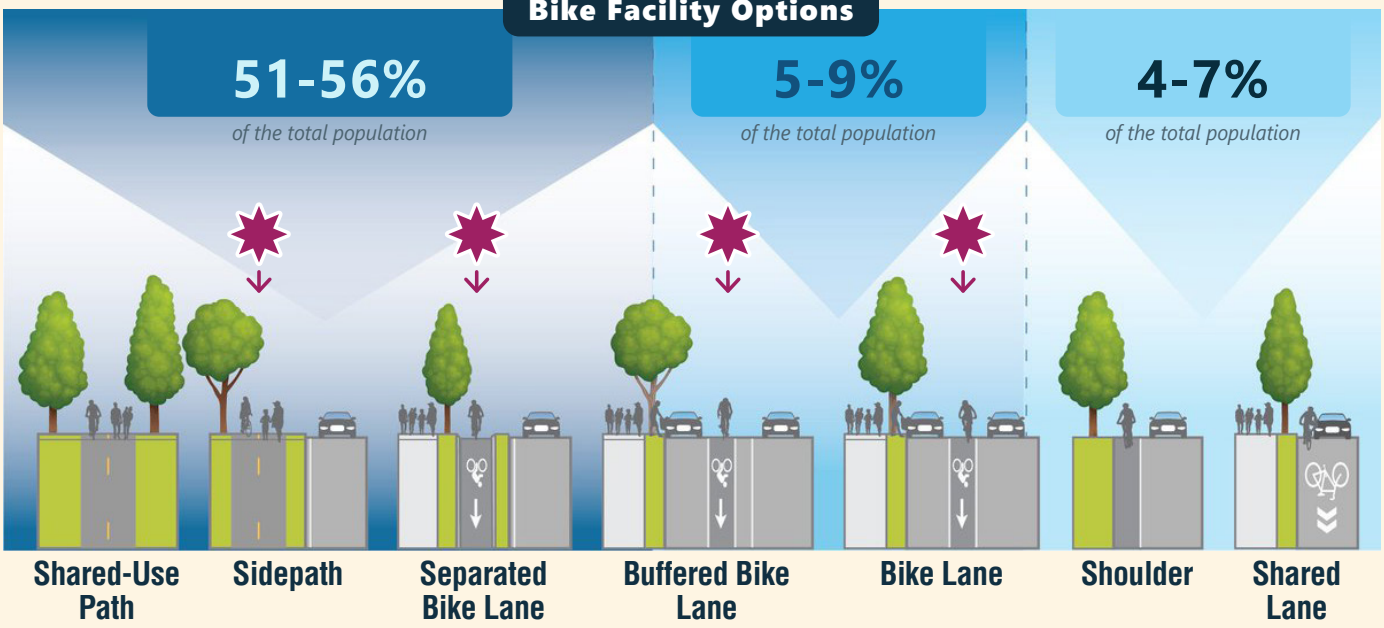
- Generally prefer more separated facilities, but are comfortable riding on street in bicycle lanes or on paved shoulders if need be

HIGHLY CONFIDENT

- Comfortable riding with vehicular traffic
- Will use roads without bike lanes



Bike Facility Options



★ *Bike facilities considered for the arterial bike corridors in this study*

Note: *Percentages represent level of comfort people feel bicycling (from peer-reviewed surveys as recently as 2016.*

Sources: *Adapted from the Federal Highway Administration (FHWA) Bikeway Selection Guide; Dill, J., & McNeil, N. (2016) & Revisiting the Four Types of Cyclists: Findings from a National Survey. Transportation Research Record, 2587(1), 90-99.*

Study Process

An objective of the study is to develop arterial bike network recommendations through a collaborative process with the community and key stakeholders. The project team kept this objective in mind throughout the development and execution of the study.

The Mount Prospect Arterial Bike Network Study began in December 2023. At this time, the project team kicked off the project and initiated the existing conditions research and community engagement activities. An open house and pop-up meetings were held, outlined further in **Section 2: Community Outreach**, to gather initial feedback about challenges and opportunities along these corridors. An *Existing Conditions Report* was developed based on the team's analysis of the study area and input from community. This formed a basis for assessing designs and prioritization of the corridors.

The next stage of the study was developing corridor improvements. This is outlined in **Section 3: Recommendations**. Throughout this process, key stakeholders provided input through one-on-one meetings and a public open house. Following corridor design development and evaluation, the project team established prioritization criteria. To provide a roadmap to implementation and ensure that the corridor designs can be progressed to the next stage of study, cost estimates and a funding strategy are provided in **Section 4: Implementation**.

Study Timeline




Bike Lanes
Bike Lanes
TYPICAL CROSS SECTION
Bike Crossing Enhancement Toolbox

EXISTING CONDITIONS & OUTREACH RECAP

Section 2



Community Engagement

The Village took a robust engagement approach to ensure as many community members as possible had the opportunity to provide input on the existing bicycle network and potential improvements. Building on previous plans, prioritizing transparency throughout the project, and engaging the public early and often is essential in developing a plan for which the community has ownership, and in establishing design concepts that reflect the community's vision.

Input was collected through multiple channels, including a public survey, an online interactive map, two in-person pop-up events, two public open houses, one-on-one stakeholder meetings, and by email. The project team also created a project website and project email for ease of accessing all project information and ensuring community members could easily reach out to the project team. This input directly informed the recommendations as well as the evaluation criteria and phasing.

Thank you to everyone who provided feedback throughout the life of the project!



Open House #1 held in February 2024



Pop-up event at the Village Block Party

Engagement Activities at a Glance

1 **Public Survey and Interactive Input Map**
with 80 Survey Responses and 140+ Map Comments*

2 **Open Houses**
with 70+ Attendees

2 **Pop-Up Meetings**

11 **Stakeholder Meetings**

25 **Emails Received from Community Members**

**including community members who completed the survey activity at the open house*

Engagement Opportunities

During the Existing Conditions phase of this study, the Village hosted several opportunities to hear the community's input on opportunities and challenges to walking and biking throughout Mount Prospect, with special emphasis on the arterial bike network corridors.

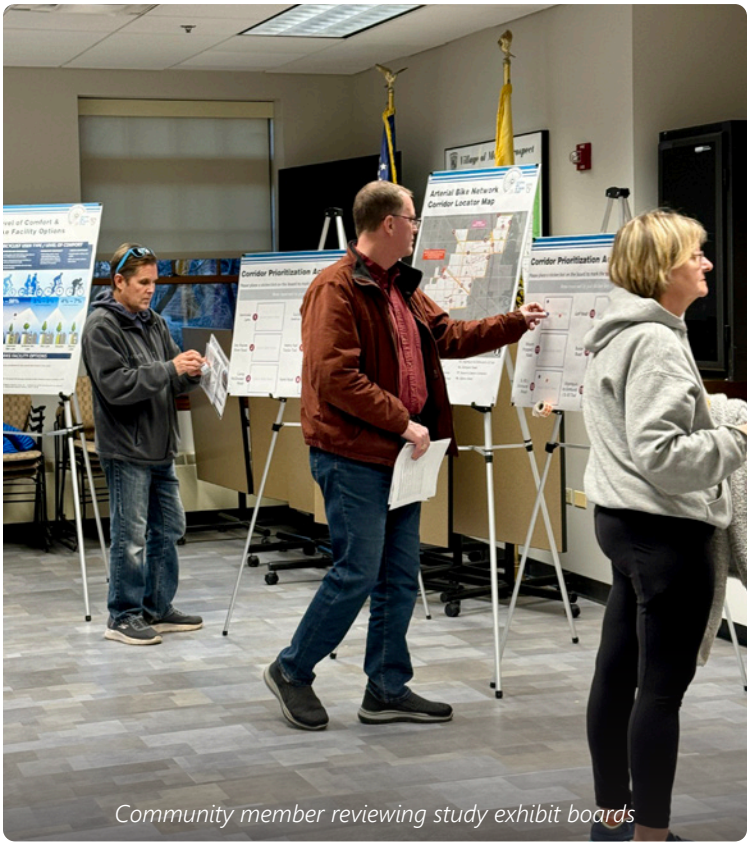
Open House #1

The first open house for this project was held on February 21, 2024 at Mount Prospect's Village Hall from 5 p.m. to 8 p.m. Community members had the opportunity to look at exhibit boards, participate in input activities, and converse with project team members. The exhibit boards included: Study Overview and Goals, Study Timeline, Existing Conditions, Level of Comfort & Bike Facility Options, Arterial Bike Network Corridor Locator Map, Corridor Prioritization Activity.

Additional input activities included a survey station with multiple laptops, a corridor prioritization activity with colored dots (to receive feedback on 1st, 2nd, 3rd priority corridors), and post-it notes which could be added to an aerial map of the Village.

Pop-Up Meetings

To further promote the interactive map and public survey, spread awareness about the project, and have discussions with community members, the project team attended and tabled at two Village events. The team first attended the Mount Prospect Village Block Party in July, and the Mount Prospect Celebration of Cultures in August. To each event, the project team brought a study area map for community members to mark up with challenges, opportunities and priorities, flyers promoting the interactive map and survey, exhibit boards displaying a project overview and bicyclist levels of comfort / facility types, and sign-up sheets for community members to receive project updates.



Community member reviewing study exhibit boards



Pop-up event at the Village Block Party


Pop-up event at Celebration of Cultures

Interactive Input Map and Corridor Prioritization Survey

A brief online survey was deployed in conjunction with an interactive input map. The survey allowed community members to select their top three corridors within the arterial bike network that should be prioritized. The interactive input map helped gather site-specific input from the community on where bicycle facilities should be located, and what improvements should be made to ensure safe access and connectivity for people biking and walking.

As the project team progressed to arterial bike network development and design, they held one-on-one stakeholder meetings, and presented draft concepts to the community at a second open house.



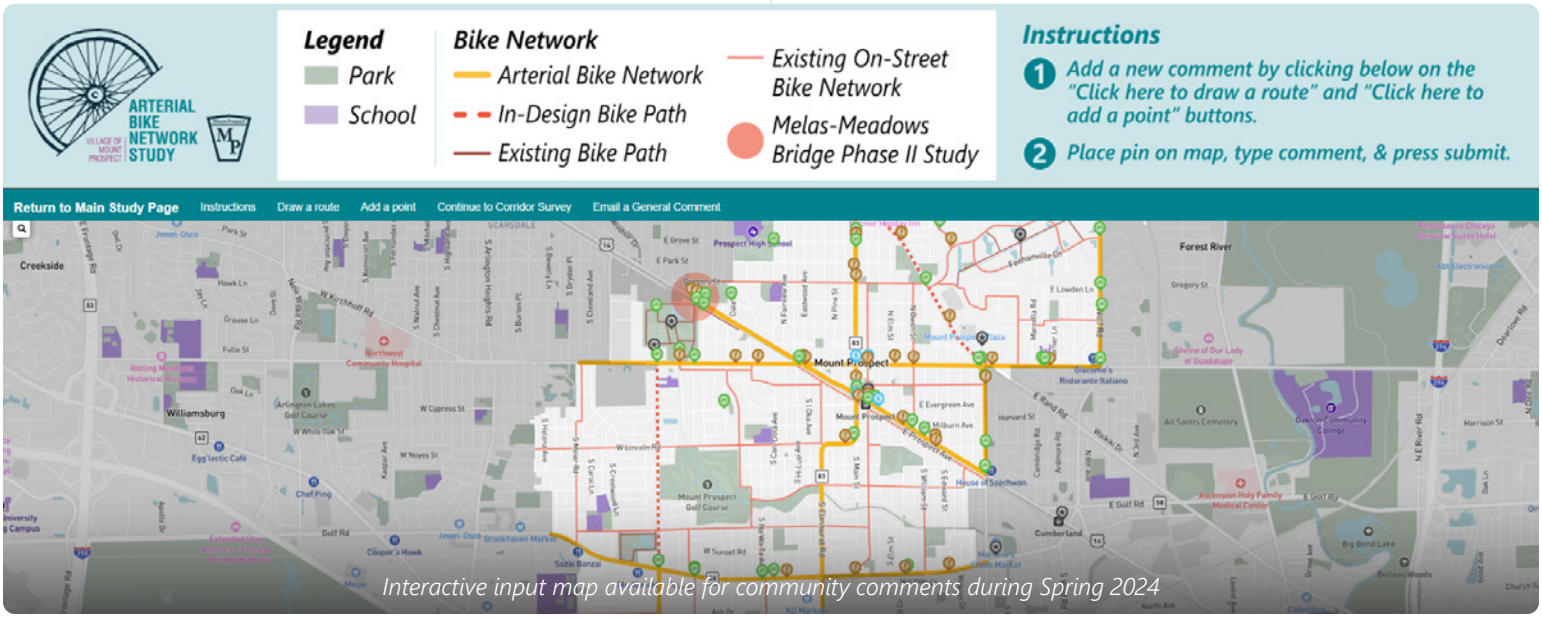
A community member provides input on an interactive map

Stakeholder Meetings

One-on-one meetings were held with key community and regional stakeholders. These meetings provided an opportunity for more in-depth discussions related to specific topics, such as schools, parks, transit and railroad coordination, to ensure the project recommendations align with the needs of the community and with plans of other agencies and departments. The project team met with the following agencies and institutions:

- Schools: Prospect High School, District 57, District 26, District 59
- Illinois Commerce Commission
- Mount Prospect Park District
- Cook County Forest Preserve
- Pace
- River Trails Park District
- Cook County Department of Transportation and Highways (CCDOTH)
- Illinois Department of Transportation

The project team also coordinated with surrounding communities to gain a better understanding of their bicycle network, future plans, and priorities. These communities included Prospect Heights, Des Plaines, Elk Grove, and Arlington Heights.



Interactive input map available for community comments during Spring 2024

Open House #2

The project team held the second public open house for this project on October 17, 2024. The public meeting was held at Mount Prospect's Village Hall from 5 p.m. to 7 p.m. Community members had the opportunity to look at exhibit boards, participate in input activities, and discuss their ideas with or provide feedback to project team members. Exhibit boards included: Study Overview and Goals, Study Timeline, Engagement Overview, Bike Facility Type Overviews, Arterial Bike Network Corridor Recommendations Map, Bike Crossing Enhancement Toolbox, and recommendation visualizations at various locations. A large aerial map of the Village with all the corridor recommendations was available, on which community members could place post-it notes with comments. The project team also had corridor packets available, which contained preliminary engineering designs for each corridor.

Project Website and Email

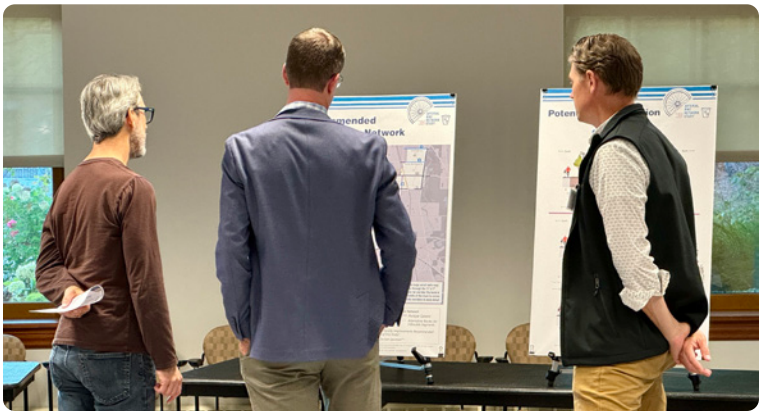
A project website, email address and project-specific branding was created at the beginning of this project. The website provided a one-stop shop for all project materials and updates. All open house materials were posted to the website and comment periods extended at least three weeks following an open house to allow community members to view materials virtually and provide input. General comments were welcome, though, at any time throughout the project.

All images below are from Open House #2 held in October 2024









What We Heard

Throughout the various engagement opportunities, the project team received valuable feedback. The themes below emerged from community input.

Desire increased connections to:

- Existing trails, including Des Plaines River Trail, Kensington Business Center Trail, Prospect Heights Trail, ComEd Trail, WE-Go Trail
- Parks, including Sycamore Trails Park, Meadows Park, Burning Bush Park
- Schools throughout the Village
- Downtown and Randhurst Village



Looking west at eastbound Pace bus stop on south side of Golf at IL-83

Community support for the installation of higher impact crossing treatments like pedestrian refuge islands and rectangular rapid flashing beacons, where feasible.



Crossing on east leg of Euclid at Rand

Interest from school districts to have improved connectivity and access for students, staff and parents biking and walking to school. This includes improved access to nearby parks, neighborhoods, and commercial areas. Railroads and major roadways are barriers, such as Northwest Hwy/ Central, Elmhurst, Central, Kensington, and Golf.

Further enhance safety in and around downtown, including improvements to railroad crossings, improving visibility for cars to see bicyclists (particularly those parking), implementing crossing improvements by heavily utilized commercial corridors or locations that connect to key community destinations, and increasing bicycle parking.



Looking west on Camp McDonald at Burning Bush

Improve crossings (e.g., pedestrian refuge islands, more crosswalks), especially across higher trafficked roadways and locations that connect to key community destinations, such as:

- Central Rd, by Library and Melas Park
- Elmhurst Rd/IL-83, by the Metra Station, near the on-street bike route on Gregory, and near Kensington/Rand
- Northwest Hwy, by Central, the Metra Station and Lions Park
- Euclid Ave, by Woodland Trails Park, Burning Bush Park, and Wolf Rd
- Kensington, by the Police Department and Tamarack Trails Park

Desire for additional coordination with other communities that border Mount Prospect so any future bike routes that are implemented do not stop at the Village boundary and users can continue onward.

General support to improve biking and walking in the Village. Further support for off-street facilities (shared-use paths) along the arterial bike network, near schools in particular.



ComEd right-of-way trail crossing at Redwood

Corridors commonly identified as a top priority within the Village include:

- Central Road
- Elmhurst Road/IL-83
- Euclid Avenue
- Kensington Road
- Golf Road
- Wolf Road
- Northwest Highway

Existing Conditions Review

The *Existing Conditions Report* provided an in-depth review of each corridor in the Village of Mount Prospect's arterial bike network, and was based on a compilation of various dataset and plan reviews, discussions with Village staff, and insights from community members.

The full *Existing Conditions Report*, including a summary of local and regional plans or projects that relate to this study, can be reviewed in **Appendix A**. Understanding the existing barriers, improvement ideas, and priorities of the Village and community provided a base from which to develop bike recommendations for the Village's arterial bike network that also meet the needs of the community. A few maps created for the report are shown on the following pages.

Key Village-wide Takeaways

Safety

Addressing safety concerns for people biking, walking, or rolling was among one of the top community concerns. The arterial bike network corridors account for 63% of all serious injury crashes and 58% of all bicycle and pedestrian crashes throughout the Village.

Based on a crash hot spot analysis conducted along the arterial bike network between 2018-2022 (for crashes involving an injury across all modes), the top locations potentially experiencing the highest safety concerns included:

- Rand Rd & Kensington Rd
- IL-83/Elmhurst Rd & Euclid Ave
- Des Plaines River Rd & Euclid Ave
- IL-83/Elmhurst Rd & Central Rd
- IL-83/Elmhurst Rd & Golf Rd
- Busse Rd & Golf Rd
- Busse Rd & Algonquin Rd
- Mount Prospect Rd & Golf Rd
- IL-83/Elmhurst Rd & Dempster St
- IL-83/Elmhurst Rd & Algonquin Rd

Between 2018-2022, one fatal crash involving someone walking occurred along Golf Road near Busse, and 13 serious injury crashes involving someone walking or biking also occurred along the arterial bike network.

Datasets Reviewed

The various analyses included reviewing datasets related to the following information:

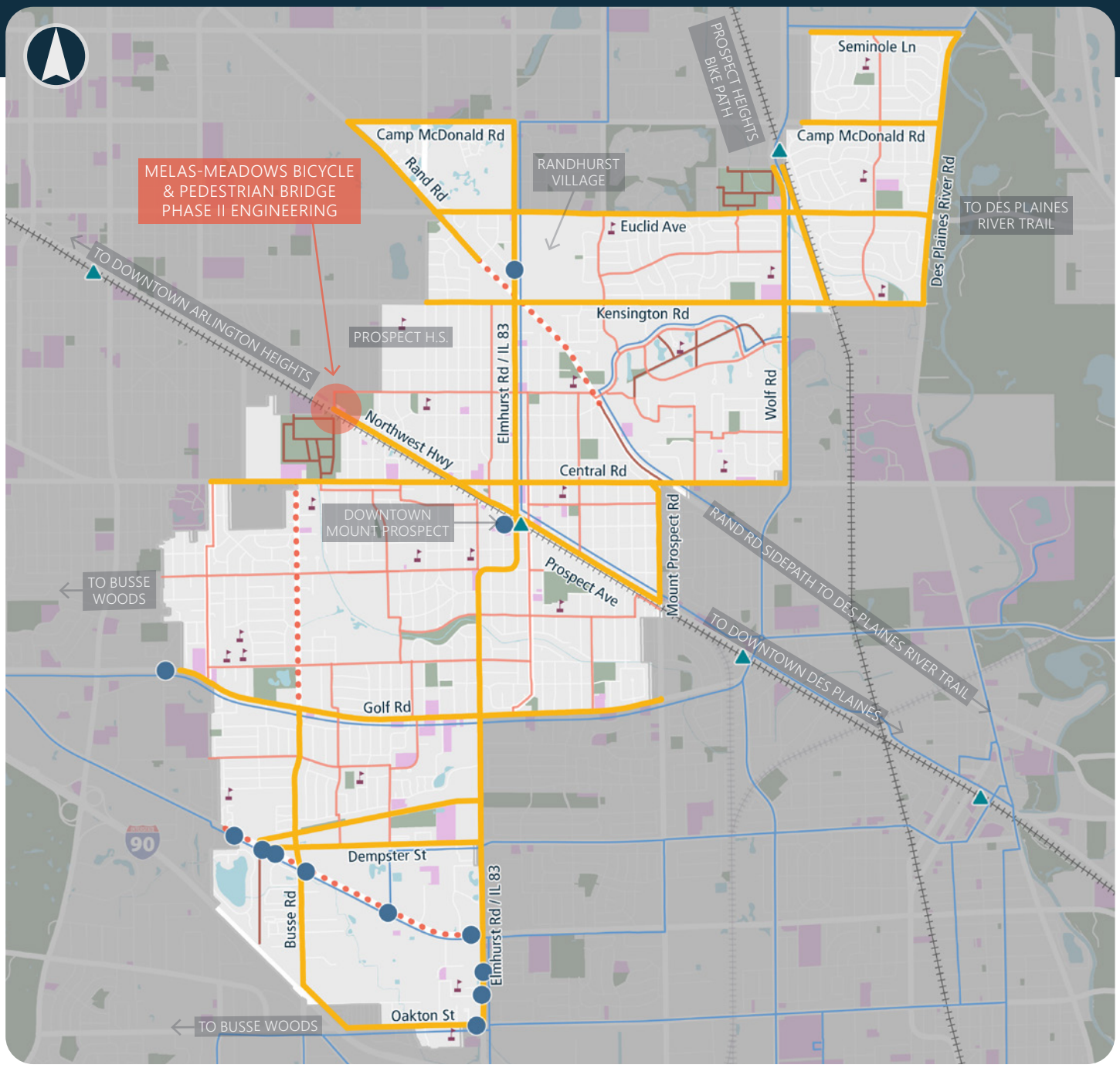
- Bike routes
- Transit
- Sidewalk gaps
- Roadway jurisdiction
- Traffic volumes
- Speed limits
- Crash hot spots and crashes involving people walking or biking (2018-2022)
- Available right-of-way
- Community-oriented land uses
- Existing Class I and II truck routes
- Truck traffic (as a % of total traffic)
- Major and local roadway projects
- Trees in the right-of-way
- ComEd utilities

Connectivity and Road/Traffic Conditions

The Village has a robust existing network of on-street bike routes on low-stress, mostly residential roadways spanning the entire Village. Implementing any of the corridor recommendations developed as part of this study along the arterial bike network would further enhance safer, more efficient bike connections to the places Mount Prospect community members and visitors are trying to reach locally and beyond.

The arterial bike network typically experiences higher vehicular traffic volumes and speeds. Developing bike facilities that protect users as much as possible is key to ensuring safety while still boosting connectivity.

Transportation Network



Legend

- *Community-Oriented Space*
- *Park*
- *School*
- *Metra Rail*
- *Metra Train Station*

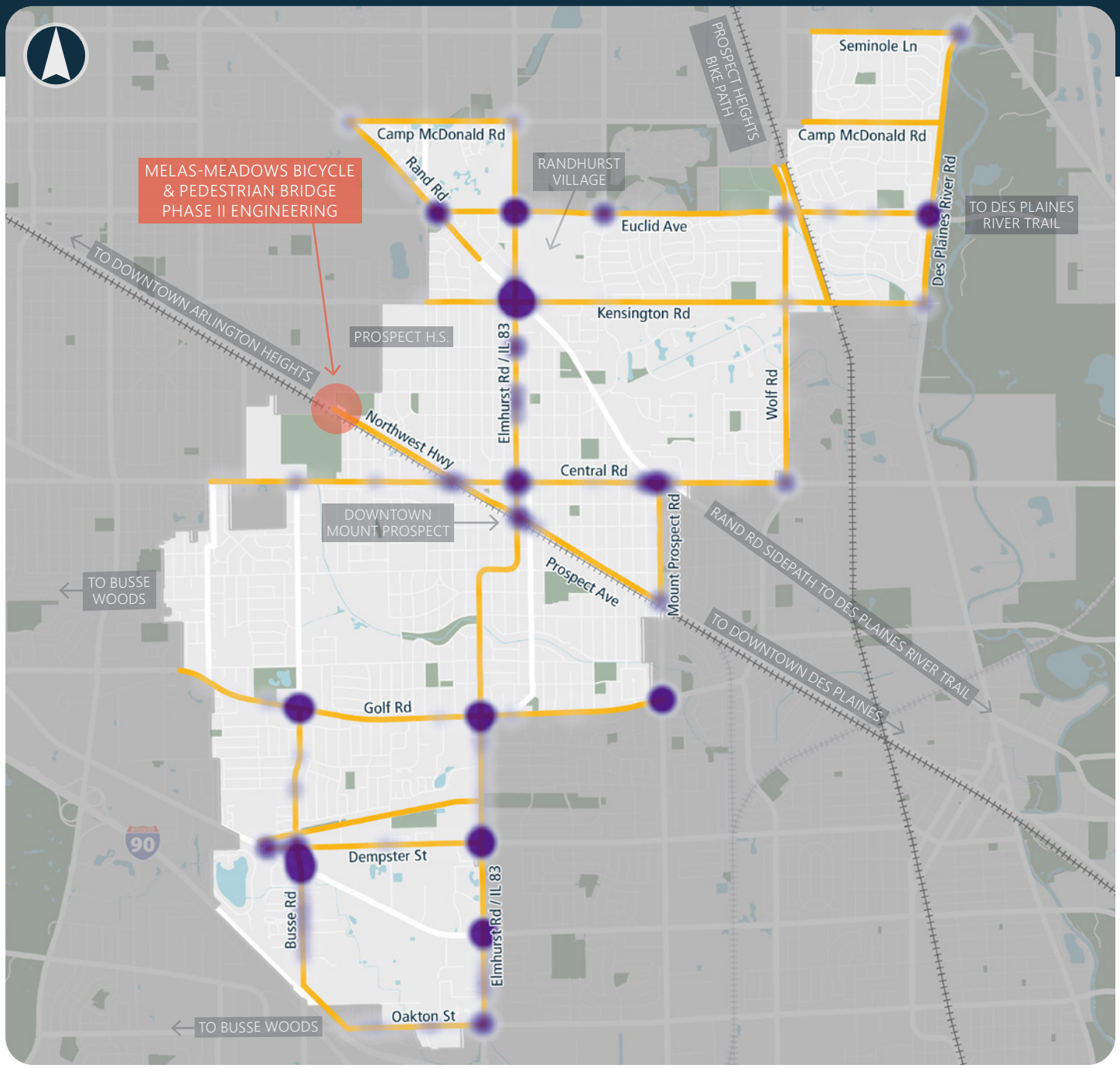
Existing Bike Network

- *Arterial Bike Network*
- *Sidepath In Design*
- *Existing Bike Network*

Transit

- *Pace Bus Route*
- *High Ridership Bus Stop*

Injury Crash Hot Spots (All Modes), 2018-2022



Legend

- Park
- Arterial Bike Network

IDOT Safety Tier (2020-23)

- Critical
- High

Density of Injury Crashes

- Low
- High


SHARE
THE
ROAD

ARTERIAL NETWORK RECOMMEND-ATIONS

Section 3



Network Recommendations

The arterial bicycle network is designed to create a low-stress bicycle network across the community, connecting residential areas to regional trails, key destinations, Downtown Mount Prospect, schools, and other community destinations. When completed, these routes will form a comprehensive network, enhancing connectivity throughout the Village for those commuting, accessing local destinations, or riding for recreation.

Eighteen routes were evaluated along arterial roadways within the Village of Mount Prospect. These routes are shown on the map below. The recommendations vary based on the size, traffic, and land use context of each street. The proposed network mainly consists of sidepaths, with a few on-street bike lanes recommended where appropriate.

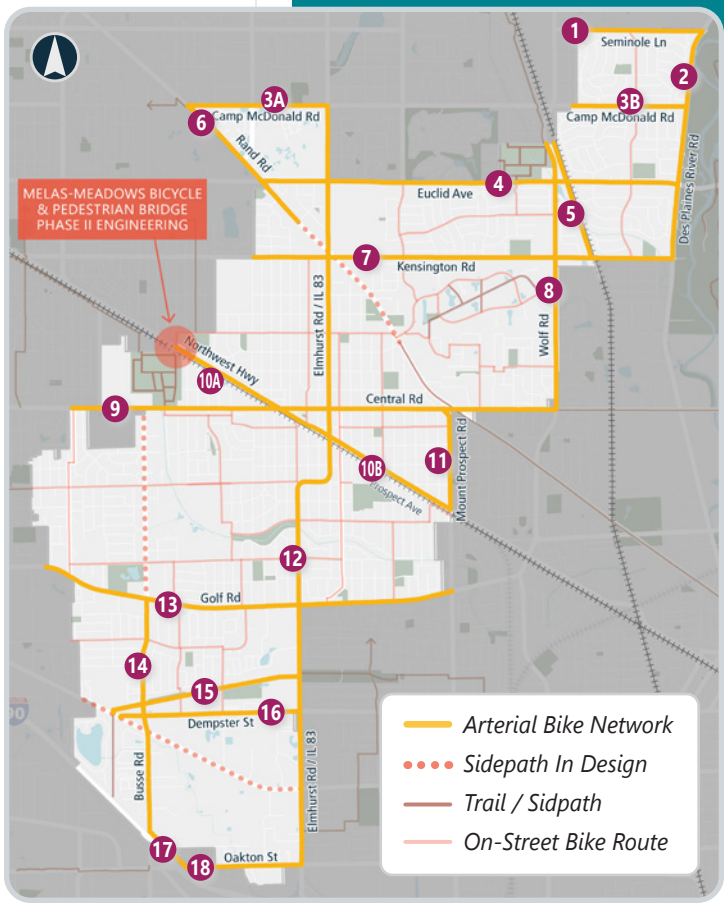
The network recommendations were developed based on robust community engagement and a comprehensive existing conditions analysis. The project team evaluated data such as traffic volumes, roadway functional classifications, vehicles speeds, roadway widths, available rights-of-way, and other traffic conditions. Previous studies and plans were reviewed to inform the network recommendations.

The project team surveyed the community to obtain feedback on desirable and challenging biking and walking routes. The Village and project team had several community engagement touchpoints which occurred prior to developing the final network recommendations. Using this information, the project team developed recommendations that were appropriate for the various types of streets, connected to key destinations, and desired by the community.

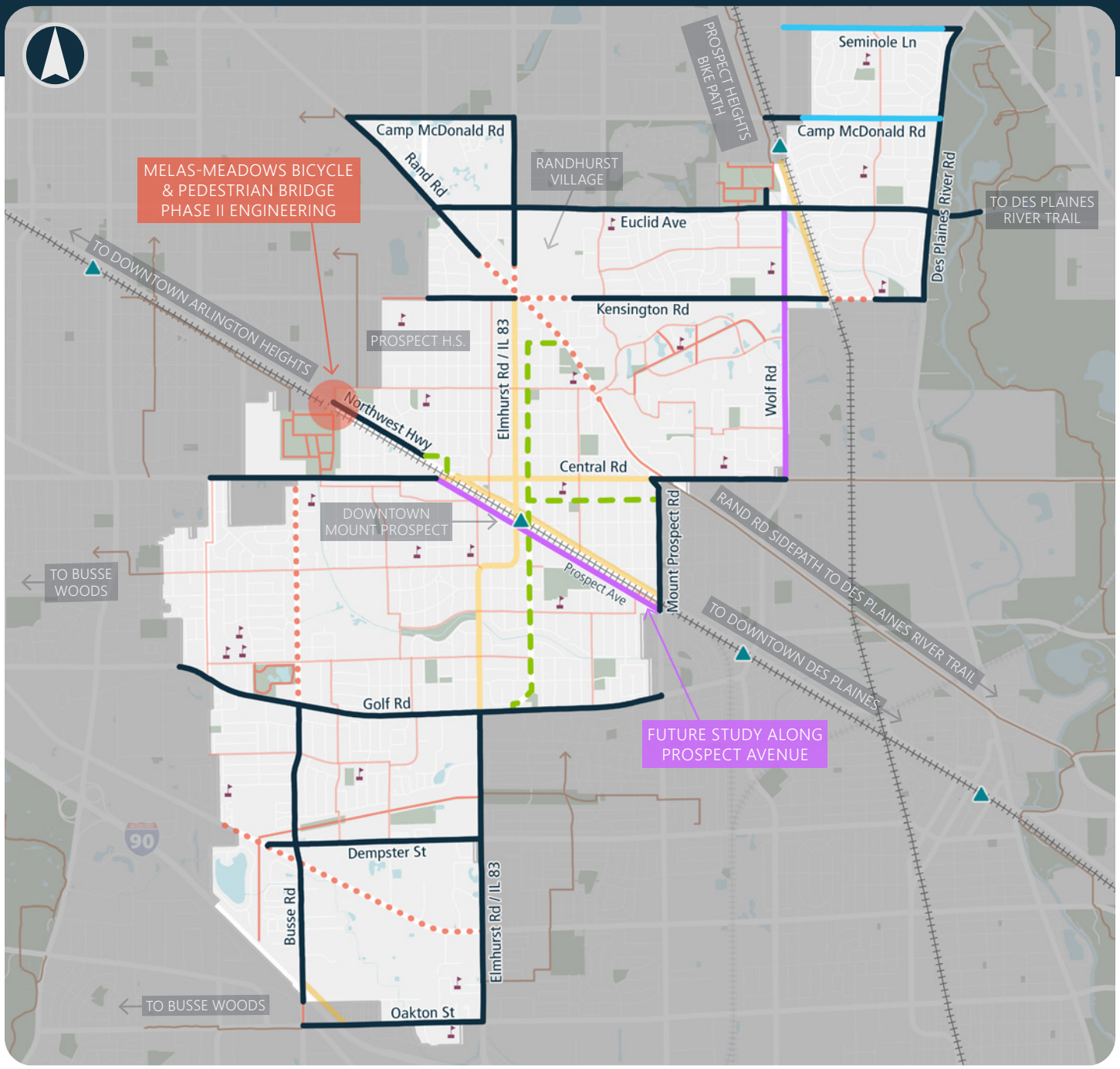
This chapter discusses the bike facilities considered and presents a list of treatments that can make challenging street crossings safer and more comfortable. This is followed by network recommendations by corridor. Information is presented on each of the 18 corridors, including a map, existing conditions, corridor recommendations, community destinations to which the corridor would connect, and a conceptual cross-section showing how the proposed designs would look.

Study Corridors

1. Seminole Lane
2. Des Plaines River Road
3. Camp McDonald Road
4. Euclid Avenue
5. ComEd ROW Northeast
6. Rand Road
7. Kensington Road
8. Wolf Road
9. Central Road
10. Northwest Highway (A) / Prospect Avenue (B)
11. Mount Prospect Road
12. IL-83 / Elmhurst Road
13. Golf Road
14. Busse Road
15. ComEd Trail
16. Dempster Street
17. Busse to Oakton Connector
18. Oakton Street



Arterial Bike Network Recommendation Map



Legend

- Park
- School
- Metra Rail
- Metra Train Station
- Neighbor Community Bike Facility

Existing Bike Network

- On-Street Bike Route
- Trail / Sidepath
- Sidepath In Design

Recommended Arterial Bike Network

- Bike Lanes
- Sidepath
- Multiple Options
- Alternative Routes for Infeasible Segments
- No Bike Facility Improvements Recommended as Part of this Study*

**corridors or segments not recommended due to inadequate right-of-way and/or overall infeasibility of implementation*

Types of Bike Facilities Considered

Bicyclists vary in age, skill, and experience. While some cyclists are confident in their abilities and don't mind riding on the street, the vast majority of are cautious and would rather ride in a space separated from traffic. Rather than venture out and ride on the roadways, these people will stay home or find other ways to recreate or travel to their destination. Even those who are more confident likely prefer low stress facilities.

One of the goals of this study is to recommend bike facilities that are best suited for the roadway context while providing a high level of safety for cyclists of all ages and abilities. Creating a less stressful and more comfortable bicycle network can make cycling more appealing to a broader portion of the population, removing barriers and encouraging more people to use the bike network. Therefore, sidepaths are the primary facility type recommended along arterial roadways within Mount Prospect.

Bike Lanes

Bike lanes are recommended on a couple of routes within the Village. These routes have lower traffic speeds and volumes and would be comfortable for people riding on the street. In most cases, bike lanes can be installed relatively quickly without widening the pavement, however some reworking of the space would be needed (e.g., restriping).

What are the different types of bike lanes?

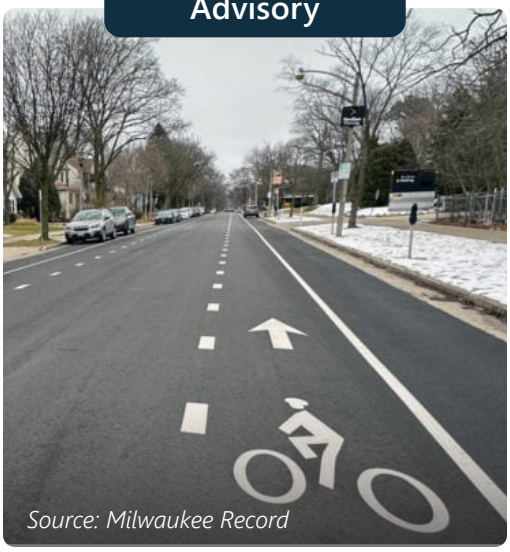
Advisory Bike Lanes

Advisory bike lanes provide a dedicated lane for bicyclists on streets that are too narrow for conventional bike lanes. Vehicular travel lanes are narrowed to accommodate a bike lane that is marked with dashed striping. Most vehicles will be able to drive within the narrower vehicle lane. However, larger vehicles can enter the advisory bike lanes as needed to make room for oncoming traffic, while yielding to cyclists.

Conventional Bike Lanes

Conventional bike lanes provide a dedicated lane for bicyclists that is separated from vehicular travel lanes. The white line separating the two is solid. Bike lanes can be painted green to further differentiate them from vehicle travel lanes and to make drivers more aware that other modes may be present on the roadway. The minimum width of a bike lane is 5 feet, however 6 feet is more desirable if space allows.

Advisory



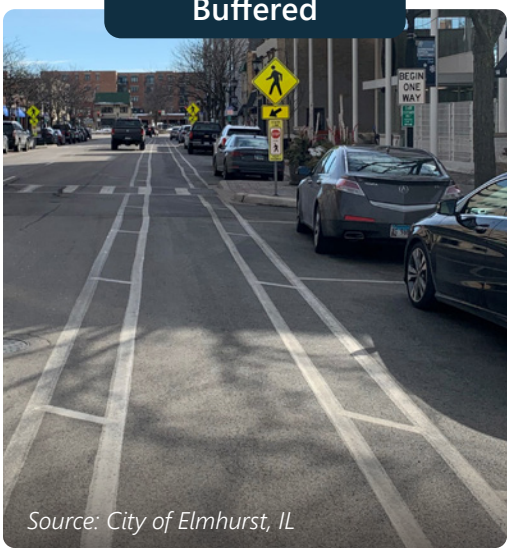
Source: Milwaukee Record

Conventional



Source: Planetizen

Buffered



Source: City of Elmhurst, IL

Buffered Bike Lanes

Buffered bike lanes are similar to conventional bike lanes, but are paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane, thus providing extra comfort for bicyclists. These bike lanes are suitable for streets with moderate traffic and extra space. They can increase safety for all users and reduce the likelihood of crashes and injuries.

Protected



Source: Wbez

Protected Bike Lanes

Protected bike lanes are on street facilities with physical separation between bicyclists and traffic. These are suitable for busier or truck-oriented roadways where more separation than conventional bike lanes is needed but there is insufficient space in the parkway for a sidepath or building a sidepath is not feasible. Protected bike lanes can be either one or two-way.

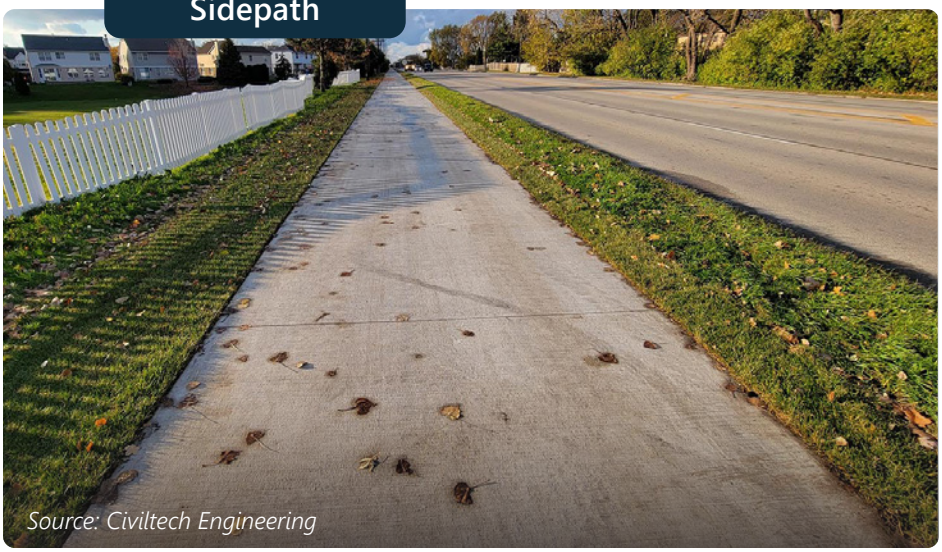
Sidepaths

Most of the roads studied as part of this project carry higher traffic volumes and vehicles travel at higher speeds. Therefore, mixing of cars and bikes within the curb-to-curb space is inadvisable. Therefore, sidepaths are recommended along the majority of the arterial street corridors throughout Mount Prospect. These facilities will accommodate people biking and walking within a space separated from motor vehicle traffic.

What are sidepaths?

Sidepaths are like multi-use trails alongside the road. These facilities are completely separated from vehicular lanes and include an 8-to-10-foot paved space for both bicyclists and pedestrians. This increased width provides room for the mixing of those on foot and bike. Sidepaths must be separated from the roadway by at least 5 feet. Asphalt pavement is preferred by the Village since it provides a smoother riding surface and experience for people on wheels.

Sidepath



Source: Civiltech Engineering

Bike Crossing Enhancement Toolkit

The proposed bike routes within Mount Prospect cross all types of streets and many of these roadways are quite busy. These heavily trafficked intersections can pose barriers for people cycling and walking and should be enhanced when new bike facilities are constructed. There are a variety of treatments that can improve safety and comfort for path users as they cross the street. These are just a few examples of common complete street design tools that can be used to make safer, more accessible, and more connected streets throughout the Village.

Legend

Unsignalized Crosswalk

Signalized Crosswalk



Raised Crosswalk

Typically serve as tools for traffic calming by bringing the roadway level to that of the sidewalk (e.g., roadway flush with height of curb). They force vehicles to slow before passing over the crosswalk, providing a level pedestrian/bicyclist path of travel from curb to curb. They are commonly used on minor street crossings to reduce turning speeds.

Image Source: Rural Design Guide



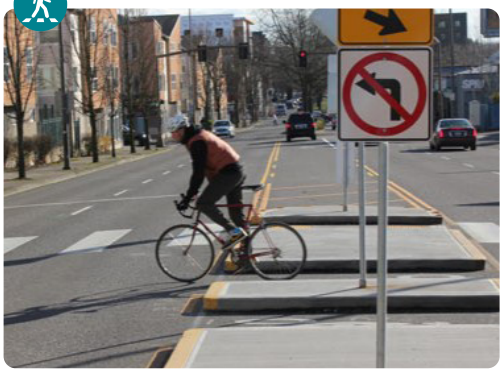
Bicycle and Pedestrian Crossing Signs

Pedestrian and/or bicycle crossing signs warn drivers that a school, pedestrian or bicycle crossing is ahead. "State Law Stop for Pedestrians in Crosswalk" signage can also be used.



Rectangular Rapid Flashing Beacon

Rectangular rapid flash beacons (RRFBs) are highly visible warning devices, using push-button active flashing yellow LED lights to supplement standard pedestrian crossing warning signs at mid-block and other unsignalized crossing locations.



Pedestrian Refuge Island

Pedestrian refuge islands buffer and protect pedestrians and cyclists crossing wide or busy streets, enabling them to cross in two stages.

Image Source: NACTO



Protected Intersection

Protected intersections separate motor vehicle and cyclist traffic by offsetting the bike crossings. Corner islands create areas for cyclists to queue while slowing driver speeds and improving visibility between motorists and people biking. They can also be applied to streets with two-way protected bike lanes.

Image Source: Davis, CA via Kittleston



Bicycle Detection

Inductive loops, radar, or video technologies can be used to detect cyclists approaching an intersection. Bicycle detection can enable cyclists to call a signal without mounting the curb to use a push button, or activate crossing devices such as RRFBs at an unsignalized intersection.

Image Source: Danville, CA



Bike Push Buttons

Bike push buttons allow cyclists to call the traffic signal without dismounting their bikes. Bike push buttons can be provided using separate posts or can be mounted on extensions from existing signal poles. These can also be used to activate flashers at unsignalized intersections.



Countdown Signals

Pedestrian countdown signals display how many seconds remain to cross the street. Countdown signals increase the comfort level of people walking and biking and can be especially helpful to young cyclists and elderly pedestrians navigating wide crosswalks.



Bicycle Crossing Markings

Intersection crossing markings guide the path of cyclists through the intersection and alert drivers to the presence of cyclists. These makings can be colored green in high-traffic areas to further alert motorists and cyclists of potential conflicts. They can also be used at crosswalks and intersections with multi-use trails.

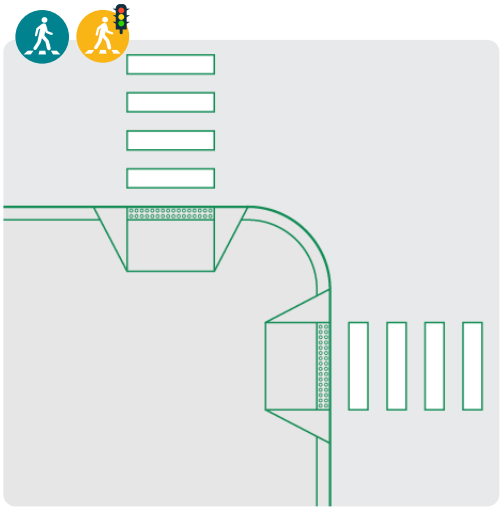
Image Source: Roseburg, OR News-Review



Bike Turn Box

Turn boxes provide designated spaces for cyclists to make left turns across mutli-lane roads. Cyclists wait for green signal indications within the designated bike box, eliminating the need for cyclists to merge with traffic and wait for adequate gaps in oncoming traffic to turn left.

Image Source: Cambridge, MA



Reduced Corner Radii

Corner radius size influences the speed of turning traffic and affects the length of crosswalk. Reducing curb radii creates a shorter crossing distance for pedestrians and encourages drivers to slow down when making right turns.

Image Source: NACTO



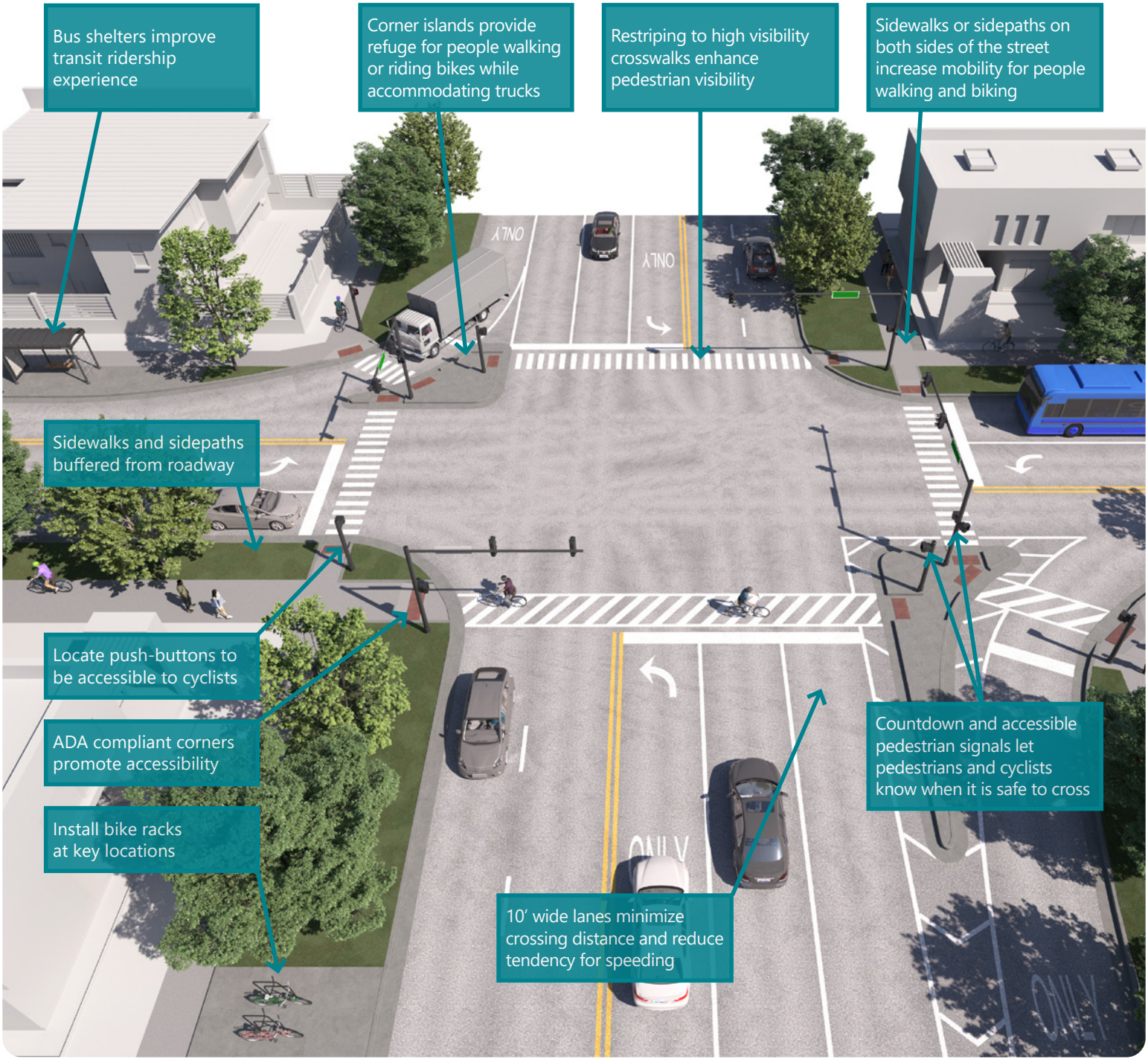
Corner Island and Right-Turn Slip Lanes

Corner islands ("pork chop" islands) are raised triangular islands placed at an intersection between a right-turn slip lane and through-travel lanes. Well-designed slip lanes provide pedestrians with refuges and a right turn lane designed to optimize the right turning motorist's view of the pedestrian and of vehicles to their left.

Image Source: CMAP

Intersection Design Example

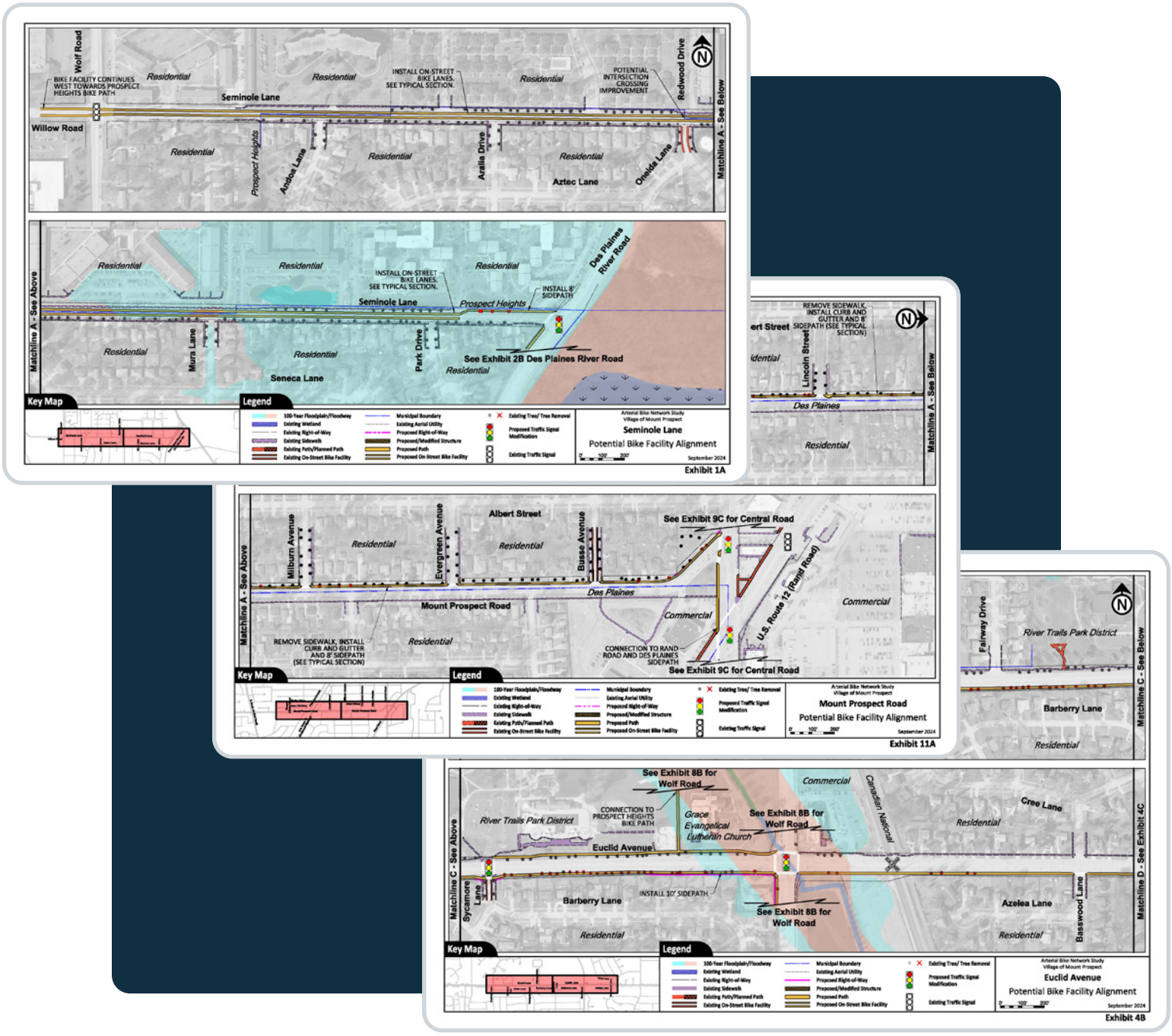
This visualization represents many of the best practices employed at signalized intersections to enhance safety of people biking and walking across the street.



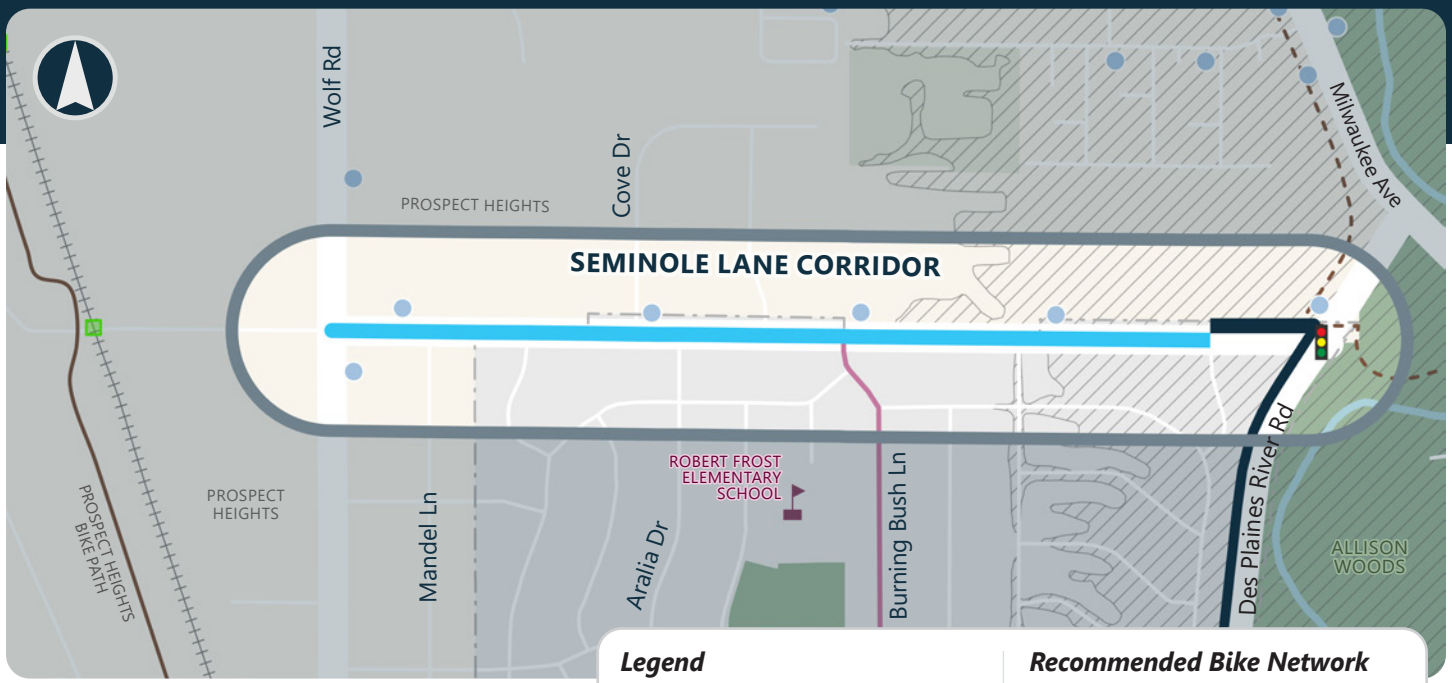
Network Recommendations by Corridor

The remaining pages in this chapter provide additional information about each corridor including: a corridor map, existing conditions, recommendation by facility type and location, alternatives considered, potential impacts to consider, estimated project cost, and improvements that may be needed at major crossing along the study corridor.

For more in-depth designs of each corridor, refer to **Appendix B** to view 200'-scale plan sheets. The plan sheets were developed to better understand impacts and feasibility of the proposed recommendations.



1 Seminole Lane



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.2 miles
- Jurisdiction: Mount Prospect, Prospect Heights
- Posted Speed Limit: 25 mph
- Average Daily Traffic: 4,350 vpd (2022)
- Right-of-Way: 78' to 82'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5%
- Programmed Improvements: None

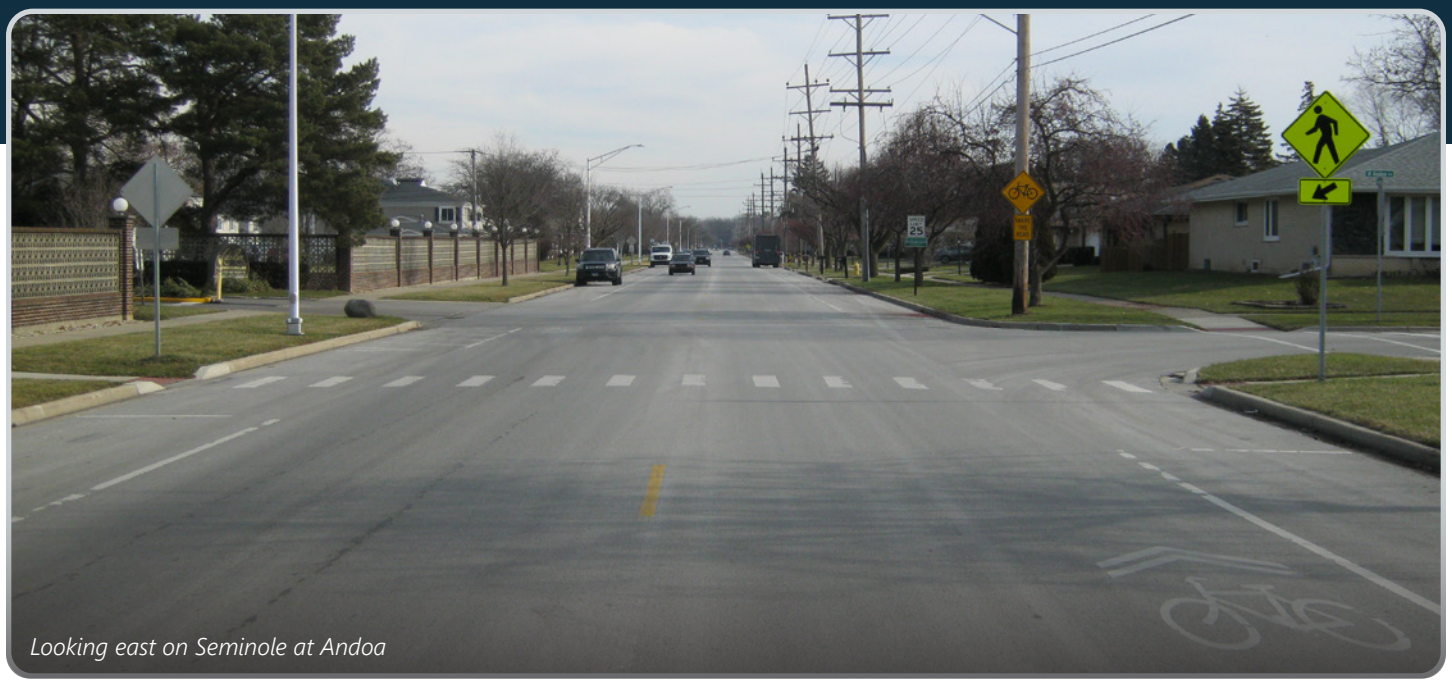
Community Context

- Key Destinations: Aspen Trails Park, Robert Frost Elementary School
- Connectivity
  - » Local bike route on Burning Bush Ln
  - » Prospect Heights Bike Path
  - » Future bike path on Des Plaines River Rd



Looking west on Seminole at Burning Bush

Seminole Lane 1



Looking east on Seminole at Andoa

Potential Conditions

Corridor Recommendations

- Facility Type
  - » Bike Lanes (Wolf Rd to Park Dr)
    - » *Alternative 1: Buffered Bike Lanes* Parking removal on one side of the street would facilitate installation of 5′ bike lanes and 2′ buffers. An 8′ parking lane and 10′ travel lanes would be provided.
    - » *Alternative 2: Advisory Bike Lanes* Maintain parking on both sides and stripe advisory bike lanes. The cross-section would consist of 7′ parking lanes, 5′ bike dashed bike lanes, and 9′ travel lanes.
  - » Sidepath (Park Dr to Des Plaines River Rd)
    - » Located on north side of street
- Alternatives Considered
  - » A sidepath is feasible. However, the low traffic volumes and speeds are conducive to on-street bike lanes.
- Estimated Project Cost: $1,160,000

Potential Impacts

- Trees Removals: 4
- Right-of-Way Required: None
- ComEd Conflicts: None
- Other Potential Impacts
  - » On-street parking would be removed on one side of the street to implement the buffered bike lanes alternative

Major Street Crossings

- None

Additional Considerations

- Parking demand appears to be less on north side of the street.
- Bike lane installation could reduce traffic speeds.
- Traffic calming measures such as bump-outs could complement bike lane installation, further slowing traffic and improving safety.
- Approaching Des Plaines River Road, Seminole becomes too narrow to stripe on-street bike lanes and can transition to a sidepath on the north side of the street.

1 Seminole Lane

Typical Mid-Block Cross Section

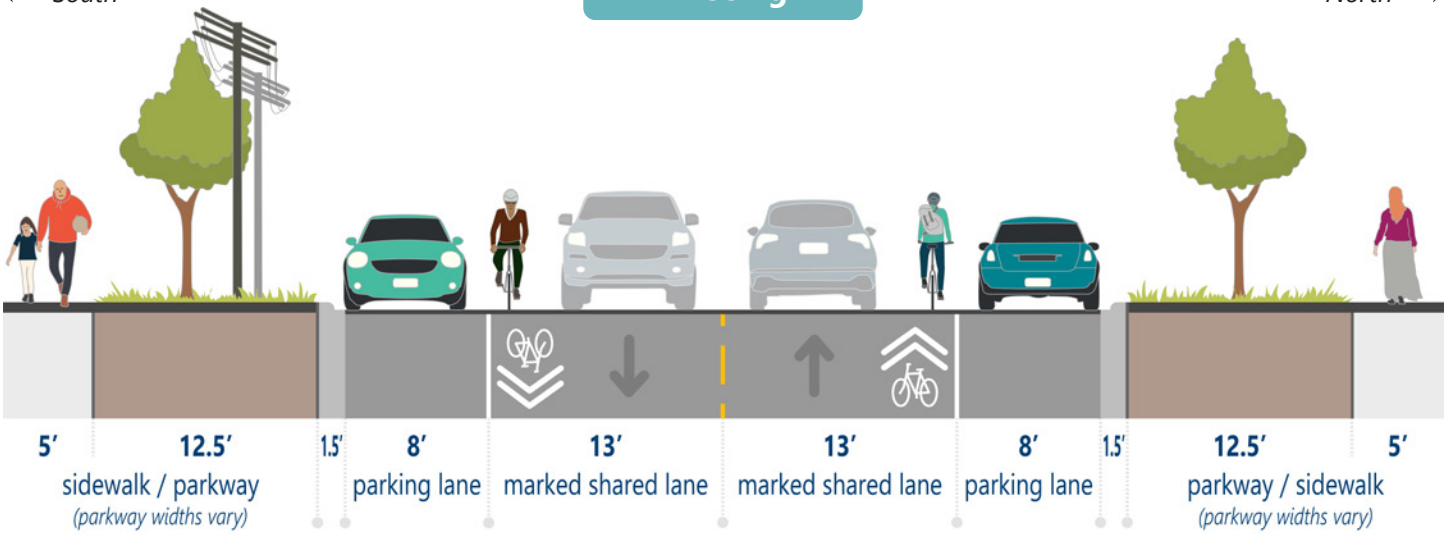
Alternative 1: Buffered Bike Lanes

Looking West

(shown just west of Burning Bush Ln)

Existing

← South North →



pavement width: **42 ft**

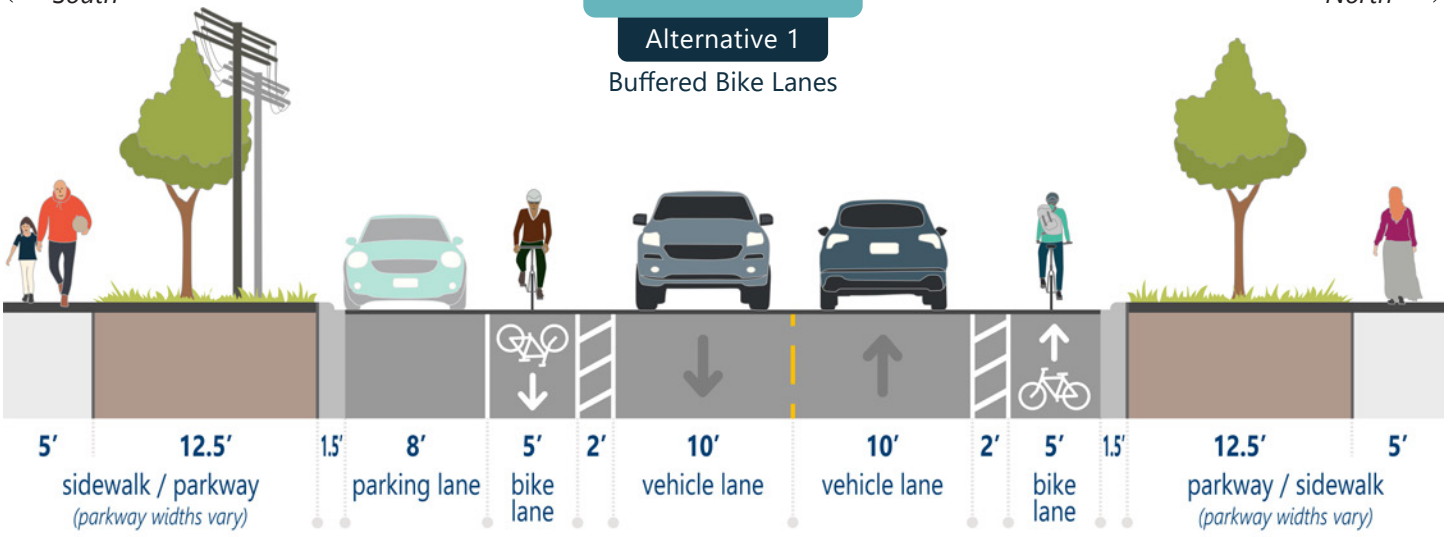
right-of-way: **80 ft**

Potential

Alternative 1

Buffered Bike Lanes

← South North →



pavement width: **42 ft**

right-of-way: **80 ft**

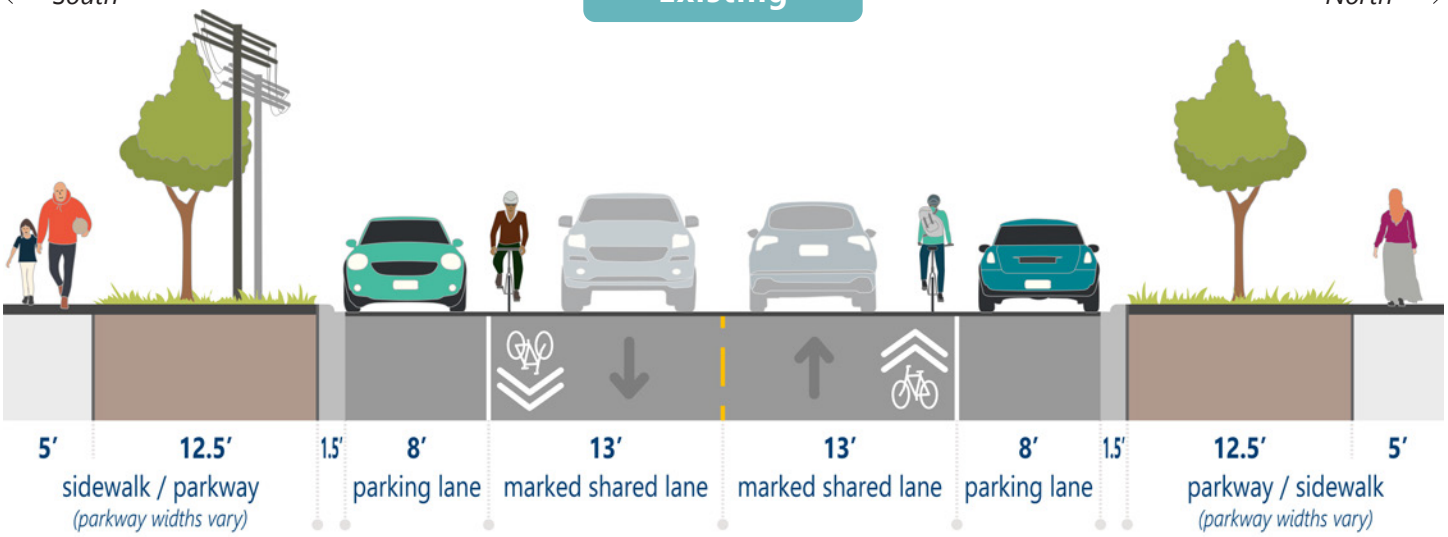
Alternative 2: Advisory Bike Lanes

Looking West

(shown just west of Burning Bush Ln)

Existing

← *South* *North* →



pavement width: **42 ft**

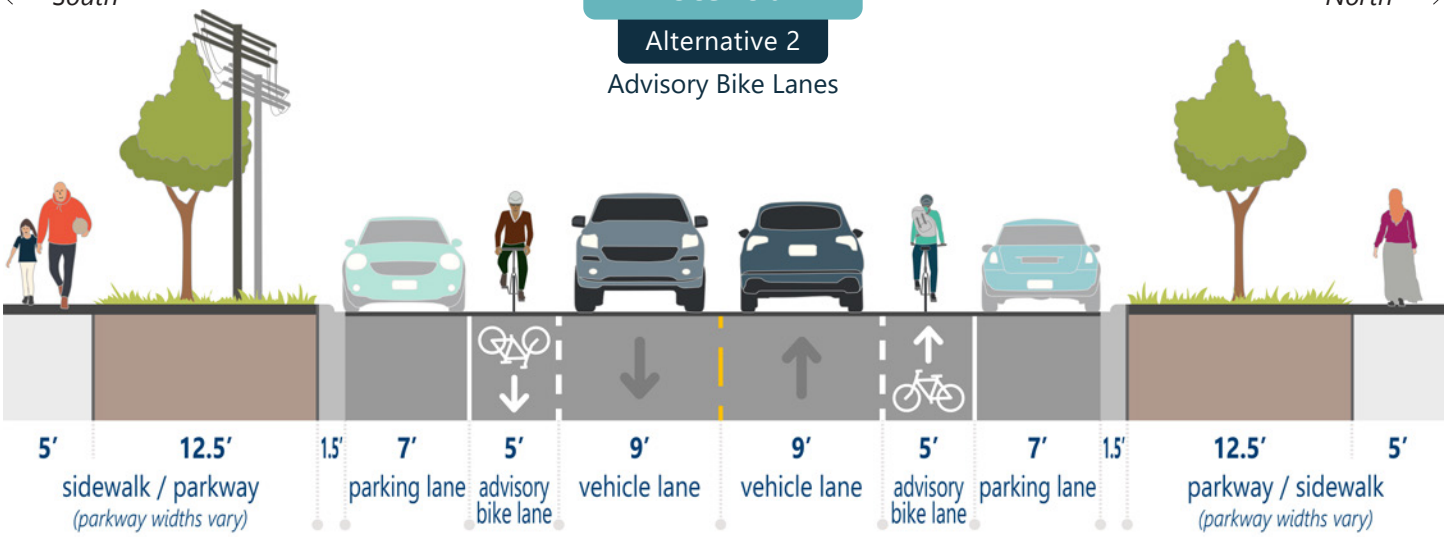
right-of-way: **80 ft**

Potential

Alternative 2

Advisory Bike Lanes

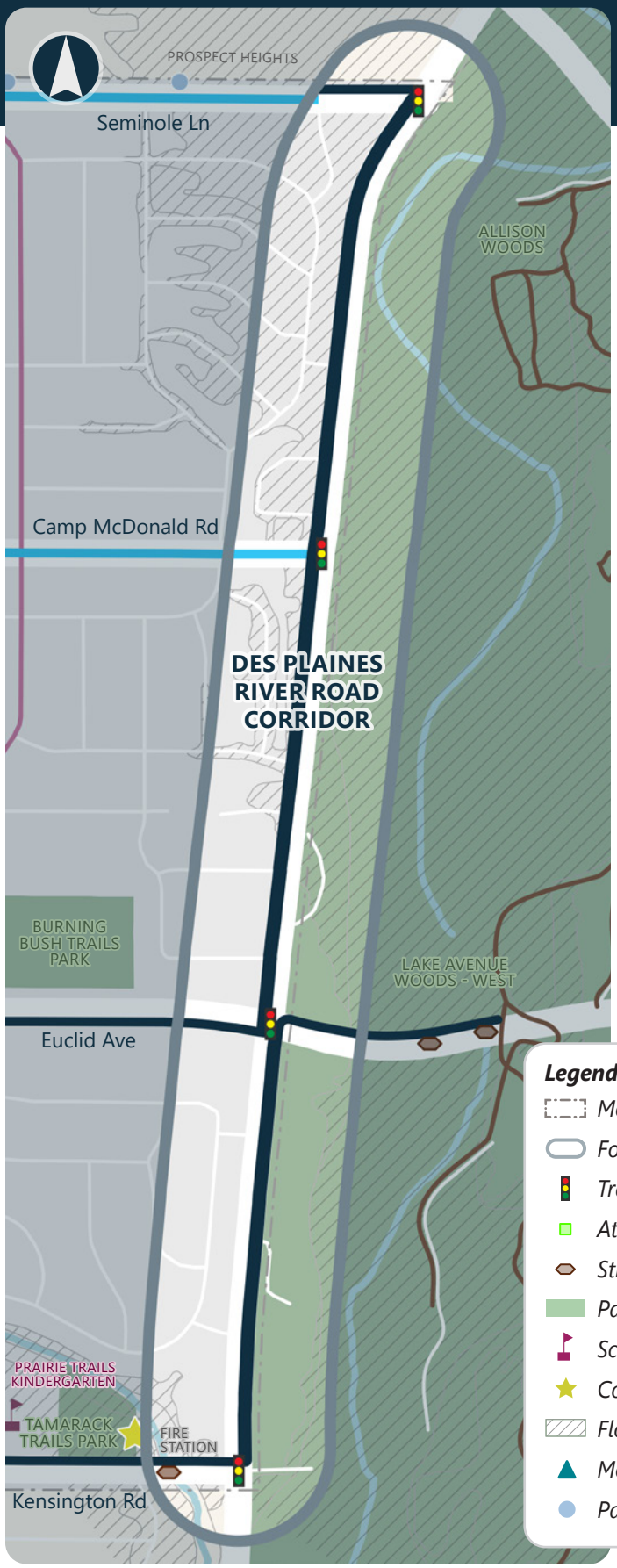
← *South* *North* →



pavement width: **42 ft**

right-of-way: **80 ft**

2 Des Plaines River Road



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.5 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 45 mph
- Average Daily Traffic: 13,400-16,500 vpd (2022)
- Right-of-Way: 86' to 100'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3-4.5%
- Programmed Improvements: None

Community Context

- Key Destinations: Prairie Trails Kindergarten, Burning Bush Trails Park, Tamarack Trails Park, Des Plaines River Trail, Fire Station
- Connectivity
  - » Connects to future Kensington sidepath, Euclid sidepath, Camp McDonald bike lanes, Seminole bike lanes, and forest preserve access to the east on Euclid Ave
  - » Provides pedestrian access to Dam No. 2 Woods

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*
- *Pace Bus Stop*

Recommended Bike Network

- *On-Street Bike Lanes*
- *Sidepath*
- *Signed On-Street Bike Route*
- *Multiple Options*

Existing Bike Network

- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Trail or Sidepath*
- *Sidepath In Design*

Des Plaines River Road 2



Looking south on west side of Des Plaines River Rd toward Euclid

Potential Conditions

Corridor Recommendations

- Facility Type
  - » Sidepath (Kensington Rd and Euclid Ave)
    - » Located on east side of street
  - » Sidepath (Euclid Ave and Seminole Ln)
    - » Located on west side of street
- Alternatives Considered
  - » Sidepath on west side between Kensington Rd and Euclid Ave. However, parallel signed route 1/3 mile to the west on Burning Bush Ln provides excellent connectivity. More cross-street conflicts on the west side of the street.
  - » Sidepath on east side between Euclid Ave and Seminole Ln. However, east side of roadway is constrained by major flood control structure.
- Estimated Project Cost: $4,010,000

Potential Impacts

- Trees Removals
  - » Some tree/vegetation removal may be required on east side of street adjacent to forest preserve
- Right-of-Way Required
  - » 4,465 sq. ft. from Forest Preserves of Cook County
  - » 1,540 sq. ft. from commercial and residential properties on west side of Des Plaines River Rd near Euclid
- ComEd Conflicts: Substantial

Major Street Crossings

All intersections will include ADA improvements

- Kensington Road - *add north leg crosswalk and install accessible pedestrian signals*
- Euclid Avenue - *add east and south leg crosswalks and install accessible pedestrian signals*
- Camp McDonald Road - *install countdown and accessible pedestrian signals at west leg crosswalk*
- Seminole Lane - *install countdown and accessible pedestrian signals at west leg crosswalk, connect sidewalk to Pace bus stop*

Additional Considerations

- Sidepath would be within a floodplain

Sidepath on East Side

Looking North

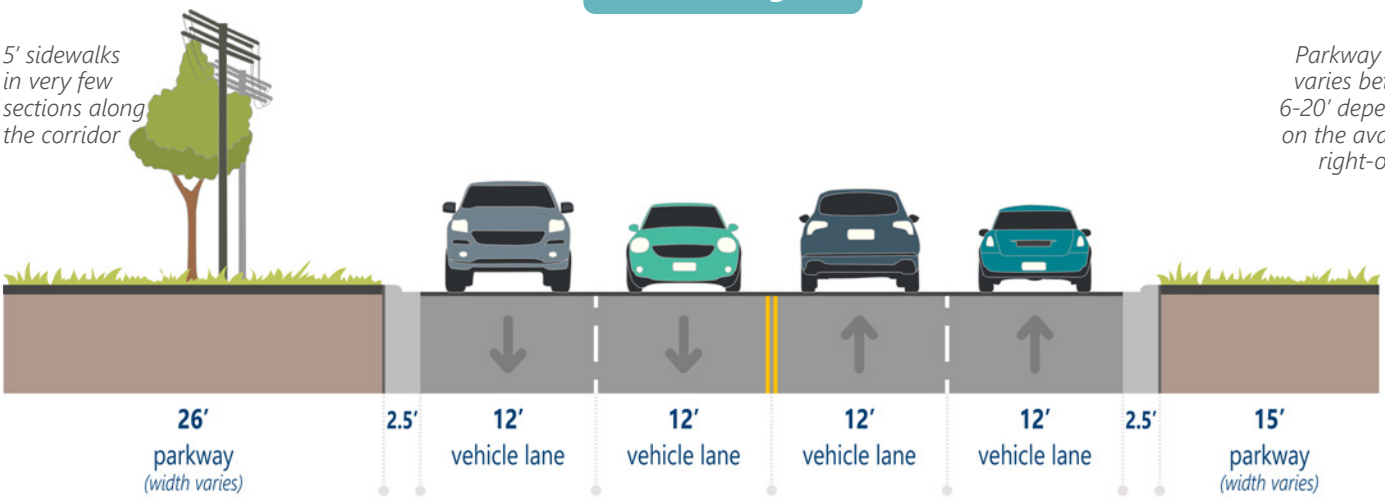
(shown between Kensington Rd and Euclid Ave)

Existing

← *West* *East* →

5' sidewalks in very few sections along the corridor

Parkway width varies between 6-20' depending on the available right-of-way



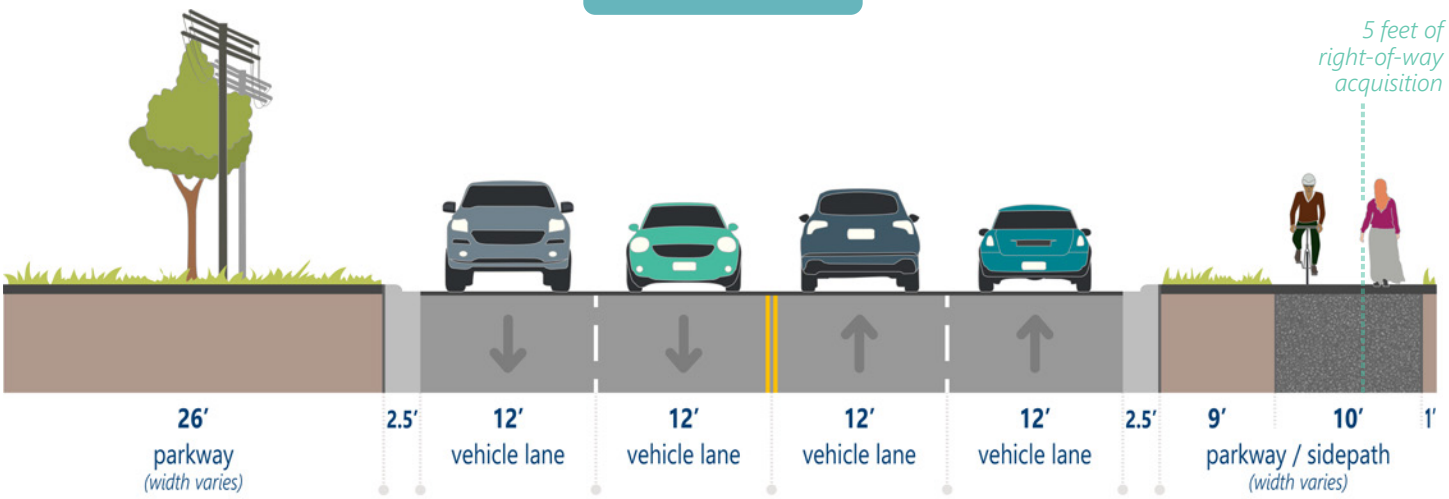
pavement width: **48 ft**

right-of-way: **94 ft (varies)**

Potential

← *West* *East* →

5 feet of right-of-way acquisition



pavement width: **48 ft**

right-of-way: **99 ft (varies)**

right-of-way acquisition needed

Sidepath on West Side

Looking North

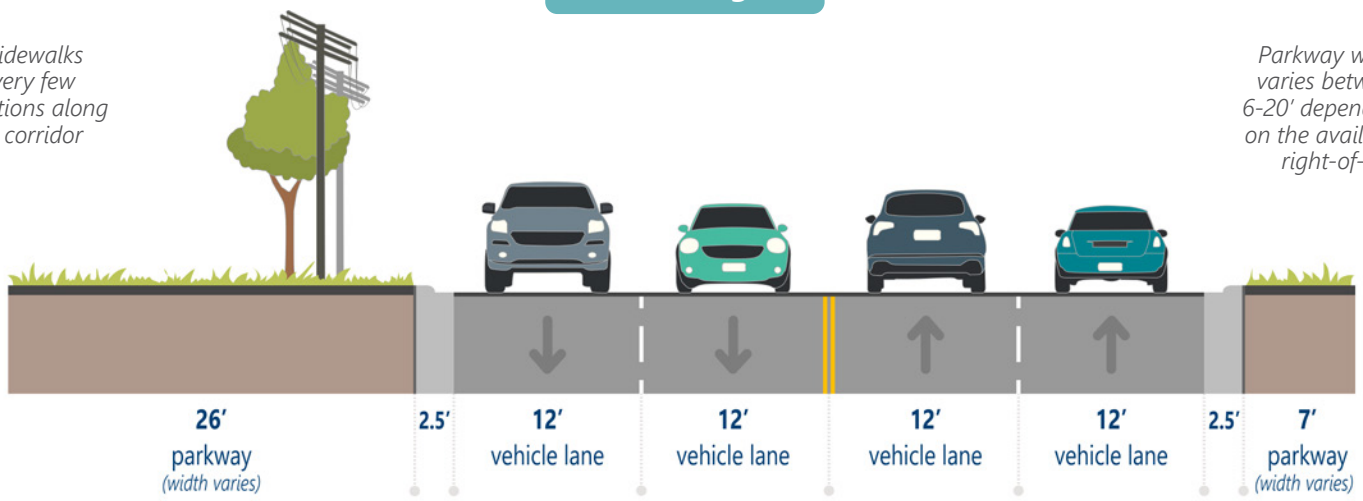
(shown between Euclid Ave and Seminole Ln)

Existing

← *West* *East* →

5' sidewalks in very few sections along the corridor

Parkway width varies between 6-20' depending on the available right-of-way

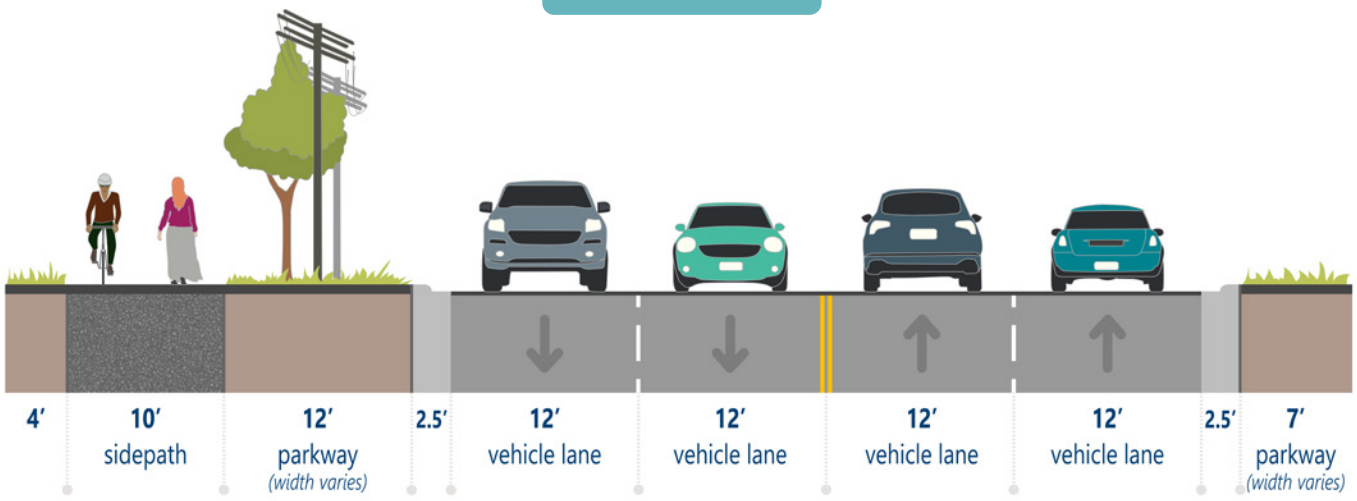


pavement width: **48 ft**

right-of-way: **86 ft (varies)**

Potential

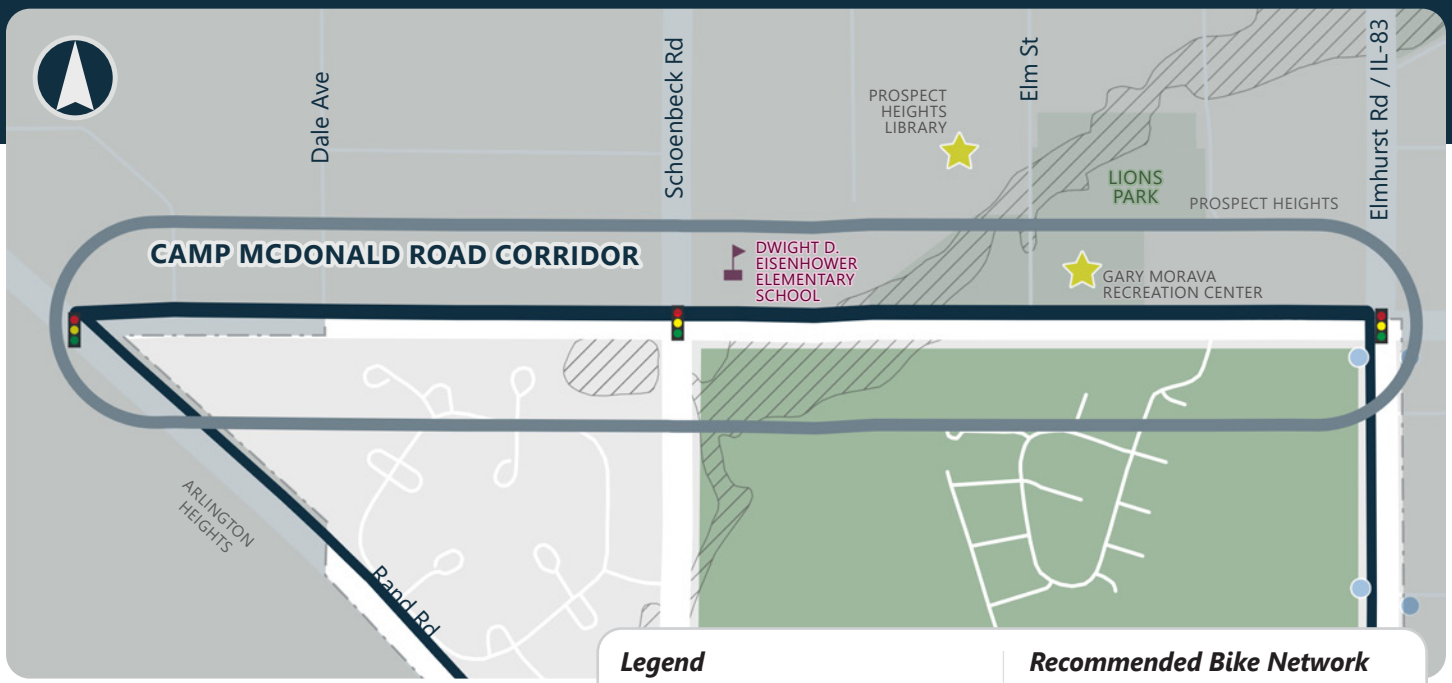
← *West* *East* →



pavement width: **48 ft**

right-of-way: **86 ft (varies)**

3A Camp McDonald Road | West



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design

Existing Conditions

Traffic / Roadway Conditions

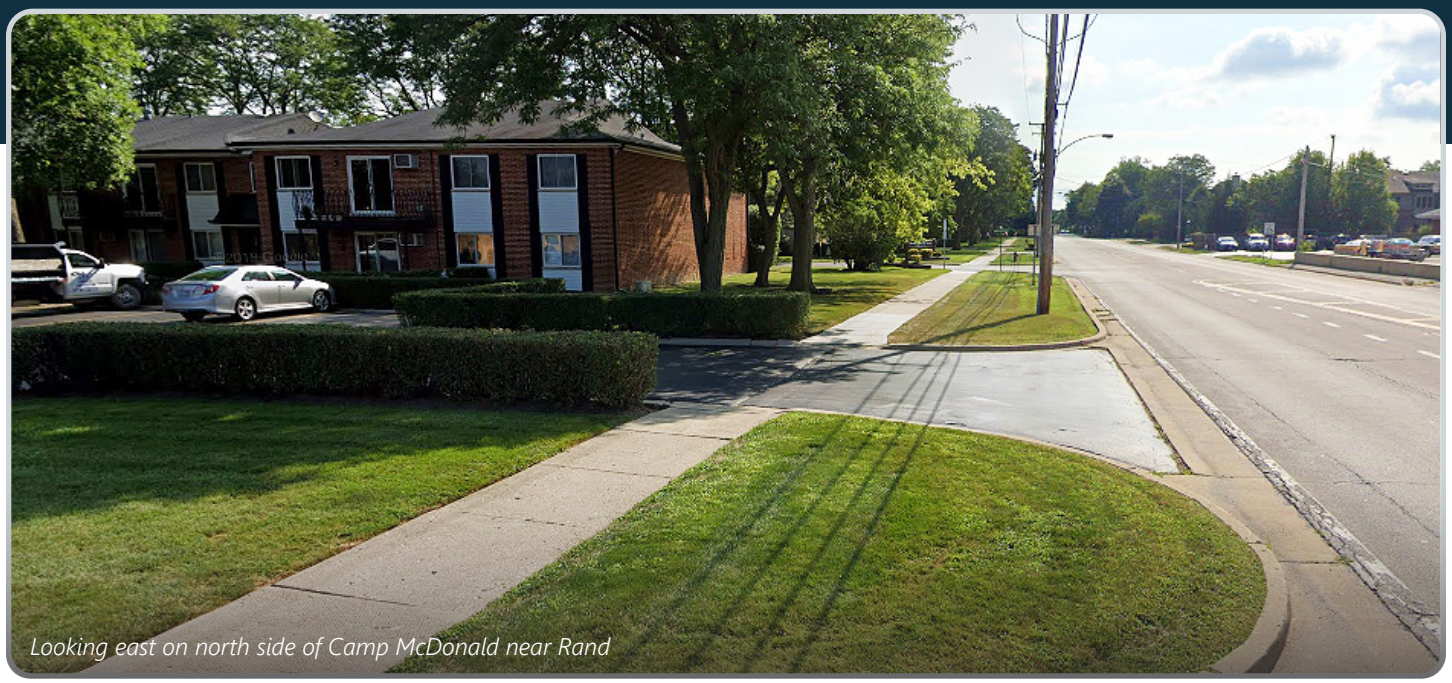
- Corridor Length: 0.9 miles
- Jurisdiction: Mount Prospect
- Posted Speed Limit: 35 mph
- Average Daily Traffic: 4,850 vpd (2022)
- Right-of-Way: 66′ to 90′
- Truck Route: None
- Truck Traffic (% of Total Traffic): N/A
- Programmed Improvements: None

Community Context

- Key Destinations: Dwight D. Eisenhower Elementary School, Prospect Heights Library, Gary Morava Recreation Center (Prospect Heights), Lions Park (Prospect Heights)
- Connectivity
  - » Future Rand Rd and Elmhurst Rd sidepaths



Looking west on Camp McDonald between Schoenbeck and Elm



Looking east on north side of Camp McDonald near Rand

Potential Conditions

Corridor Recommendations

- Facility Type
  - » Sidepath (Rand Rd and Elmhurst Rd)
    - » Located on north side of street
- Alternatives Considered
  - » Sidepath on south side of street is not feasible due to limited parkway width.
- Estimated Project Cost: $2,210,000

Potential Impacts

- Trees Removals: 53
- Right-of-Way Required: 5,200 sq. ft.
- ComEd Conflicts: Moderate

Major Street Crossings

All intersections will include ADA improvements

- Rand Road - *add east leg crosswalk and install accessible pedestrian signals*
- Schoenbeck Road - *add north, east, and west leg crosswalks and install countdown and accessible pedestrian signals*
- Elmhurst Road - *install accessible pedestrian signals*

Additional Considerations

- Coordination with Prospect Heights required.

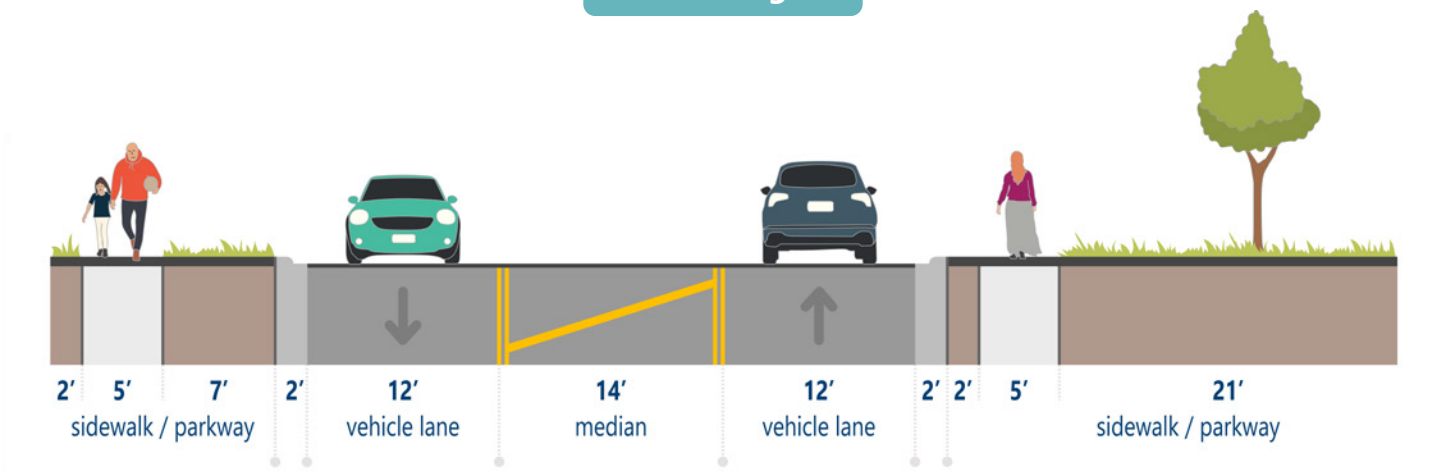
Sidepath on North Side

Looking West

(shown just west of Elmhurst Rd)

Existing

← South North →

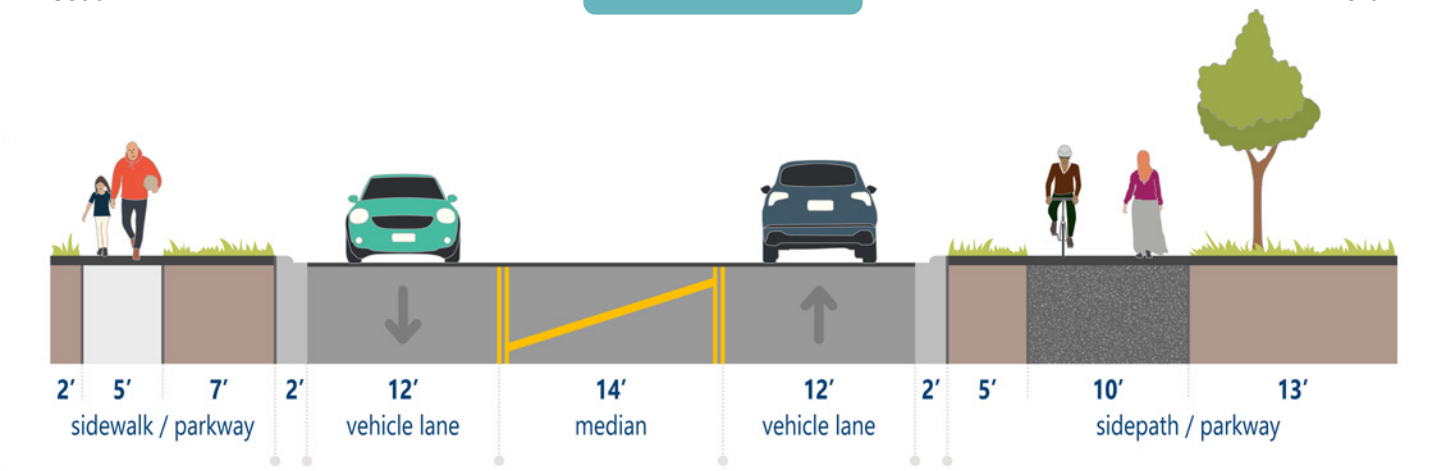


pavement width: **38 ft**

right-of-way: **84 ft**

Potential

← South North →

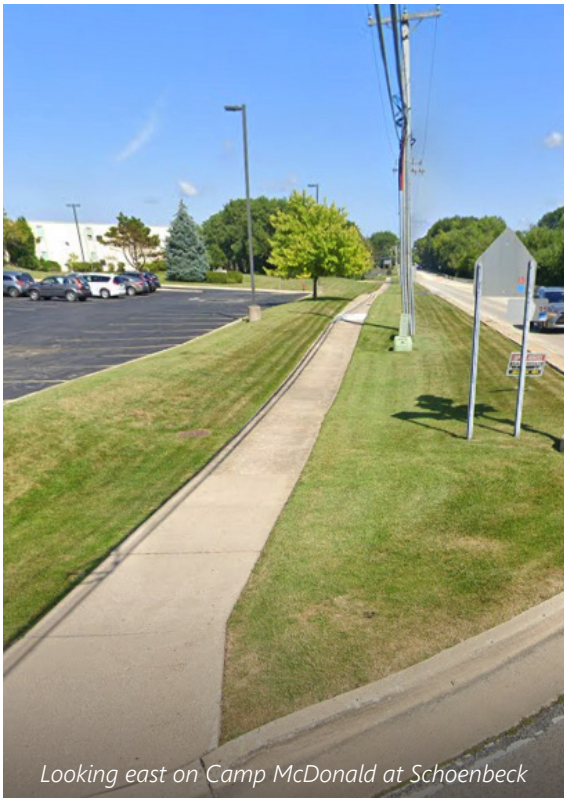


pavement width: **38 ft**

right-of-way: **84 ft**



Looking east on Camp McDonald at Dale

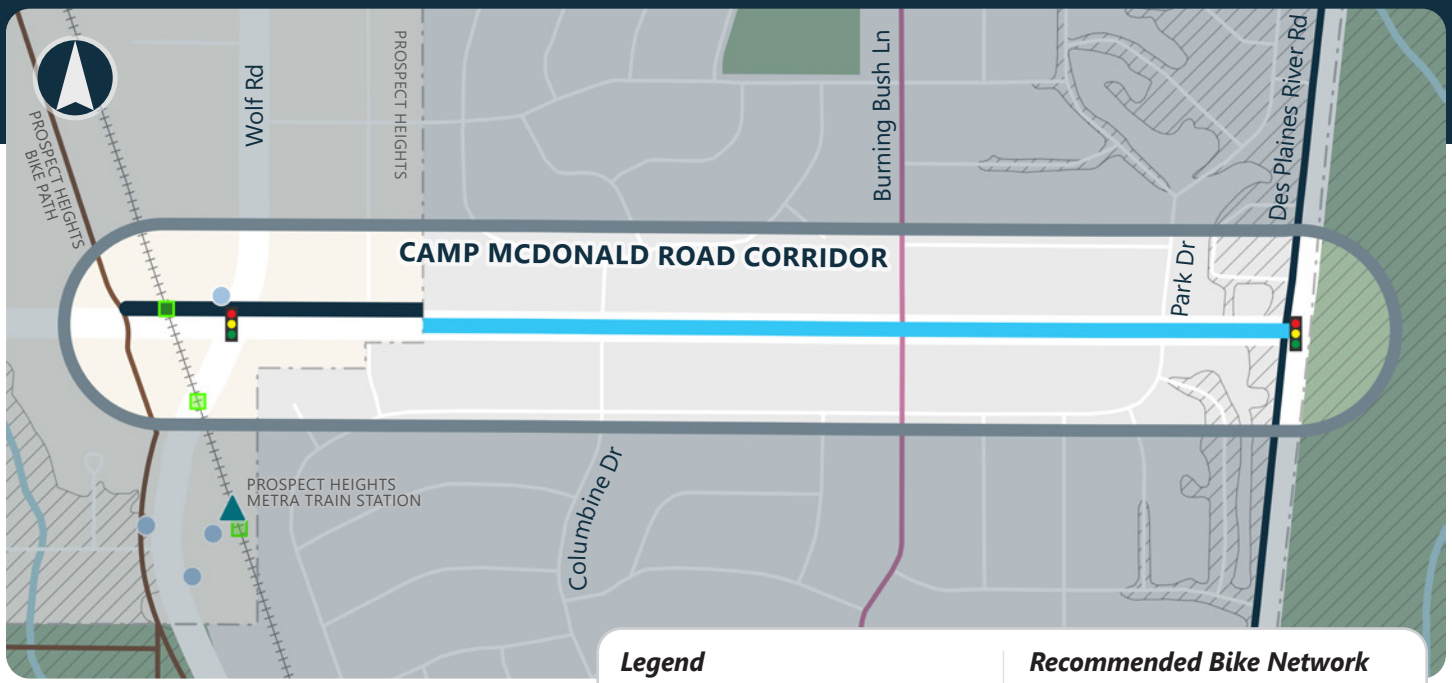


Looking east on Camp McDonald at Schoenbeck



Looking west on south side of Camp McDonald between Schoenbeck and Elm

3B Camp McDonald Road | East



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design

Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1 mile
- Jurisdiction: Cook County
- Posted Speed Limit: 35 mph
- Average Daily Traffic: 6,050 vpd (2022)
- Right-of-Way: 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.4%
- Programmed Improvements: Potential Cook County resurfacing project (~5 yrs)

Community Context

- Key Destinations: Robert Frost Elementary School, Aspen Trails Park
- Connectivity
  - » Local bike route on Burning Bush Ln
  - » Prospect Heights Bike Path
  - » Future sidepath on Des Plaines River Rd



Looking west on Camp McDonald at Mandel



Looking west on Camp McDonald at Burning Bush

Potential Conditions

Corridor Recommendations

- Facility Type
  - » Bike Lanes (Des Plaines River Rd to Mandel Ln)
    - » *Short Term: Bike Lanes*
      Restripe roadway to widen 3′ shoulders to 5′ bike lanes. Reduce travel lane widths to 10′. Short segment of sidepath on either side of street between Mandel Ln and Prospect Height Bike Path.
    - » *Long Term: Buffered Bike Lanes*
      Widen the existing roadway by 4′ to 6′ to include 5′ wide bike lanes with 2′ buffers and 10′ wide travel lanes. Short segment of sidepath on either side of street between Mandel Ln and Prospect Height Bike Path.
  - » Sidepath (Mandel Ln to Prospect Heights Bike Path)
    - » Located on north side of street
- Alternatives Considered
  - » A sidepath along the entire corridor is geometrically feasible but would result in significant impact to parkway trees and cross a large number of residential driveways.
- Estimated Project Cost: $1,790,000 (short term)

Potential Impacts

- Trees Removals: None
- Right-of-Way Required: None
- ComEd Conflicts: Minimal

Major Street Crossings

All intersections will include ADA improvements

- Rand Road - *add north and south leg crosswalks and install accessible pedestrian signals*
- Des Plaines River Road - *install countdown and accessible pedestrian signals at west leg crosswalk*

Additional Considerations

- If bike lanes are installed, lower speed limit from 35 mph to 30 mph.
- Coordination with Prospect Heights is required to extend bike facilities west to Prospect Heights Bike Path.
- Coordination with CN railroad is required for sidepath connection across at-grade crossing east of Prospect Heights Bike Path.

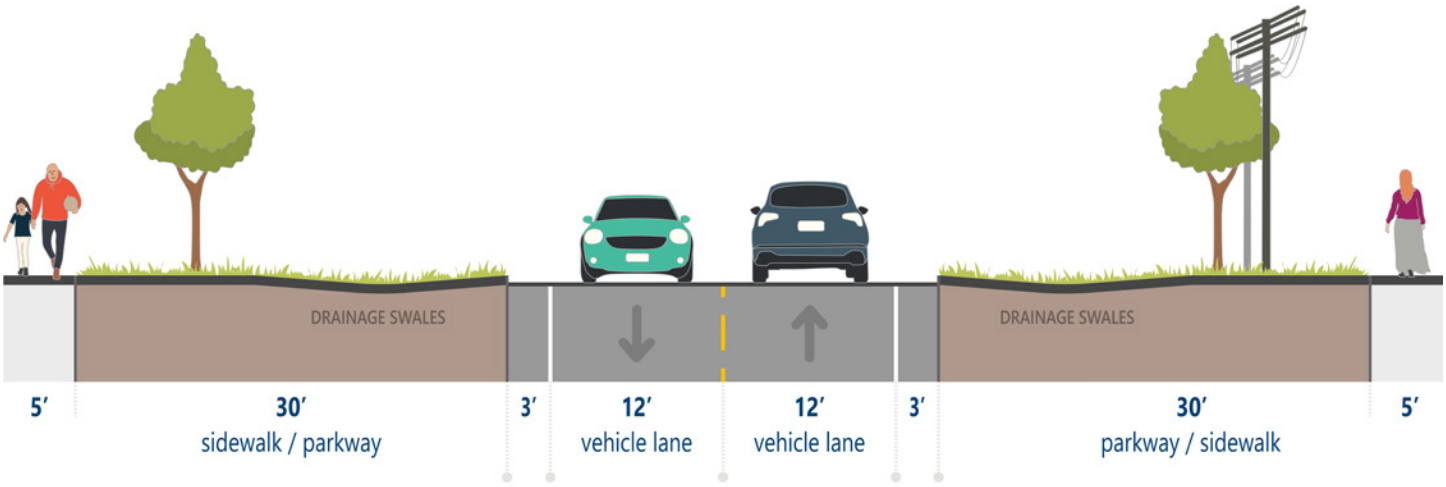
Short Term: Bike Lanes

Looking West

(shown between Burning Bush Ln and Columbine Dr)

Existing

← *South* *North* →



pavement width: **30 ft**

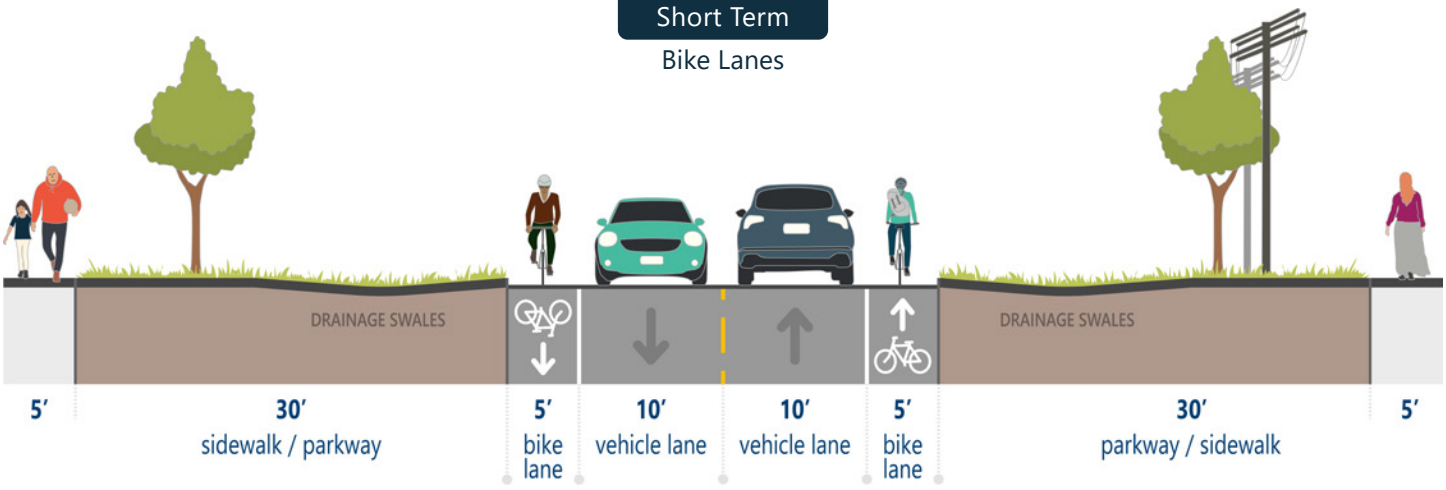
right-of-way: **100 ft**

Potential

Short Term

Bike Lanes

← *South* *North* →



pavement width: **30 ft**

right-of-way: **100 ft**

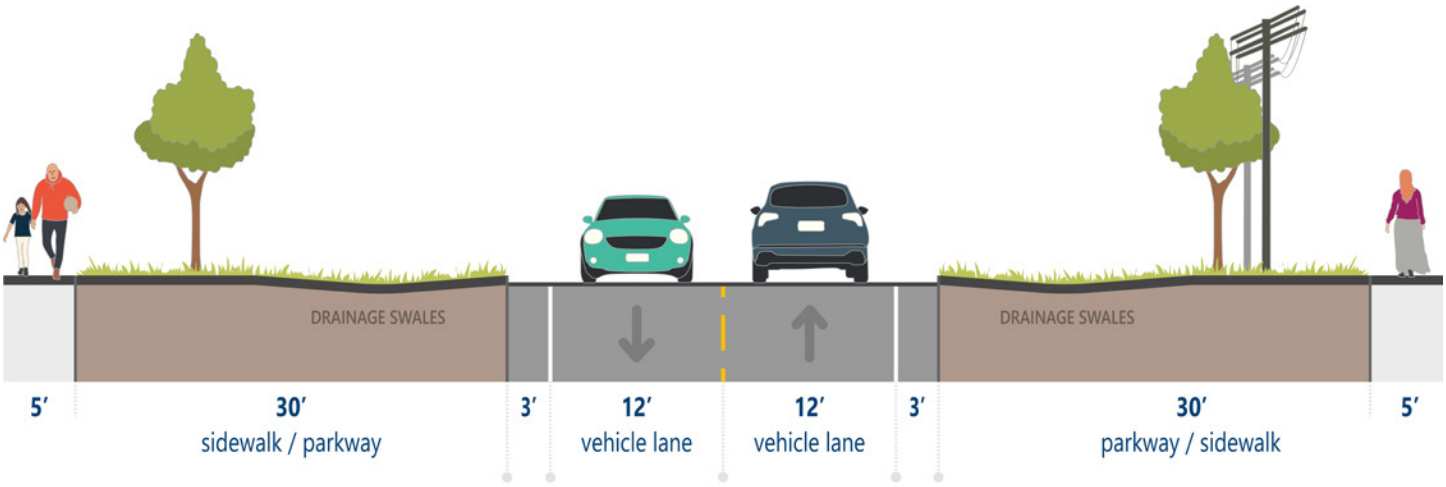
Long Term: Buffered Bike Lanes

Looking West

(shown between Burning Bush Ln and Columbine Dr)

Existing

← *South* *North* →



pavement width: **30 ft**

right-of-way: **100 ft**

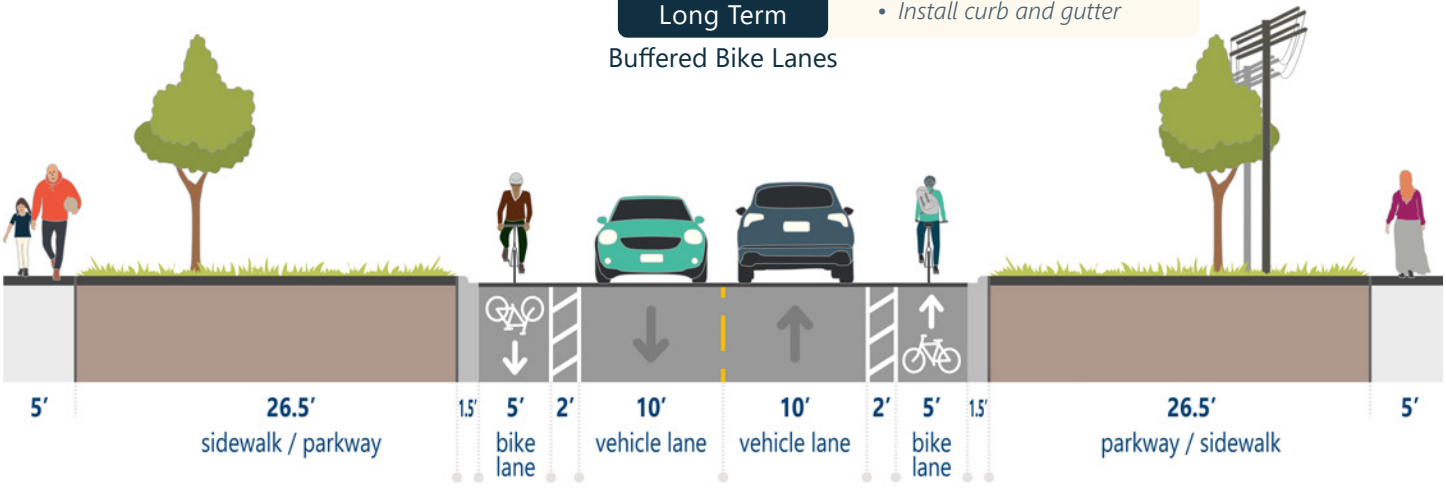
Potential

Long Term

Buffered Bike Lanes

- *Road reconstruction required*
- *Removes drainage swales*
- *Install curb and gutter*

← *South* *North* →



pavement width: **34 ft**

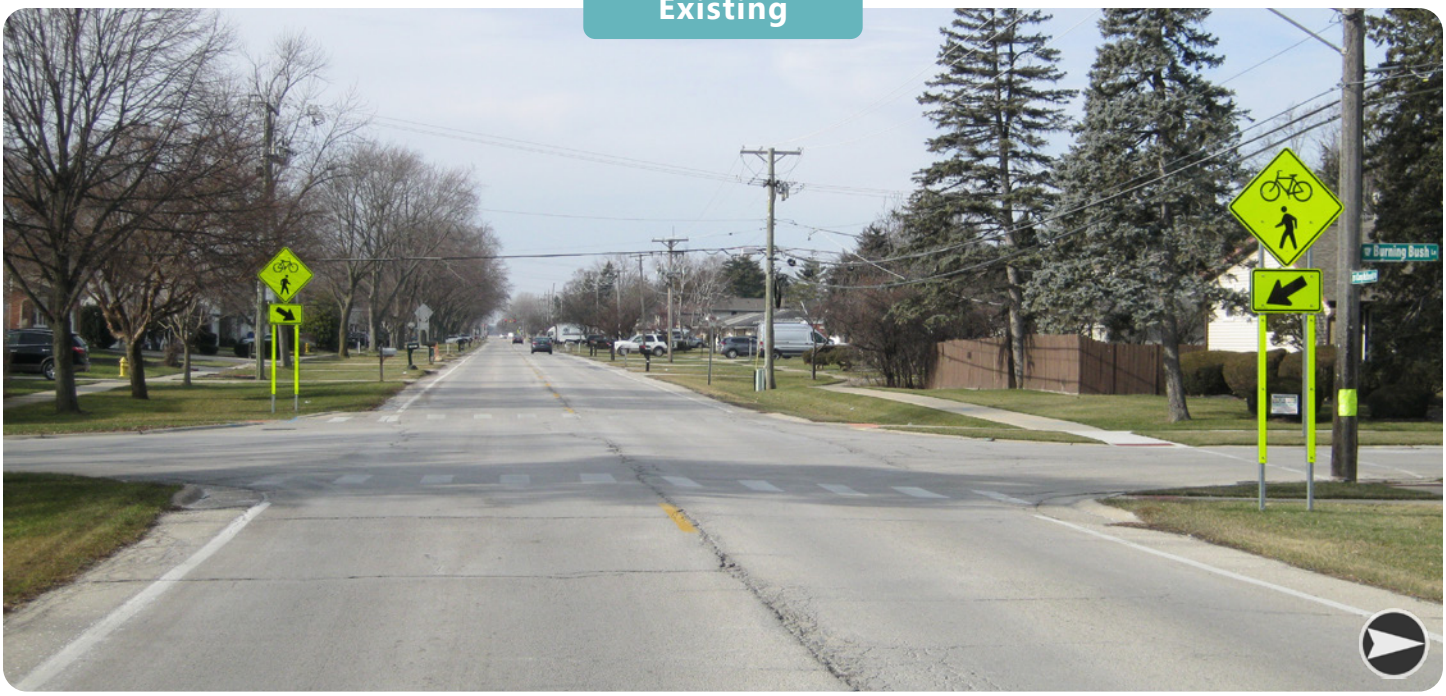
right-of-way: **100 ft**

Short Term: Bike Lanes

Looking West

(shown at Burning Bush Ln)

Existing



Potential

Short Term

Bike Lanes

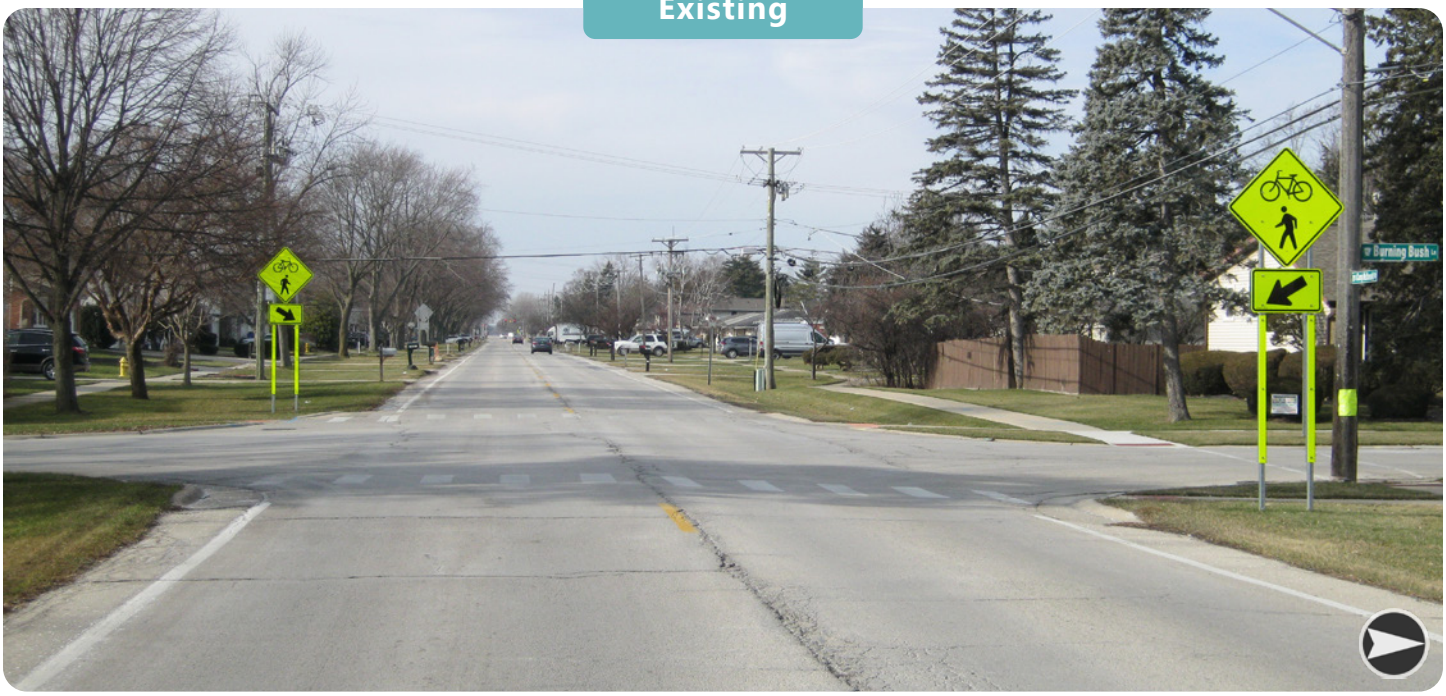


Long Term: Buffered Bike Lanes

Looking West

(shown at Burning Bush Ln)

Existing



Potential

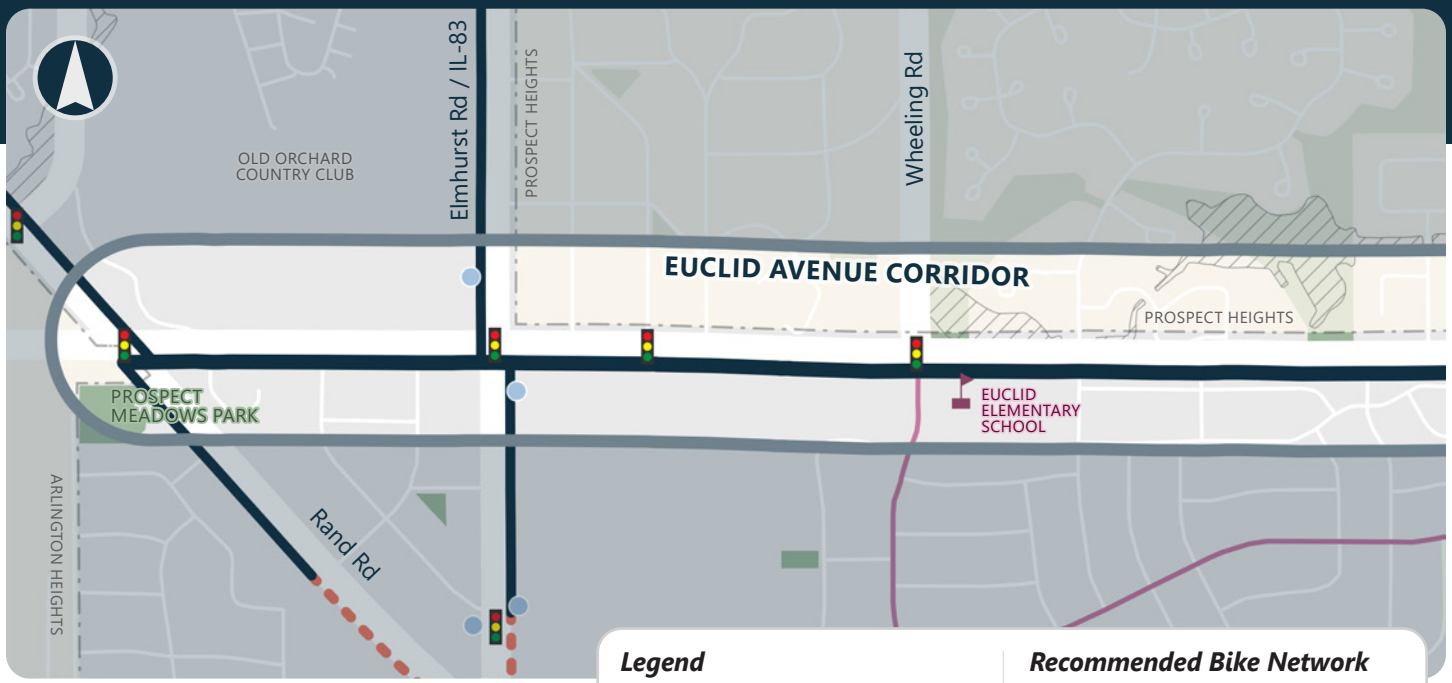
Long Term

Buffered Bike Lanes



4 Euclid Avenue

West Corridor: ***Rand Road to Westgate Rd***



Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*
- *Pace Bus Stop*

Recommended Bike Network

- *On-Street Bike Lanes*
- *Sidepath*
- *Signed On-Street Bike Route*
- *Multiple Options*

Existing Bike Network

- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Trail or Sidepath*
- *Sidepath In Design*

Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 3 miles
- Jurisdiction: Cook County
- Posted Speed Limit: 35-40 mph
- Average Daily Traffic: 13,400-15,900 vpd (2022)
- Right-of-Way: 100' to 110'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5-3.5%
- Programmed Improvements: Signal upgrades at Wheeling Road and Burning Bush Lane

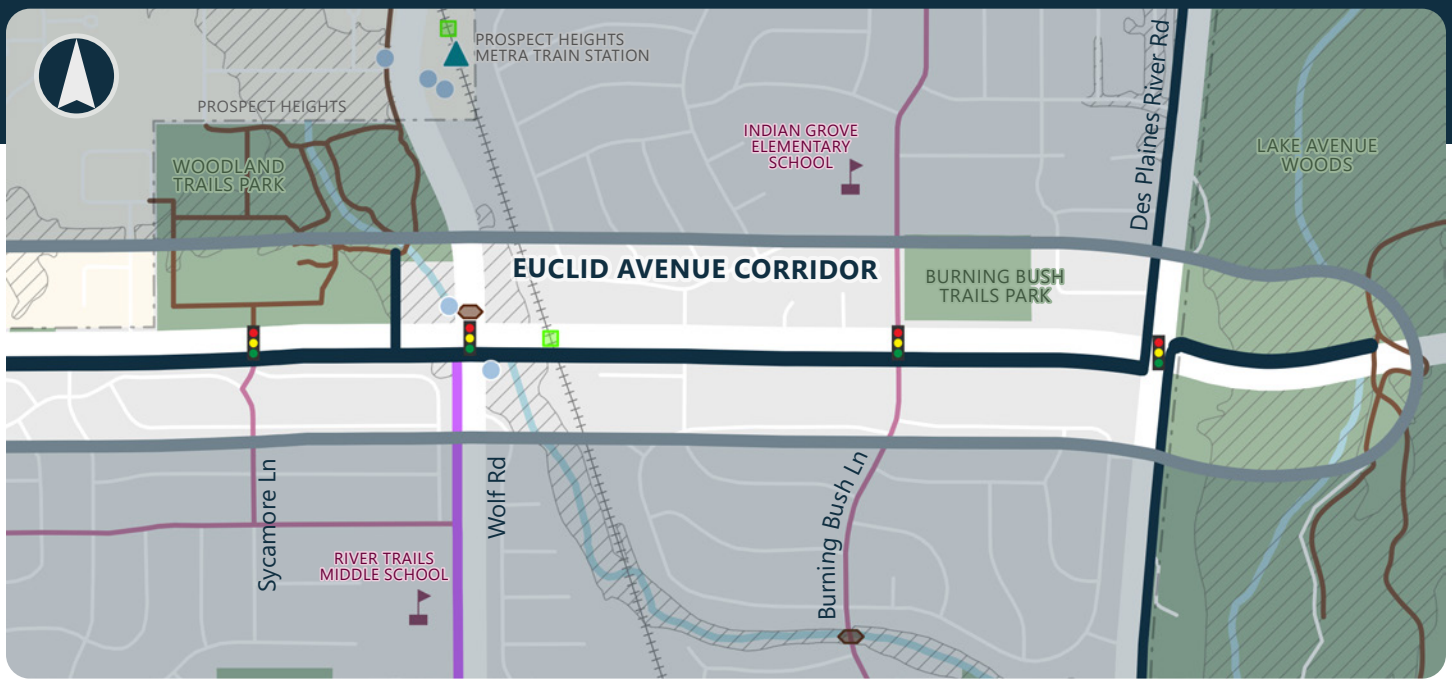
Community Context

- Key Destinations: Euclid Elementary School, Indian Grove Elementary School, River Trails Middle School, Woodland Trails Park, Lake Avenue Woods, Burning Bush Trails Park, Des Plaines River Trail, Randhurst Village
- Connectivity
  - » Local bike routes on Wheeling Rd, Sycamore Ln, and Burning Bush Ln
  - » Des Plaines River Trail
  - » Future bike facilities on Rand Rd, Elmhurst Rd, Wolf Rd, and Des Plaines River Rd



Looking west from south side of Euclid at Sycamore

Euclid Avenue 4



match line (see previous page)

Potential Conditions

Corridor Recommendations

- Facility Type: Sidepath
  - » Located on south side of street from Rand Rd to Des Plaines River Rd
  - » Located on north side from Des Plaines River Rd to connect to the Des Plaines River Trail
- Alternatives Considered
  - » Euclid roadway and travel lane widths between Rand and Hemlock could be reduced to greatly lessen the need for right-of-way acquisition or easements. A potential long-term opportunity in conjunction with a road reconstruction project.
- Estimated Project Cost
  - » Rand to Burning Bush (West): $6,690,000
  - » Burning Bush to Des Plaines River Trail (East): $1,210,000

Potential Impacts

- Trees Removals
  - » West: 135 | East: 3
- Right-of-Way Required
  - » West: 24,263 sq. ft. | East: 1,577 sq. ft.
- ComEd Conflicts: Substantial

Major Street Crossings

All intersections will include ADA improvements

- Elmhurst Road - *install accessible pedestrian signals*
- Randhurst Village Drive - *add east and west leg crosswalks and install accessible pedestrian signals*
- Wheeling Road
- Sycamore Lane - *install accessible pedestrian signals*
- Wolf Road - *install accessible pedestrian signals*
- Burning Bush Lane
- Des Plaines River Road - *add south and east leg crosswalks and install accessible pedestrian signals*

Additional Considerations

- Coordination required with CN Railroad for the crossing west of Wolf
- Improvements east of Des Plaines River Road are outside of the Village limits
- Pinch points in right-of-way adjacent to some commercial parcels
- Coordination with Cook County Forest Preserve District is recommended to upgrade the connection between the proposed sidepath and Des Plaines River Trail
- Project can be built in phases (Burning Bush Ln to the Des Plaines River Trail segment is a high priority connection)

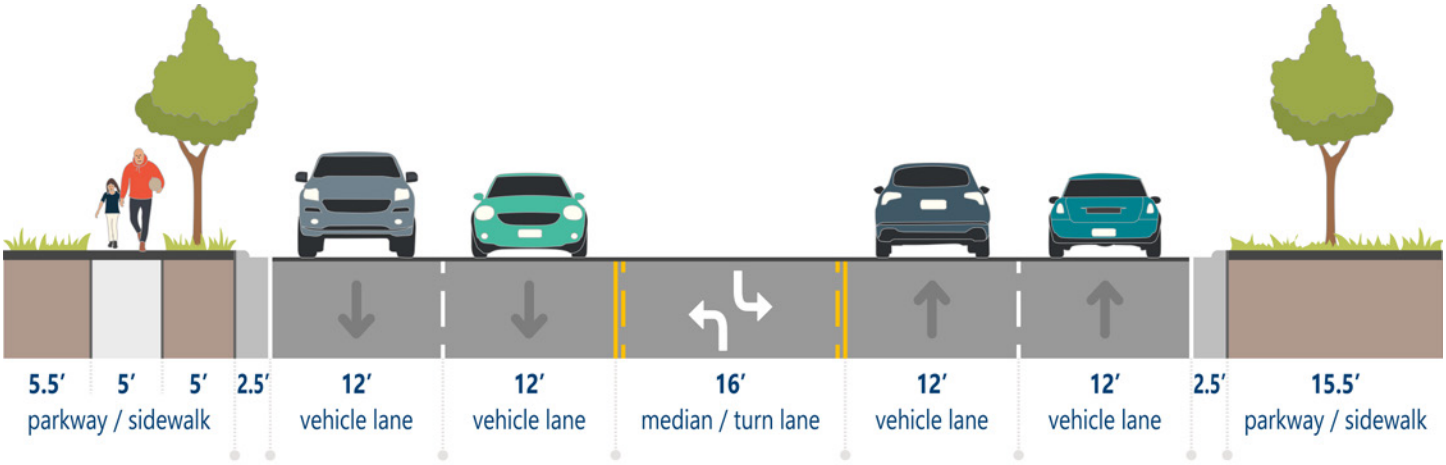
Sidepath on South Side

West of Elmhurst Rd/IL-83 | Looking West

(shown between Rand Rd and Wedgewood Ln)

Existing

← South North →

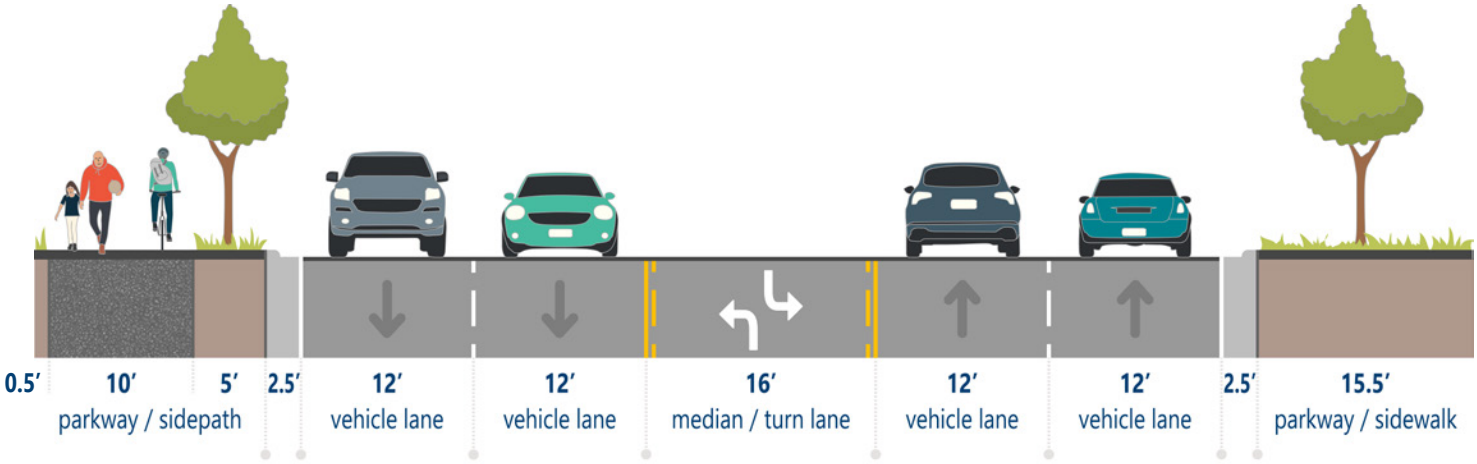


pavement width: **64 ft**

right-of-way: **100 ft**

Potential

← South North →



pavement width: **64 ft**

right-of-way: **100 ft**

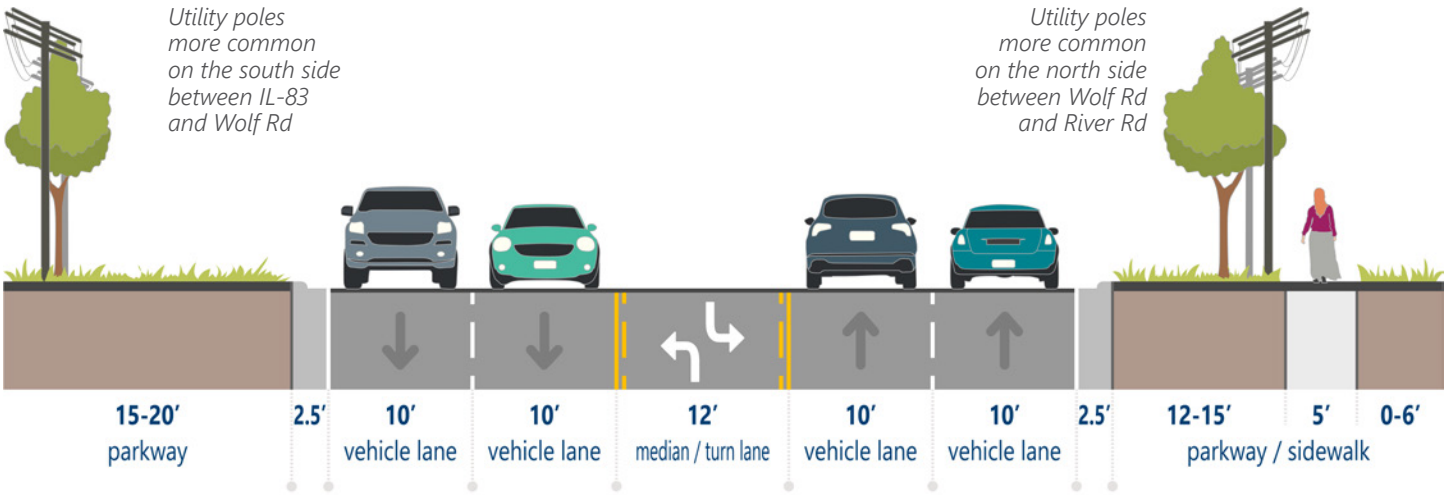
Sidepath on South Side

East of Elmhurst Rd/IL-83 | Looking West

(shown west of Westgate Rd)

Existing

← *South* *North* →

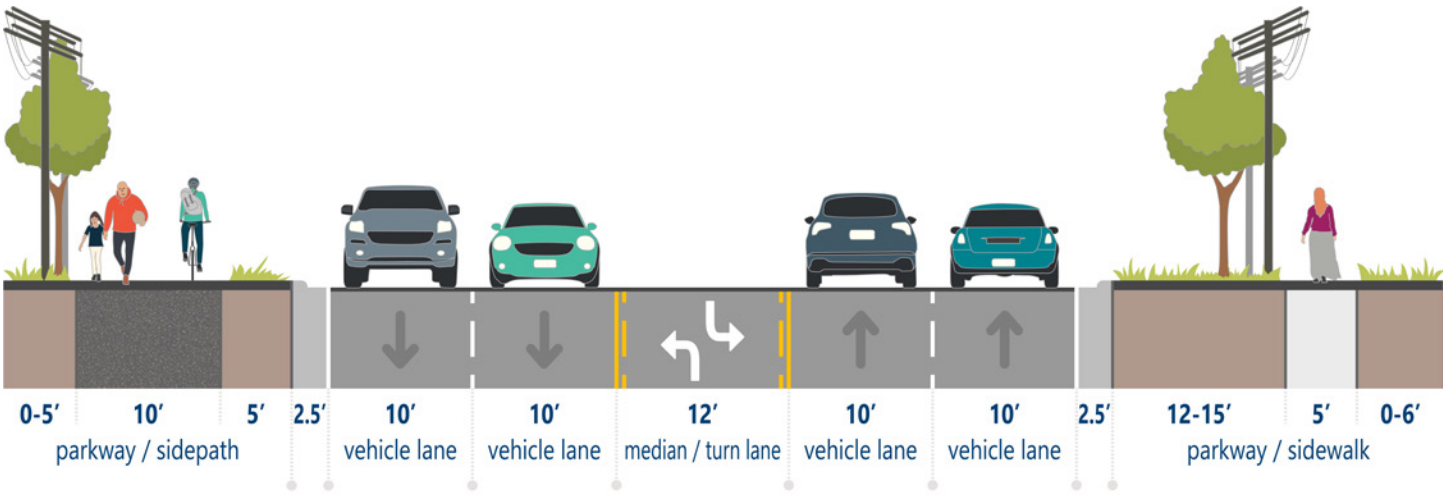


pavement width: **52 ft**

right-of-way: **100 ft**

Potential

← *South* *North* →



pavement width: **52 ft**

right-of-way: **100 ft**

6 Rand Road



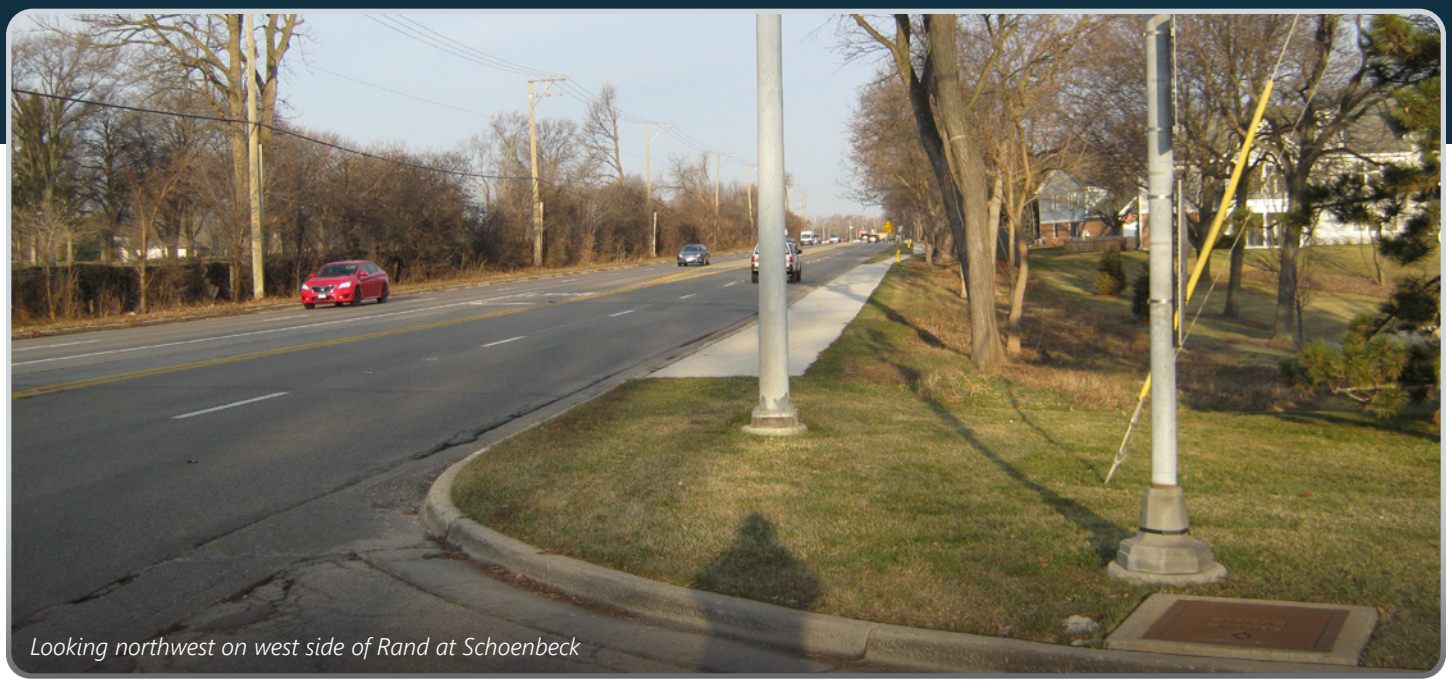
Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.1 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 40-45 mph
- Average Daily Traffic: 23,000-24,300 vpd (2022)
- Right-of-Way: 100’
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3%-13%
- Programmed Improvements: None

Community Context

- Key Destinations: Prospect High School, Prospect Meadows Park, Old Orchard Country Club, Randhurst Village Shopping Center
- Connectivity
  - » Future sidepaths on Camp McDonald Rd and Euclid Ave
  - » Sidepath northwest of Wedgewood Ln is a continuation of the in-development sidepath to the southeast on Rand Rd



Looking northwest on west side of Rand at Schoenbeck

Potential Conditions

Corridor Recommendations

- Facility Type
  - » Sidepath (Wedgewood Ln and Euclid Ave)
    - » Located on southwest side of street
  - » Cross at Euclid Ave
  - » Sidepath (Euclid Ave and Camp McDonald Rd)
    - » Located on northeast side of street
- Alternatives Considered
  - » None
- Estimated Project Cost: $3,550,000

Potential Impacts

- Trees Removals: 72
- Right-of-Way Required: 4,600 sq. ft.
- ComEd Conflicts: Minimal
- Other Potential Impacts
  - » Potential retaining wall required adjacent to Old Orchard County Club pond.

Major Street Crossings

All intersections will include ADA improvements

- Camp McDonald Road - *add east leg crosswalk and install countdown and accessible pedestrian signals*
- Schoenbeck Road - *add east leg crosswalk and install countdown and accessible pedestrian signals*
- Euclid Avenue - *two stage crossing, add west leg crosswalk, and install accessible pedestrian signals*

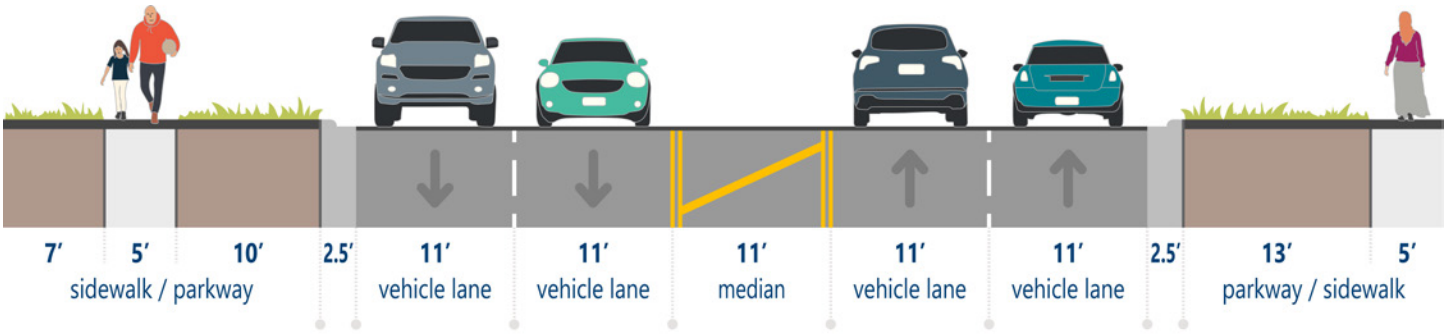
Sidepath on Southwest Side

Looking Northwest

(shown between Wedgewood Ln and Euclid Ave)

Existing

← *Southwest* *Northeast* →

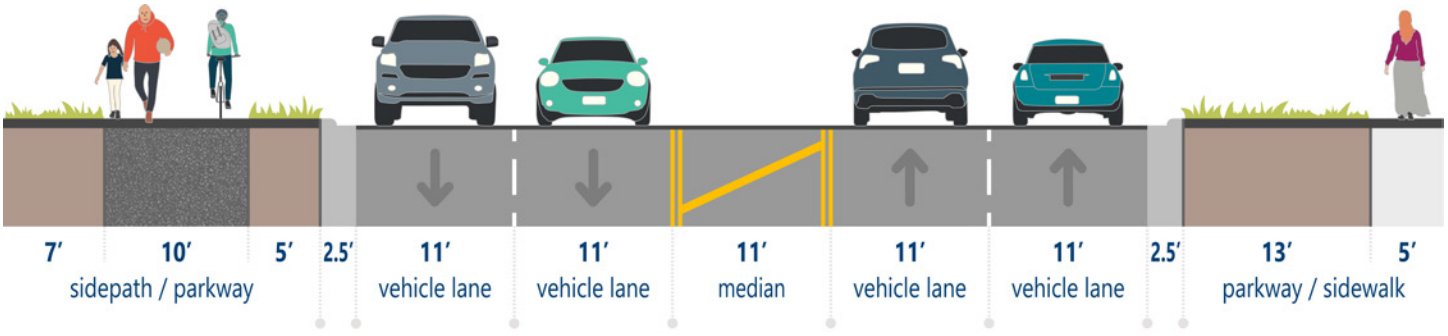


pavement width: **55 ft**

right-of-way: **100 ft**

Potential

← *Southwest* *Northeast* →



pavement width: **55 ft**

right-of-way: **100 ft**

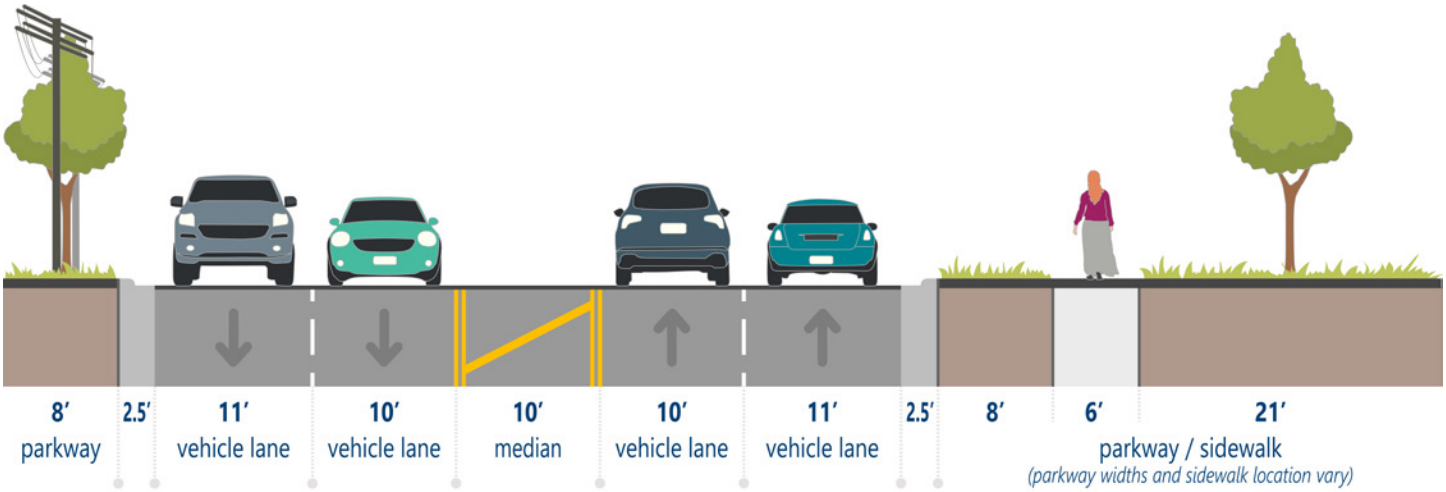
Sidepath on Northeast Side

Looking Northwest

(shown between Euclid Ave and Camp McDonald Rd)

Existing

← *Southwest* *Northeast* →

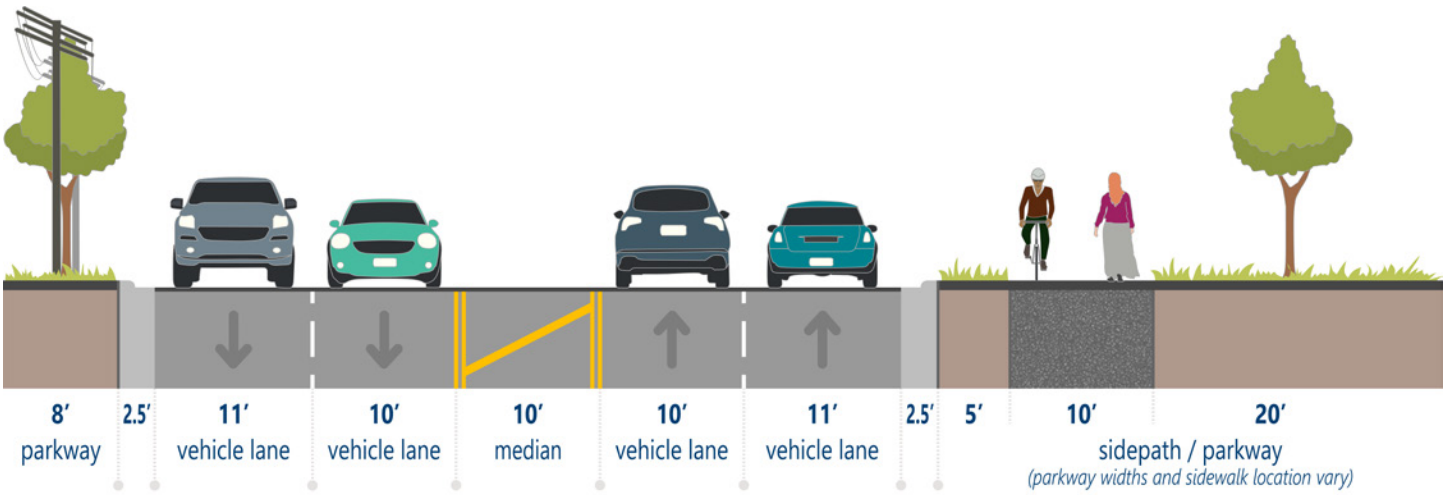


pavement width: **52 ft**

right-of-way: **100 ft**

Potential

← *Southwest* *Northeast* →



pavement width: **52 ft**

right-of-way: **100 ft**

7 Kensington Road

West Corridor: ***Village Boundary to Hemlock Ln***



Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*
- *Pace Bus Stop*

Recommended Bike Network

- *On-Street Bike Lanes*
- *Sidepath*
- *Signed On-Street Bike Route*
- *Multiple Options*

Existing Bike Network

- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Trail or Sidepath*
- *Sidepath In Design*

Existing Conditions

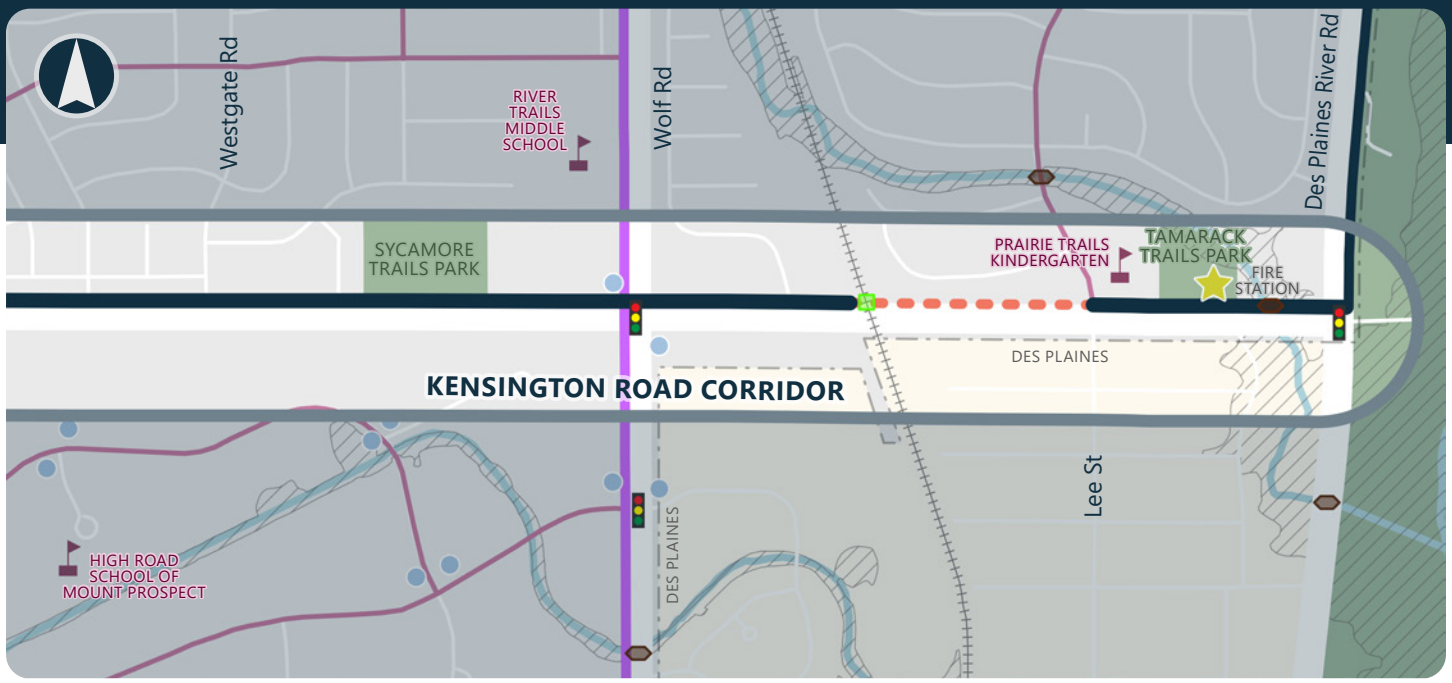
Traffic / Roadway Conditions

- Corridor Length: 2.8 miles
- Jurisdiction: Mount Prospect (west of IL-83) and IDOT (east of IL-83)
- Posted Speed Limit: 30-45 mph
- Average Daily Traffic: 5,650-7,150 vpd (2022)
- Right-of-Way: 78' to 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5-3.5%
- Programmed Improvements: Install sidewalk along south side between Rand Rd and Wheeling Rd (CMAP TIP, 2026)

Community Context

- Key Destinations: Prospect High School, High Road School of Mount Prospect, River Trails Middle School, Prairie Trails Kindergarten, Sycamore Trails Park, Kensington Business Park, Police Station, Fire Stations (2)
- Connectivity
  - » Sidepath west of Forest Ave and north of Prospect High School
  - » Local bike routes on Wheeling Rd and Burning Bush Ln
  - » Future sidepaths on Camp McDonald Rd, Euclid Ave, Main St, Wolf Rd, and Des Plaines River Rd

Kensington Road 7



match line (see previous page)

Potential Conditions

Corridor Recommendations

- Facility Type: Sidepath
  - » Located on north side of street from Forest Ave to Des Plaines River Rd
- Alternatives Considered
  - » On-street marked shared lanes were considered between Burning Bush Lane and Des Plaines River Road as there are some challenges and constraints to implementing a sidepath within this segment. However, off-street facilities are highly desirable given the speed limit and narrow width of the roadway.
- Estimated Project Cost: $6,240,000

Potential Impacts

- Trees Removals: 116
- Right-of-Way Required: 27,730 sq. ft.
- ComEd Conflicts: Moderate
- Other Potential Impacts
  - » Rural cross-section in some areas would require regarding and drainage modifications.
  - » Pedestrian bridge is recommended to cross the ditch west of Des Plaines River Road.

Major Street Crossings

All intersections will include ADA improvements

- Main Street/Rand Road - *improvements as part of Rand Road sidepath project*
- Wheeling Road - *install accessible pedestrian signals*
- Wolf Road - *install accessible pedestrian signals*
- Des Plaines River Road - *add north leg crosswalk and install accessible pedestrian signals*

Additional Considerations

- Section of north side sidepath is in design over the CN railroad tracks.
- Future sidepath improvements along Rand Road will facilitate crossing at the Rand/Main/Kensington intersection.

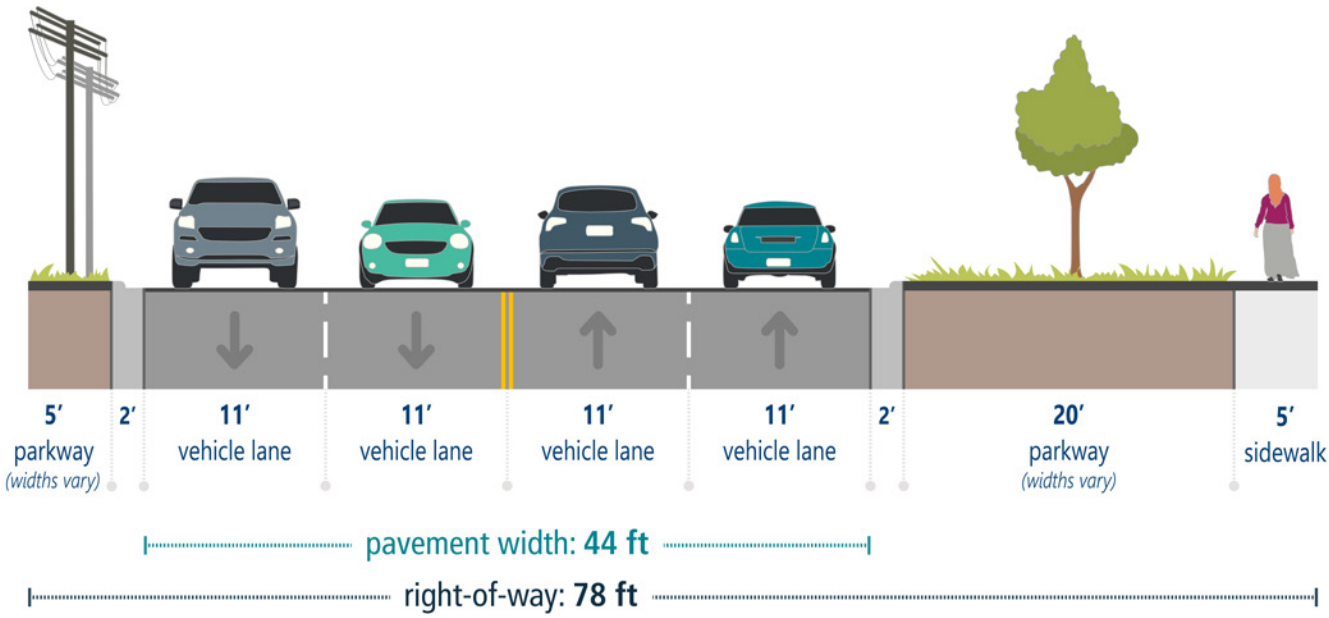
Sidepath on North Side

Looking West

(shown just east of Rand Rd)

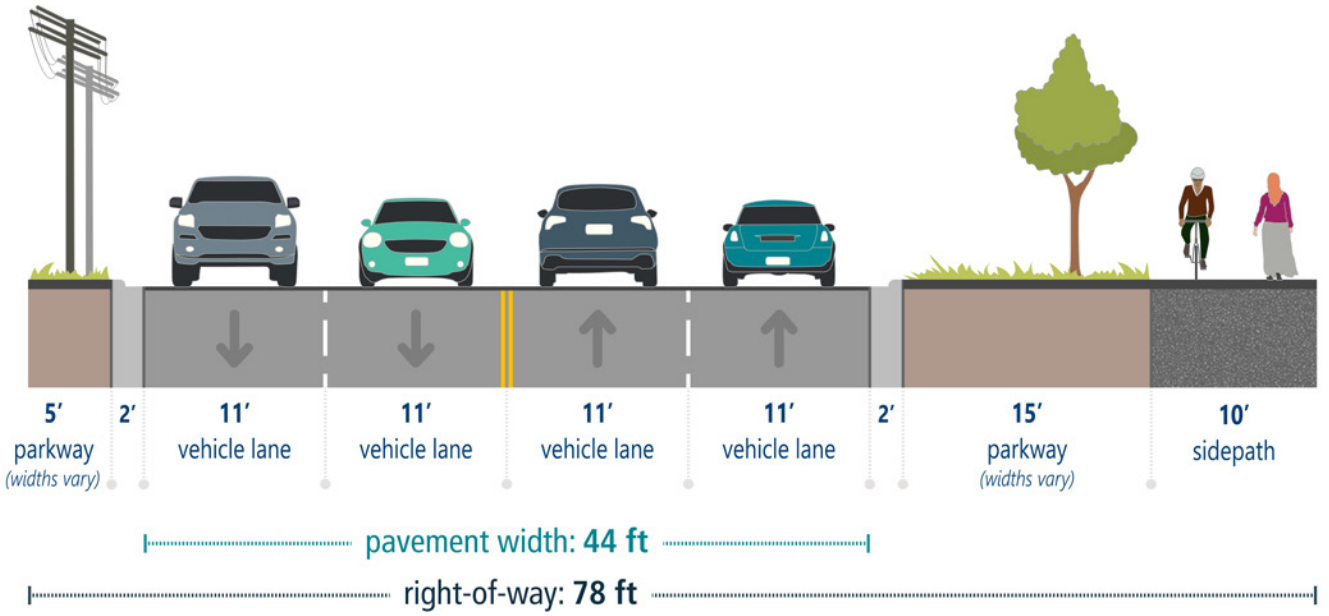
Existing

← South North →



Potential

← South North →



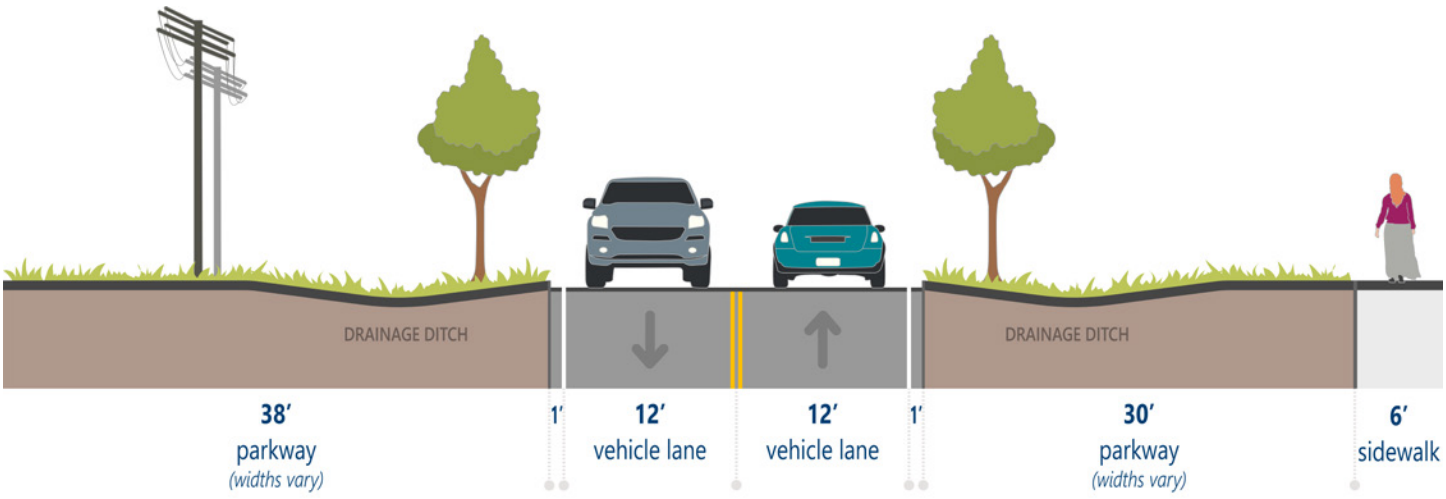
Sidepath on North Side

Looking West

(shown near Sycamore Trails Park)

Existing

← *South* *North* →

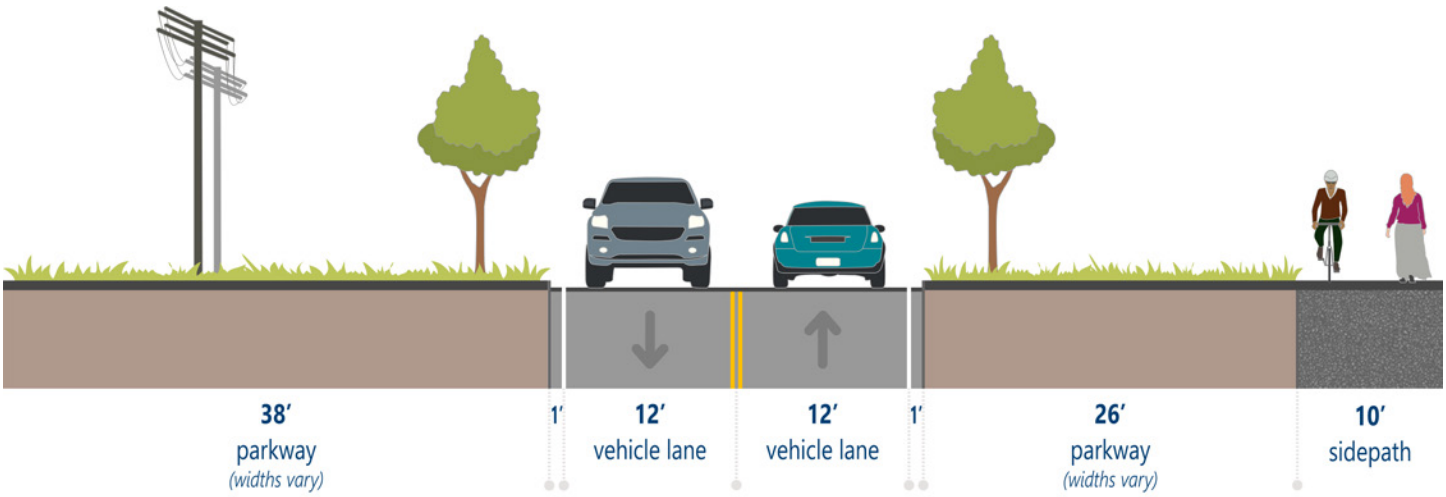


pavement width: **26 ft**

right-of-way: **100 ft**

Potential

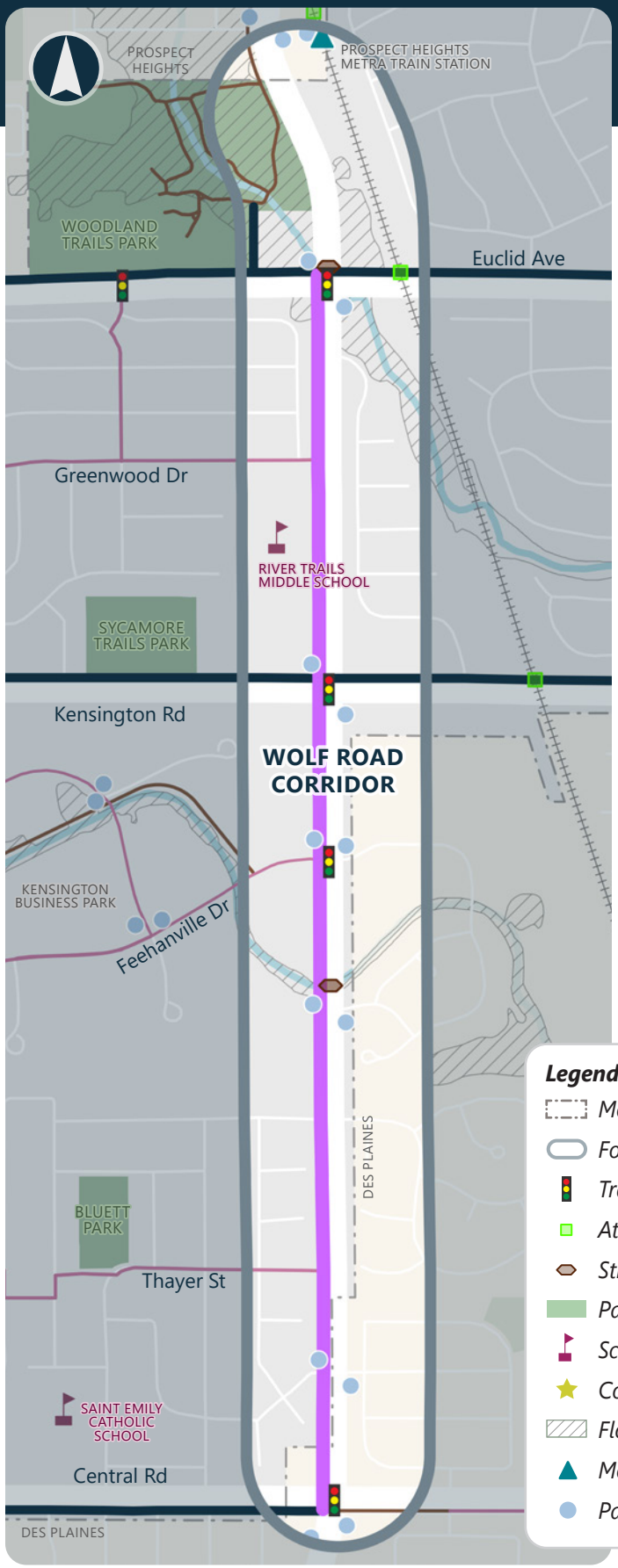
← *South* *North* →



pavement width: **26 ft**

right-of-way: **100 ft**

8 Wolf Road



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.5 miles
- Jurisdiction: Mount Prospect (south of Euclid) and IDOT (north of Euclid)
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 9,600-12,000 vpd (2022)
- Right-of-Way: 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 4.6%
- Programmed Improvements: Roadway rehabilitation (CMAP TIP, 2028)

Community Context

- Key Destinations: Prospect Heights Metra Train Station, River Trails Middle School, Saint Emily Catholic School, Woodland Trails Park, Sycamore Trails Park, Bluett Park, Kensington Business Park
- Connectivity
  - » Prospect Heights Bike Path via Euclid Ave and continues to Prospect Heights Metra station
  - » Local bike routes on Feehanville Dr and Greenwood Dr
  - » Future sidepaths on Central Rd, Kensington Rd, and Euclid Ave

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*
- *Pace Bus Stop*

Recommended Bike Network

- *On-Street Bike Lanes*
- *Sidepath*
- *Signed On-Street Bike Route*
- *Multiple Options*

Existing Bike Network

- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Trail or Sidepath*
- *Sidepath In Design*



Looking south on Wolf near River Trails Middle School

Potential Conditions

Corridor Recommendations

- Facility Type
  - » Barrier Protected Cycle Track
    - » Two-way on-street bikeway on west side of Wolf Rd separated from traffic by a concrete median. Space would become available via a five lane to three lane road diet.
    - » Short sections of sidepath are proposed at major signalized intersections.
- Alternatives Considered
  - » A west side sidepath is feasible, however, would have significant impacts to trees and would require right-of-way acquisition in certain areas.
  - » An east side sidepath would require coordination with the City of Des Plaines between Central Ave and Kensington Rd.
- Estimated Project Cost: $2,780,000 to $6,480,000 (varies depending on type of barrier protection desired)
- A west side sidepath is estimated to cost $3,930,000

Potential Impacts

- Trees Removals: 6
- Right-of-Way Required: 1,280 sq. ft.
- ComEd Conflicts: Minimal

Major Street Crossings

All intersections will include ADA improvements

- Central Road - *add east leg crosswalk, investigate corner islands, and install accessible pedestrian signals*
- Feehanville Drive - *study roundabout conversion or add bike signals for cycle track, install accessible pedestrian signals*
- Kensington Road - *install accessible pedestrian signals*
- Euclid Avenue - *install accessible pedestrian signals*
- Edward Road (Prospect Heights) - *add south leg crosswalk and install accessible pedestrian signals*

Additional Considerations

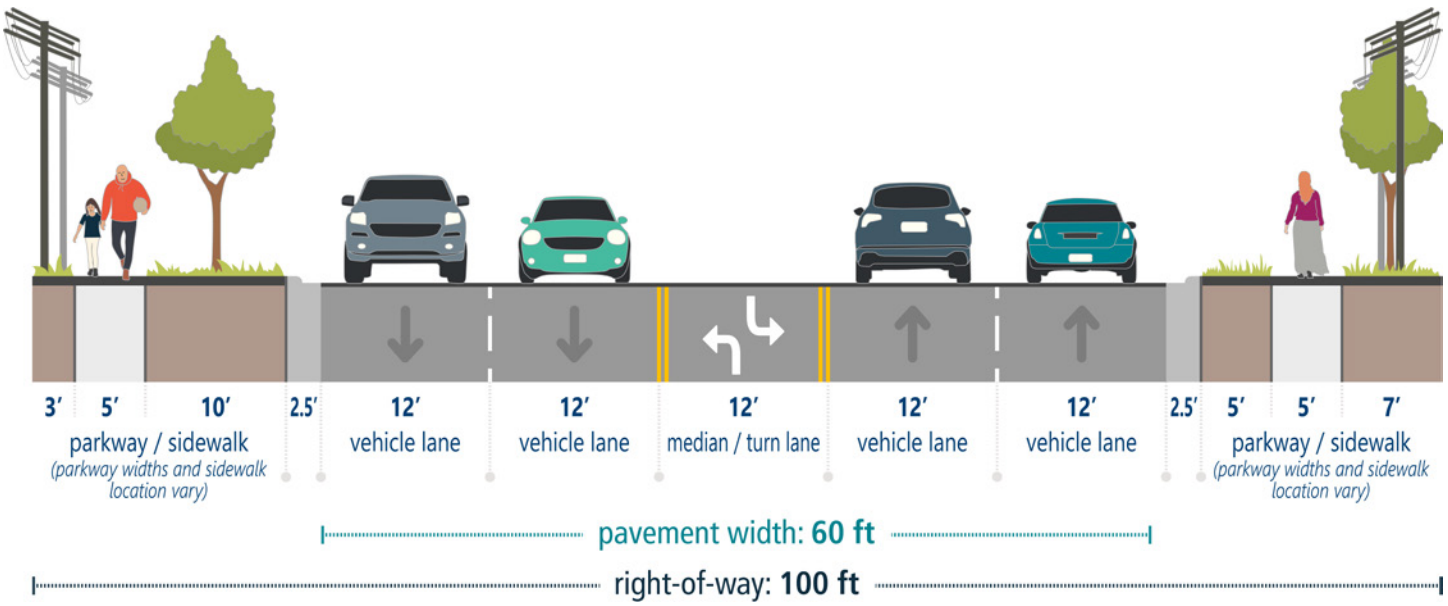
- Traffic counts and capacity analyses show a lane reduction to a three-lane cross-section is feasible on Wolf Rd. The signalized intersections of Wolf Rd at Kensington and Feehanville will operate satisfactorily with one through lane in each direction. Further analyses needed to confirm preliminary evaluation.
- A single lane roundabout may be considered at intersection of Wolf/Feehanville.
- The cycle track can transition to a sidepath approaching the traffic signals at Central Rd and Euclid Ave. This would facilitate connections with other sidepaths in the network.
- The City of Des Plaines is pursuing a road diet on Wolf Rd between Cumberland Cir and Rand Rd.

Alternative 1: Barrier Protected Cycle Track

Looking North

(shown just south of Feehanville)

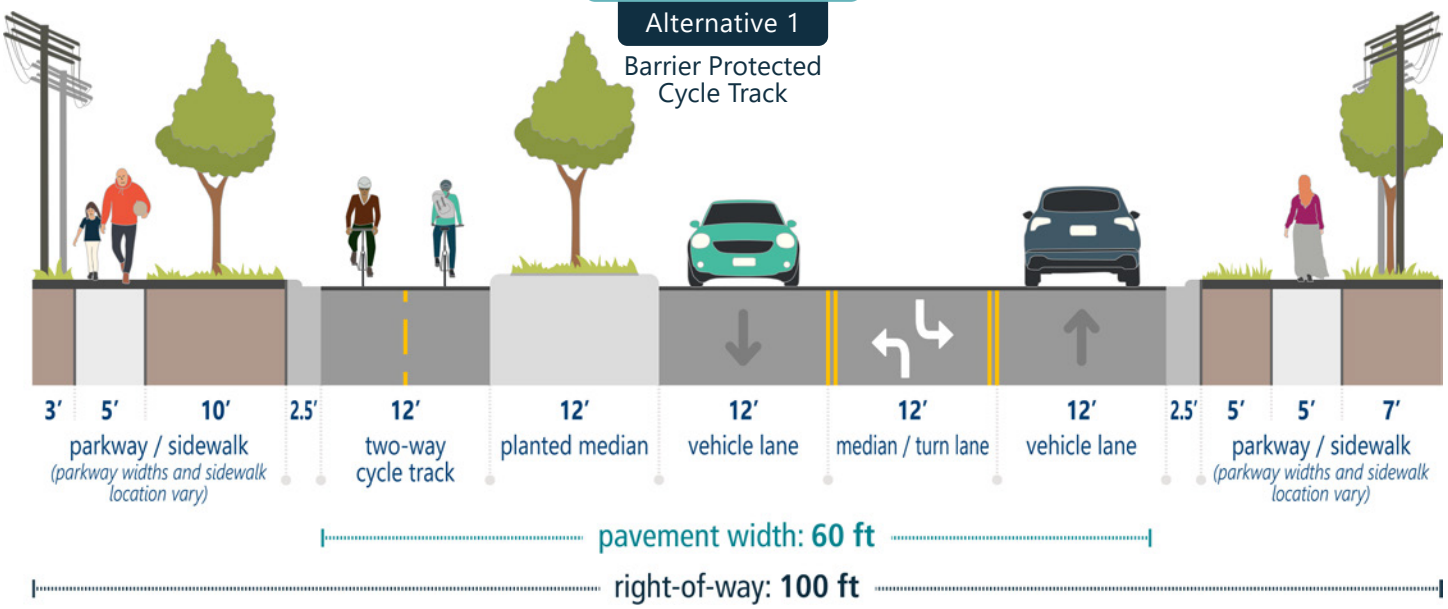
Existing



Potential

Alternative 1

Barrier Protected Cycle Track



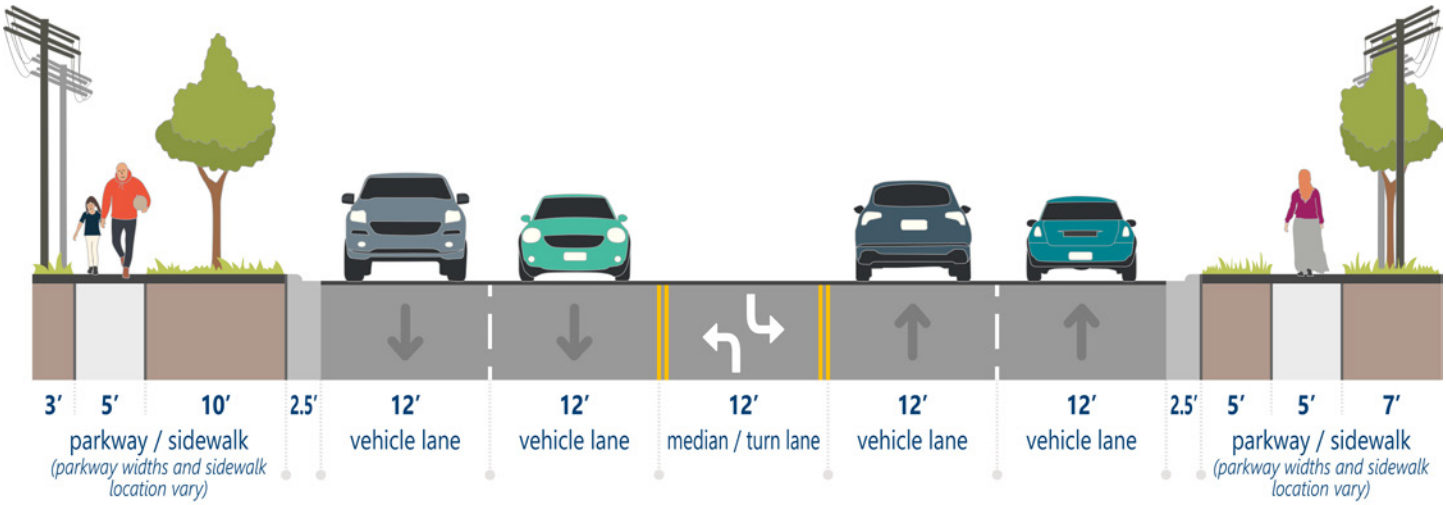
Alternative 2: Sidepath

Looking North

(shown just south of Feehanville)

Existing

← *West* *East* →



pavement width: **60 ft**

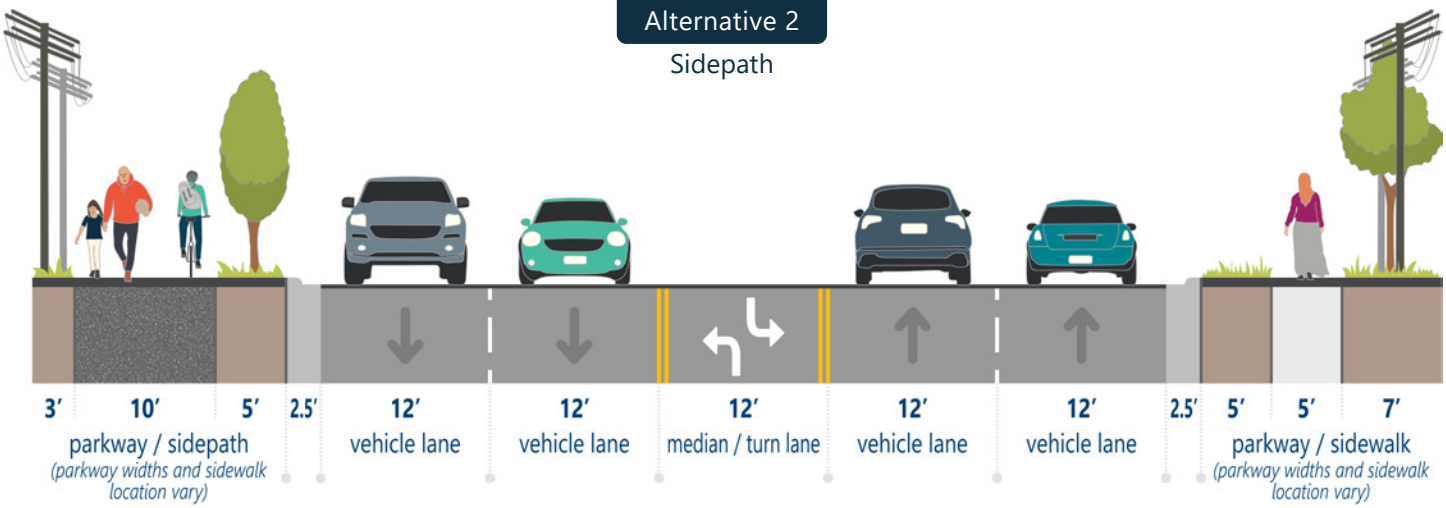
right-of-way: **100 ft**

Potential

Alternative 2

Sidepath

← *West* *East* →



pavement width: **60 ft**

right-of-way: **100 ft**

Alternative 1: Barrier Protected Cycle Track

Looking South

(shown just south of Feehanville)

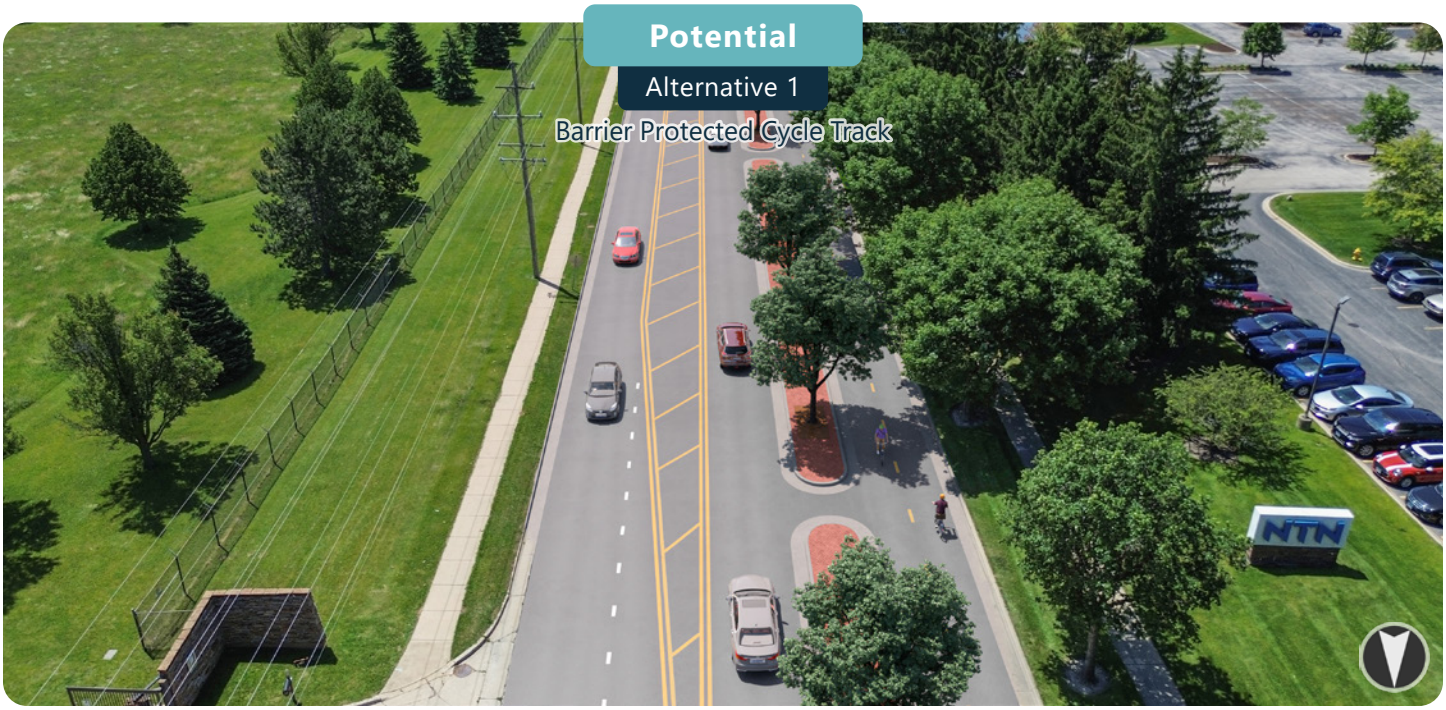
Existing



Potential

Alternative 1

Barrier Protected Cycle Track



Alternative 2: Sidepath

Looking South

(shown just south of Feehanville)

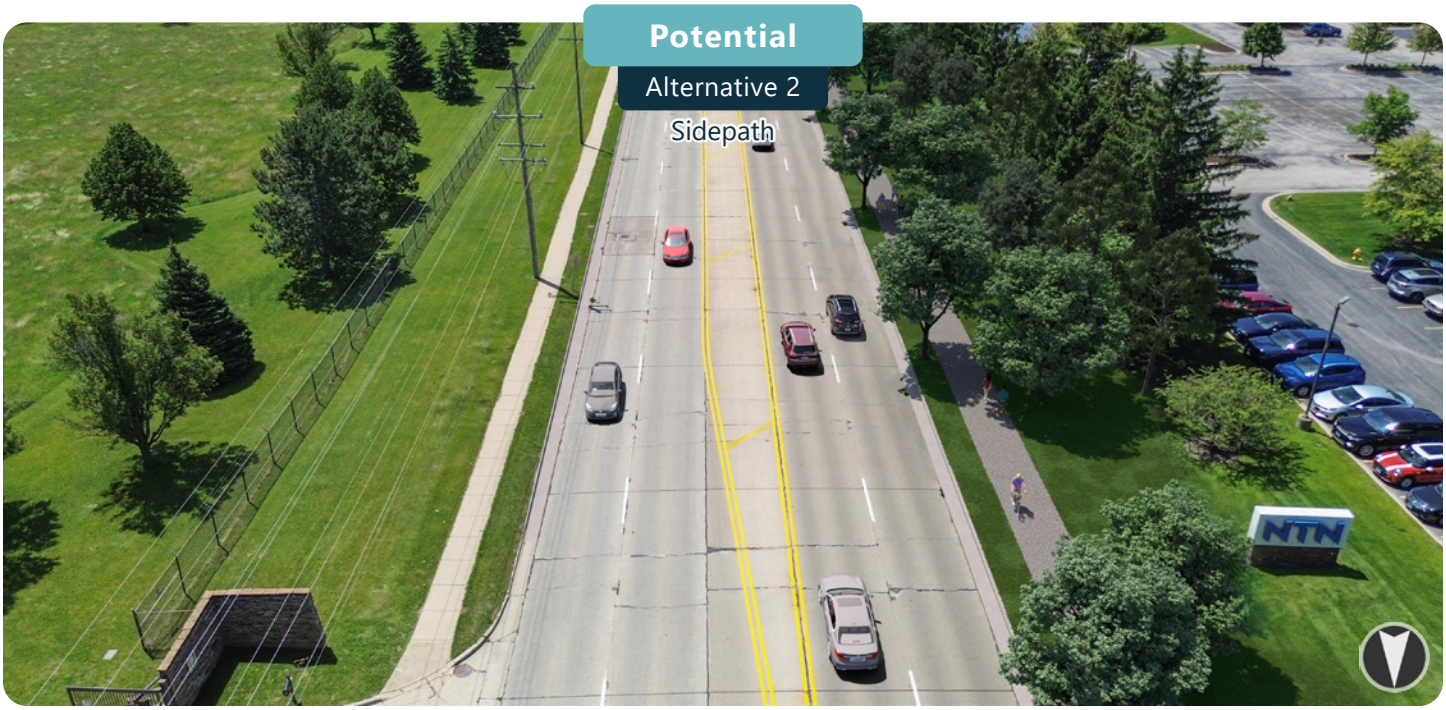
Existing



Potential

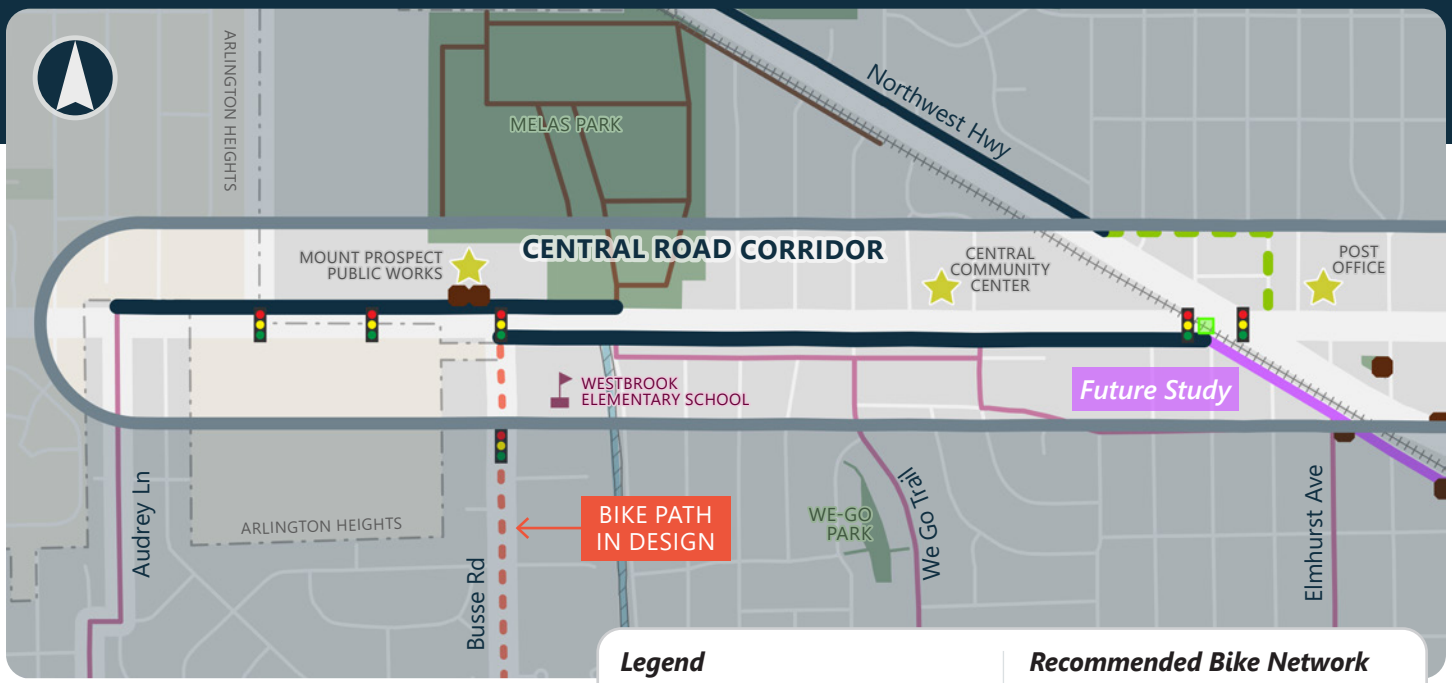
Alternative 2

Sidepath



9 Central Road

West Corridor: ***Audrey Ln to Pine St***



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design

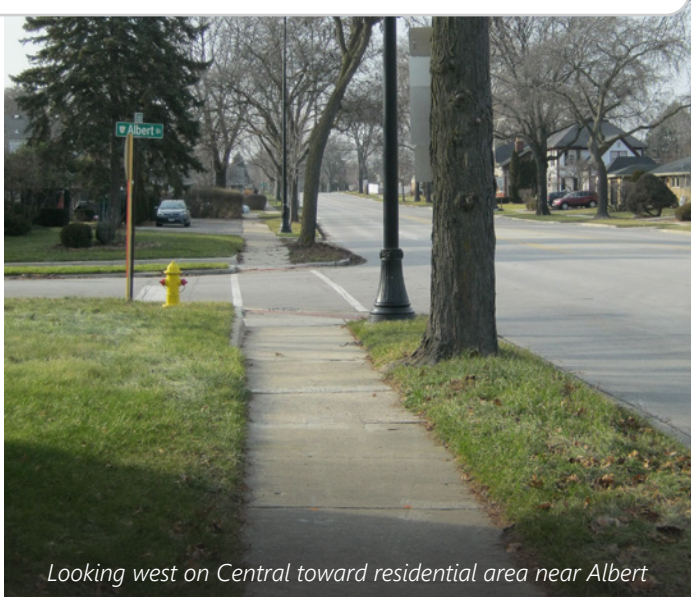
Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.2 miles
- Jurisdiction: Mount Prospect (east of Rand) and IDOT (west of Rand)
- Posted Speed Limit: 35-40 mph
- Average Daily Traffic: 13,300-18,900 vpd (2022)
- Right-of-Way: 68' to 112'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2-6.5%
- Programmed Improvements: None

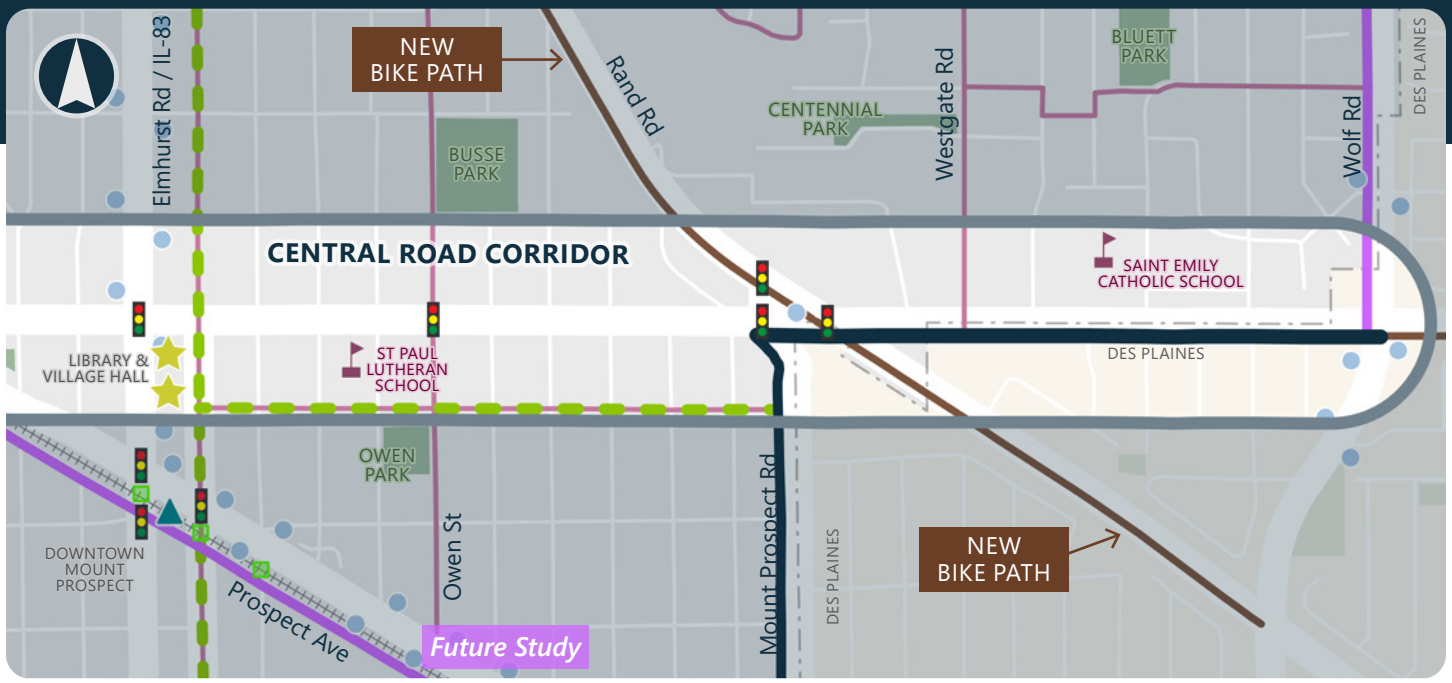
Community Context

- Key Destinations: Westbrook Elementary School, St Paul Lutheran School, Saint Emily Catholic School, Melas Park, Central Community Center, Post Office, Library, Village Hall, Downtown Mount Prospect
- Connectivity
  - » Existing bike facilities at Wolf Rd that extend to East River Rd, Des Plaines River Trail, and Rand Rd sidepath
  - » In-design Melas Meadows bridge
  - » Local bike routes on Weller Ln, We Go Trl, Cathy Ln, Emerson St, Owen St, and Westgate Rd
  - » Future sidepaths on Busse Rd, Mount Prospect Rd, and Wolf Rd



Looking west on Central toward residential area near Albert

Central Road 9



match line (see previous page)

Potential Conditions

Corridor Recommendations

- Facility Type: Sidepath
  - » Located on north side of street from Arthur Ave to Melas Park mid-block crosswalk
  - » Located on south side of street from Busse Rd to Prospect Ave & Mount Prospect Rd to Wolf Rd
  - » Sidepath infeasible between Prospect Ave and Mount Prospect Rd
- Alternatives Considered
  - » Road diet infeasible due to high traffic volumes.
  - » Sidepath on north side of street between Mount Prospect Rd and Wolf Rd is feasible and would be within Village boundaries. However, a south side sidepath was chosen to connect with the bike route on E Busse Ave that connects to Central via Mount Prospect Rd.
- Estimated Project Cost:
  - » Audrey Ln to Northwest Hwy (West): $3,660,000
  - » Mount Prospect Rd to Wolf Rd (East): $2,010,000

Potential Impacts

- Trees Removals
  - » West: 21 | East: 1
- Right-of-Way Required
  - » West: 40,328 sq. ft. | East: 32,104 sq. ft.
- ComEd Conflicts: Moderate

Major Street Crossings

All intersections will include ADA improvements

- Arthur Avenue - *install accessible pedestrian signals*
- Busse Road - *install accessible pedestrian signals*
- Prospect Avenue - *modify signal, add south leg crosswalk*
- Mount Prospect Road - *add south leg crosswalk, investigate southwest corner bump-out, install accessible pedestrian signals*
- Rand Road - *install accessible pedestrian signals*
- Wolf Road - *add east leg crosswalk, investigate corner islands, install accessible pedestrian signals*

Additional Considerations

- Sidepath is proposed on both sides of the street between Busse Rd and Melas Park mid-block crosswalk to enhance connectivity adjacent to Westbrook Elementary and Melas Park.
- Sidepath on north side east of Arthur Ave avoids large ComEd lines in the south right-of-way.
- Sidepath is proposed on south side between Busse Rd and Prospect Ave to facilitate connection to the Prospect Ave facility and downtown.
- Sidepath on south side between Mount Prospect Rd and Wolf Rd would be in Des Plaines.

Cyclists can take Prospect Ave to Emerson St to E. Busse Ave to Mount Prospect Rd to connect between the Central Rd sidepath segments.

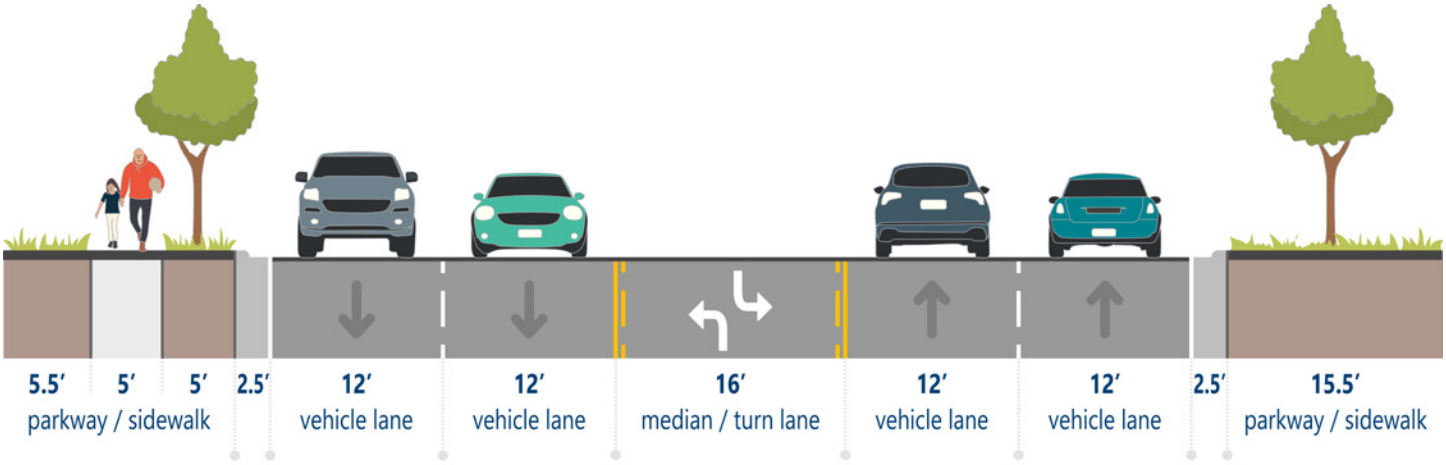
Sidepath on South Side

Looking West

(shown between Kenilworth Ave and Waverly Pl)

Existing

← South North →

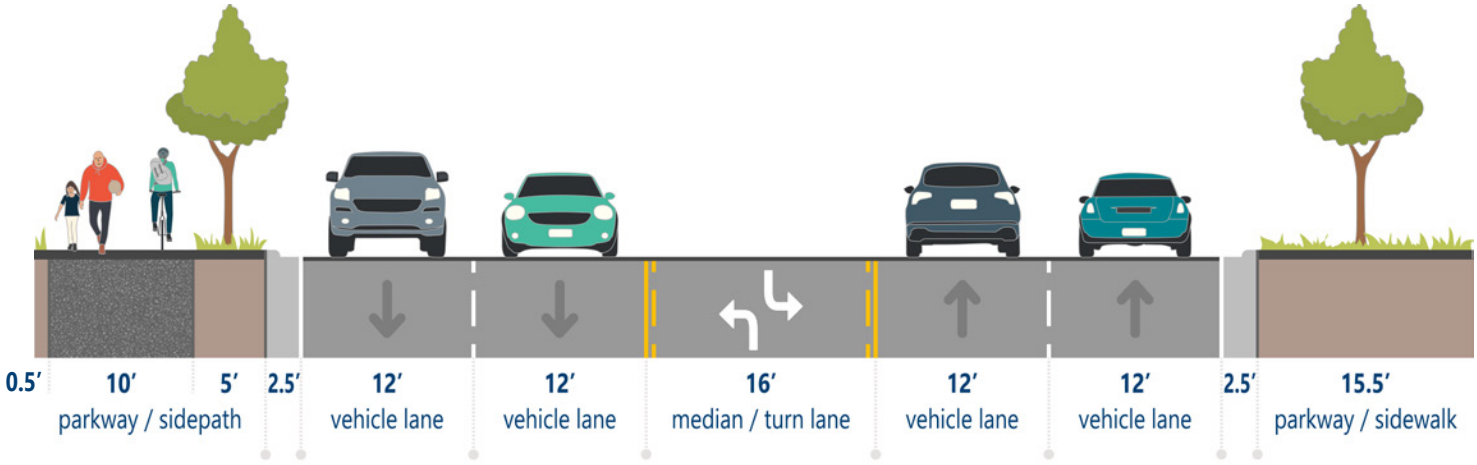


pavement width: **64 ft**

right-of-way: **100 ft**

Potential

← South North →



pavement width: **64 ft**

right-of-way: **100 ft**

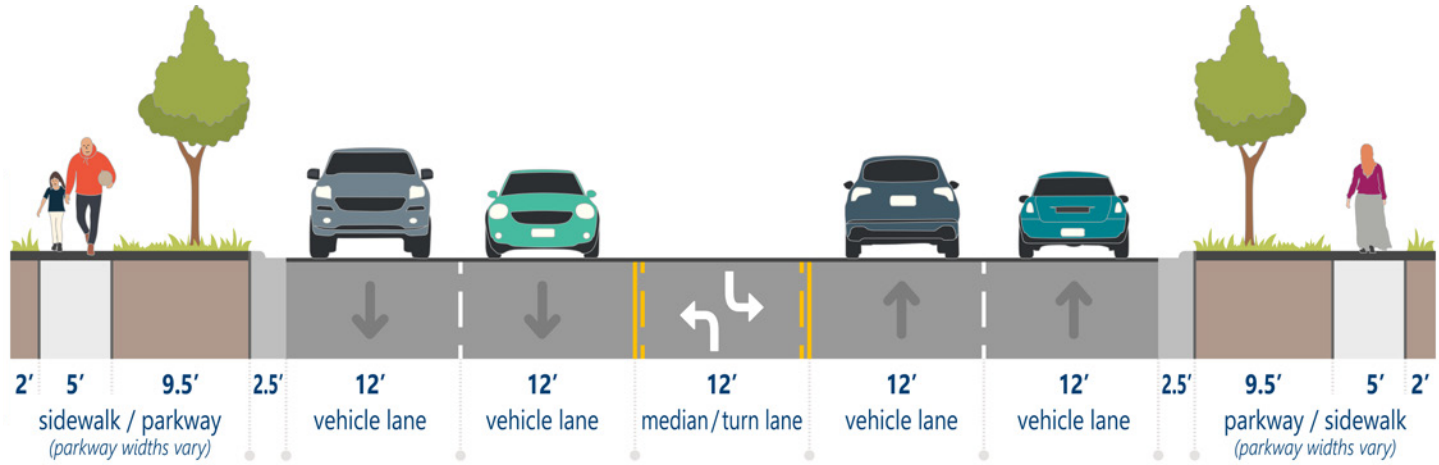
Sidepath on South Side

Looking West

(shown between Rand Rd and Wolf Rd)

Existing

← *South* *North* →

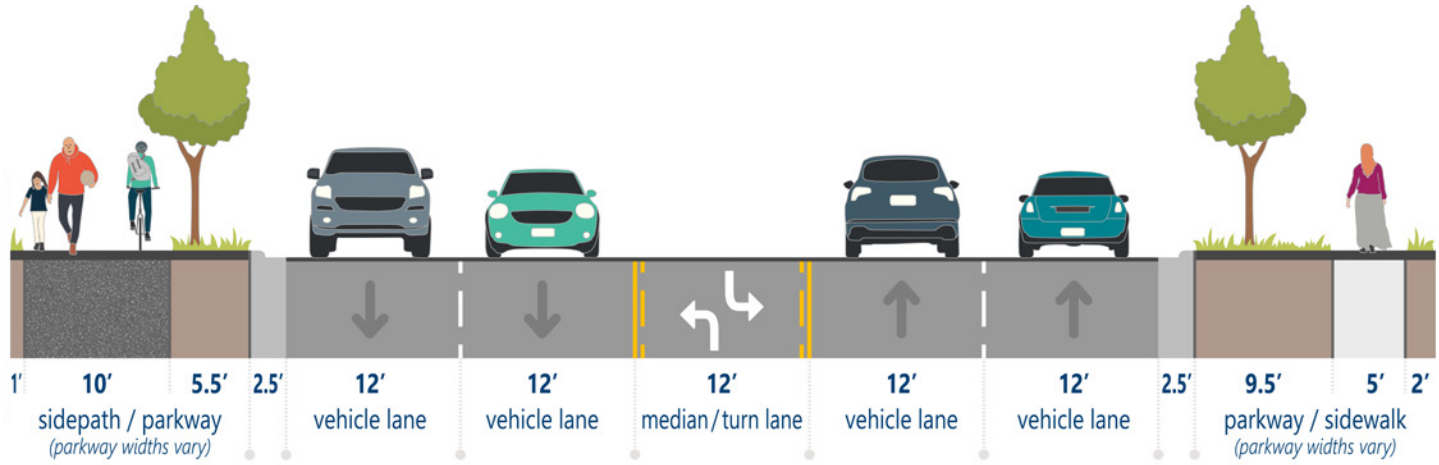


pavement width: **60 ft**

right-of-way: **98 ft**

Potential

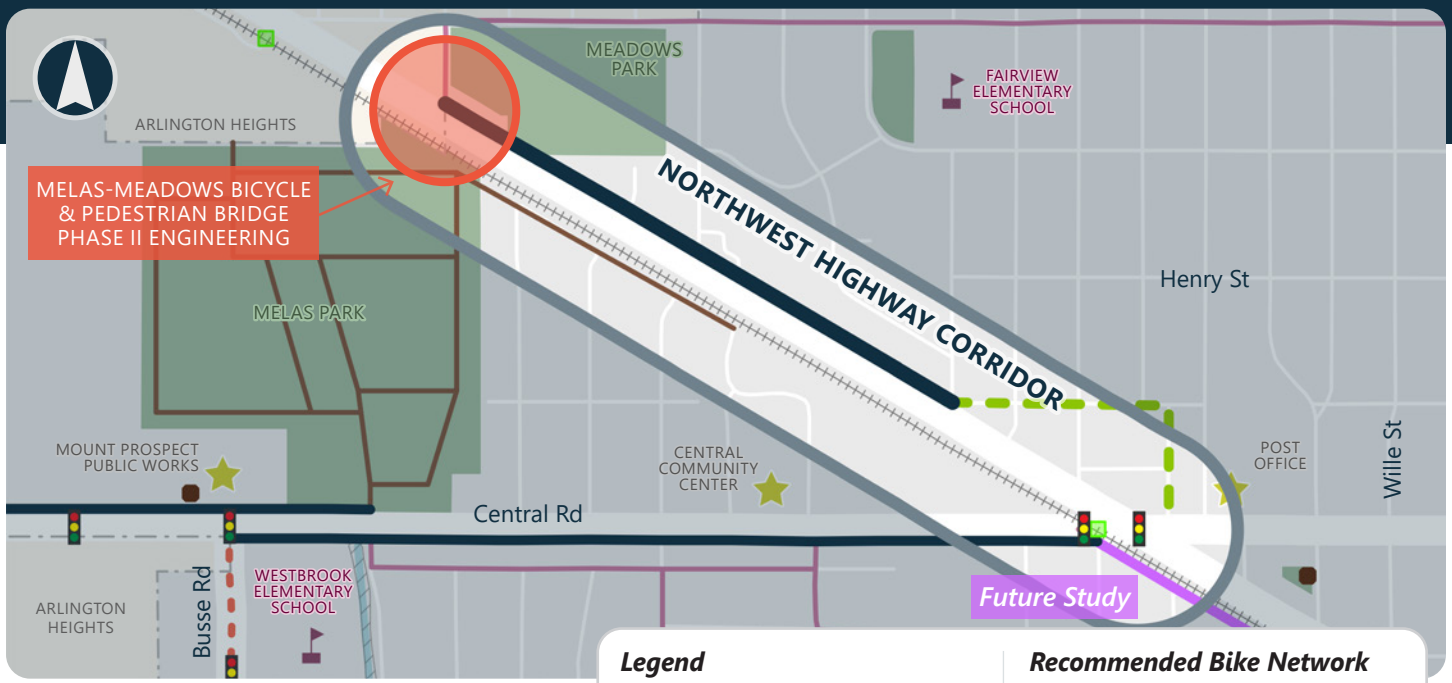
← *South* *North* →



pavement width: **60 ft**

right-of-way: **98 ft**

10A Northwest Highway



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design

Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 0.8 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 30-40 mph
- Average Daily Traffic: 7,700-10,500 vpd (2022)
- Right-of-Way: 64' to 88'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3-5%
- Programmed Improvements: Bicycle and Pedestrian Bridge over Northwest Hwy connecting Melas Park and Meadows Park (CMAP TIP, 2026)

Community Context

- Key Destinations: Westbrook Elementary School, Fairview Elementary School, Melas Park, Meadows Park, Central Community Center, Post Office
- Connectivity
  - » Would connect to Melas-Meadows Bridge and to sidepath on Davis Street into downtown Arlington Heights
  - » Future sidepath on Central Rd



Looking southwest on Northwest Hwy near Meadows Park



Looking southwest on north side of Northwest Hwy near Meadows Park

Potential Conditions

Corridor Recommendations

- Facility Type
  - » Sidepath (Village boundary to Henry St)
    - » Located on north side of street
- Alternatives Considered
  - » A road diet was considered however per IDOT, this is not recommended due to closely spaced traffic signals, close proximity of railroad grade crossings parallel to Northwest Hwy, and the likely need to transition between multiple roadway cross-sections.
  - » Sidepath along the north side of the street is not feasible within the limited right-of-way available. In many cases, buildings abut the roadway right-of-way.
  - » A path in the parkway space between Northwest Hwy and the Union Pacific tracks was considered but would not connect to the Melas-Meadows Bridge. Further, the UPRR typically does not permit bike facilities within its property.
- Estimated Project Cost: $2,350,000

Potential Impacts

- Trees Removals: 20
- Right-of-Way Required: Undetermined amount would be acquired from the Union Pacific Railroad
- ComEd Conflicts: None

Major Street Crossings

All intersections will include ADA improvements

- Waterman Avenue - *investigate new crosswalk with pedestrian refuge island across Northwest Hwy*

Additional Considerations

- Sidepath along the north side of the street is not feasible within the limited right-of-way available. In many cases, buildings abut the roadway right-of-way.
- Space is limited on the north side of the street approaching Central Ave. A signed bike route along Henry St and Ridge Ave can connect to Central Avenue just east of Northwest Hwy.

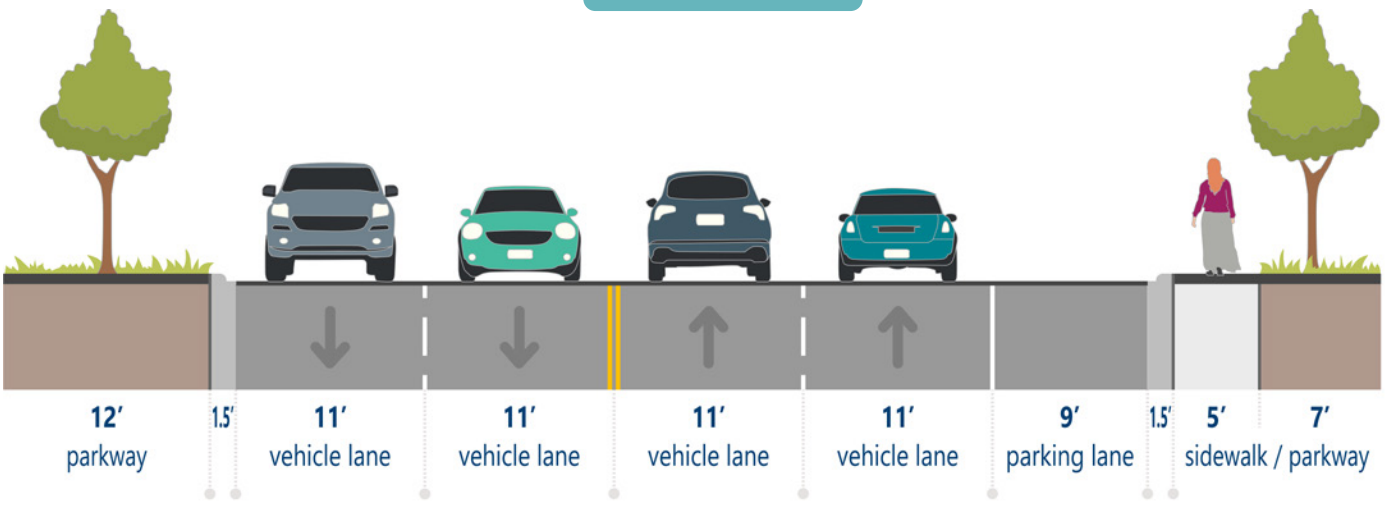
Sidepath on North Side

Looking Northwest

(shown near Melas Park)

Existing

← *Southwest* *Northeast* →

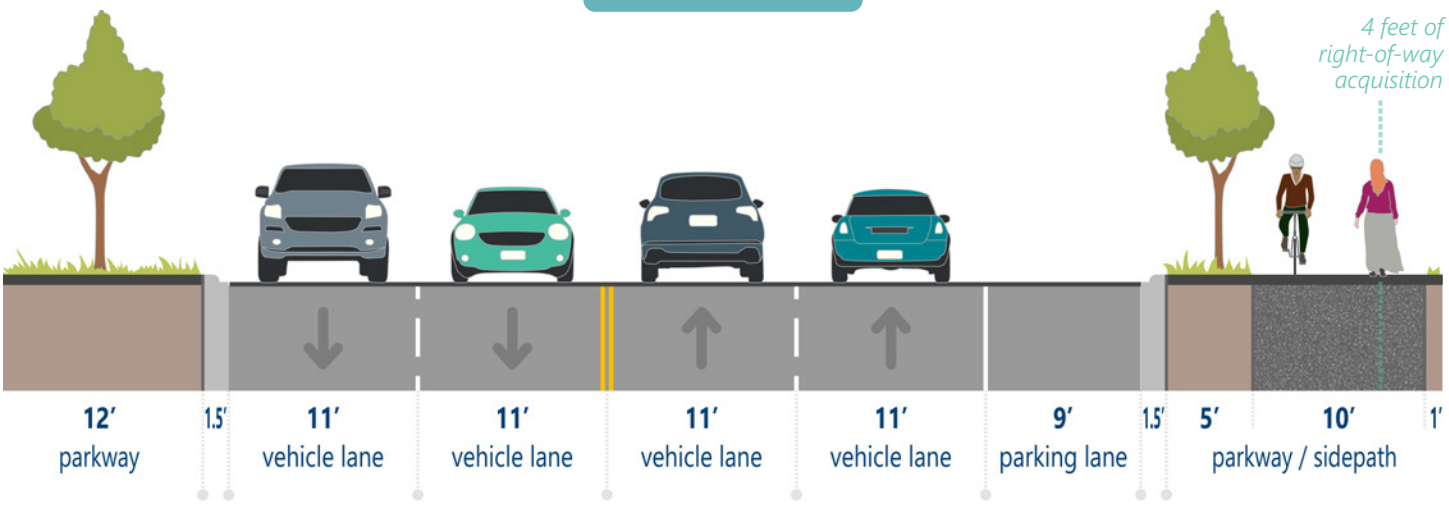


pavement width: **53 ft**

right-of-way: **80 ft**

Potential

← *Southwest* *Northeast* →

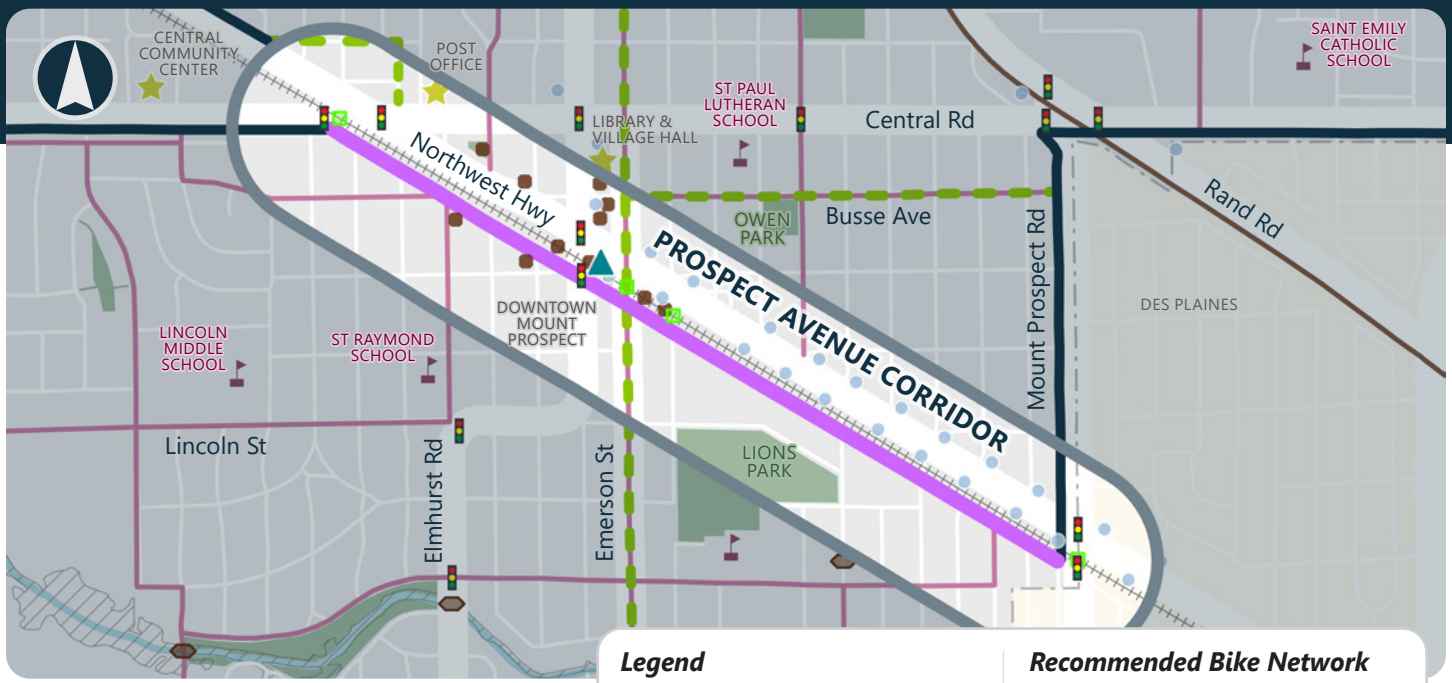


pavement width: **53 ft**

right-of-way: **84 ft**

right-of-way acquisition needed

Prospect Avenue 10B



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design

Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.4 miles
- Jurisdiction: Mount Prospect
- Posted Speed Limit: 25-30 mph
- Right-of-Way: 50' to 70'
- Truck Route: Local Truck Route

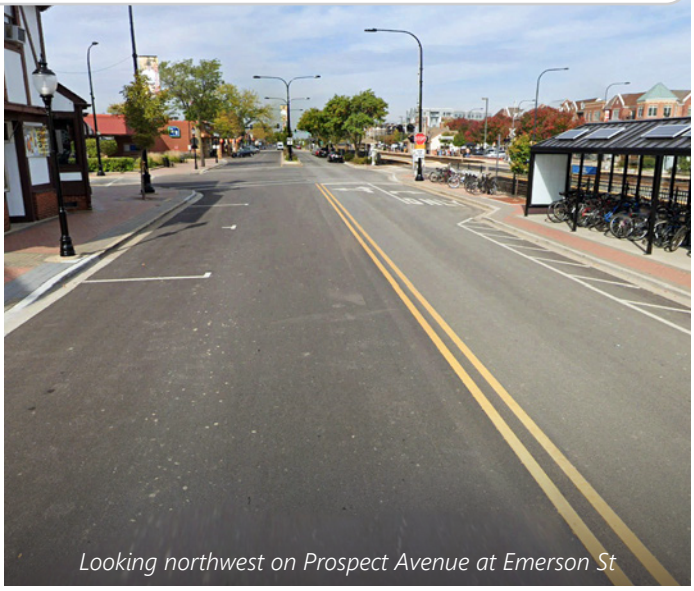
Community Context

- Key Destinations: St Raymond School, St Paul Lutheran School, Lions Park, Central Community Center, Post Office, Library, Village Hall, Downtown Mount Prospect
- Connectivity
  - » Local bike routes on Elmhurst Ave and Owen St
  - » Future sidepaths on Central Ave and Mount Prospect Rd

Potential Conditions

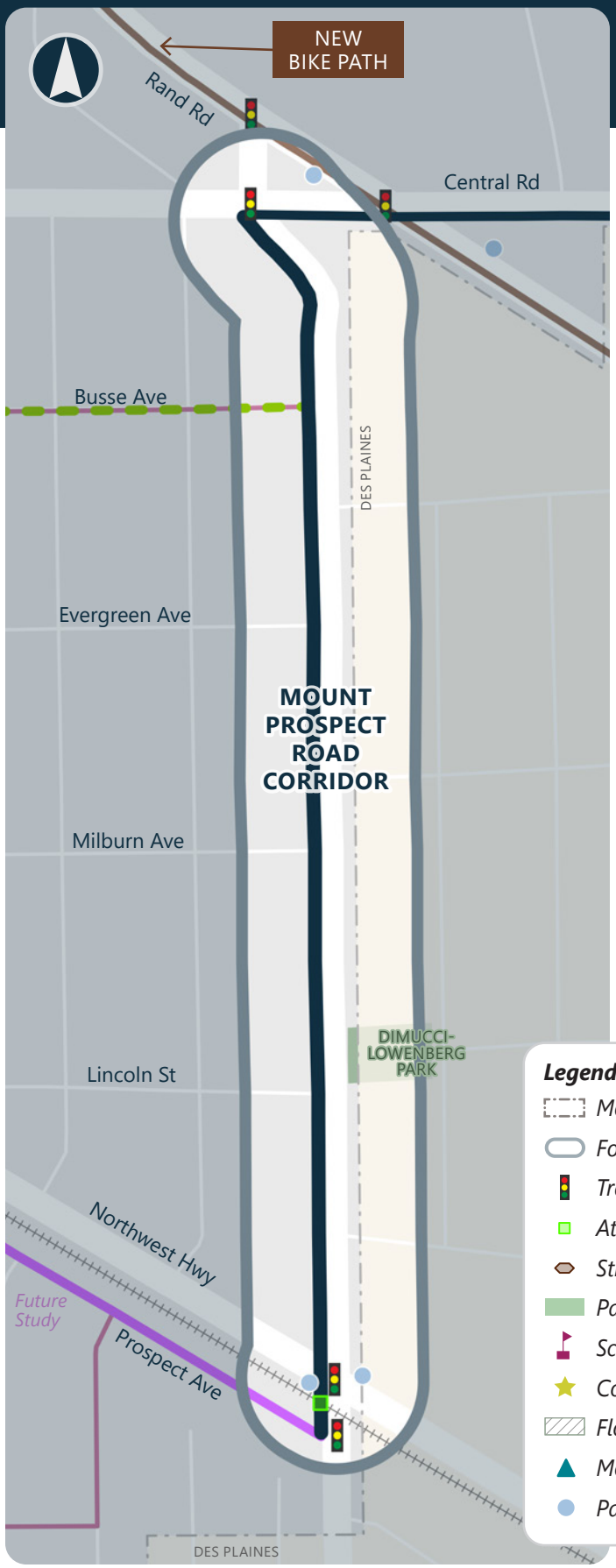
Corridor Recommendations

- Future Study: Prospect Ave is a future bike corridor through the downtown area between Central Rd and Mount Prospect Rd. A separate future study will be undertaken to recommend a bike facility best suited for this corridor.



Looking northwest on Prospect Avenue at Emerson St

11 Mount Prospect Road



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 0.7 miles
- Jurisdiction: Mount Prospect (north of Busse) and Cook County (south of Busse)
- Posted Speed Limit: 30-40 mph
- Average Daily Traffic: 9,150 vpd (2022)
- Right-of-Way: 88' to 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 4.3%
- Programmed Improvements: None

Community Context

- Key Destinations: Dimucci-Lowenberg Park (in Des Plaines), Frisbie Senior Center (in Des Plaines)
- Connectivity
  - » Local bike route on Busse Ave
  - » Future bike route on Prospect Ave / Northwest Hwy
  - » Sidepaths on Central Rd and Road Rd

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*
- *Pace Bus Stop*

Recommended Bike Network

- *On-Street Bike Lanes*
- *Sidepath*
- *Signed On-Street Bike Route*
- *Multiple Options*

Existing Bike Network

- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Trail or Sidepath*
- *Sidepath In Design*



Looking south on west side of Mount Prospect Rd at Lincoln

Potential Conditions

Corridor Recommendations

- Facility Type
  - » Sidepath
    - » Eight-foot-wide sidepath located on west side of the street offset five feet from back of curb. Remove sidewalk and install curb and gutter.
- Alternatives Considered
  - » Widen the roadway to provide dedicated on-street bike lanes. However, a wider road would lead to higher speeds and would be less comfortable for cyclists.
  - » Replace existing sidewalk on west side of street with sidepath. This would result in significant impacts to parkway trees.
- Estimated Project Cost: $3,280,000

Potential Impacts

- Trees Removals: 18
- Right-of-Way Required: 50 sq. ft.
- ComEd Conflicts: Minimal

Major Street Crossings

All intersections will include ADA improvements

- Prospect Avenue - *install accessible pedestrian signals*
- Northwest Highway - *install accessible pedestrian signals*
- Central Road - *add south leg crosswalk, investigate southwest corner bump-out, install accessible pedestrian signals*

Additional Considerations

- Work would be in conjunction with a reconstruction project to provide an urban cross-section with enclosed drainage on the west side of the street.
- Removing existing sidewalk would increase space for parking in residential driveways.
- Parkway trees are offset towards the west of the west side parkway. Sidepath could be eight feet wide to minimize tree impacts.
- Pinch point north of Northwest Hwy. Would need to acquire right-of-way in conjunction with the redevelopment of the commercial parcels.

11 Mount Prospect Road

Typical Mid-Block Cross Section

Sidepath on West Side

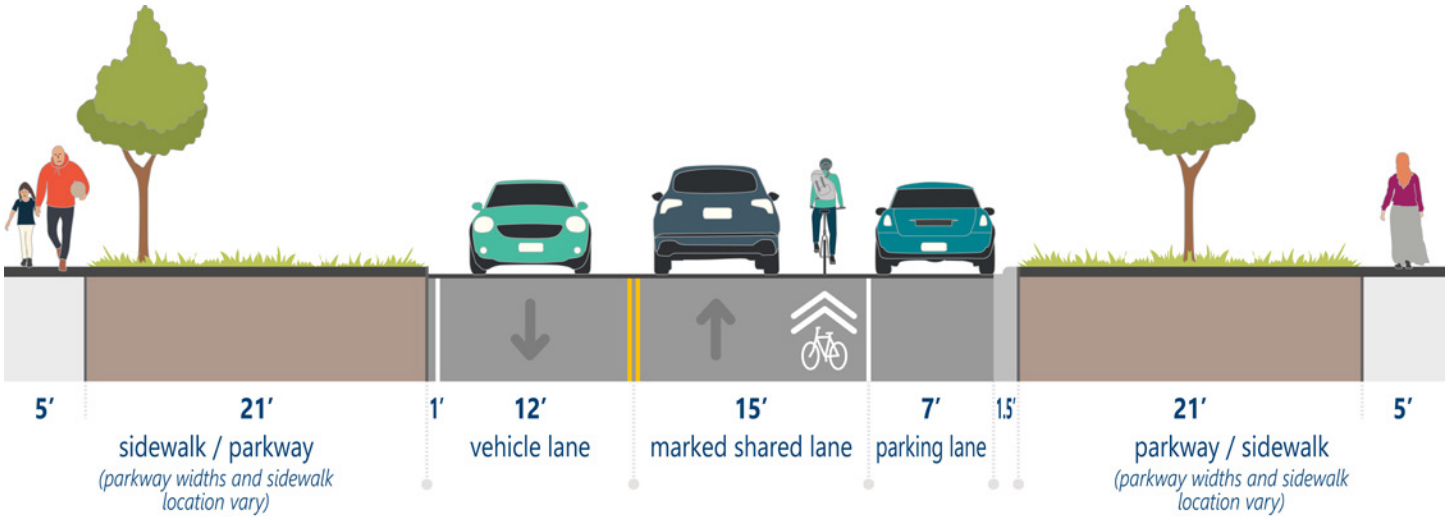
Looking North

(shown near Dimucci-Lowenberg Park)

Existing

← West

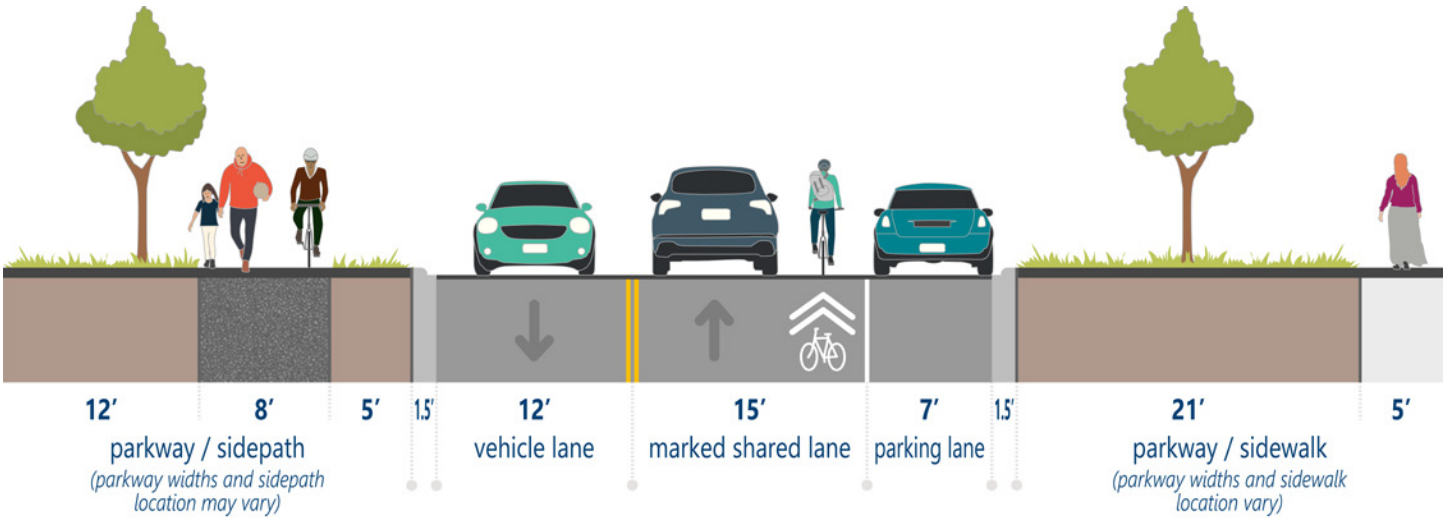
East →



Potential

← West

East →



Sidepath on West Side

Looking South

(shown near Lincoln St)

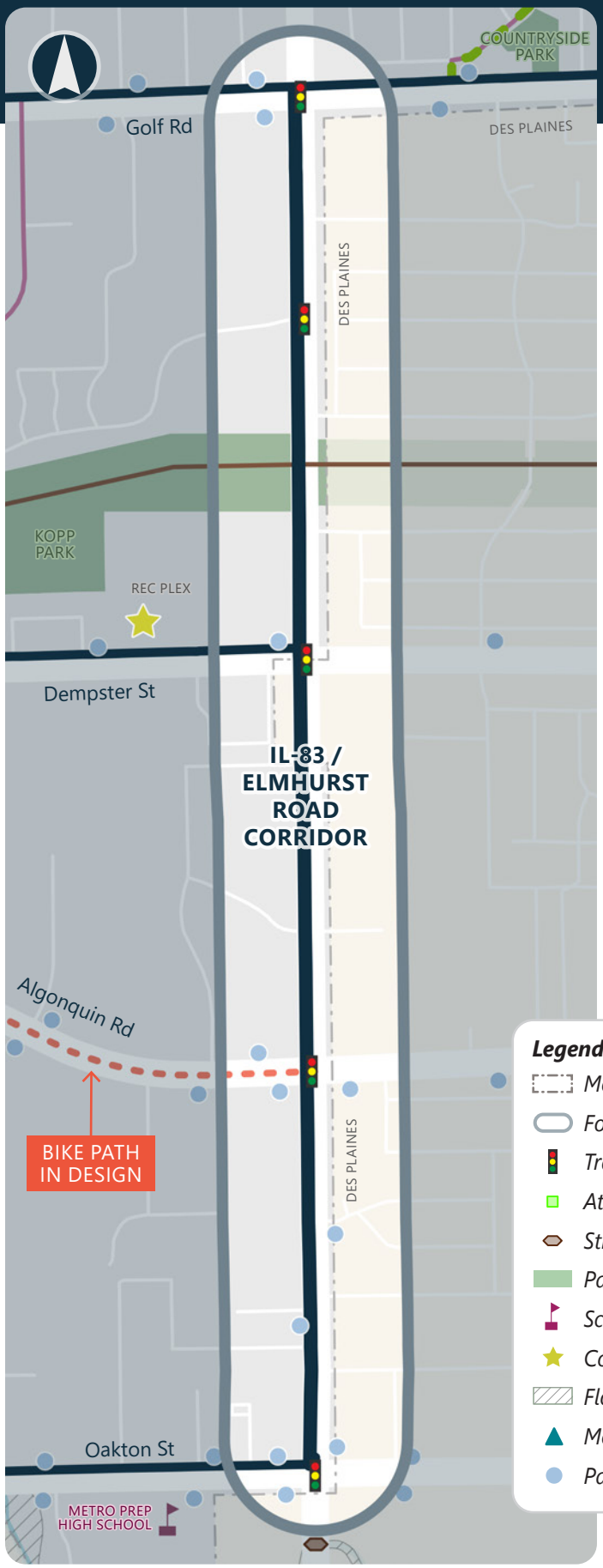
Existing



Potential



12 IL-83 / Elmhurst Road



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 3.5 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 30-40 mph
- Average Daily Traffic: 14,800-25,200 vpd (2022)
- Right-of-Way: 64' to 104'
- Truck Route: Class II (Oakton to Rand)
- Truck Traffic (% of Total Traffic): 3-8%
- Programmed Improvements: None

Community Context

- Key Destinations: Old Orchard Country Club, Randhurst Shopping Center, Fire Station, Rec Plex, Metro Prep High School, Emerson Park, Kopp Park
- Connectivity
  - » Local bike route on Gregory Street
  - » ComEd Trail
  - » Future sidepaths on Oakton St, Algonquin Rd, Elmhurst Rd, Rand Rd, and Euclid Ave

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*
- *Pace Bus Stop*

Recommended Bike Network

- *On-Street Bike Lanes*
- *Sidepath*
- *Signed On-Street Bike Route*
- *Multiple Options*

Existing Bike Network

- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Trail or Sidepath*
- *Sidepath In Design*

IL-83 / Elmhurst Road 12

Potential Conditions

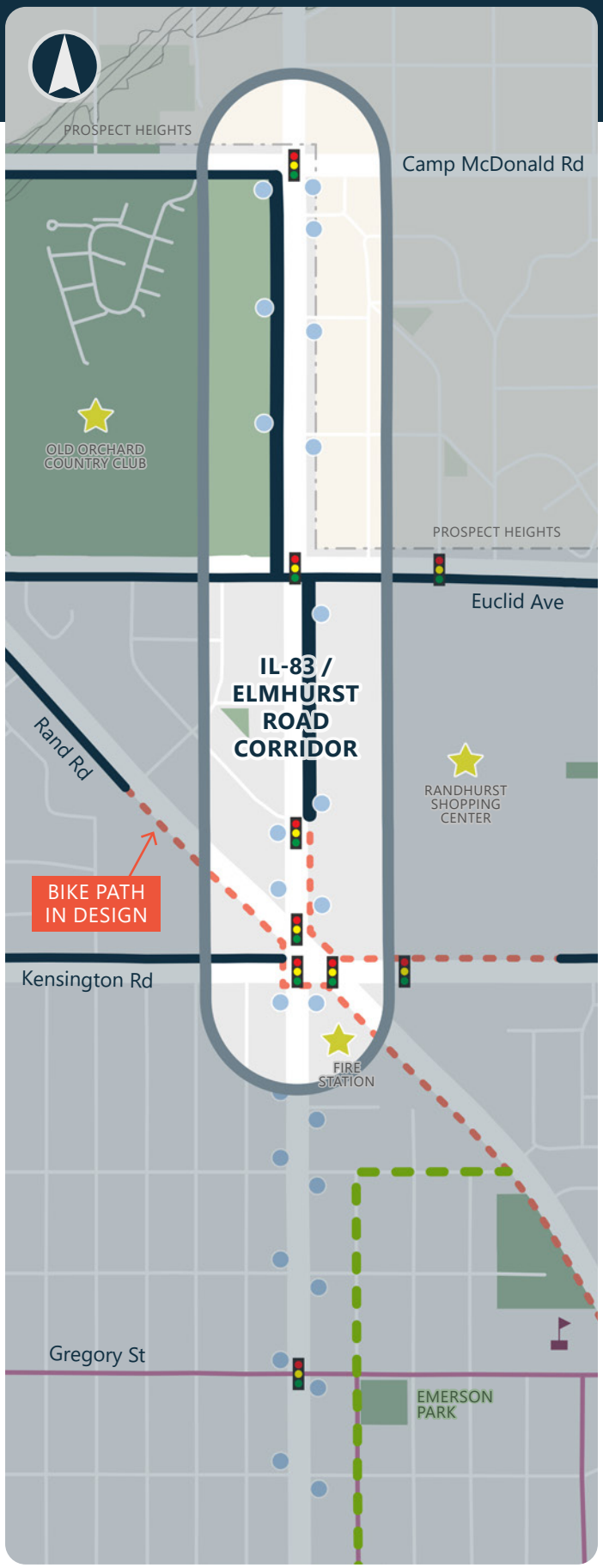
Corridor Recommendations

- Facility Type
  - » Sidepath (Oakton St to Golf Rd + Euclid Ave to Camp McDonald Rd)
    - » Located on west side of street
  - » Sidepath (Kensington Rd to Euclid Ave)
    - » Located on east side of street
- Alternatives Considered
  - » Connection through downtown would be made from Golf Rd to Country Ln, to Emerson St, to Gregory St.
  - » Road diet infeasible due to high traffic volumes.
  - » Sidepath not feasible between Golf Rd and Kensington Rd because of limited right-of-way and residences adjacent to the right-of-way.
  - » Moving curbs to increase parkway space is not an option because lane widths are at minimums.
- Estimated Project Cost
  - » Oakton to Golf (South): $4,940,000
  - » Kensington to Camp McDonald (North): $1,900,000

Potential Impacts

- Trees Removals
  - » South: 78 | North: 42
- Right-of-Way Required
  - » South: 71,815 sq. ft. | North: 17,124 sq. ft.
- ComEd Conflicts
  - » South: None | North: Minimal

Cyclists can take Country Ln > Emerson St > Gregory St > Highland St > Rand Rd to connect between the Elmhurst Rd sidepath segments.



12 IL-83 / Elmhurst Road

Potential Conditions *Continued*

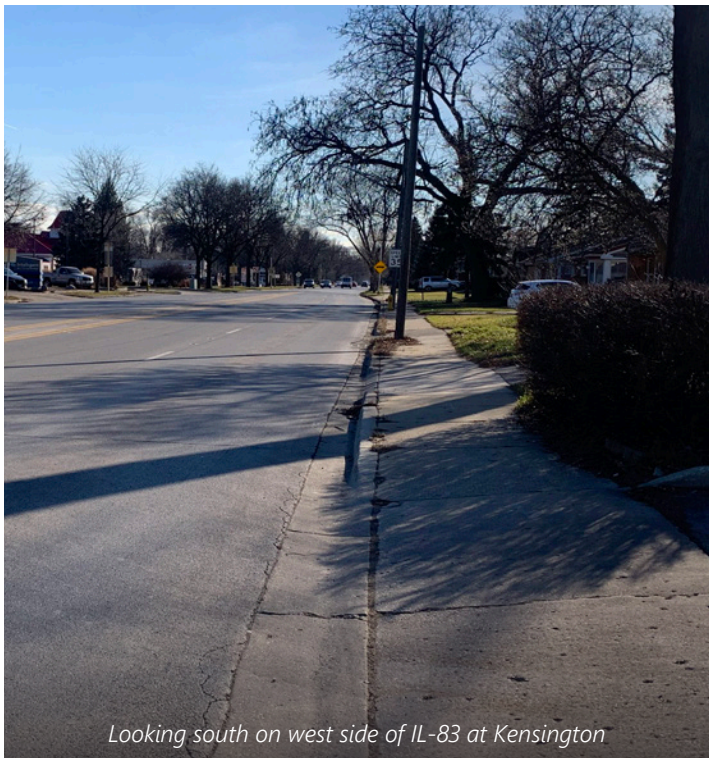
Major Street Crossings

All intersections will include ADA improvements

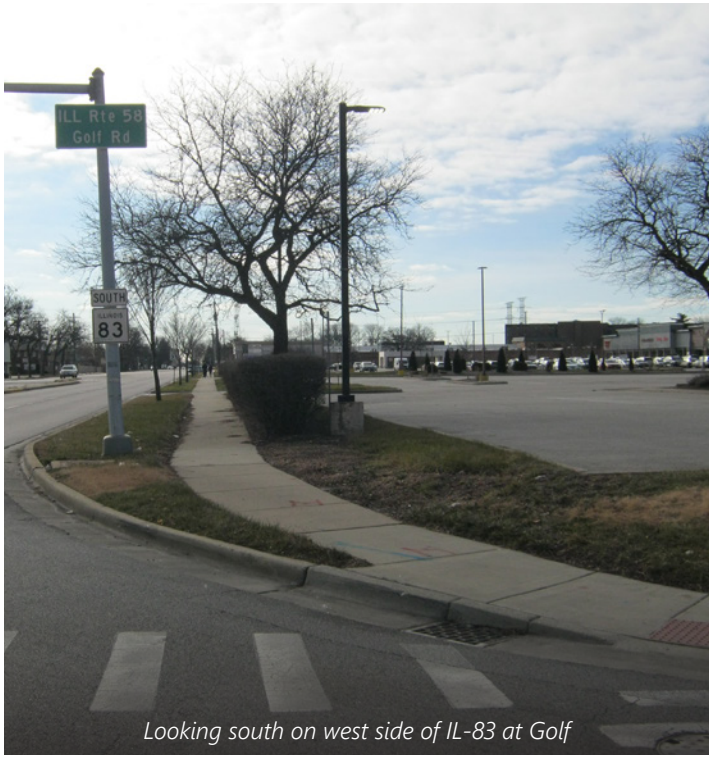
- Oakton Street - *install accessible pedestrian signals*
- Algonquin Road - *investigate potential for corner islands, install accessible pedestrian signals*
- Dempster Street - *install accessible pedestrian signals*
- Huntington Commons Road - *install countdown and accessible pedestrian signals*
- Golf Road - *investigate potential for corner islands, install accessible pedestrian signals*
- Kensington Road / Rand Road - *improvements as part of future planned sidepath project*
- Euclid Avenue - *install accessible pedestrian signals*
- Camp McDonald Road - *install accessible pedestrian signals*

Additional Considerations

- A sidepath on the west side of the street is recommended between Oakton and Dempster because this side of the street is within the village limits.
- Given the existing roadway cross-section, it is likely that right-of-way acquisition would be required to fit a sidepath along the majority of the Elmhurst Rd corridor.
- As properties redevelop right-of-way should be set aside to facilitate sidepath implementation.
- As parcels redevelop, driveways should be closed or consolidated.



Looking south on west side of IL-83 at Kensington



Looking south on west side of IL-83 at Golf



Looking north on IL-83 near Community Presbyterian



Looking north on IL-83 from southwest corner at Golf



Looking south on west side of IL-83 at Kensington



Looking north on IL-83 at Golf

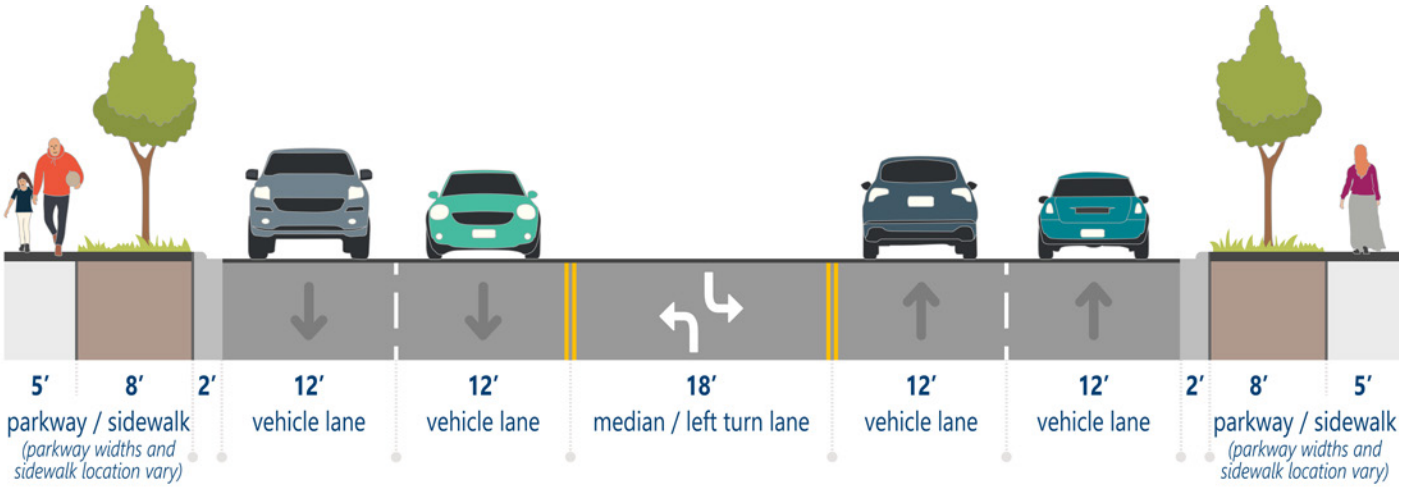
Sidepath on West Side

Looking North

(shown between Lasalle St and Montgomery St)

Existing

← *West* *East* →

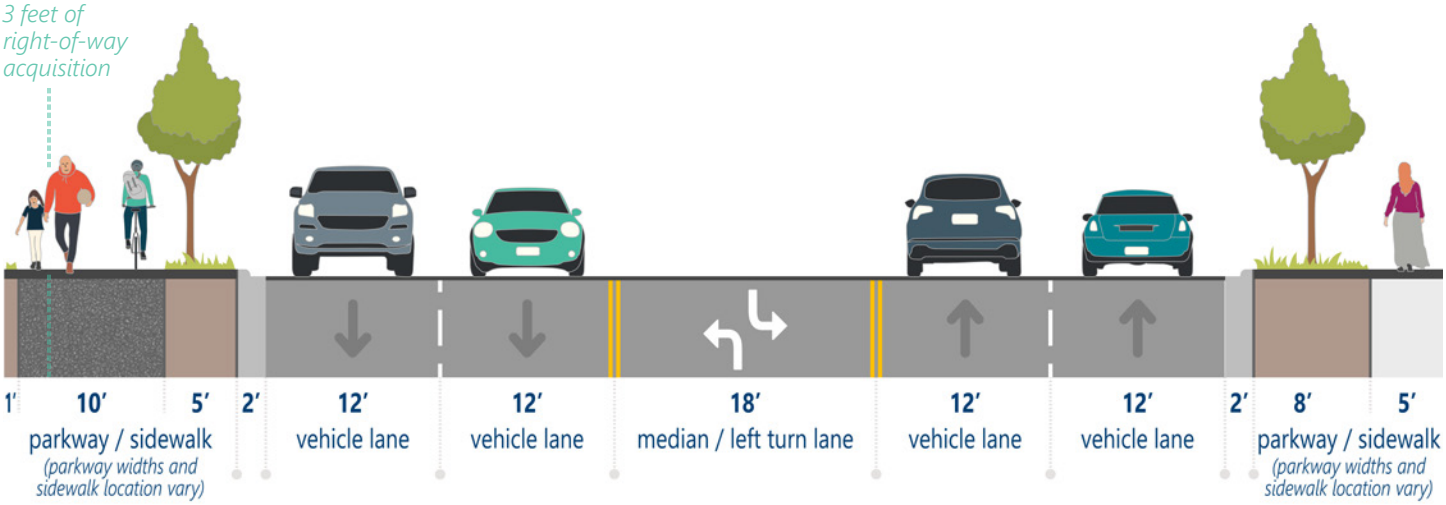


pavement width: **66 ft**

right-of-way: **96 ft**

Potential

← *West* *East* →



pavement width: **66 ft**

right-of-way: **99 ft**

right-of-way acquisition needed

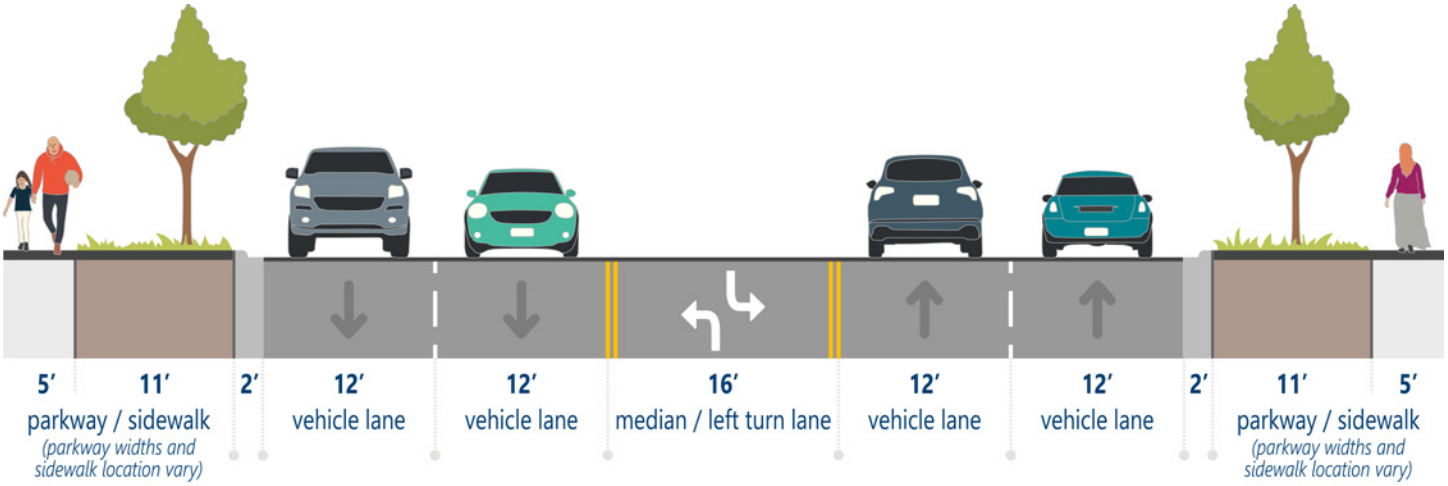
Sidepath on West Side

Looking North

(shown north of Randhurst Village Dr)

Existing

← *West* *East* →

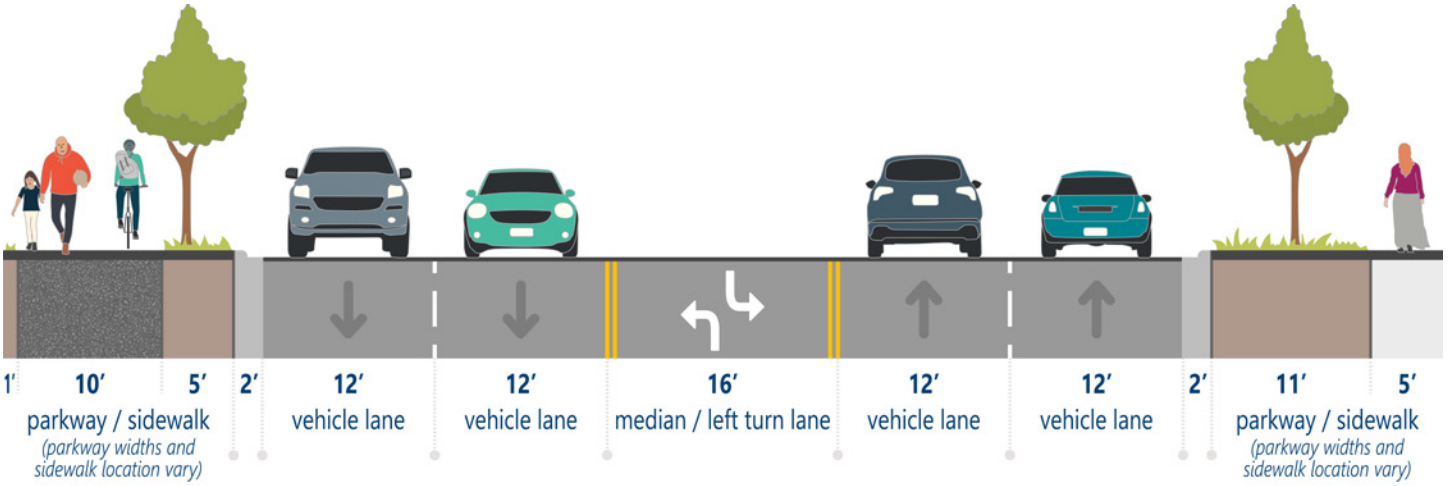


pavement width: **64 ft**

right-of-way: **100 ft**

Potential

← *West* *East* →



pavement width: **64 ft**

right-of-way: **100 ft**

13 Golf Road



Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*
- *Pace Bus Stop*

Recommended Bike Network

- *On-Street Bike Lanes*
- *Sidepath*
- *Signed On-Street Bike Route*
- *Multiple Options*

Existing Bike Network

- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Trail or Sidepath*
- *Sidepath In Design*

Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 2.7 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 24,600-28,200 vpd (2022)
- Right-of-Way: 96' to 140'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3.5-5%
- Programmed Improvements: None

Community Context

- Key Destinations: Holmes Middle School, Forest View Elementary School, Clearwater Park, Countryside Park, Fire Station
- Connectivity
  - » Local bike routes on Roberts Dr, Na Wa Ta Ave, Country Ln, and William St
  - » Future sidepaths on Busse Rd and Elmhurst Rd
  - » Arlington Heights has a long-term plan to install a sidepath on Golf Rd continuing west from the study area



Looking east on north side of Golf near Clearwater Park



Looking west from south side of Golf nearing Grove

Potential Conditions

Corridor Recommendations

- Facility Type
  - » Sidepath (Village Boundary to Busse Rd)
    - » Located on south side of street
  - » Sidepath (Busse Rd to Mount Prospect Rd)
    - » Located on north side of street
- Alternatives Considered
  - » Sidepath on the south side of street would be challenging to implement due to the frontage road near Busse Road and the parking lots near Elmhurst Road. However, it would fill a gap where there is no sidewalk and avoids the need to replace relatively new sidewalk on the north side of the street. North side is also entirely within Mount Prospect.
- Estimated Project Cost: $6,210,000

Potential Impacts

- Trees Removals: 181
- Right-of-Way Required: 62,550 sq. ft.
- ComEd Conflicts: Moderate

Major Street Crossings

All intersections will include ADA improvements

- Busse Road - *investigate potential for corner islands, install accessible pedestrian signals*
- Elmhurst Road - *investigate potential for corner islands, install accessible pedestrian signals*

Additional Considerations

- Barrier protections such as guardrail with rubrail will be required in some sections, such as between Robert Dr and Waverly Ave.
- Arlington Heights has a long-term plan to install a sidepath on Golf Rd continuing west from the study area.

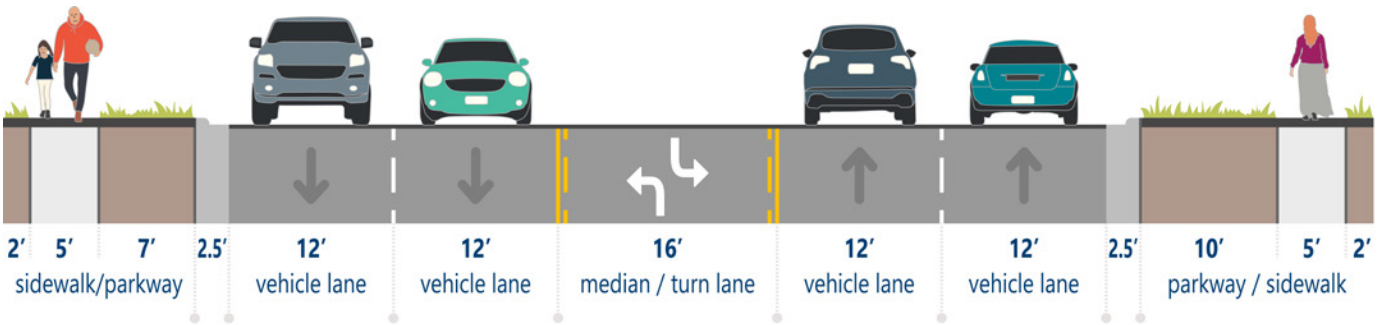
Sidepath on North Side

Looking West

(shown just west of Wa Pella Ave)

Existing

← South North →



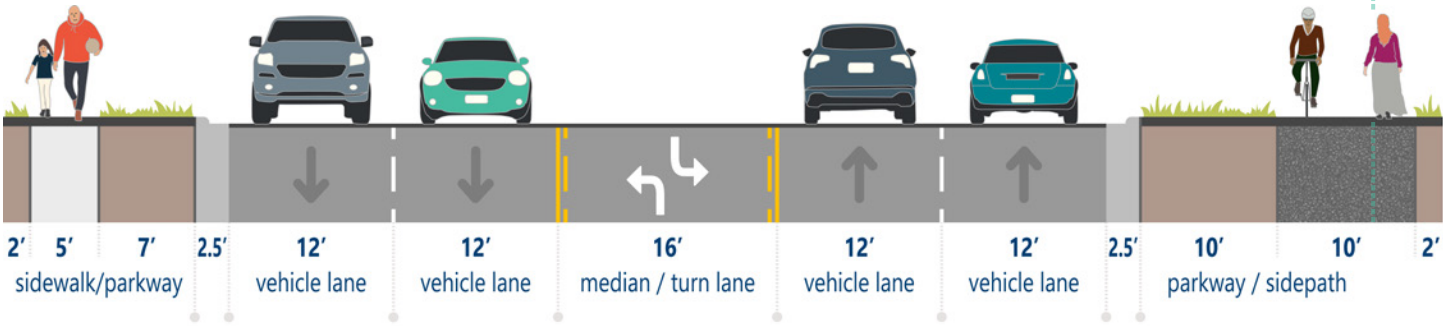
pavement width: **64 ft**

right-of-way: **100 ft**

Potential

← South North →

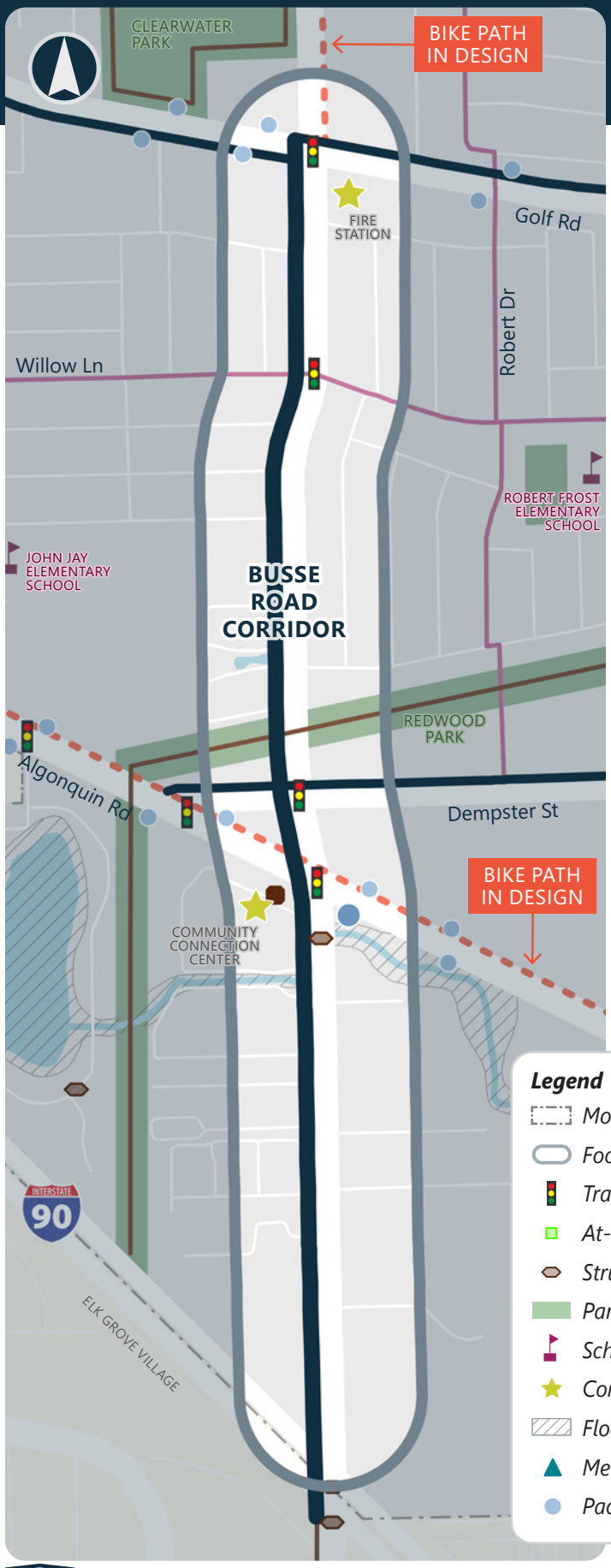
5 feet of right-of-way acquisition



pavement width: **64 ft**

right-of-way: **105 ft**

right-of-way acquisition needed



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.5 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 35-40 mph
- Average Daily Traffic: 13,800-25,800 vpd (2022)
- Right-of-Way: 94-116'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 5-7.5%
- Programmed Improvements: None

Community Context

- Key Destinations: Robert Frost Elementary School, John Jay Elementary School, Clearwater Park, Redwood Park, Frost Park, Community Connection Center, Fire Station
- Connectivity
  - » In-development sidepaths on Algonquin Rd and on Busse north of Golf Rd
  - » Local bike routes on Willow Ln
  - » ComEd Trail
  - » Future sidepaths on Dempster St and Golf Rd
  - » Existing path to the south on Busse Rd within Elk Grove Village

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*
- *Pace Bus Stop*

Recommended Bike Network

- *On-Street Bike Lanes*
- *Sidepath*
- *Signed On-Street Bike Route*
- *Multiple Options*

Existing Bike Network

- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Trail or Sidepath*
- *Sidepath In Design*

14 Busse Road



Looking south on Busse from ComEd Right-of-Way

Potential Conditions

Corridor Recommendations

- Facility Type
  - » Sidepath (Elk Grove: south of I-90 to Golf Rd)
    - » Located on west side of street
- Alternatives Considered
  - » Reconstructing to narrow the roadway while maintaining the same number of travel lanes would reallocate space for a sidepath on the east side. However, while roadway reconstruction will likely have less right-of-way acquisition requirements, it may be cost prohibitive to implement.
- Estimated Project Cost: $4,450,000

Potential Impacts

- Trees Removals: 74
- Right-of-Way Required: 43,900 sq. ft.
- ComEd Conflicts: Moderate
- Other Potential Impacts
  - » Open lid drainage structures are present throughout the parkway

Major Street Crossings

All intersections will include ADA improvements

- Algonquin Road - *install accessible pedestrian signals*
- Dempster Street - *relocate signal poles/equipment, install accessible pedestrian signals*
- Willow Lane - *install countdown and pedestrian signals*
- Golf Road - *investigate potential for corner islands, install accessible pedestrian signals*

Additional Considerations

- Sidepath is recommended to continue south under I-90 and into Elk Grove Village to connect with existing west side sidepath. This existing sidepath heads west on Higgins/Oakton and eventually is planned to be extended to Arlington Heights Road, providing a connection to Busse Woods.

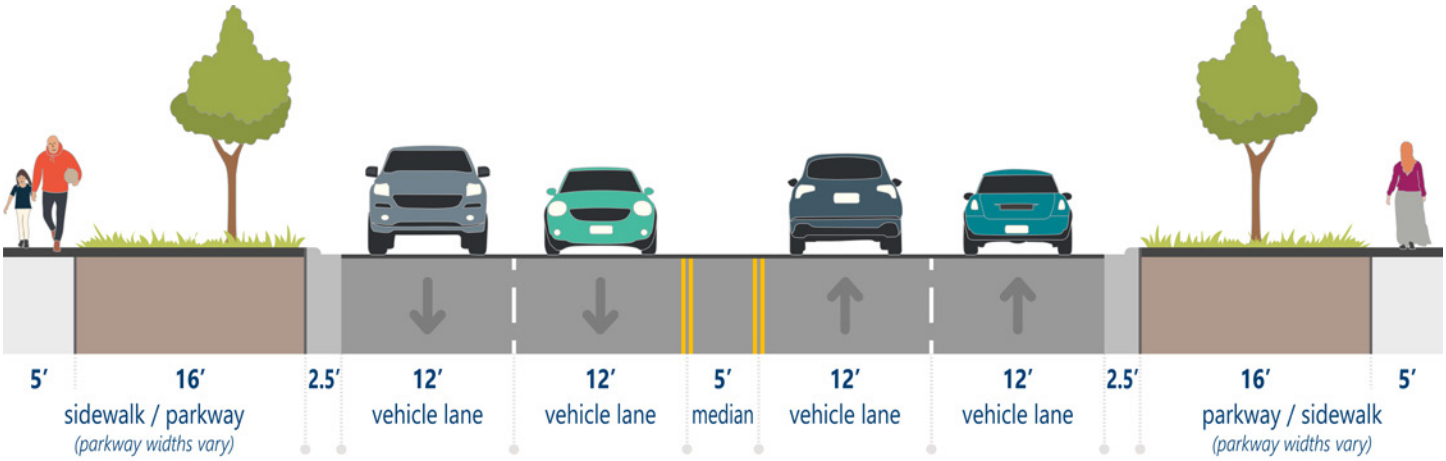
Sidepath on West Side

Looking North

(shown north of Pheasant Trail)

Existing

← *West* *East* →

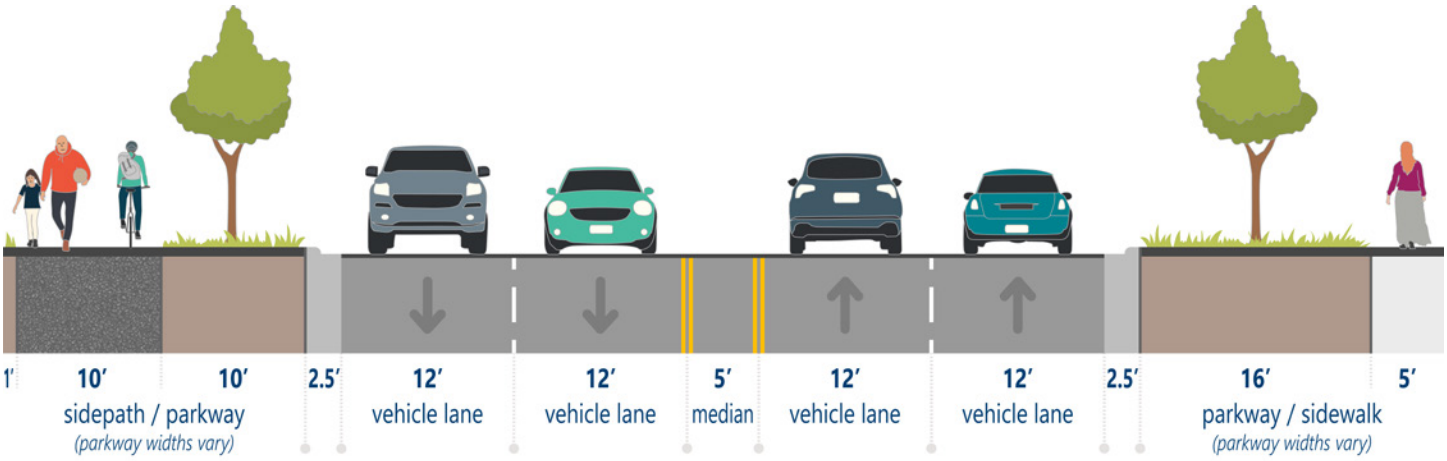


pavement width: **53 ft**

right-of-way: **94-116 ft**

Potential

← *West* *East* →



pavement width: **53 ft**

right-of-way: **94-116 ft**

15 ComEd Trail



Existing Conditions

Trail Conditions

- Corridor Length: 1.2 miles
- Jurisdiction: ComEd
- Right-of-Way: 210-220'
- ComEd in Right-of-Way: Two sets of high tension electric towers 45' apart
- Programmed Improvement: None

Community Context

- Key Destinations: Robert Frost Elementary School, Rec Plex Center, Kopp Park, Redwood Park, Community Connection Center
- Connectivity
  - » In-development sidepath on Algonquin Rd
  - » Local bike route on Linneman Rd
  - » Future sidepaths on Busse Rd and Elmhurst Rd
  - » ComEd Trail within Des Plaines

Legend

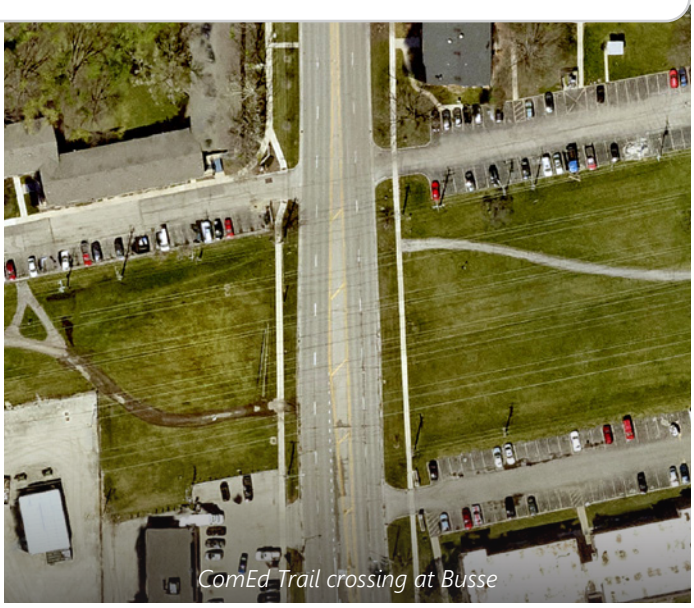
- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*
- *Pace Bus Stop*

Recommended Bike Network

- *On-Street Bike Lanes*
- *Sidepath*
- *Signed On-Street Bike Route*
- *Multiple Options*

Existing Bike Network

- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Trail or Sidepath*
- *Sidepath In Design*



ComEd Trail crossing at Busse



Looking north from west side of Elmhurst Rd towards Millers Rd and potential crossing improvement location for the ComEd Trail

Potential Conditions

Corridor Recommendations

- Crossing Improvements
  - » Elmhurst Road
    - » A pedestrian refuge island and overhead rectangular rapid flashing beacon (RRFB) is proposed on the south leg of Elmhurst Rd at Millers Rd. Short segments of sidepath are proposed on both sides of Elmhurst Rd between the proposed crosswalk and path. Removal of the southbound right turn lane into the residential development should be considered to reduce the number of lanes crossed.
  - » Busse Road
    - » Direct path users to cross at Dempster signal. Consider realigning trail east of Busse to the south.
- Alternatives Considered
  - » Mid-block crossing on Busse Rd considered but was determined to be too close to Dempster St.
- Estimated Project Cost: $670,000

Potential Impacts

- Trees Removals: None
- Right-of-Way Required: None
- ComEd Conflicts: Requires coordination with ComEd

Major Street Crossings

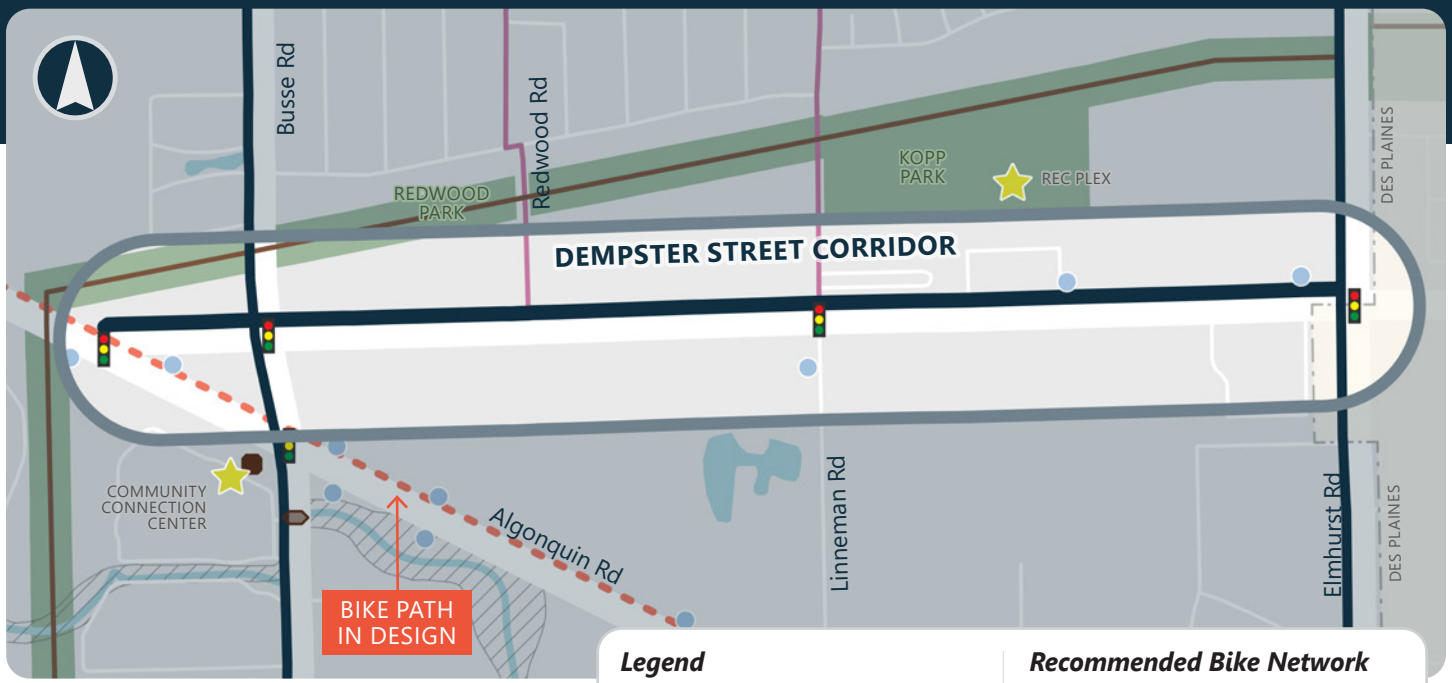
All intersections will include ADA improvements

- Busse Road - *investigate trail realignment, direct crossings to signal at Dempster*
- Elmhurst Road - *direct crossings to Millers Road, install pedestrian refuge island and overhead RRFB*

Additional Considerations

- Mid-block crossing at Busse Rd was considered. However, this would require a refuge island and mast arm mounted RRFBs. Since the Dempster St traffic signal is less than 500 feet away, adding an RRFB closely spaced to the signal can negatively affect traffic flow. Additionally, mast arms cannot be installed beneath ComEd high tension power lines.
- Locating the Elmhurst Rd crosswalk at the Millers Rd intersection moves the crossing from beneath the ComEd lines and provides additional connectivity for the residents in the Huntington Square Apartments.
- IDOT approval is required to install new crosswalks across Elmhurst Rd.

16 Dempster Street



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design

Existing Conditions

Traffic / Roadway Conditions

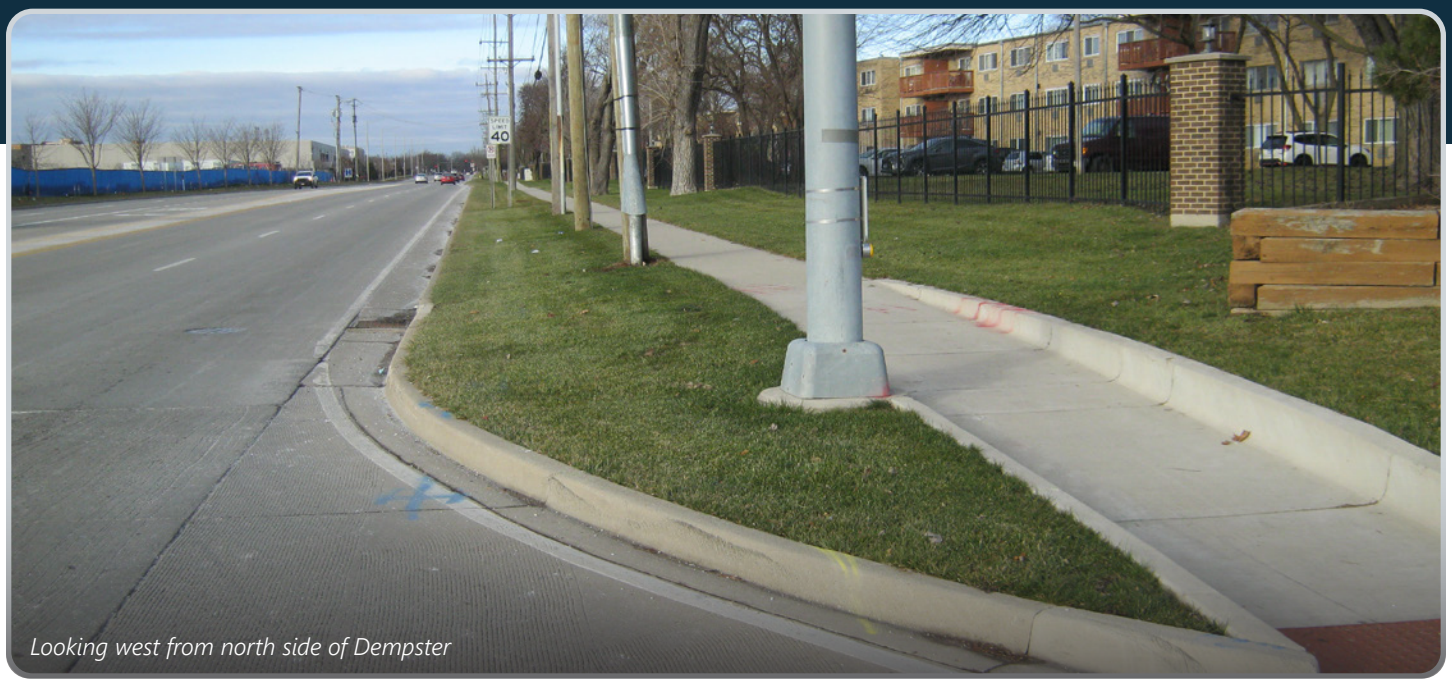
- Corridor Length: 1.3 miles
- Jurisdiction: Cook County
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 9,950-10,800 vpd (2022)
- Right-of-Way: 96' to 118'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5%
- Programmed Improvements: Sidewalk and signal improvements at Linneman Rd

Community Context

- Key Destinations: Rec Plex Center, Kopp Park, Redwood Park, Community Connection Center
- Connectivity
  - » In-development sidepath on Algonquin Rd
  - » Local bike route on Linneman Rd
  - » Future sidepaths on Busse Rd and Elmhurst Rd



Looking east from north side of Dempster



Looking west from north side of Dempster

Potential Conditions

Corridor Recommendations

- Facility Type
  - » Sidepath (Algonquin Rd to Elmhurst Rd)
    - » Located on north side of street
- Alternatives Considered
  - » A road diet with on-street bike facilities was considered. While volumes are conducive to a road diet, a sidepath is feasible and would be more comfortable.
- Estimated Project Cost: $2,660,000

Potential Impacts

- Trees Removals: 72
- Right-of-Way Required: 13,300 sq. ft.
- ComEd Conflicts: Substantial

Major Street Crossings

All intersections will include ADA improvements

- Algonquin Road - *install accessible pedestrian signals*
- Busse Road - *relocate signal poles and equipment, install accessible pedestrian signals*
- Linneman Road - *install accessible pedestrian signals*
- Elmhurst Road - *install accessible pedestrian signals*

Additional Considerations

- Limited space at the northwest corner of Dempster and Elmhurst Rd. Consider an 8-foot-wide sidepath.
- Runs parallel to the ComEd Trail, which is about 1,000 feet to the north.

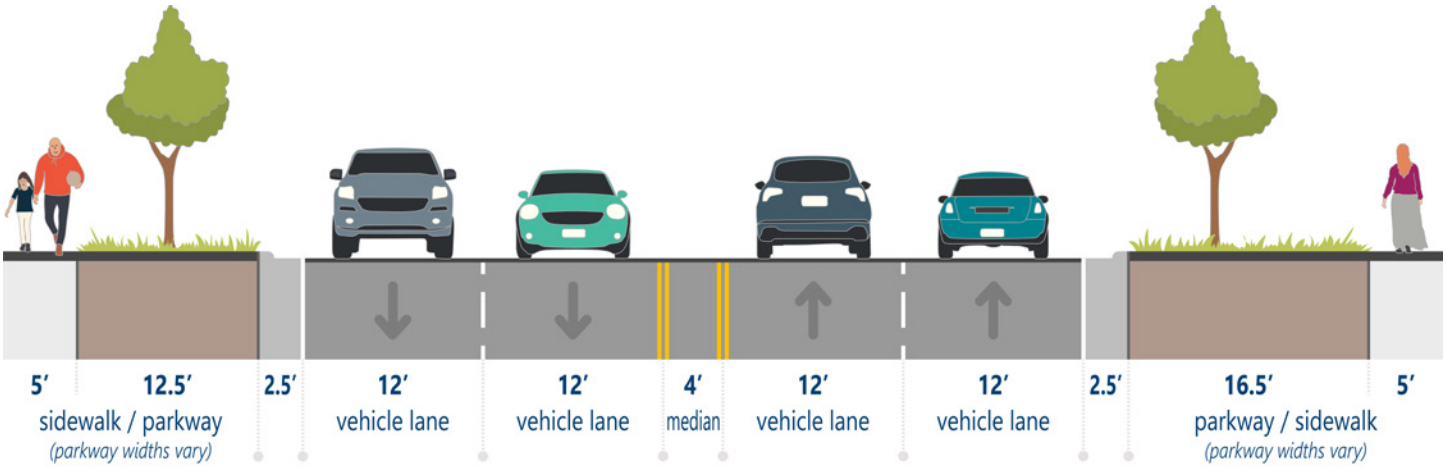
Sidepath on North Side

Looking West

(shown near Ida Ct)

Existing

← *South* *North* →

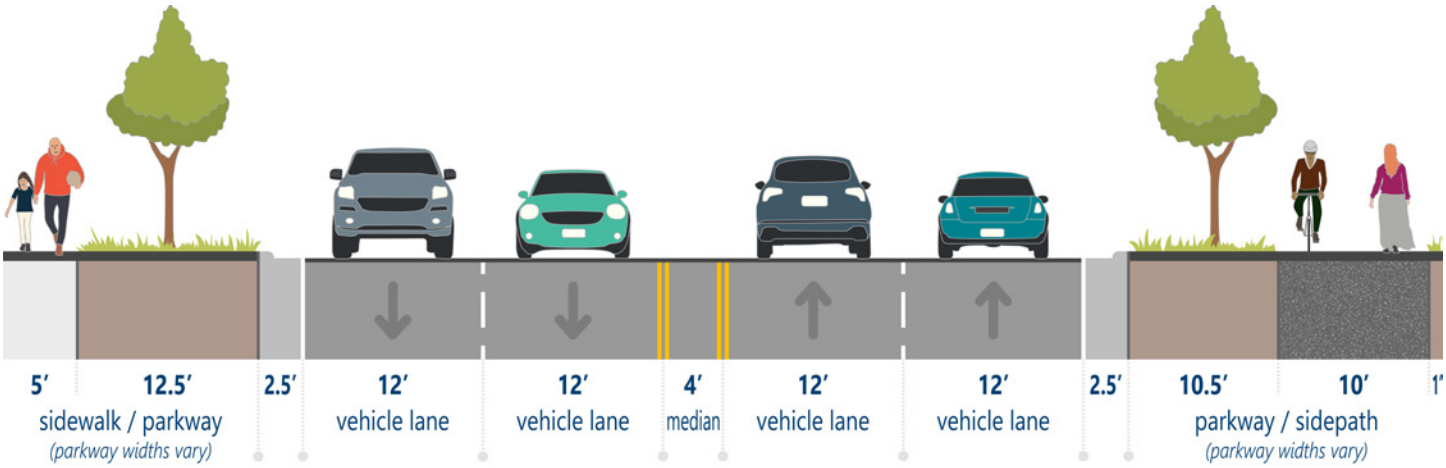


pavement width: **52 ft**

right-of-way: **96-118 ft**

Potential

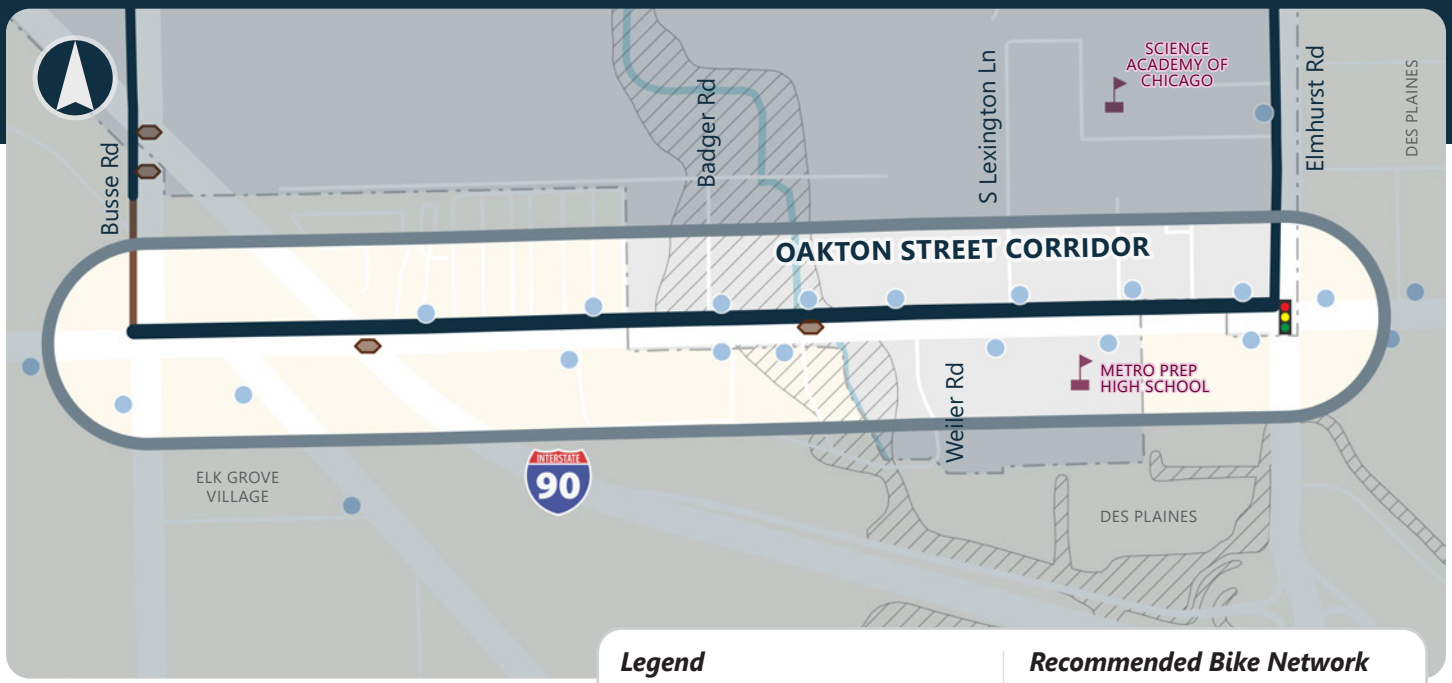
← *South* *North* →



pavement width: **52 ft**

right-of-way: **96-118 ft**

Oakton Street 18



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design

Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1 mile
- Jurisdiction: IDOT
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 20,500 vpd (2022)
- Right-of-Way: 98' to 112'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 13%
- Programmed Improvements: None

Community Context

- Key Destinations: Metro Prep High School, Busse Woods (future connection)
- Connectivity
  - » Future sidepath on Elmhurst Rd
  - » Planned future side path to the west into Elk Grove Village and to Busse Woods



Desire pathway on north side of Oakton near Elizabeth

18 Oakton Street



Looking west from north side of Oakton near I-90 bridge

Potential Conditions

Corridor Recommendations

- Facility Type
  - » Sidepath (west of I-90 to Elmhurst Rd)
    - » Located on north side of street
- Alternatives Considered
  - » None
- Estimated Project Cost: $2,570,000

Potential Impacts

- Trees Removals: 20
- Right-of-Way Required: 12,000 sq. ft.
- ComEd Conflicts: Substantial
- Other Potential Impacts
  - » Structural modification required to extend culvert.

Major Street Crossings

- None

Additional Considerations

- Space exists beneath I-90 viaduct to provide a sidepath.
- Sidepath should continue west past I-90 and into Elk Grove Village to Busse Rd to connect with an existing sidepath. This sidepath is planned by Elk Grove Village to be extended west towards Busse Woods.
- Pinch point at the northwest corner of Oakton St/ Elmhurst Rd. Redevelopment of northwest corner commercial area might be needed to acquire right-of-way for a full-width sidepath.

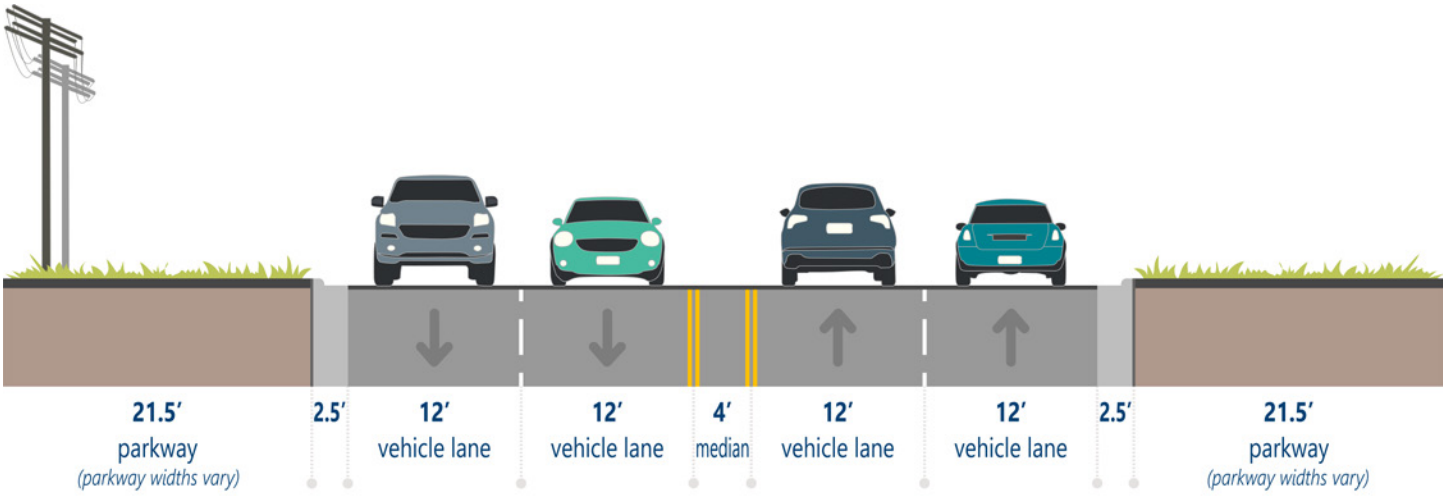
Sidepath on North Side

Looking West

(shown just west of the Higgins Creek Bridge)

Existing

← *South* *North* →

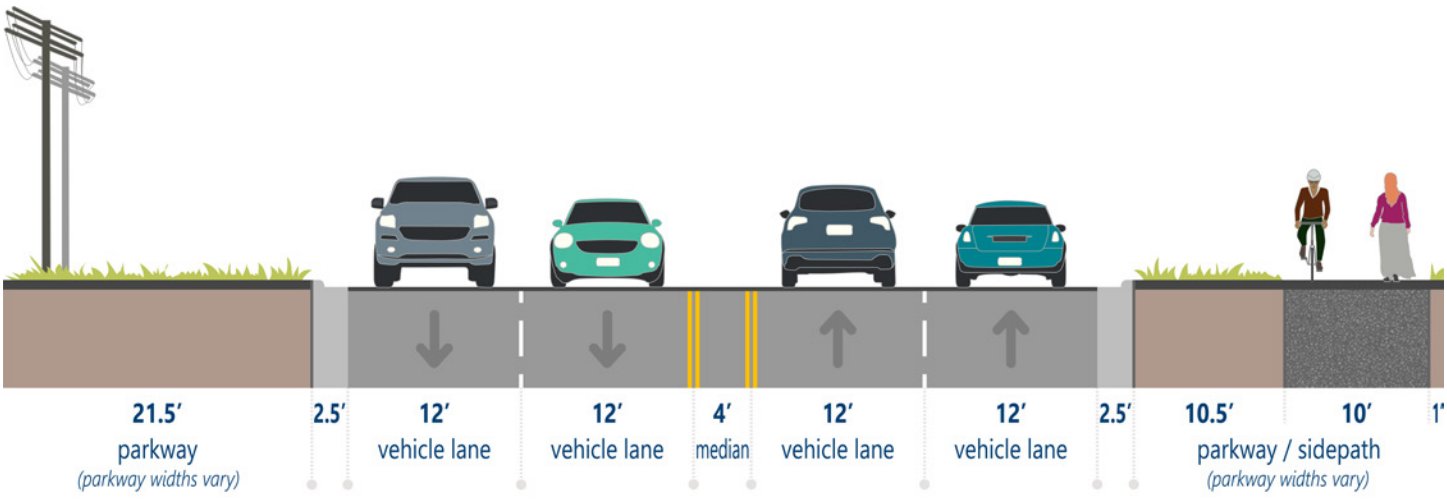


pavement width: **52 ft**

right-of-way: **98-112 ft**

Potential

← *South* *North* →



pavement width: **52 ft**

right-of-way: **98-112 ft**

No Bike Facility Improvements Recommended



Two corridors initially considered in this study were not recommended to be pursued further, a decision primarily based on inadequate right-of-way and/or overall infeasibility of implementation.

5 ComEd ROW Northeast Trail

Existing Conditions

- Corridor Length: 0.9 miles
- Jurisdiction: ComEd, two sets of high tension electric towers 60' apart

Potential Conditions

An off-street path within the ComEd right-of-way was considered but not recommended due to:

» The commercial property at the northeast corner of Wolf/Euclid conflicts with a potential path.

» If the commercial property could be avoided, a mid-block crossing of Euclid is required. This crossing would often be blocked by cars backing up from the Wolf/Euclid traffic signal.

» A proposed bike path within the ComEd right-of-way would be immediately adjacent to a proposed bike facility on Wolf Rd.

No bike facility recommended as part of this study

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*
- *Pace Bus Stop*

Recommended Bike Network

- *On-Street Bike Lanes*
- *Sidepath*
- *Signed On-Street Bike Route*
- *Multiple Options*

Existing Bike Network

- *Existing Bike Rack*
- *Existing On-Street Route*
- *Existing Trail or Sidepath*
- *Sidepath In Design*

No Bike Facility Improvements Recommended



17 Busse to Oakton Connector

Existing Conditions

- Corridor Length: 1.2 miles
- Jurisdiction: Illinois Tollway
- Right-of-Way: 30’

Potential Conditions

- An off-street path was considered within the Illinois Tollway right-of-way. However, the Tollway does not permit bicycle facilities within their property.

No bike facility recommended as part of this study


S Emerson ST

ARTERIAL NETWORK IMPLEMEN-TATION

Section 4

Network Implementation

One of the goals of this study is to have an implementation plan for all arterial network corridors. Implementation will take time, funding, and in some cases, further study to determine the best feasible solutions. This section provides cost estimates, identifies funding and grant opportunities, and details additional resources to help plan the next steps in further building out Mount Prospect's entire bike network.

Evaluation of Potential Projects

The evaluation criteria and methods used to determine the feasibility, connectivity, and user experience of each study corridor were guided by public and stakeholder input, as well as the existing conditions analysis. Each corridor was evaluated to determine its ability to meet the study's objectives and goals. Each criterion is highlighted below and describes how each corridor was evaluated against the criteria, which ultimately informed corridor implementation phasing.

Evaluation Criteria

Twelve criteria were used to evaluate all corridors. For each criterion, the corridor was given an impact rating between "more positive" and "more negative" (see the Evaluation Matrix).

User Comfort

Segments
User comfort on bikeway segments was assessed qualitatively based on factors like how close a facility would be to the road, continuity of the path without stops or crossovers, and the speed and volume of the adjacent traffic.

Intersections / Driveways
The frequency of conflicting streets and access points, roadway size, and volume of traffic at intersections and driveways was assessed to determine comfort for cyclists crossing these conflict points along a particular corridor.

Community Connectivity

Local Plans
Higher ratings given if bike facilities were recommended in a local or regional planning document.

Bike Network
Ratings based on the level of connectivity a new bike facility would provide to existing and proposed bike facilities within the Village and to neighboring communities.

Local and Regional Destinations
Bike routes that would connect to many local and regional destinations received higher ratings for this evaluation criterion.

Public Support
Ratings determined based on a voting corridor prioritization activity held during this study's first public open house.

Right-of-Way Impacts

Land Acquisition
The estimated quantity of right-of-way needed to construct the recommended bike facility is directly correlated to the rating in this category.

Tree Removal
The estimated number of trees requiring removal was quantified to obtain an estimated impact for this category. In many cases, trees could be replanted in different locations to compensate.

Utility Coordination
A review of overhead electric lines was completed to determine the potential need to relocate ComEd utility poles to construct bicycle facilities. Projects with fewer potential utility conflicts with poles received higher ratings.

Project Complexity

Structure Modifications
Corridors where structural work such as retaining walls or box culvert modifications were rated lower than those that would not require similar work.

Cost
Ratings determined based on the preliminary estimated costs to construct a recommended bicycle facility within each corridor.

Agency Coordination
Projects that require coordination with other agencies (IDOT, Cook County, Union Pacific Railroad, etc) can be more complicated to design and construct. Ratings were assigned based on the estimated amount of coordination required with other agencies.

Arterial Bike Network Corridor Evaluation Matrix

				User Comfort		Community Connectivity				Right-of-Way Impacts			Project Complexity		
Corridor	*Length (miles)*	*Primary Facility Type*	*Jurisdiction*	*Segment*	*Intersections + Driveways*	*Local Plans*	*Bike Network*	*Local + Regional Destinations*	*Public Support*	*Land Acquisition*	*Tree Removals*	*Utility Coordination*	*Structure Modifications*	*Cost*	*Agency Coordination*
Seminole Ln *Prospect Heights Bike Path to Des Plaines River Rd*	1.2	Bike Lanes	Mount Prospect, Prospect Heights												
Des Plaines River Rd *Kensington to Seminole*	1.5	Sidepath	IDOT, Forest Preserves of Cook County												
Camp McDonald Rd *Rand to Elmhurst*	0.9	Sidepath	CCDOTH												
Camp McDonald Rd *Wolf to Des Plaines River Rd*	0.7	Bike Lanes	CCDOTH												
Euclid Ave *Rand to Burning Bush*	2.4	Sidepath	CCDOTH												
Euclid Ave *Burning Bush to Des Plaines River Trail*	0.6	Sidepath	CCDOTH												
Rand Rd *Wedgewood to Camp McDonald*	1.1	Sidepath	IDOT												
Kensington Rd *Forest Ave to Des Plaines River Rd*	2.8	Sidepath	IDOT, Mount Prospect												
Wolf Rd *Central to Prospect Heights Metra*	1.8	Cycle Track	Mount Prospect, IDOT												
Central Rd *Mount Prospect to Wolf*	0.8	Sidepath	Mount Prospect												
Central Rd *Audrey to Northwest Hwy*	1.2	Sidepath	IDOT												
Northwest Hwy *Prospect to Watermann*	2.0	Sidepath	IDOT												
Mount Prospect Rd *Northwest Hwy to Rand*	0.7	Sidepath	CCDOTH												
Elmhurst Rd / IL-83 *Kensington to Camp McDonald*	1.8	Sidepath	IDOT												
Elmhurst Rd / IL-83 *Oakton to Golf*	1.7	Sidepath	IDOT												
Golf Rd *Meier to Mount Prospect*	2.7	Sidepath	IDOT												
Busse Rd *I-90 to Golf*	1.5	Sidepath	IDOT												
ComEd Trail *Algonquin to Elmhurst*	Spot Locations	N/A	ComEd, IDOT												
Dempster St *Algonquin to Elmhurst*	1.3	Sidepath	CCDOTH												
Oakton St *I-90 to Elmhurst*	0.8	Sidepath	IDOT												

Evaluated Impact

More Positive — More Negative

Network Implementation Phasing

The goal of the Arterial Bicycle Network Plan is to fully build out a network so that every resident and commuter across the community has safe access to bike routes. Building out the complete network will take time, funding, and further study to bring the concepts to fruition. Since it can't all happen at once, this section provides recommendations for pursuing projects based on community priorities, needs, and feasibility. The following phasing plan will help the community to determine which projects to pursue first for grant funding and to include in upcoming budget cycles. The goal of the phasing recommendations is to create an active plan that sets realistic timelines and does not sit on the shelf.

The network implementation matrix includes information describing each recommended bike facility, the cost estimate for the recommended facility, and assigns a short, medium, or long-term phasing tier for the Village to consider.

Cost Estimates

Estimated pricing for the proposed bicycle network improvements was developed to assist the Village of Mount Prospect plan for the design and construction of these projects and begin considering potential opportunities for grant funding.

Costs were developed using programming level estimates per length of the pertinent facility type. For example, sidepaths were assumed to cost $200 per foot to construct. Each corridor was then evaluated to determine whether there would be site-specific costs to be included in the cost estimates such as traffic signal modifications, structural improvements, or drainage work. Construction cost estimates will continue to be refined as the projects proceed through engineering. Preliminary cost estimates were also prepared for engineering needed to design and oversee construction of the projects. Finally, the cost for acquiring the right-of-way necessary to build paths was assessed using a ballpark estimate of $25 per square foot.



Looking north on Wolf near River Trails Middle School

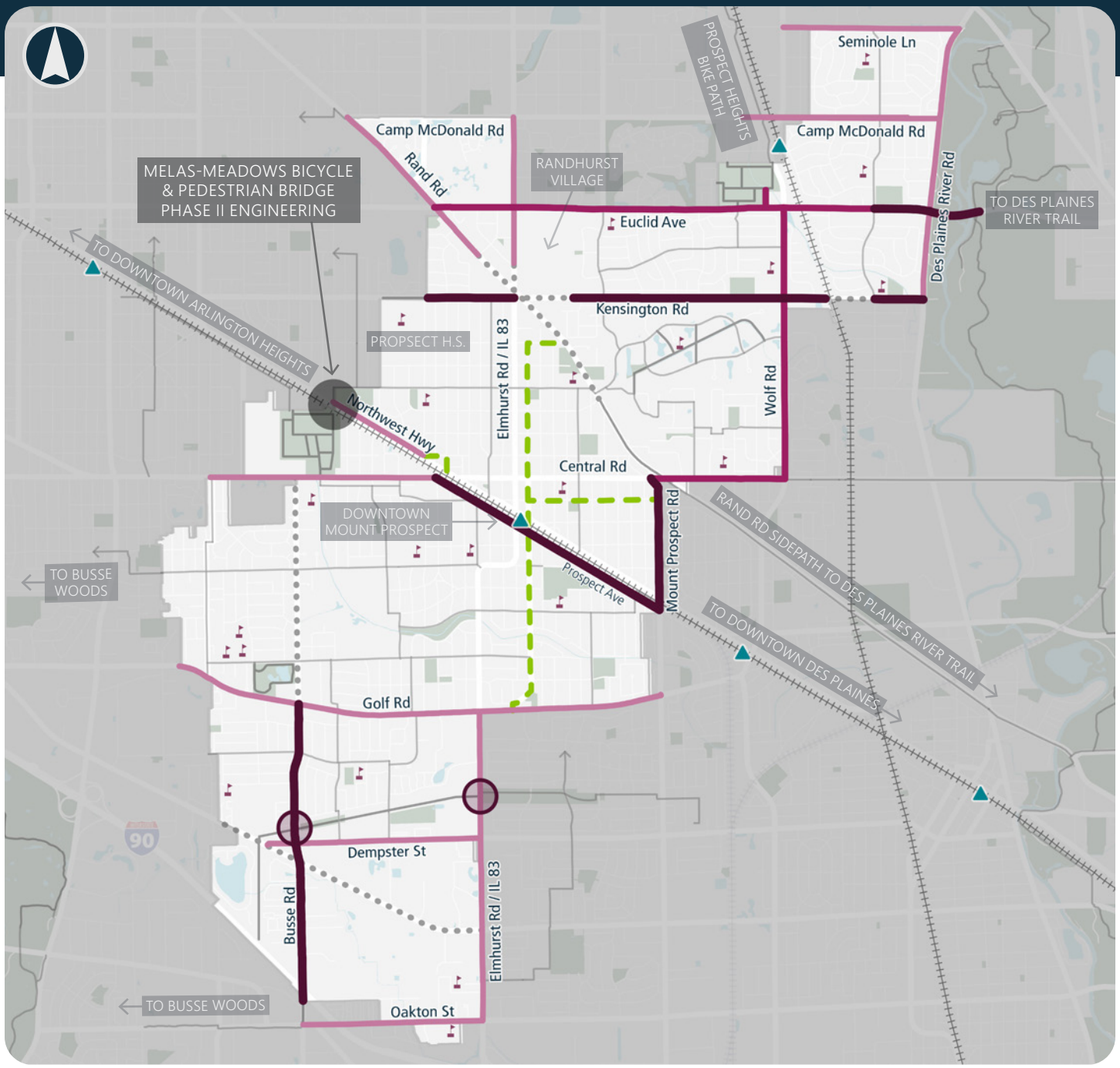
Wolf Road

A barrier-protected cycle track is recommended on Wolf Road. The cost to construct this alternative varies depending on the scope of the project. Three estimates were prepared for the following barrier protection alternatives:

- ***Alternative 1 (Lower Cost):*** The bicycle facility would be separated from traffic by curb. A minimal number of concrete barrier islands would be provided.
- ***Alternative 2 (Medium Cost):*** The bicycle facility would be separated from traffic by intermittent concrete islands. These islands would be landscaped with trees.
- ***Alternative 3 (Higher Cost):*** The bicycle facility would be separated from traffic by frequent, large, landscaped islands.

In the event that a barrier-protected cycle track cannot be installed on Wolf Road, a sidepath is feasible and could be considered. A cost estimate has also been developed to construct a sidepath.

Arterial Bike Network Phasing Map



Legend

- Park
- School
- Metra Rail
- Metra Train Station
- Neighbor Community Bike Facility

Existing Bike Network

- Trail / Sidepath
- On-Street Bike Route
- Sidepath In Design

Recommended Network Phasing

- Short Term
- Medium Term
- Long Term
- Alternative Routes for Infeasible Segments

Arterial Bike Network Corridor Cost Estimates

			Estimated Costs				
	Length (miles)	Primary Facility Type	Phase I, II, III Engineering	Right-of-Way Acquisition	Total Construction	Total	Project Phasing
Seminole Ln *Prospect Heights Bike Path to Des Plaines River Rd*	1.2	Bike Lanes	$300,000	-	$860,000	**$1,160,000**	Long Term
Des Plaines River Rd *Kensington to Seminole*	1.5	Sidepath	$980,000	$160,000	$2,870,000	**$4,010,000**	Long Term
Camp McDonald Rd (West) *Rand to Elmhurst*	0.9	Sidepath	$530,000	$130,000	$1,550,000	**$2,210,000**	Long Term
Camp McDonald Rd (East) *Wolf to Des Plaines River Rd*	0.7	Bike Lanes	$460,000	-	$1,330,000	**$1,790,000**	Long Term
Euclid Ave *Rand to Burning Bush*	2.4	Sidepath	$1,540,000	$610,000	$4,520,000	**$6,670,000**	Medium Term
Euclid Ave *Burning Bush to Des Plaines River Trail*	0.6	Sidepath	$350,000	$40,000	$820,000	**$1,210,000**	Short Term
Rand Rd *Wedgewood to Camp McDonald*	1.1	Sidepath	$870,000	$120,000	$2,560,000	**$3,550,000**	Long Term
Kensington Rd *Forest Ave to Des Plaines River Rd*	2.8	Sidepath	$1,410,000	$700,000	$4,130,000	**$6,240,000**	Short Term
Wolf Rd (Alt 1: Lower Cost) *Central to Prospect Heights Metra*	1.8	Cycle Track	$700,000	$40,000	$2,040,000	**$2,780,000**	Medium Term
Wolf Rd (Alt 2: Medium Cost) *Central to Prospect Heights Metra*	1.8	Cycle Track	$1,000,000	$40,000	$2,930,000	**$3,970,000**	Medium Term
Wolf Rd (Alt 3: Higher Cost) *Central to Prospect Heights Metra*	1.8	Cycle Track	$1,640,000	$40,000	$4,800,000	**$6,480,000**	Medium Term
Wolf Rd (Sidepath Only) *Central to Prospect Heights Metra*	1.8	Sidepath	$940,000	$250,000	$2,740,000	**$3,930,000**	Medium Term
Central Rd (East) *Mount Prospect to Wolf*	0.8	Sidepath	$390,000	$470,000	$1,150,000	**$2,010,000**	Medium Term
Central Rd (West) *Audrey to Northwest Hwy*	1.2	Sidepath	$670,000	$1,020,000	$1,970,000	**$3,660,000**	Long Term
Northwest Hwy *Prospect to Watermann*	2.0	Sidepath	$580,000	$580,000	$1,700,000	**$2,860,000**	Long Term
Mount Prospect Rd *Northwest Hwy to Rand*	0.7	Sidepath	$830,000	$10,000	$2,440,000	**$3,280,000**	Short Term
Elmhurst Rd / IL-83 (North) *Kensington to Camp McDonald*	1.8	Sidepath	$420,000	$240,000	$1,240,000	**$1,900,000**	Long Term
Elmhurst Rd / IL-83 (South) *Oakton to Golf*	1.7	Sidepath	$800,000	$1,800,000	$2,340,000	**$4,940,000**	Long Term
Golf Rd *Meier to Mount Prospect*	2.7	Sidepath	$1,180,000	$1,570,000	$3,460,000	**$6,210,000**	Long Term
Busse Rd *I-90 to Golf*	1.5	Sidepath	$850,000	$1,100,000	$2,500,000	**$4,450,000**	Short Term
ComEd Trail *Algonquin to Elmhurst*	Spot Locations	N/A	$190,000	-	$480,000	**$670,000**	Short Term
Dempster St *Algonquin to Elmhurst*	1.3	Sidepath	$590,000	$340,000	$1,730,000	**$2,660,000**	Long Term
Oakton St *I-90 to Elmhurst*	0.8	Sidepath	$570,000	$340,000	$1,660,000	**$2,570,000**	Long Term

Notes

- Estimates based on 2024 Construction Unit Costs and Planning Level Concept Design.
- Construction Cost includes 20% contingency.
- Engineering Costs assume 10% of Construction Cost for Phase I, 12% for Phase II, and 12% for Phase III Engineering.
- Costs rounded to the nearest $10,000

Funding Sources

There are multiple funding sources for transportation programs that are applicable to Mount Prospect. Most programs are highly competitive and require a local match but provide grant funding opportunities for active transportation projects. Many federal transportation funds can be used for pedestrian and bicycle projects. This section provides information and guidance on the following funding sources adminstered by:

- US Department of Transportation (USDOT)
- Illinois Department of Transportation (IDOT)
- Illinois Department of Natural Resources (IDNR)
- Illinois Commerce Commission (ICC)
- Chicago Metropolitan Agency for Planning (CMAP)
- Northwest Municipal Conference (NWMC)
- Nonprofit Organization and Foundation Grants

Programs Administered by the U.S. Department of Transportation (USDOT)

Safe Streets for All

Safe Streets for All funds provide supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to an "Vision Zero" or "Towards Zero Deaths" initiatives. Eligible projects are the development of a comprehensive safety action plan or projects that are identified in a comprehensive safety action plan. Local match is 20%.

Programs Administered by the Illinois Department of Transportation (IDOT)

Most federal funds are controlled at the state DOT level and distributed as block grants. IDOT administers these federal pass-through funds for local and regional bicycle and pedestrian projects and safety initiatives. The funds are authorized by the current federal transportation bill passed in 2021, the Infrastructure Investment and Jobs Act (IIJA).

Statewide Planning & Research (SPR)

Statewide Planning & Research (SPR) funds are used to support planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carryout transportation planning and research activities throughout the State. Eligible activities include:

- Planning studies
- Data purchase, collection, and/or analysis
- Program development activities
- Performance management activities
- Coordination/outreach activities

A 20% match is required to use these funds. However, a match greater than 20% will be considered positively when prioritizing projects.

Illinois Safe Routes to School (SRTS)

The SRTS program, administered by the IDOT Bureau of Safety Engineering, uses infrastructure and non-infrastructure approaches to improve conditions for students who walk or bike to school. The program is designed to enable and inspire children to walk and bike to school through improvements to the local active transportation network within two miles of schools and through programs and initiatives. The local match is typically 20%. Eligible project sponsors include schools, school districts, and governmental entities. The program encourages applicants to form a local coalition of stakeholders. Eligible infrastructure projects include sidewalk improvements, traffic calming/speed reduction improvements, traffic control devices, pedestrian and bike crossing improvements, on-street bike facilities, off-street bike facilities, and secure bike parking facilities. Eligible non-infrastructure projects include events, equipment, and supplies that help to address areas of education, enforcement, encouragement, and evaluation.



Illinois Transportation Enhancement Program (ITEP)

ITEP was designed to promote and develop non-motorized transportation options and streetscape beautification. Through ITEP, IDOT awards a portion of federal Surface Transportation Block Grant (STBG) set-aside funds competitively. Any local or state government with taxing authority is eligible to apply. Local governments are required to provide matching funds. The required 20% local match is the responsibility of the project sponsor unless the project qualifies for state matching funds based on high-need criteria. Once all applications are submitted, the local match will be calculated based on the Community Score and set on a sliding scale of 0, 10, or 20%; 50% is required for ROW acquisition. Communities should be prepared to commit to expending the highest match amount when possible. Work must begin on the projects within three years of receipt of the award. This program is administered by the IDOT Bureau of Programming in the Office of Planning and Programming.

Highway Safety Improvement Program (HSIP)

The goal of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. It requires states to set performance measures and targets for reducing traffic-related fatalities and serious injuries for all modes of transportation. HSIP funds both infrastructure and non-infrastructure solutions (like public safety campaigns) and is administered by IDOT's Bureau of Safety Engineering. The program funds preliminary engineering, land acquisition, construction, and construction engineering. A minimum 10% local match is required.

Section 402 State and Community Highway Safety Grant Program

The Section 402 program, administered by the IDOT Bureau of Safety Engineering, provides grants to states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. There are several sub- programs in IDOT's program, but the most pertinent to bicycle and pedestrian issues is the Injury Prevention Program. Section 402 funds do not support infrastructure projects. Eligible applicants include local civic organizations, schools and universities, hospitals, health departments, local governmental agencies, and nonprofit groups. Section 402 funds are considered seed funding and are not for ongoing or sustained support. These funds are considered very limited and no local match is required.

Programs Administered by the Illinois Department of Natural Resources (IDNR)

Recreational Trails Program (RTP) and Illinois Bicycle Path (Bike Path) Grant Programs

The Recreational Trails Program provides funding to assist government agencies and trail groups in the rehabilitation, development, maintenance, and acquisition of recreational trails and related facilities. The Illinois Bicycle Path Grant Program provides financial assistance to eligible local units of government to assist them with the acquisition, construction, and rehabilitation of public off-road, non-motorized bicycle paths and directly related support facilities. The Recreational Trails Program requires a 20% local match, while the Illinois Bike Path Program requires a 50% local match.



Programs Administered by the Illinois Commerce Commission (ICC)

Crossing Safety Improvement Program

The Illinois Commerce Commission (ICC) administers the Crossing Safety Improvement Program funded by the Grade Crossing Protection Fund. This program assists jurisdictions in paying for safety improvements at highway-railroad crossings on local roadways.

Programs Administered by the Chicago Metropolitan Agency for Planning (CMAP)

CMAP administers federal pass-through money that funds bike and pedestrian facilities: the Congestion Mitigation and Air Quality Improvement Program and the regional allocation of the Surface Transportation Block Grant (STBG) program set-aside (formerly Transportation Alternatives Program or TAP). The STBG funds are programmed in two ways: through CMAP for regional projects and through the Councils of Mayors (COMs) for local surface transportation projects. For their allocation, CMAP funds bike facilities that provide regional connections. CMAP will typically only program pedestrian facilities if they provide access to transit. The other allocation of funding is divided amongst the COMs. The COMs will program these funds to more local and granular pedestrian and bike projects.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is a flexible funding source that targets projects and programs to help meet the congestion mitigation and air quality reduction requirements of the federal Clean Air Act. Bicycle and pedestrian facilities, transit improvements, and traffic flow enhancements make up some of the eligible projects. CMAP will give priority to projects that reduce ozone emissions and particulate matter. The local match for this program is 20%.



Transportation Alternatives Program (TAP-L)

Programming authority is by the regional Councils of Mayors and City of Chicago. The STP Shared Fund is focused on larger-scale, multi-jurisdictional and regional projects that address ON TO 2050 goals (the CMAP regional comprehensive plan).

Local Technical Assistance Program (LTA)

This program provides free planning assistance to communities in the CMAP region. Applicable projects include feasibility studies, parking studies, and comprehensive plans. The call for proposals is typically announced in late spring.

Programs Administered by the Northwest Council of Mayors (NWMC)

The Surface Transportation Program (STP) Local Program funding is a set-aside within the Surface Transportation Block Grant Program (STBG) program. This program provides flexible funding that may be used by municipalities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities. CMAP approves the allocation of this funding to each of the subregional Council of Mayors (COMs), and the COMs administer the local programs. The Northwest Council of Mayors (NWMC) administers the STP Local Program for Mount Prospect and receives approximately $13 million a year in STP funds.

Surface Transportation Program

Approximately every two years, the NWMC has a call for all eligible projects. The projects are ranked according to the NWMC methodology. The rankings are utilized by the Technical Committee to prepare a programming recommendation. The Technical Committee program recommendation is forwarded to the Full Council for final approval.

Programs Administered by Cook County

Invest in Cook

The Cook County Department of Transportation and Highways (CCDOTH) has an annual grant program that assists local governments and agency partners further their transportation projects by covering some of the cost associated with planning, engineering, acquiring right-of-way, and constructing transportation improvements. Invest in Cook prioritizes proposals that support transit and transportation alternatives, support the region's role as North America's freight capital, promote equal access to opportunities, maintain and modernize what already existing and increase investments in transportation.

Nonprofit Organization and Foundation Grants

There are various local and national NPOs and private sector foundations dedicated to improving walking, biking and access to transit. The call for applications can vary year-to-year, however some programs to look out for include:

Community Change Grant Award (America Walks)

In 2018, this foundational-based grant program awarded communities $1,500 stipends for projects related to creating healthy, active, and engaged places to live, work, and play.

People for Bikes Community Grant

Eligible projects for funding (up to $10,000, must have at least a 50% local match) include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

ComEd Green Region (in partnership with Openlands)

This grant program can be used for the planning, acquisition and improvements to local parks, natural areas, and recreation resources. The ComEd Green Region grants of up to $10,000 for conservation projects based in Northern Illinois. Eligible Applicants are municipalities, townships, counties, park districts, conservation districts and forest preserve districts within ComEd's service territory. The grantee must have matching funds either secured or another pending application.

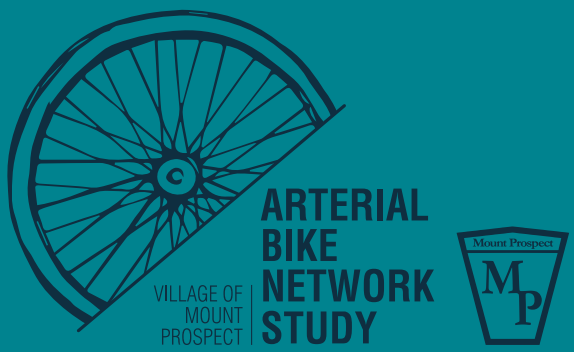
American Association of Retired Persons (AARP) Community Challenge Grants

This program is intended to help communities make immediate improvements and jump-start long-term progress in support of residents of all ages.



Funding Matrix

	Grant Programs					
	Recreational Trails Program	**Crossing Safety Improvement Program**	**Congestion Mitigation and Air Quality (CMAQ)**	**Transportation Enhancements (ITEP)**	**Transportation Alternatives Program (TAP-L)**	**Safe Routes to School (SRTS)**
Program Purpose	Develop/maintain recreational trails and facilities for motorized and non-motorized users	Improve safety at public highway-rail crossings on local roads	Improve air quality and reduces traffic congestion in areas that do not meet air quality standards	Foster cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure	Support non-motorized modes of transportation	Enable and encourage children to walk and bike to school
Program Administrator	IDNR	ICC	CMAP	IDOT	CMAP	IDOT
Eligible Projects	• Trails • Trail/road intersection improvements • Trailheads • Educational materials • Training	• Warning device upgrades • Grade separations • Connecting roads • Remote monitoring devices • Low cost improvements at unsignalized crossings	• Bike and pedestrian facilities • Safety education programs and encouragement incentives • Active transportation plans • Bike and pedestrian maps • Bike and pedestrian coordinator position	• Bicycle and pedestrian facilities • Streetscaping • Vegetation management in transportation right-of-ways • Construction of turnouts, overlooks, and viewing areas	• Bicycle and pedestrian facilities • Streetscaping	• Bicycle and pedestrian facilities • Safety education programs • Encouragement incentives
Key Project Requirements	30% allocated to non-motorized trail projects, 30% for motorized, 40% for diversity of trail use	Supports improvements on local roads and streets	Must be spent in non-attainment and maintenance areas Will be evaluated on air quality emissions	Must relate to surface transportation	Phase I engineering must be nearly complete Project must be in a formally adopted local, sub-regional, or regional plan	Can be spent within 2 miles of a school that serves students in grades pre-K through high school
Call for Projects	Irregular schedules at call of IDNR	5-year plan, next plan period: 2028-2032	Generally an annual call for proposals	Annual call for projects	Annual call for projects	Annual call for projects
Local Match Required	20%		20%	20%	20%	20%
Eligible Applicants	Any governmental entity or non-profit	Local governments	Local governments	Local governments	Local governments	Any government entity


VILLAGE OF
MOUNT
PROSPECT
ARTERIAL
BIKE
NETWORK
STUDY
Mount Prospect
MP

Item Cover Page

Subject	**Motion to accept the Suburban Purchasing Cooperative joint bid results and authorize the purchase of one (1) Ford 350 Transit from Currie Motors for a cost not-to-exceed $43,031.**
Meeting	May 6, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	$43,031.00
Budget Source	Vehicle Replacement Fund
Category	CONSENT AGENDA
Type	Action Item

Information

In the current budget there are funds available to replace the TV Services van. The current TV Services van is a 2003 GMC Savanna and is used to transport recording equipment to off-site events.

Discussion

Replacement Policy

The 2003 GMC Savanna has been evaluated, utilizing the village's detailed comprehensive replacement policy. This policy uses point-based criteria that rates each vehicle on four (4) major factors including age, mileage, repair & maintenance (R&M) cost, and condition of the body/mechanical components. A point total equaling or exceeding eleven (11) out of sixteen (16) indicates that the vehicle should be replaced.

The GMC Savanna scored 13 points, indicating replacement. The vehicle condition evaluation form and summary report for this vehicle are attached.

Other Factors

If the service life is extended, the vehicle will require capital investment. These costs are delineated on the attached vehicle evaluation forms. The current book value of the vehicle is $5,000. The vehicle has several critical issues that need attention to remain operational. The current repair estimate is $5,400.

- **Engine:** Seals and gaskets are dry-rotted and require replacement to prevent leaks and ensure proper function.
- **Exhaust System:** Rust is present, and the system needs repairs or possible replacement.
- **Brakes:** Brake lines are rusted and must be replaced to ensure safe braking

performance.

- **Tires:** All tires are dry-rotted and need replacement.

The Village satisfies the requirements to purchase this vehicle through the Suburban Purchasing Cooperative joint purchasing agreement. This contract is publicly bid and satisfies the requirements of the Village of Mount Prospect Purchasing Policy.

The vehicle being replaced will be sold through GovDeals.com Internet auction.

Alternatives

1. Accept the SPC contract pricing for the purchase of one (1) Ford Transit from Currie Motors.
2. Action at the discretion of Village Board.

Staff Recommendation

Staff recommends that the Village Board accept the Suburban Purchasing Cooperative joint bid results and authorize the purchase of one (1) Ford 350 Transit van from Currie Motors of Frankfort, Illinois, for a cost not-to-exceed $43,031.

Attachments

1. 2023 Transit 350 $43,031 Low Roof St# T13293
2. PIC of Current 305
3. 305-2025 Vehicle_Equipment Condition Evaluation Form

Prepared for: , St# T13293

2023 Transit-350 Cargo RWD Low Roof Van 148" WB Base (W1Y)

Price Level: 365



Client Proposal

Prepared by:
THOMAS SULLIVAN
Office: 815-464-9200
Date: 04/16/2025

Prepared for:
St# T13293
Prepared by: THOMAS SULLIVAN
04/16/2025

Currie Commercial Center | 10125 W. Laraway Frankfort Illinois | 60423

2023 Transit-350 Cargo RWD Low Roof Van 148" WB Base (W1Y)

Price Level: 365

Major Equipment

(Based on selected options, shown at right)

10-speed automatic

Exterior: Oxford White

Interior: Dark Palazzo Gray w/Vinyl Front Bucket Seats

* 16 x 6.5-inch front and rear argent steel wheels
* Front tires LT load rating: C
* Lock-up transmission
* Alternator Amps: 250A
* All-speed ABS and driveline traction control
* Battery run down protection
* Steering wheel mounted audio controls
* 4 inch primary display
* AM/FM
* Auxiliary input jack
* Vehicle body length: 237.6"
* Interior cargo length: 143.7 "
* Power door mirrors
* Light tinted windows
* Manual climate control
* Seat mounted side impact driver airbag
* Seat mounted side impact front passenger airbag
* 6 airbags
* LT235/65RS16 AS BSW front and rear tires
* Overdrive transmission
* Transmission electronic control
* Stainless steel single exhaust
* Lead acid battery
* Fuel tank capacity: 25.10 gal.
* Wireless audio streaming
* AM/FM stereo radio
* Seek scan
* External memory control
* Wheelbase: 148.0"
* Standard ride suspension
* Manual folding door mirrors
* Variable intermittent front windshield wipers
* Driver front impact airbag
* Cancellable front passenger air bag
* Airbag occupancy sensor
* Ford Co-Pilot360 w/Side Wind Stabilization electronic stability control system with anti-rollover

As Configured Vehicle

	MSRP
STANDARD VEHICLE PRICE	$47,930.00
Order Code 101A	N/C
Engine: 3.5L PFDi V6 Flex-Fuel	Included
Transmission: 10-Spd Automatic w/OD & SelectShift	Included
3.73 Axle Ratio	Included
GVWR: 9,500 lbs	Included
Tires: 235/65R16C 121/119 R AS BSW	Included
Wheels: 16" Silver Steel w/Black Hubcap	Included
Vinyl Front Bucket Seats	Included
Dark Palazzo Gray Vinyl Bucket Seats	Included
Monotone Paint Application	STD
148" Wheelbase	STD
Auto Start-Stop Delete	-$50.00
Radio: AM/FM Stereo	Included
Wi-Fi 4G LTE Hotspot Delete	-$20.00
Fleet Customer Powertrain Limited Warranty	N/C
50-State Emissions System	STD
Oxford White	N/C
Dark Palazzo Gray w/Vinyl Front Bucket Seats	N/C

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

Prepared for:
St# T13293
Prepared by: THOMAS SULLIVAN
04/16/2025

Currie Commercial Center | 10125 W. Laraway Frankfort Illinois | 60423

2023 Transit-350 Cargo RWD Low Roof Van 148" WB Base (W1Y)

Price Level: 365

Major Equipment

* SecuriLock immobilizer
* Driver seat with 4-way directional controls
* Height adjustable front seat head restraints
* Driver seat armrest
* Manual driver seat fore/aft control
* Manual passenger seat fore/aft control
* Vinyl front seatback upholstery
* 4-wheel antilock (ABS) brakes
* Brake assist system
* Bucket front seats
* Front passenger seat with 4-way directional controls
* Manual front seat head restraint control
* Manual reclining driver seat
* Manual reclining passenger seat
* Vinyl front seat upholstery
* 4-wheel disc brakes
* Electronic parking brake
* Hill start assist

As Configured Vehicle

	MSRP
Front & Rear Vinyl Floor Covering	$245.00
Cruise Control w/Adjustable Spd Limiting Device (ASLD)	$325.00
2 Additional Keys (4 Total)	$75.00
SUBTOTAL	$48,505.00
Destination Charge	$1,895.00
TOTAL	**$50,400.00**

Fuel Economy

City
N/A



Hwy
N/A

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

Prepared for:
St# T13293
Prepared by: THOMAS SULLIVAN
04/16/2025

Currie Commercial Center | 10125 W. Laraway Frankfort Illinois | 60423

2023 Transit-350 Cargo RWD Low Roof Van 148" WB Base (W1Y)

Price Level: 365

Pricing Summary - Single Vehicle

	MSRP
Vehicle Pricing	
Base Vehicle Price	$47,930.00
Options	$575.00
Colors	$0.00
Upfitting	$0.00
Fleet Discount	$0.00
Fuel Charge	$0.00
Destination Charge	$1,895.00
Subtotal	$50,400.00
Discount Adjustments	
Discount Adjustments	-$7,369.00
Total	$43,031.00

Customer Signature

Acceptance Date

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.


mount prospect
government
television
"your access to mount prospect"
847-870-5690
Village of Mount Prospect
Television Services
www.mountprospect.org/mptv
mptv
305

Village of Mount Prospect
Vehicle/Equipment Condition Evaluation Form

Unit # 305 Assigned Dept./Div. MPTV

Year: 2003 Make: GMC Model: Savanna Mileage: 13,204

Hours: N/A Date of Evaluation: 4-15-25 Performed By: Kevin DeLuca

System	Diagnosis	Estimated Repair Cost
Engine	Fair Dry rotted seals/gaskets	1,200
Transmission	Good	
Differential	Good	
Exhaust System	Poor Rust	1,500
Cooling System	Fair	500
Brakes	Poor rusted lines	1,000
Tires	Fair Dry rotted	1,200
Steering	Fair	
Suspension	Poor Rust	
HVAC	Fair	
Electrical	Fair	
Body/Frame	Fair rust	
Interior	Good	
Other- describe		
Total Estimated Repair Cost		$5,400

Diagnosis Code	Code Description
Good	Systems are functioning well and no major repairs are expected.
Fair	Some major repairs are needed, but unit can remain in service a little longer in current condition.
Poor	Major repairs are required as soon as possible to ensure unit safety and reliability.

Appendix - B

Village of Mount Prospect
Vehicle/Equipment Evaluation Summary Report

Unit # 305 Assigned Dept./Div. MPTV

Year: 2003 Make: GMC Model: Savanna Mileage: 13,204

Date of Evaluation: 4-15-25 Performed By: K DeLuca

Ratings:

Unit age: 22 Base Policy Age: 10 Points: 4

Mileage/Hrs: 13,204 Base Policy Mileage/Hrs: 85,000 Points: 1

Maintenance Cost:

Repair and Maintenance Cost: $15,516 ÷ Purchase Price: $18,900

Repair and Maintenance Percentage of Purchase Price: 82 % Points: 4

Condition Evaluation: ***(attach Vehicle Condition Evaluation Form)***

Estimated Repair Cost: $5,400 ÷ Current Book Value: $5,000

Repair Cost Percentage of Current Book Value: 108 % Points: 4

Total Ownership Cost Per Mile:

(Lifetime Fuel + R&M + Purchase Price) $36,900

Less Salvage Value $5,000

Net Lifetime Costs $31,900

Divided by Mileage/Hours 13,204

Operating Cost Per Mile/Hour $2.41Mile

Total Points: 13

Comments and other considerations:

Corrosion and age will costly to repair replacement is recommended

Superintendent's recommendation:

~~This vehicle has exceeded its life expectancy replacement is recommended~~

Total Point Evaluation: A point total equaling or exceeding eleven (11) indicates that the vehicle should be recommended for replacement. The point total is used to rank its replacement priority. The larger the number the higher the replacement priority will be.

Item Cover Page

Subject	**Motion to accept Sourcewell joint purchasing agreement pricing for the purchase of three (3) Bonnell snowplows for the upfitting of three (3) new plow/dump trucks for an amount not to exceed $57,295.50.**
Meeting	May 6, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	$57,295.50
Budget Source	Vehicle Replacement Fund
Category	CONSENT AGENDA
Type	Action Item

Information

There are sufficient funds available in the 2025 Budget to procure plows needed to up-fit two (2) International and one (1) Peterbilt plow/dump trucks purchased last year (2024) and recently received. These snowplows are available through a Sourcewell joint purchasing agreement contract with Bonnell Industries of Dixon, Illinois.

The plows will be used to outfit two (2) International (trucks ID #'s 2753, 4537) and one (1) Peterbilt plow/dump (truck ID #2740) approved by the Village Board on January 4, 2022 and August 20, 2024, respectively. The plows will be installed by Public Works vehicle technicians along with additional unfitting (lighting, communications equipment, etc.) needed to place trucks into service.

Discussion

The Village has extensive experience purchasing plows from Bonnell Industries. The proposed plows will match existing vehicles.

Sourcewell has an existing contract (Sourcewell contract #062222-BNL) with Bonnell Industries. The Village is a member of Sourcewell. The Sourcewell contract satisfies the public bidding requirements of the Village of Mount Prospect purchasing policy. The proposed purchase amount of not to exceed $57,295.50 includes an estimated $3,000 in shipping charges.

Alternatives

1. Accept the Sourcewell joint purchasing agreement pricing for the purchase of three (3)

snowplows for two (2) International and one (1) Peterbilt plow/dump trucks.
2. Action at the discretion of Village Board.

Staff Recommendation

Staff recommends that the Village Board accept the Sourcewell joint purchasing agreement pricing for the purchase of three (3) Bonnell snowplows for the unfitting of three (3) plow/dump trucks in an amount not to exceed $57,295.50.

Attachments

1. 10' Metro Table Plow 2740 UPDATED - Q186179
2. 11' Tube Table Plow 2753 UPDATED - Q177444
3. 10' Metro Table Plow4537 UPDATED - Q177443
4. 4540 PLOW back
5. 4540 PLOW Front
6. 4553 PLOW
7. 4537 PLOW
8. NEW BONNELL PLOW (2)
9. NEW BONNELL PLOW

BONNELL INDUSTRIES INC
TRUCK & ROAD EQUIPMENT
Sourcewell Contract Number: 062222-BNL

1385 Franklin Grove Rd
Dixon, IL 61021
815-284-3819 * 815-284-8815 Fax
800-851-9664
www.bonnell.com * info@bonnell.com

Quote

Quote Number: 0186179
Quote Date: 4/21/2025
Sourcewell ID: 50010

FINANCING AVAILABLE
ASK US FOR DETAILS

Bill To: 0005225
VILLAGE OF MOUNT PROSPECT
50 SOUTH EMERSON STREET
MOUNT PROSPECT, IL 60056

Ship To: 01
VILLAGE OF MOUNT PROSPECT
1700 W CENTRAL ROAD
MOUNT PROSPECT, IL 60056-2229

Phone: (847) 870-5640 Fax: (847) 253-9377 KDeLuca@mountprospect.org

Phone:
Fax:

Confirm To: KEVIN DELUCA Comment:

Customer P.O.	Ship VIA	F.O.B.	Terms	Quote Expiration
	BONNELL TRUCK	Mount Prospect	Net 30 Days	5/21/2025

Ordered	Unit	Item Number
1.00	EACH	**PLOW** CONFIGURED AS FOLLOWS: YES PAINTED: SCHOOL BUS YELLOW POLYURETHANE NO EXTRA RIBS EXTRA RIBS
1.00	EACH	**/FREIGHT** BONNELL TO DELIVER TO MOUNT PROSPECT
1.00	EACH	**10ST42TT7** Base Model 10ST42TT7 Straight Steel Snow Plow 10'-0" Cutting Edge X 42" Straight Height Torsion Trip Cutting Edge (4) 3/4" Round Wire Trip Springs Metropolitan Table/A-Frame Assembly (2) 3X10 Reversing Cylinders (5) Table To Moldboard Hookup Points
1.00	EACH	**P10110** Chain lift only (no saddle) reversible plows(for use with telescopic lift arm on hitch)
1.00	EACH	**P10260** QL-Quick Link swivel bar (plow section installed) (Flink Style and Penn Dot)
1.00	EACH	**P10400** 3/4" Bottom Angle (ILO Standard)-Moldboard Weldment Angle
1.00	EACH	**P10401** 3/4" Bottom Angle (ILO Standard) Trip Edge Angle (for trip edge plows)
1.00	EACH	**P10410** Cove cut on on curb side end of moldboard
1.00	EACH	**P10425** 3/8" x 12" Rubber flap kit installed
1.00	EACH	**P10465** Plow stand - installed (to hold hook up point @ desired height when detached)
1.00	EACH	**P10466** Extra Plow Stand Boss Welded to Plow End Rib for Plow Stand Storage.

BONNELL INDUSTRIES INC
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Quote

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Quote Date: 4/21/2025
Sourcewell ID: 50010

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Phone:
Fax:

Confirm To: KEVIN DELUCA

Comment:

Customer P.O.	Ship VIA	F.O.B.	Terms	Quote Expiration
	BONNELL TRUCK	Mount Prospect	Net 30 Days	5/21/2025

Ordered	Unit	Item Number
1.00	EACH	**P10470** 36" Blaze orange markers
1.00	EACH	**P10520** 7/8" x 5" C1084 Carbide cutting edges with 5/8" x 6" cover blade (in lieu of standard 5/8" x 6")
1.00	EACH	**P10555** 1/2" Quick Couplers installed (one set/per plow) pioneer PHD-4000-4

SIGNING THIS QUOTE CONSTITUTES YOUR ACCEPTANCE AND AGREEMENT TO THE FOLLOWING:

- o DUE TO THE CLIMATE OF CURRENT MARKET CONDITIONS FINAL INVOICE PRICE MAY VARY FROM ORIGINAL QUOTE PRICE.
- o NO PRODUCT/SPEC. CHANGES MAY BE MADE AFTER THE DATE OF SIGNATURE. ANY CHANGES REQUESTED AFTER THE DATE OF SIGNATURE WILL BE QUOTED SEPARATELY AND, IF APPLICABLE, WILL BE COMPLETED ON A SEPARATELY SCHEDULED TIME FRAME.
- o 15% RESTOCKING FEE ON RETURNED ITEMS. NO RETURNS ON ELECTRICAL ITEMS
- o THIS QUOTE IS VALID FOR 30 DAYS. ALL QUOTES OVER 30 DAYS OLD ARE SUBJECT TO CHANGE AND REQUIRE A REQUOTE PRIOR TO ACCEPTANCE OF A PURCHASE ORDER.

Net Order:	17,680.90
Less Discount:	0.00
Freight:	0.00
Sales Tax:	0.00
Quote Total:	17,680.90

AUTHORIZED APPROVAL CONTACT NAME (PRINTED): _____

AUTHORIZED APPROVAL CONTACT (SIGNATURE): _____

APPROVAL DATE: _____ **CUSTOMER PO NUMBER:** _____

0009 Joey Bonnell JRB

BONNELL INDUSTRIES INC
TRUCK & ROAD EQUIPMENT
Sourcewell Contract Number: 062222-BNL

1385 Franklin Grove Rd
Dixon, IL 61021
815-284-3819 * 815-284-8815 Fax
800-851-9664
www.bonnell.com * info@bonnell.com

Quote

Quote Number: 0177444
Quote Date: 4/21/2025
Sourcewell ID: 50010

FINANCING AVAILABLE
ASK US FOR DETAILS

Bill To: 0005225
VILLAGE OF MOUNT PROSPECT
50 SOUTH EMERSON STREET
MOUNT PROSPECT, IL 60056

Ship To: 01
VILLAGE OF MOUNT PROSPECT
1700 W CENTRAL ROAD
MOUNT PROSPECT, IL 60056-2229

Phone: (847) 870-5640 Fax: (847) 253-9377 KDeLuca@mountprospect.org

Phone:
Fax:

Confirm To: KEVIN DELUCA

Comment:

Customer P.O.	Ship VIA	F.O.B.	Terms	Quote Expiration
	BONNELL TRUCK	Mount Prospect	Net 30 Days	5/21/2024

Ordered	Unit	Item Number
1.00	EACH	**PLOW** CONFIGURED AS FOLLOWS: YES PAINTED: SCHOOL BUS YELLOW POLYURETHANE NO EXTRA RIBS EXTRA RIBS
1.00	EACH	**/FREIGHT** BONNELL TO DELIVER TO MOUNT PROSPECT
1.00	EACH	**11ST42TT1** 11'X42"STRAIGHT,TORSION TRIP TUBE TABLEBase Model 11ST42TT1 Straight Steel Snow Plow 11'-0" Cutting Edge X 42" Straight Height Torsion Trip Cutting Edge (4) 3/4" Round Wire Trip Springs Heavy Duty Tubular Table/A-Frame Assembly (2) 4X12 Reversing Cylinders (5) Table To Moldboard Hookup Points
1.00	EACH	**P10110** Chain lift only (no saddle) reversible plows(for use with telescopic lift arm on hitch)
1.00	EACH	**P10260** QL-Quick Link swivel bar (plow section installed) (Flink Style and Penn Dot)
1.00	EACH	**P10400** 3/4" Bottom Angle (ILO Standard)-Moldboard Weldment Angle
1.00	EACH	**P10401** 3/4" Bottom Angle (ILO Standard) Trip Edge Angle (for trip edge plows)
1.00	EACH	**P10410** Cove cut on on curb side end of moldboard
1.00	EACH	**P10425** 3/8" x 12" Rubber flap kit installed
1.00	EACH	**P10465** Plow stand - installed (to hold hook up point @ desired height when detached)
1.00	EACH	**P10466** Extra Plow Stand Boss Welded to Plow End Rib for Plow Stand Storage.

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Customer P.O.	Ship VIA	F.O.B.	Terms	Quote Expiration
	BONNELL TRUCK	Mount Prospect	Net 30 Days	5/21/2024

Ordered	Unit	Item Number
1.00	EACH	**P10470** 36" Blaze orange markers
1.00	EACH	**P10520** 7/8" x 5" C1084 Carbide cutting edges with 5/8" x 6" cover blade (in lieu of standard 5/8" x 6")
1.00	EACH	**P10555** 1/2" Quick Couplers installed (one set/per plow) pioneer PHD-4000-4

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Net Order:	18,933.70
Less Discount:	0.00
Freight:	0.00
Sales Tax:	0.00
Quote Total:	18,933.70

AUTHORIZED APPROVAL CONTACT NAME (PRINTED): _____

AUTHORIZED APPROVAL CONTACT (SIGNATURE): _____

APPROVAL DATE: _____ **CUSTOMER PO NUMBER:** _____

0009 Joey Bonnell JRB

BONNELL INDUSTRIES INC
TRUCK & ROAD EQUIPMENT
Sourcewell Contract Number: 062222-BNL

1385 Franklin Grove Rd
Dixon, IL 61021
815-284-3819 * 815-284-8815 Fax
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Quote

Quote Number: 0177443
Quote Date: 4/21/2024
Sourcewell ID: 50010

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VILLAGE OF MOUNT PROSPECT
50 SOUTH EMERSON STREET
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Phone:
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Confirm To: KEVIN DELUCA

Comment:

Customer P.O.	Ship VIA	F.O.B.	Terms	Quote Expiration
	BONNELL TRUCK	Mount Prospect	Net 30 Days	5/21/2024

Ordered	Unit	Item Number
1.00	EACH	**PLOW** CONFIGURED AS FOLLOWS: YES PAINTED: SCHOOL BUS YELLOW POLYURETHANE NO EXTRA RIBS EXTRA RIBS
1.00	EACH	**/FREIGHT** BONNELL TO DELIVER TO MOUNT PROSPECT
1.00	EACH	**10ST42TT7** Base Model 10ST42TT7 Straight Steel Snow Plow 10'-0" Cutting Edge X 42" Straight Height Torsion Trip Cutting Edge (4) 3/4" Round Wire Trip Springs Metropolitan Table/A-Frame Assembly (2) 3X10 Reversing Cylinders (5) Table To Moldboard Hookup Points
1.00	EACH	**P10110** Chain lift only (no saddle) reversible plows(for use with telescopic lift arm on hitch)
1.00	EACH	**P10260** QL-Quick Link swivel bar (plow section installed) (Flink Style and Penn Dot)
1.00	EACH	**P10400** 3/4" Bottom Angle (ILO Standard)-Moldboard Weldment Angle
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1.00	EACH	**P10465** Plow stand - installed (to hold hook up point @ desired height when detached)
1.00	EACH	**P10466** Extra Plow Stand Boss Welded to Plow End Rib for Plow Stand Storage.

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TRUCK & ROAD EQUIPMENT

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Customer P.O.	Ship VIA	F.O.B.	Terms	Quote Expiration
	BONNELL TRUCK	Mount Prospect	Net 30 Days	5/21/2024

Ordered	Unit	Item Number
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1.00	EACH	**P10520** 7/8" x 5" C1084 Carbide cutting edges with 5/8" x 6" cover blade (in lieu of standard 5/8" x 6")
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- o **15% RESTOCKING FEE ON RETURNED ITEMS. NO RETURNS ON ELECTRICAL ITEMS**
- o **THIS QUOTE IS VALID FOR 30 DAYS. ALL QUOTES OVER 30 DAYS OLD ARE SUBJECT TO CHANGE AND REQUIRE A REQUOTE PRIOR TO ACCEPTANCE OF A PURCHASE ORDER.**

Net Order:	17,680.90
Less Discount:	0.00
Freight:	0.00
Sales Tax:	0.00
Quote Total:	17,680.90

AUTHORIZED APPROVAL CONTACT NAME (PRINTED): _____

AUTHORIZED APPROVAL CONTACT (SIGNATURE): _____

APPROVAL DATE: _____ **CUSTOMER PO NUMBER:** _____

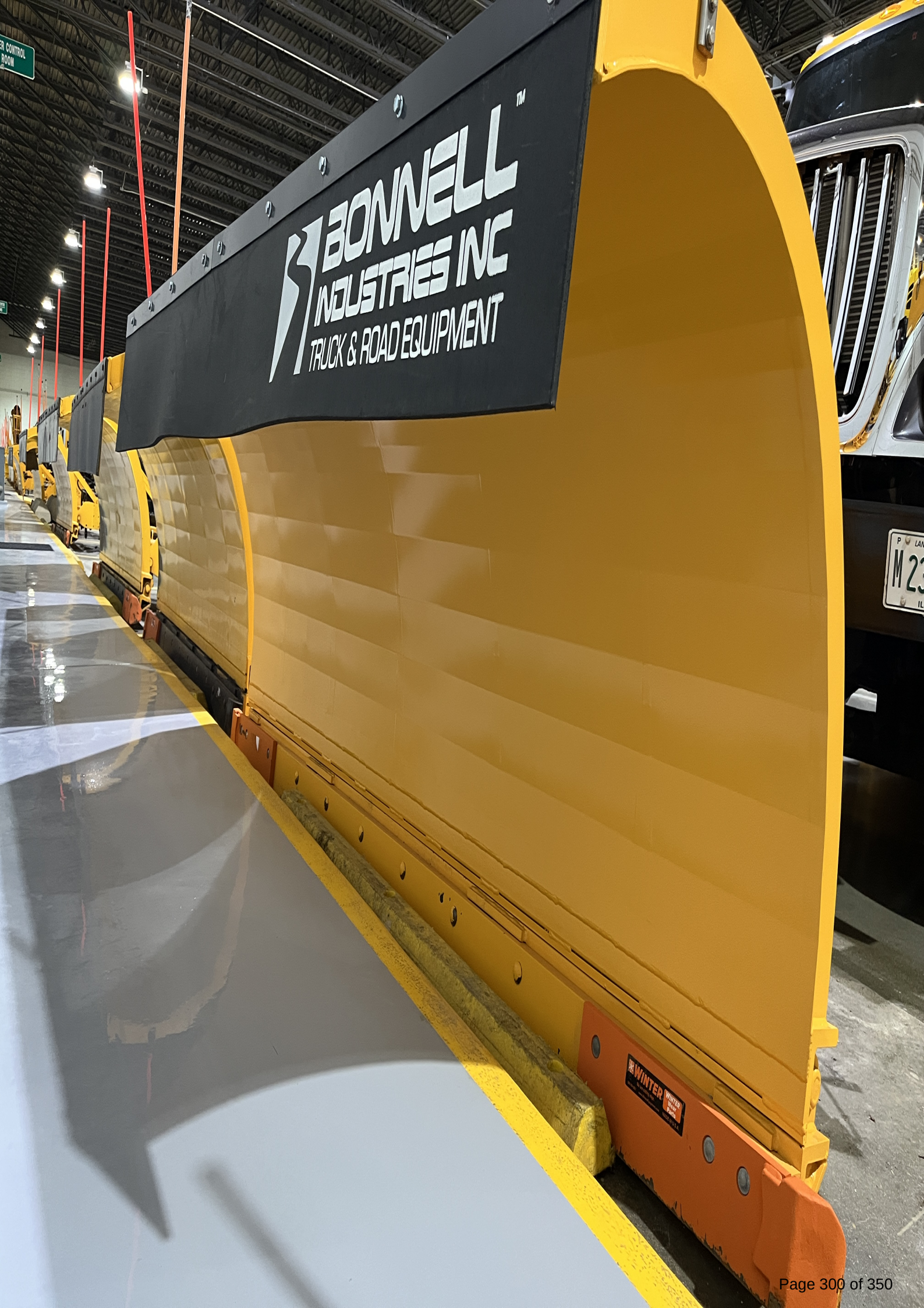
0009 Joey Bonnell JRB


WARNING
TOP
SIDE




LAND OF LINCOLN
M 165538
ILLINOIS




BONNELL
INDUSTRIES INC
TRUCK & ROAD EQUIPMENT
WINTER


BOWELL
DANGER
IMPACT HAZARD
WARNING
HIGH PRESSURE OIL HAZARD
WARNING
CRUSHING HAZARD
CAUTION
NOTICE

LINDCO Equipment Sales
DIVISION OF VIKING-CIVES GROUP

2168 East 88th Drive
Merrillville, Indiana 46410

Voice: (219)795-1448
Fax: (219)736-0892

Sourcewell Formerly NJPA
Awarded Contract

QUOTATION

Quote Number: 250248-SWL
Quote Date: Apr 25, 2025
Page: 1

Viking-Cives #062222-VCM

Quoted To:

Mount Prospect, Village of
50 South Emerson Street
ATTN: AP
Mount Prospect, IL 60056
USA

TERMS & CONDITIONS OF QUOTE

> Quotes are only valid for 30 days from date of quote.
> Quotes past 30 days must be requoted.
> 25% restocking fee on all cancelled and returned orders.

Customer ID	Good Thru	Payment Terms	Sales Rep
Mount Prospect-01	5/25/25	Net 30 Days	51622

Quantity	Item	Description
		SOURCEWELL CONTRACT: CONTRACT HOLDER: Viking-Cives CONTRACT NUMBER: 062222-VCM CONTRACT MATURITY DATE: 08/15/2026 CONTRACT NUMBERS: SW-TK0510, NJ2400, SW-TK0554 _____ SOURCEWELL MEMBER: MEMBER NUMBER: 50010 MEMBER: Village of Mount Prospect CONTACT: Kevin Deluca PHONE: 847-870-5640 E-MAIL: kdeluca@mountprospect.org _____ TERMS OF QUOTE: ***Due to the supply chain issues the following applies.*** * All quotes are only valid for thirty (30) days from date of quote. _____ EQUIPMENT PAYMENT TERMS: * Net 30 days payment after equipment/invoice arrives at your location. * Will be subject to all price increases up until time of completion. _____ ESTIMATED DELIVERY TIME FRAME: * Allow approximately 90-115 days for all equipment to arrive at your location after receiving your purchase order. ***Based on supply chain issues all of the above estimated time frames are subject to change.***

Subtotal	Continued
Sales Tax	Continued
TOTAL	**Continued**

25% Restock Fee on All Cancelled and Returned Orders

LINDCO Equipment Sales
DIVISION OF VIKING-CIVES GROUP
2168 East 88th Drive
Merrillville, Indiana 46410

Voice: (219)795-1448
Fax: (219)736-0892

Sourcewell Formerly NJPA Awarded Contract

QUOTATION

Quote Number: 250248-SWL
Quote Date: Apr 25, 2025
Page: 2

Viking-Cives #062222-VCM

Quoted To:

Mount Prospect, Village of
50 South Emerson Street
ATTN: AP
Mount Prospect, IL 60056
USA

TERMS & CONDITIONS OF QUOTE

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Customer ID	Good Thru	Payment Terms	Sales Rep
Mount Prospect-01	5/25/25	Net 30 Days	51622

Quantity	Item	Description
1.00	PA-SL316-84-120-40	_____ SUMMARY OF QUOTE: Equipment shipped to customer for their 2025 Peterbilt 548 102.5" CA _____ ********** SOURCEWELL TOTAL PRICE: ********** _____ DUMP BODY: _____ Duraclass 10' Steel Dump Body per below specs * PA-SL316-84-120-40/40/40-1824HD-9YD-P DIMENSIONS: * 84" ID, 96" OD * 10' length * 40" front, sides, & rear * 12" overhang * 16.375" rear corner post width MATERIALS: * 8 gauge A1011 45K Min front and sides * 7 gauge 201SS 2B rear * 1/4 AR400 floor * Stainless rear corner posts and apron CONSTRUCTION: * 10" I-Beams frame style * Crossmemberless

Subtotal	Continued
Sales Tax	Continued
TOTAL	**Continued**

25% Restock Fee on All Cancelled and Returned Orders

LINDCO Equipment Sales
DIVISION OF VIKING-CIVES GROUP

2168 East 88th Drive
Merrillville, Indiana 46410

Voice: (219)795-1448
Fax: (219)736-0892

Sourcewell Formerly NJPA Awarded Contract

QUOTATION

Quote Number: 250248-SWL
Quote Date: Apr 25, 2025
Page: 3

Viking-Cives #062222-VCM

Quoted To:

Mount Prospect, Village of
50 South Emerson Street
ATTN: AP
Mount Prospect, IL 60056
USA

TERMS & CONDITIONS OF QUOTE

> Quotes are only valid for 30 days from date of quote.
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> 25% restocking fee on all cancelled and returned orders.

Customer ID	Good Thru	Payment Terms	Sales Rep
Mount Prospect-01	5/25/25	Net 30 Days	51622

Quantity	Item	Description
		* 45° 8" bevel floor style * Straight front & rear * (2) slanted side bracings * Formed V Brace on front head CAB SHIELD: * 3/4 size cab shield, 8 gauge hi-ten steel, shipped loose TAILGATE: * Stainless steel * Double acting * Manual with grease, stainless release style * 3/4" thick hinge plate * (1) horizontal, (2) vertical bracings * Tailgate hardware kit, stainless HOIST: * Model 1824HD * Complete mounting kit 1824HD * Hoist manual kit sgl cyl, arm-d REAR CORNER POSTS: * (4) Ovals (2 each side rear facing) * (2) Side Markers (1 on each corner post side facing) OTHER ITEMS: * LED light kit with harness * Chain brackets and chain shipped loose * Lead time 10-12 weeks
1,000.00	FREIGHT	FREIGHT

Subtotal	19,084.00
Sales Tax	
TOTAL	**19,084.00**

25% Restock Fee on All Cancelled and Returned Orders

LINDCO Equipment Sales
DIVISION OF VIKING-CIVES GROUP

QUOTATION

Quote Number: 250330
Quote Date: Apr 17, 2025
Page: 1

2168 East 88th Drive
Merrillville, IN 46410
USA
Voice: (219)795-1448
Fax: (219)736-0892

Quoted To:

Mount Prospect, Village of
50 South Emerson Street
ATTN: AP
Mount Prospect, IL 60056
USA

TERMS & CONDITIONS OF QUOTE

> Quotes are only valid for 30 days from date of quote.
> Quotes past 30 days must be requoted.
> 25% restocking fee on all cancelled and returned orders.

Customer ID	Good Thru	Payment Terms	Sales Rep
Mount Prospect-01	5/17/25	Net 30 Days	51622

Quantity	Item	Description
		HYDRAULICS:
1.00	1079971	Force America PTO Hot Shift "278" Non-offset 12v DIN 5462 90% Md 129% Hd
1.00	1063355	Force America Load Sense direct mounted pump, CFG-999182, TXV92-R-KIT-CFG
1.00	1180811	Force America 6000 psi filter - 25 micron microglass, 435 psi Delts)-single end open - nitrile seals, dual #16 or 1-1/2" SF ports, 102 psi bypass valve
1.00	1097338	Force America VT35G2-B-SS- stainless, 30 gallon reservoir/valve combo tank with slosh shield
1.00	1039496	Force America Temp/level Sensor 158 Degree F 30 Gal With Slosh Shield Vt-35
1.00	1090588-CFG-142523	Force America Add-A-Fold Valve to operate D/A hoist, D/A plow lift no float, D/A plow angle, D/A scraper lift, auger forward & reverse, prewet, spinner
1.00	1095633	Force America crossover relief w/pressure release.
1.00	1022175-MTPROSPECT	Force America MPJC-6100-3-GEN5-ULTRA-MOUNT PROSPECT, includes closed loop auger & prewet feedback kits & arc wireless sensor, & camera kits
		CAMERA WASH SYSTEM:
1.00	MSF8470037000-LR-A	Camera Wash (1) nozzle for single camera. Does not include tubing kit. Less reservoir
1.00	MSF5010A	Camera Wash 30' tubing kit complete with air and washer (Rev. A 051517)
2.00	MSF8470038000A	Camera Wash nozzle kit
3.00	MSF5000	Stainless Steel Camera Box with "U" Pivot Bracket (Rev. J, 091317).
315.00	FREIGHT	FREIGHT
		* Lead time approximately 12-14 weeks

Subtotal	38,798.44
Sales Tax	
TOTAL	**38,798.44**

Lindco Cives
2168 East 88th Drive
Merrillville, IN 46410
USA

Voice: (219)795-1448
Fax: (219)736-0892

QUOTATION

Quote Number: 250192
Quote Date: Mar 31, 2025
Page: 1

Quoted To:
Mount Prospect, Village of 50 South Emerson Street ATTN: AP Mount Prospect, IL 60056 USA

Customer ID	Good Thru	Payment Terms	Sales Rep
Mount Prospect-01	4/30/25	Net 30 Days	51622

Quantity	Item	Description	Unit Price	Amount
		HYDRAULICS:		
1.00	1079971	Force America PTO Hot Shift "278" Non-offset 12v DIN 5462 90% Md 129% Hd	1,687.50	1,687.50
1.00	1063355	Force America Load Sense direct mounted pump, CFG-999182, TXV92-R-KIT-CFG	3,006.25	3,006.25
1.00	1180811	Force America 6000 psi filter - 25 micron microglass, 435 psi Delts)-single end open - nitrile seals, dual #16 or 1-1/2" SF ports, 102 psi bypass valve	631.25	631.25
1.00	1063458-CFG-131279	Force America VT25-AAF-007-SS, VT25-B-KIT-CFG	6,812.50	6,812.50
1.00	1039496	Force America Temp/level Sensor 158 Degree F 30 Gal With Slosh Shield Vt-35	175.00	175.00
1.00	1090588-CFG-131873	Force America Add-A-Fold Valve to operate D/A hoist, D/A plow lift no float, D/A plow angle, D/A scraper lift, auger forward & reverse, prewet, spinner	8,058.75	8,058.75
1.00	1095633	Force America crossover relief w/pressure release.	365.71	365.71
1.00	1022175-MTPROSPECT	Force America MPJC-6100-3-GEN5-ULTRA-MOUNT PROSPECT, includes closed loop auger & prewet feedback kits & arc wireless sensor, & camera kits	14,462.85	14,462.85
		BEHIND THE CAB PRE-WET:		
1.00	LISC SG06070056-3	Certified Power prewet, valve instack w/flow	3,711.17	3,711.17

Subtotal	Continued
Sales Tax	Continued
TOTAL	**Continued**

Lindco Cives
2168 East 88th Drive
Merrillville, IN 46410
USA

Voice: (219)795-1448
Fax: (219)736-0892

QUOTATION

Quote Number: 250192
Quote Date: Mar 31, 2025

Quoted To:
Mount Prospect, Village of 50 South Emerson Street ATTN: AP Mount Prospect, IL 60056 USA

Customer ID	Good Thru	Payment Terms	Sales Rep
Mount Prospect-01	4/30/25	Net 30 Days	51622

Quantity	Item	Description	Unit Price	Amount
		meter with stainless bracket		
1.00	LISC SG06090028	Certified Power prewet plumbing kit, behind cab, 1 line, 2 nozzles	386.31	386.31
1.00	LISC SG06080036	Certified Power 240 gallon behind the cab prewetting system. Includes (2) 120 gallon tanks, stainless mounting frame, hold down straps, no mounting flanges	5,847.32	5,847.32
1.00	LISC SG06060013	Certified Power LH Frame Mtg Bracket	545.60	545.60
1.00	LISC SG06060012	Certified Power RH Frame Mtg Bracket	545.60	545.60
1.00	ELCA SG07070122	Certified Power Poly Float with BH Corded Plug	142.92	142.92
		CAMERA WASH SYSTEM:		
1.00	MSF8470037000-LR-A	Camera Wash (1) nozzle for single camera. Does not include tubing kit. Less reservoir	443.30	443.30
1.00	MSF5010A	Camera Wash 30' tubing kit complete with air and washer (Rev. A 051517)	76.50	76.50
2.00	MSF8470038000A	Camera Wash nozzle kit	144.43	288.86
3.00	MSF5000	Stainless Steel Camera Box with "U" Pivot Bracket (Rev. J, 091317).	228.80	686.40
650.00	FREIGHT	FREIGHT	1.00	650.00
		* Lead time approximately 12-14 weeks		

Subtotal	48,523.79
Sales Tax	
TOTAL	**48,523.79**

RESOLUTION NO.

A RESOLUTION AUTHORIZING EXECUTION OF A GRANT OF LICENSE
WITH THE MOUNT PROSPECT LIONS CLUB
TO CONDUCT WEEKLY CAR SHOWS

WHEREAS, the Village of Mount Prospect supports the summer “Blues Mobile Cruise Night” car shows held in the commuter parking lots; and

WHEREAS, the Mayor and Board of Trustees of the Village of Mount Prospect have determined that the best interests of the Village would be served by entering into a Grant of License between the Village and the Mount Prospect Lions Club in order to conduct the annual Car Shows from May 10, 2025 through September 27, 2025.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS:

SECTION ONE: That the Mayor and Board of Trustees of the Village of Mount Prospect do hereby authorize the execution of a Grant of License to the Mount Prospect Lions Club to conduct the Car Show on Union Pacific Railroad property, which property is leased by the Village and under the control of said Village, a copy of the Grant of License is attached hereto and hereby made a part of this Resolution as Exhibit "A".

SECTION TWO: The Village has granted a Grant of License to the Mount Prospect Lions Club to operate a car show subject to the terms, covenants and conditions of the Hold Harmless Agreement, attached hereto and hereby made a part of this Resolution as Exhibit “B”.

SECTION THREE: That this Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

ABSTAIN:

PASSED and APPROVED this 6th day of May, 2025.

_____
Paul Wm. Hoefert
Mayor

ATTEST:

_____
Karen M. Agoranos, Village Clerk

Exhibit "A"

GRANT OF LICENSE

The Village of Mount Prospect hereby grants a license to the MOUNT PROSPECT LIONS CLUB (licensee) for the purpose of operating a Car Show on the parking lots located at the Union Pacific Railroad property located east of Main Street/Elmhurst Road, which property is currently leased by the Village of Mount Prospect from the Union Pacific Railroad Company. This License is subject to the following conditions:

1. The term of the License shall be from May 10, 2025 through September 27, 2025.

2. This License shall be revocable at any time by the corporate authorities of the Village of Mount Prospect if the licensee or any vendor is in violation of state or local laws or this Grant of License.

3. The licensee shall possess a Certificate of Insurance for public liability insurance in an amount of not less that $1,000,000 per occurrence naming both the Village of Mount Prospect and the Union Pacific Railroad Company as additional insured.

4. The licensee/grantee shall not discriminate against any employee, applicant, volunteer, authorized vendor or event participant because of race, color, religion, sex, sexual orientation, marital status, national origin or ancestry, citizenship status, age, physical or mental handicap unrelated to ability, military status or an unfavorable discharge from military service.

5. The Lions Club and Village Manager shall meet to discuss alternate locations for the Car Show in 2026.

This Grant of License is personal to the MOUNT PROSPECT LIONS CLUB and may not be transferred to any other person or entity.

Dated this 6th day of May, 2025.

VILLAGE OF MOUNT PROSPECT

By: _____
Michael J. Cassady
Village Manager

APPROVED/ACCEPTED:

_____
for the Mount Prospect
Lions Club

EXHIBIT "B"

HOLD HARMLESS

WHEREAS, MOUNT PROSPECT LIONS CLUB ("GRANTEE") has requested permission of the corporate authorities of the Village of Mount Prospect, ("GRANTOR") to operate a Car Show within the parking lots located on the Union Pacific Railroad property, located both east and west of Main Street/Elmhurst Road; and

WHEREAS, the Mayor and Board of Trustees of the Village of Mount Prospect did adopt Resolution No. on May 6th, 2025, entitled "A Resolution Authorizing Execution of a License to the Mount Prospect Lions Club to Conduct the Annual Car Show in the Village".

NOW, THEREFORE, upon the mutual covenants and agreements hereinafter set forth and other good and valuable consideration, the receipt of sufficiency of which are hereby acknowledged, the GRANTOR has granted a Grant of License to GRANTEE to operate a Car Show within the east commuter lot located on the Union Pacific Railroad property, located at the southeast corner of Northwest Highway and Emerson Street, which license is conveyed, however, subject to the following terms, covenants and conditions:

1. The GRANTOR may at any future time after the date hereof revoke the License referenced herein and without notice to the GRANTEE and without cost to either the GRANTOR or his/her successors or assigns.

2. Upon such revocation of said License by the GRANTOR, and with written notice of said revocation to the GRANTEE, the GRANTEE shall cease operation of said Car Show.

3. GRANTEE shall at all times, and under all circumstances, indemnify, protect, and save harmless the GRANTOR, its grantees, licensees, agents, lessees and invitees, from and against any and all damages, losses, claims, demands, actions, and causes of action whatsoever (including any reasonable costs, expenses, and attorneys' fees which may be incurred in connection therewith) whether or not the claim, demand or other action asserted by meritorious, and which results from or is alleged to arise as a result of the activity being the subject of this Agreement.

4. GRANTOR shall not be liable to GRANTEE, her grantees, licensees, agents, lessees, or invitees for any damages or injuries (including death) to any person thereof except to the extent that injuries or damages are caused by the negligent, willful, or malicious misconduct of GRANTOR.

5. Any notice herein provided to be given shall be deemed properly given if in writing and delivered personally or mailed to the GRANTOR at:

   50 South Emerson Street
   Mount Prospect, Illinois 60056

or to the GRANTEE at:

P. O. Box 332
Mount Prospect, Illinois 60056

or to such other person or address as the parties hereto may from time to time designate upon written notice.

6. This Agreement shall insure to the benefit of and be binding upon the parties hereto and their respective successors in interest.

IN WITNESS WHEREOF, the parties hereto have caused this License Agreement to be executed by their proper officers, thereunto duly authorized and their respective seals to be affixed this 6th day of May, 2025.

MOUNT PROSPECT LIONS CLUB

By:_____

VILLAGE OF MOUNT PROSPECT,
a municipal corporation

By:_____
Michael J. Cassady
Village Manager

ATTEST:

_____
Karen M. Agoranos
Village Clerk
H:\CLKO\WIN\RESOLUTION\car show resolution2025.doc.

Item Cover Page

Subject	**A RESOLUTION AUTHORIZING EXECUTION OF GRANT OF LICENSE WITH THE MOUNT PROSPECT LIONS CLUB TO CONDUCT THE FARMERS MARKET**
Meeting	May 6, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	CONSENT AGENDA
Type	Action Item

Information

This resolution provides for the continuation of the popular Farmers Market sponsored by the Mount Prospect Lions Club in the West Commuter Lot. The Farmers market will be held every Sunday, rain or shine, from June 1 through October 26, 2025 from 8:00 am to 1:00 pm.

Discussion

Alternatives

1. Approve a resolution authorizing execution of a grant of license with the Mount Prospect Lions Club to conduct the Farmers Market.
2. Action at the discretion of the Village Board.

Staff Recommendation

Approve a resolution authorizing execution of a grant of license with the Mount Prospect Lions Club to conduct the Farmers Market.

Attachments

1. FarmersMarket,2025

RESOLUTION NO.

A RESOLUTION AUTHORIZING EXECUTION OF A GRANT OF LICENSE
WITH THE MOUNT PROSPECT LIONS CLUB
TO CONDUCT A FARMERS' MARKET

WHEREAS, the Village of Mount Prospect supports the annual Farmers' Market held in the commuter parking lots; and

WHEREAS, the President and Board of Trustees of the Village of Mount Prospect have determined that the best interests of the Village would be served by entering into a Grant of License between the Village and the Mount Prospect Lions Club in order to conduct the annual Farmers' Market from June 1 through October 26, 2025.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS A HOME RULE MUNICIPALITY:

SECTION ONE: That the Mayor and Board of Trustees of the Village of Mount Prospect do hereby authorize the execution of a Grant of License to the Mount Prospect Lions Club to conduct the Farmers' Market on Union Pacific Railroad property, which property is leased by the Village and under the control of said Village, a copy of the Grant of License is attached hereto and hereby made a part of as Exhibit "A".

SECTION TWO: The Village has granted a Grant of License to the Mount Prospect Lions Club to operate a farmers' market subject to the terms, covenants and conditions of the Hold Harmless Agreement, attached hereto and hereby made a part of this Resolution as Exhibit "B".

SECTION THREE: That this Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

ABSTAIN:

PASSED and APPROVED this 6th day of May 2025.

_____
Paul Wm. Hoefert
Mayor

ATTEST:

_____
Karen M. Agoranos
Village Clerk

Exhibit "A"

GRANT OF LICENSE

The Village of Mount Prospect hereby grants a license to the MOUNT PROSPECT LIONS CLUB (licensee) for the purpose of operating a Farmers' Market on the parking lots located at the Union Pacific Railroad property located both east and west of Main Street/Elmhurst Road, which property is currently leased by the Village of Mount Prospect from the Union Pacific Railroad Company. This License is subject to the following conditions:

1. The term of the License shall be from June 1 through October 26, 2025.

2. Each vendor operating at the Farmers' Market shall possess a Certificate of Public Liability Insurance in an amount not less than $100,000 per occurrence and shall execute a Hold Harmless Agreement, a copy of which is attached hereto and hereby made a part of as Exhibit "B".

3. This License shall be revocable at any time by the corporate authorities of the Village of Mount Prospect if the licensee or any vendor is in violation of state or local laws or this Grant of License.

4. The licensee must issue written rules applicable to all vendors and must certify each vendor as qualified prior to the vendor's participation in the Market. The licensee shall ensure all applicable Village food code regulations (Chapter 12 of the Mount Prospect Village Code) are followed and enforced. The licensee shall cooperate fully with duly authorized Village employees for enforcement of Village codes including but not limited to prequalification, spot inspections, etc.

5. Within ten (10) days of the execution of this Grant of License, the licensee shall submit to the Village Manager a pro forma revenue and expense statement setting forth certification fees and estimated revenues, expenses, management fees, if any, and the proposed disposition of potential net revenues.

6. Prior to November 30, 2025, the licensee shall issue a written report to the Village Manager outlining the financial aspects of running the Market, problems encountered in the year 2025

7. season, along with proposed solutions, proposals for improving the Market and the outlook for the future of the Market.

8. The licensee shall possess a Certificate of Insurance for public liability insurance in an amount of not less that $1,000,000 per occurrence naming both the Village of Mount Prospect and the Union Pacific Railroad Company as additional insured.

9. The licensee/grantee shall not discriminate against any employee, applicant, volunteer, authorized vendor or event participant because of race, color, religion, sex, sexual

orientation, marital status, national origin or ancestry, citizenship status, age, physical or mental handicap unrelated to ability, military status or an unfavorable discharge from military service.

This Grant of License is personal to the MOUNT PROSPECT LIONS CLUB and may not be transferred to any other person or entity.

Dated this 6th day of May 2025.

VILLAGE OF MOUNT PROSPECT

By: _____
Michael J. Cassady
Village Manager

APPROVED/ACCEPTED:

_____
for the Mount Prospect Lions Club

Exhibit “B”

HOLD HARMLESS

WHEREAS, MOUNT PROSPECT LIONS CLUB ("GRANTEE") has requested permission of the corporate authorities of the Village of Mount Prospect, ("GRANTOR") to operate a Farmer's Market within the parking lots located on the Union Pacific Railroad property, located both east and west of Main Street/Elmhurst Road; and

WHEREAS, the President and Board of Trustees of the Village of Mount Prospect did adopt Resolution No. on May 6, 2025, entitled "A Resolution Authorizing Execution of a License to the Mount Prospect Lions Club to Conduct the Annual Farmers’ Market in the Village".

NOW, THEREFORE, upon the mutual covenants and agreements hereinafter set forth and other good and valuable consideration, the receipt of sufficiency of which are hereby acknowledged, the GRANTOR has granted a Grant of License to GRANTEE to operate a Farmers’ Market within the west commuter lot located on the Union Pacific Railroad property, at the southeast corner of Northwest Highway and Emerson Street, which license is conveyed, however, subject to the following terms, covenants and conditions:

1. The GRANTOR may at any future time after the date hereof revoke the License referenced herein and without notice to the GRANTEE and without cost to either the GRANTOR or his/her successors or assigns.

2. Upon such revocation of said License by the GRANTOR, and with written notice of said revocation to the GRANTEE, the GRANTEE shall cease operation of said Farmers’ Market.

3. GRANTEE shall at all times, and under all circumstances, indemnify, protect, and save harmless the GRANTOR, its grantees, licensees, agents, lessees and invitees, from and against any and all damages, losses, claims, demands, actions, and causes of action whatsoever (including any reasonable costs, expenses, and attorneys' fees which may be incurred in connection therewith) whether or not the claim, demand or other action asserted by meritorious, and which results from or is alleged to arise as a result of the activity being the subject of this Agreement.

4. GRANTOR shall not be liable to GRANTEE, her grantees, licensees, agents, lessees, or invitees for any damages or injuries (including death) to any person thereof except to the extent that injuries or damages are caused by the negligent, willful, or malicious misconduct of GRANTOR.

5. Any notice herein provided to be given shall be deemed properly given if in writing and delivered personally or mailed to the GRANTOR at:

50 South Emerson Street
Mount Prospect, Illinois 60056

or to the GRANTEE at:

P. O. Box 332
Mount Prospect, Illinois 60056

or to such other person or address as the parties hereto may from time to time designate upon written notice.

6. This Agreement shall insure to the benefit of and be binding upon the parties hereto and their respective successors in interest.

IN WITNESS WHEREOF, the parties hereto have caused this License Agreement to be executed by their proper officers, thereunto duly authorized and their respective seals to be affixed this 6th day of May, 2025.

MOUNT PROSPECT LIONS CLUB

By:_____

VILLAGE OF MOUNT PROSPECT,
a municipal corporation

By:_____
Michael J. Cassady
Village Manager

ATTEST:

_____
Karen M. Agoranos
Village Clerk

Item Cover Page

Subject	**A RESOLUTION TO WAIVE THE SITE CONSTRUCTION FEES REQUIRED FOR THE DIMEO BROTHERS REDEVELOPMENT PROJECT FOR PROPERTY LOCATED AT 2400 EAST OAKTON STREET, MOUNT PROSPECT, ILLINOIS**
Meeting	May 6, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	Not applicable
Budget Source	Not applicable
Category	CONSENT AGENDA
Type	Action Item

Information

DiMeo Brothers, Inc. (the DiMeo Brothers) is a construction company currently located in Elk Grove, but looking to relocate to 2400 Oakton Street in Mount Prospect. The property at 2400 Oakton Street is currently vacant. The DiMeo Brothers have been working towards obtaining a building permit to develop the site since 2023. On February 6, 2024, the Village granted Conditional Use approval to construct a 29,600-sf combined office/warehouse building, and a contractor's storage yard, including the outdoor storage of construction materials, construction equipment, and construction vehicles.

The property at 2400 Oakton Street is a particularly difficult site to develop as it has several challenging features and requires additional approvals not needed for typical developments:

- The site was crossed by Nicor and ComEd. The DiMeo Brothers have worked with both Nicor and ComEd, and both easements have been vacated.
- The only driveway access is off Oakton Street, which is under the jurisdiction of the Illinois Department of Transportation (IDoT). IDoT has reviewed the proposed site, and the design engineer is working to address IDoT’s comments and resubmit for the IDoT permit.
- The receiving sanitary sewer system is owned and maintained by Elk Grove Township (EGT). Approval has been obtained from Elk Grove Township for their proposed sanitary service connection.
- Higgins Creek flows along the north and east side of the site. Because the proposed development involves work within the floodway of Higgins Creek, permits are required from both the Illinois Department of Natural Resources/Office of Water Resources (IDNR/OWR) and from the Metropolitan Water Reclamation District of Greater Chicago (MWRD). In addition, MWRD approval is also required for the sanitary service and the stormwater management facilities. Both the IDNR/OWR and MWRD permits have been issued.

- Because the floodplain of Higgins Creek covers much of the existing site, a portion of the site must be elevated to create a building pad above the base flood elevation. The design for elevating the building pad must be approved and a Conditional Letter of Map Revision (CLOMR) issued by the Federal Emergency Management Agency (FEMA) prior to beginning work on the building. The design has been submitted to FEMA and is currently under review.

The challenges noted above have made this a particularly difficult site to develop. Several developers have shown interest over the years, but all but the DiMeo Brothers passed when learning of these difficulties. Addressing all of these difficulties has also made this a particularly expensive site to develop. It is estimated that the sitework alone (no building costs included) would cost $2,750,000, $1,000,000, of which would be to provide underground concrete chambers to provide 2.8 ac-ft (121,900 cf) of stormwater detention storage plus 4.1 ac-ft (178,700 cf) floodplain compensatory storage.

It should be noted that Development Fees are calculated based on the estimated site construction costs. Because the construction costs are unusually high for this site, the development fees are similarly elevated:

- Public Improvement Guarantee (PIG) = $33,350 (for public sidewalk & restoration along Oakton Street) (Return upon completion)
- Construction Nuisance Abatement Deposit (CNAD) = $91,875 (Refund after completion)
- Site Construction Fees = $91,875 (non-refundable)
- Maintenance Guarantee = $3,335 (due upon completion of work; release after 24 months)

In recognition of the unusual burdens necessary to develop this site, staff recommends that the Village Board waive the non-refundable site construction fees. Specifically, staff recommends requiring payment of the PIG, CNAD & MG as these funds (all refundable deposits and guarantees) are our best leverage to have any lingering punch list items. In addition, staff recommends waiving the Site Construction Fees ($91,875).

One last note: The Village is currently installing Village watermain along the west side of the DiMeo property. Badger Road is privately owned, and there was no opportunity to install the new main along Badger Road. The DiMeo Brothers granted the Village an easement on their property for the main. Waiving the site construction fees could be considered as compensation for granting the easement. Although the Village rarely procures private easements, the estimated value of the easement across the DiMeo Brothers' property utilizing IDOT property acquisition protocols is $187,500 ($25/SF @ 7,500 SF = $187,500).

Discussion

Not applicable.

Alternatives

1. Pass a resolution waiving the Site Construction Fees for the DiMe*o* Brothers redevelopment project at 2400 East Oakton Street.

2. Action at the Village Board's discretion.

Staff Recommendation

Staff recommends that the Village Board pass a resolution to waive the Site Construction Fees ($91,875) required for the DiMeo Brothers's office building and contractor's storage yard redevelopment project at 2400 East Oakton Street.

Attachments

1. Resolution DiMeo Brothers site construction fees waiver

RESOLUTION NO.

A RESOLUTION TO WAIVE THE SITE CONSTRUCTION FEES REQUIRED FOR THE DIMEO BROTHERS REDEVELOPMENT PROJECT FOR PROPERTY LOCATED AT 2400 EAST OAKTON STREET, MOUNT PROSPECT, ILLINOIS

WHEREAS, DiMeo Brothers, Inc. (the DiMeo Brothers) is a construction company seeking to redevelop the property located at 2400 Oakton Street; and

WHEREAS, on February 6, 2024, the Village Board granted Conditional Use approval to construct a 29,600 square foot combined office/warehouse building and a contractor's storage yard; and

WHEREAS, the property at 2400 Oakton has challenging features and requires additional approvals not typically needed for developments, making this a costly site to develop; and

WHEREAS, in recognition of the unusual burdens necessary to develop this site and to support economic development in South Mount Prospect, waiving the Site Construction Fees of $91,875.00 would be beneficial.

NOW THEREFORE BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS, PURSUANT TO ITS HOME RULE POWERS:

SECTION ONE: The Board of Trustees of the Village of Mount Prospect do hereby authorize the waiver of Site Construction Fees required for the DiMeo Brothers Redevelopment Project for the property located at 2400 East Oakton Street in the amount of $91,875.00.

SECTION TWO: This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

ABSENT:

PASSED and APPROVED this 6th day of May 2025

_____
Paul Wm. Hoefert, Mayor

ATTEST:

_____
Karen M. Agoranos, Village Clerk

Item Cover Page

Subject	**Motion to accept State contract for Palfinger grapple truck with flatbed body for an amount not to exceed $275,870.**
Meeting	May 6, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	$275,870.00
Budget Source	Vehicle Replacement Fund
Category	VILLAGE MANAGER'S REPORT
Type	Action Item

Information

In the current budget there are funds available to replace the Public Works Prentice loader grapple truck. This truck is utilized by the Public Works Department for loading large logs and brush. The truck is a critical piece of equipment that is utilized during routine maintenance such as tree removals and emergency operations such as storm clean-up.

Discussion

The current Prentice log loader (Public Works ID # 4558), mounted on a 2005 International 7400 has been evaluated, utilizing our detailed comprehensive replacement policy. This policy used point-based criteria that rate each vehicle on four (4) major factors, including age, mileage, repair & maintenance (R&M) cost, and condition of the body/mechanical components. A point total equaling or exceeding eleven (11) out of sixteen (16) indicates that the vehicle should be replaced.

This vehicle scored thirteen (13) points indicating that it should be replaced. The vehicle condition evaluation form and summary report for this vehicle are attached.

If service life is extended, the following repairs should be performed:

- Repair hydraulics $2,000
- Replace driver seat $1,000
- Replace tires $2,000
- Replace brakes $3,000
- Repair cooling system $2,500
- Total estimated cost $10,500

Optional work
Install air conditioning $3,500

Other Factors

The proposed replacement unit is a Palfinger Epsilon M13A mounted on a 2026 International HV607 truck cab and chassis. The brand Prentice is no longer in business, requiring the Village to find an alternate option.

The proposed replacement is available for purchase utilizing State of Illinois contract pricing (contract #24-416CMS-BOSS4-B-41660). This contract is publicly bid and satisfies the requirements of the Village of Mount Prospect Purchasing Policy.

The vehicle being replaced will be sold through GovDeals.com internet auction.

Alternatives

1. Accept State of Illinois bid for Palfinger grapple truck with Flatbed Body.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends that the Village Board accept the State of Illinois contract award #24-416CMS-BOSS4-B-41660 and authorize the purchase of one (1) new Palfinger Epsilon M13A grapple truck mounted on a 2026 International HV607, from Rush Truck Center, of Springfield, Illinois at a cost not to exceed $275,870.

Attachments

1. 4558 Vehicle_Equipment Condition Evaluation Form
2. EQP_4558_Prentice Loader
3. RSO $275,870.00 International.Runnion complete
4. Picture of new Palfinger truck Illustrative only

Village of Mount Prospect
Vehicle/Equipment Condition Evaluation Form

Unit # 4558 Assigned Dept./Div. Public Works

Year: 2005 Make: International Model: 7400 Mileage: 33,782

Hours: NA Date of Evaluation: 4-5-2025 Performed By: DeLuca

System	Diagnosis	Estimated Repair Cost
Engine	Good	
Transmission	Good	
Differential	Good	
Exhaust System	Good	
Cooling System	Fair	$2,500
Brakes	Fair	$3,000
Tires	Fair	$2,000
Steering	Fair	
Suspension	Good	
HVAC	NO A/C	$3,500
Electrical	Fair	
Body/Frame	Good	
Interior	Fair Seat/floor	$1,000
Other- describe	Prentice hydraulics	$2,000
Total Estimated Repair Cost		$14,000

Diagnosis Code	Code Description
Good	Systems are functioning well and no major repairs are expected.
Fair	Some major repairs are needed, but unit can remain in service a little longer in current condition.
Poor	Major repairs are required as soon as possible to ensure unit safety and reliability.

Appendix - B

Village of Mount Prospect
Vehicle/Equipment Evaluation Summary Report

Unit # 4558 Assigned Dept./Div. Public Works

Year: 2005 Make: International Model: 7400 Mileage: 33,782

Date of Evaluation: 6-5-2024 Performed By: K DeLuca

Ratings:

Unit age: 20 Base Policy Age: 17 Points: 4

Mileage/Hrs: 33,782/NA Base Policy Mileage/Hrs: 50,000/5,000 Points: 1

Maintenance Cost:

Repair and Maintenance Cost: $69,000 ÷ Purchase Price: $110,000

Repair and Maintenance Percentage of Purchase Price: 62 % Points: 4

Condition Evaluation: ***(attach Vehicle Condition Evaluation Form)***

Estimated Repair Cost: $14,000 ÷ Current Book Value: $15,000

Repair Cost Percentage of Current Book Value: 93 % Points: 4

Total Ownership Cost Per Mile:

(Lifetime Fuel + R&M + Purchase Price) $202,688

Less Salvage Value $14,000

Net Lifetime Costs $188,688.00

Divided by Mileage/Hours 33,872Mi/NA

Operating Cost Per Mile/Hour $5.57 per Mile

Total Points: 13

Comments and other considerations:

This truck requires annual inspections for the crane. Aging crane equipment can be costly to repair.

Superintendent's recommendation:

~~This vehicle has met its life expectancy replacement is recommended~~

Total Point Evaluation: A point total equaling or exceeding eleven (11) indicates that the vehicle should be recommended for replacement. The point total is used to rank its replacement priority. The larger the number the higher the replacement priority will be.


PRENTICE 124
PUBLIC WORKS

Rush Truck Center, Springfield
3441 Gatlin Dr
Springfield, IL 62707
217-718-2200

Retail Sales Order

SALES ORDER

Please enter my order for the following:
☑ New ☐ F.E.T. Applicable
☐ Used ☑ F.E.T. Exempt

Make	International	Series	HV607
Year	2026	Body Type	REFERENCED BELOW
Color	YELLOW # 4421	Trim	STANDARD
Serial #	FACTORY ORDERED		
Stock #	FACTORY ORDERED		

To be delivered on or about 8/28/2025

Date 04/30/2025

VILLAGE OF MOUNT PROSPECT
Customer's Name

Street	City	State	Zip
1700 W. CENTRAL AVNUE	MOUNT PROSPECT	IL	60056

(847) 870-5640

Federal Tax ID #	Business Phone	Fax

Purchaser's Name

Street	City	State	Zip

Federal Tax ID #	Business Phone	Fax

David Mueller
By Salesman

Vehicle will be Titled in Cook County.

*** Vehicle will be Registered in the State of Illinois.

REFERENCE TRUCK CHASSIS ONLY IN	
SALES PROPOSAL # 16894 DATED 04-23-2025	118,458.00
REFERENCE BODY EQUIPMENT FROM	
RUNNION EQUIPMENT COMPANY	157,075.00
QUOTE # JP753C DATED 04-16-2025	
Sales Price	275,533.00
Factory Paid F.E.T.	0.00
F.E.T. Tire Credit	0.00
Total Factory Paid F.E.T.	0.00
Optional Extended Warranties	0.00
Sub-Total	275,533.00
Dealer Paid F.E.T. *	0.00
Local Taxes	0.00
License, Transfer, Title, Registration Fee	173.00
Documentary Fee **	164.00
Delivered Price	275,870.00
Total Down Payment	0.00
Unpaid Balance Due on Delivery	275,870.00

LIENHOLDER INFORMATION

Date of Lien

Lien Holder

Manufacturer Rebate	0.00
Total Used Vehicle Allowance *	0.00
Less Total Balance Owed	0.00
Total Net Allowance on Used Vehicle(s)	0.00
Deposit or Credit Balance	0.00
Cash with Order	0.00
◄----------	0.00

*See Trade-in details on page 4

A DOCUMENTARY FEE IS NOT AN OFFICIAL FEE. A DOCUMENTARY FEE IS NOT REQUIRED BY LAW, BUT MAY BE CHARGED TO CUSTOMERS FOR HANDLING DOCUMENTS RELATING TO THE SALE.

CARB Disclosure: A vehicle operated in California may be subject to the California Air Resources Board Advanced Clean Fleets regulations. It therefore could be subject to requirements to reduce emissions of air pollutants. For more information, please visit the CARB Advanced Clean Fleets webpage at https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets.

***** State of registration is based on the state selected by the Customer when the vehicle was ordered. Customer is solely responsible for, and agrees to defend, indemnify and hold Rush harmless from, any reporting obligations and/or liability, including but not limited to penalties and fines, arising from registration and/or operation of a vehicle in a state other than the state of registration identified herein.**

*SUBJECT TO ADJUSTMENT – FINAL F.E.T. MAY VARY.

NOTICE: THE FOLLOWING ARE IMPORTANT PROVISIONS OF THIS ORDER

THIS ORDER CANCELS AND SUPERCEDES ANY PRIOR AGREEMENTS AND, AS OF THE DATE HEREOF, COMPRISES THE COMPLETE AND EXCLUSIVE STATEMENT OF THE TERMS OF THE AGREEMENT BETWEEN THE PARTIES.

IF ANY REPRESENTATIONS, SPECIFICATIONS OR OTHER AGREEMENTS ARE RELIED UPON BY CUSTOMER, THEY MUST BE IN WRITING AND SPECIFICALLY IDENTIFIED AND REFERENCED IN THIS ORDER; OTHERWISE, THEY WILL NOT BE BINDING ON OR ENFORCEABLE AGAINST DEALER.

THERE ARE NO UNWRITTEN ORAL AGREEMENTS BETWEEN THE PARTIES.

Customer, by the execution of this Order, offers to purchase the Product(s) described above upon the Terms and Conditions contained herein. Customer acknowledges that Customer has read the Terms and Conditions of this Order on Page 2 and has received a true copy of this Order and the Terms and Conditions

Customer's Signature **Date**

OFFER RECEIVED BY: David Mueller 04-30-2025
SALES REPRESENTATIVE **Date**

OFFER ACCEPTED BY: _____
AUTHORIZED REPRESENTATIVE **Date**

TERMS ARE C.O.D. UNLESS PRIOR ARRANGEMENTS HAVE BEEN APPROVED

1. **Parties to Order; Definitions**. As used in this Retail Sales Order ("Order"), the terms: (a) "Dealer" shall mean the Rush Dealer identified at the top of the first page of this Order; (b) "Customer" shall mean the Customer identified on the first page of this Order; (c) "Manufacturer(s)" shall mean the entity or entities that manufactured the Product(s), it being understood by Customer that Dealer is in no respect the agent of Manufacturer(s); and (d) "Product(s)" shall mean the new and/or used vehicle or other components, accessories or products, which are being purchased by Customer, as set forth in this Order.

2. WARRANTY DISCLAIMERS AND LIMITATIONS

NEW PRODUCTS – MANUFACTURER WARRANTIES ONLY. Any warranties on any new Product(s) sold under this Order are limited only to any printed Manufacturers' warranties delivered to Customer with the Product(s). EXCEPT FOR ANY SUCH WARRANTIES MADE BY MANUFACTURERS, THE PRODUCT(S) ARE SOLD WITHOUT ANY OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, EACH OF WHICH IS EXPRESSLY DISCLAIMED.

USED PRODUCTS – NO WARRANTIES. All used Product(s) sold under this Order are sold on an "AS IS, WHERE IS" basis, without any warranties by Dealer, provided that Products that are sold by Dealer as "Certified Pre-Owned" are subject to the express written terms and conditions of the Dealer's certified pre-owned program. EXCEPT FOR ANY MANUFACTURERS' WARRANTIES THAT MAY STILL BE IN EFFECT, IF ANY, ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE EXPRESSLY DISCLAIMED.

LIMITED WARRANTY ON SERVICES. Dealer warrants that all services performed by Dealer for Customer in conjunction with the sale of the Product(s), including if applicable installation, upfitting and conversion services ("Services"), will be performed in a good and workmanlike manner ("Services Warranty"). The Services Warranty is valid for a period of ninety (90) days from the date the Product(s) is delivered to Customer. Customer's sole and exclusive remedy, and Dealer's entire liability, under the Services Warranty is the repair of any nonconforming portion of the Services. DEALER PROVIDES NO OTHER WARRANTIES, EXPRESS OR IMPLIED, CONCERNING ITS SERVICES. The Services Warranty is strictly limited to Services performed by Dealer for Customer. Dealer does not warrant any services provided by any third-party, including but not limited to installation, upfitting or conversion services. Any warranties are solely those that are provided by the third-party service provider.

NO OTHER WARRANTIES. EXCEPT AS SET FORTH ABOVE, DEALER EXPRESSLY DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED.

3. **Reappraisal of Trade-In Vehicle.** If the motor vehicle which has been traded in ("Trade-In Vehicle") as a part of the consideration for the Product(s) ordered hereunder is not to be delivered to Dealer until delivery to Customer of the Product(s), the Trade-In Vehicle shall be reappraised at that time and such reappraised value shall determine the allowance made for the Trade-In Vehicle. If the reappraised value is lower than the original allowance shown on the front of this Order, Customer may, if dissatisfied, cancel this Order.

4. **Delivery of Trade-In Vehicle by Customer; Customer Warranty of Title and Emissions.** Customer agrees to deliver to Dealer satisfactory evidence of title to the Trade-In Vehicle at the time of delivery of the Trade-In Vehicle to Dealer. Customer warrants the Trade-In Vehicle to be Customer's property free and clear of all liens and encumbrances. Customer further warrants that the emissions system of the Trade-In Vehicle, including any air pollution control devices ("Emissions System"), has not been removed, dismantled, modified, tampered with or altered in any way and the Emissions System is functioning in accordance with the original OEM specifications.

5. **Delay or Failure in Delivery; Limitation of Dealer Liability.** Dealer shall not be liable for failure to deliver or delay in delivering any Product(s) covered by this Order where such failure or delay is due, in whole or in part, to any cause beyond the reasonable control, or is without the gross negligence or intentional misconduct, of Dealer. Examples of causes beyond Dealer's reasonable control include, but are not limited to, Manufacturers' delay or failure to deliver Product(s) for any reason, earthquake, hurricane or other natural disaster, fire, war, terrorist act, labor dispute, strike, etc.

6. **Liability for Taxes.** The price for the Product(s) specified on the face of this Order includes reimbursement to Dealer for federal excise taxes paid, but does not include sales or use taxes or occupational taxes based on sales volume (federal, state or local) unless expressly so stated. Customer assumes and agrees to pay, unless prohibited by law, any such sales or use or occupational taxes imposed on or applicable to the transaction covered by this Order, regardless of which party may have primary tax liability thereof.

7. **Customer's Deposit.** Any Customer's deposit, whether cash or Trade-In Vehicle, shall not be refunded except due to Dealer's failure to deliver the Product(s).

8. **Risk of Loss; Insurance.** Customer shall assume all risk of loss relating to the Product(s) at the time Customer receives possession of the Product(s), or at the time Customer receives title to the Product(s) if title is conveyed before Customer receives possession. Customer shall obtain insurance for the Product(s) that will be in effect at the time Customer takes possession of the Product(s), or at the time Customer receives title to the Product(s) if title is conveyed before the Customer receives possession. Dealer shall have no responsibility or liability related to the Product(s) after Customer receives either possession or title to the Product(s).

9. **Governing Law; Venue; Time to Commence Action.** Except to the extent that the laws of the United States may apply or otherwise control this Order, the rights and obligations of the parties hereunder shall be governed by, and construed and interpreted in accordance with, the laws of the state in which Dealer is located, without regard to conflict of law principles. The mandatory venue for any claim, litigation, civil action or any other legal or administrative proceeding ("Action") involving any controversy or claim between or among the parties to this Order, is the state in which Dealer is located. Customer has one (1) year from the accrual of any cause of action arising from the purchase of the Product(s) to commence an Action against Dealer.

10. **Limitation of Damages.** Customer agrees that in the event of any Action brought by Customer against Dealer, Customer shall not be entitled to recover any incidental or consequential damages as defined in the Uniform Commercial Code, including but not limited to indirect or special damages, loss of income or anticipated profits, or down-time, or any punitive damages.

11. **Fees and Expenses of Actions.** In any Action, whether initiated by Dealer or Customer, where the Customer has a right, pursuant to statute, common law or otherwise, to recover reasonable attorneys' fees and costs in the event it prevails, Customer agrees that Dealer shall have the same right to recover reasonable attorneys' fees and costs incurred in connection with the Action in the event that Dealer prevails.

12. **Execution and Delivery by Electronic Transmission.** If this Order or any document executed in connection with this Order is delivered by facsimile, email or similar instantaneous electronic transmission device pursuant to which the signature of or on behalf of such party can be seen, such execution and delivery shall be considered valid, binding and effective for all purposes as an original document. Additionally, the signature of any party on this Order transmitted by way of a facsimile machine or email shall be considered for all purposes as an original signature. Any such faxed or emailed document shall be considered to have the same binding legal effect as an original document. At the request of Dealer, any faxed or emailed document shall be re-executed by Customer in an original form.

13. **Waiver; Severability.** No waiver of any term of this Order shall be valid unless it is in writing and signed by Dealer's authorized representative. If any provision or part of any provision of this Order shall be deemed to violate any applicable law or regulation, such invalid provision or part of a provision shall be inapplicable, BUT the remaining part of that provision and the remainder of the Order shall continue to be binding and enforceable.

14. **No Broker; Manufacturer Incentives**. If at any time Dealer determines that the Customer intends to engage in the resale of vehicles for profit, where such resale is not in conjunction with further manufacturing, Dealer reserves the right to cancel this Order. Certain manufacturer incentives are intended to be used for retail customers at the location as identified by the Customer in this Order. Customer represents that they will register the vehicle with their state motor vehicle department and are not purchasing this vehicle with the intent to resell/export the vehicle, except where such resale is in conjunction with further manufacturing. If at any time Dealer determines that the foregoing representations are not true, Dealer has the right to seek repayment of any manufacturer incentives that are paid.

15. **Communication Consent.** Dealer and any other owner or servicer of this account may use any information Customer gives Dealer, including but not limited to email addresses, cell phone numbers, and landline numbers, to contact Customer for purposes related to this account, including debt collection and marketing purposes. In addition, Customer expressly consents to any such contact being made by the most efficient technology available, including but not limited to, automated dialing equipment, automated messages, and prerecorded messages, even if Customer is charged for the contact.

16. **Used Car Buyers Guide.** If applicable, the information on the window form for the vehicle(s) is part of this contract. Information on the window form overrides any contrary provisions in the contract of sale.

Spanish Translation: Guía para compradores de vehículos usados. La información que ve en el formulario de la ventanilla para este vehículo forma parte del presente contrato. La información del formulario de la ventanilla deja sin efecto toda disposición en contrario contenida en el contrato de venta.

17. **Third Party Products and Services.** Products purchased from Rush may include products and services provided by third parties, including subscription services and/or software products ("Third Party Products") that have their own terms and conditions of use and privacy policies ("Third Party Use Terms"). Customer's use of the Third Party Products is governed by and subject to the Third Party Use Terms. Customer understands and agrees that Rush is not responsible or liable for Customer's use of the Third Party Products. Use of Dealer's RushCare products and services is governed by the RushCare Technology Solutiosn Platform User Agreement located at http://www.rushtruckcenters.com/rushcare-user-agreement.

18. **Use of Vehicle Repair Data.** Vehicle maintenance service and repair information arising from or created as a result of Services provided by Dealer, including vehicle owner information, vehicle identification numbers and vehicle specifications ("Vehicle Repair Data"), may be provided to vehicle/component manufacturer(s) and the vehicle/component manufacturer(s) dealers, and their respective service management platform providers ("Maintenance Third Parties") and used by Dealer and Maintenance Third Parties to support and enhance vehicle repair services provided to such parties' customers. Customer also authorizes Dealer and Maintenance Third Parties to aggregate Vehicle Repair Data with data of other repair customers in a way that does not identify Customer and to use such aggregated data for any purpose.

19. **Insurance. IT IS CUSTOMER'S RESPONSIBILITY TO OBTAIN INSURANCE ON THE VEHICLE.** Dealer may request insurance information from Customer in order to register the vehicle or for verifying insurance coverage. Dealer's request for insurance information does not constitute an agreement to transfer or obtain insurance coverage on the vehicle. By signing this agreement, Customer covenants and agrees that Customer has obtained, or will obtain, before the vehicle is driven by anyone, insurance on the vehicle.

20. **Manufacturer Surcharges.** The Manufacturer has reserved the right to change the price to Dealer of any Product that is not currently in Dealer's stock, without notice to Dealer. If a Product identified in this Order is not currently in Dealer's stock at the time this Order is signed by the Customer, Dealer reserves the right to change the Product price to reflect any price increases imposed by the Manufacturer.

Customer Initial _____



Item Cover Page

Subject	**Motion to waive the rules requiring public bidding and award a contract for a 35' tall steel clocktower with carillon bell system from the Verdin Company of Cincinnati, Ohio for a cost not to exceed $259,650.**
Meeting	May 6, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	$259,650.00
Budget Source	Prospect & Main TIF
Category	VILLAGE MANAGER'S REPORT
Type	Action Item

Information

The property at 310 W. Northwest Highway hosted automotive repair and filling station operations dating back to the 1930s. Staff sought approval from the Village Board to acquire the property to create a downtown gateway as the prior owner was looking to retire. This property was a strategic opportunity for the Village to create green space in an area that is significantly built out. The welcoming gateway aims at being a hybrid of a traditional park and a landmark leading into the downtown of the Village. The gateway aims to have the attractive design and green space of a park to enhance its welcoming nature, but it does not have the traditional park amenities that would encourage people to congregate.

The site will primarily feature permeable surfaces, trees, shrubs, turf, perennials, and some seasonal flowers. Staff also proposed a clocktower as the main architectural focal point in the center of the plaza. A small amount of brick sidewalk will be installed within the plaza to access the clocktower and six new public parking spaces will be installed along the eastern edge of the property. A new garbage enclosure, some nominal pedestrian-level lighting, curb-cut removal, and brick replacement on the adjacent Central Road and Northwest Highway rights-of-way will also be included in the project scope.

The estimated cost to construct this project is $1.096 million. $1.425 million has been allocated for this project from the Prospect & Main tax increment financing (TIF) fund.

Demolition and site restoration work should commence in June and be completed in August. Installation of plant materials will take place when the weather cools in the fall (September or October). Staff plans to install the last improvement, the clocktower, in November or December.

To facilitate this schedule, staff needs to place an order for the clocktower as soon as possible. The current lead time for the preferred design is 6–8 months. In addition, staff needs to know

the base requirements and electrical needs of the clocktower before starting site restoration work.

It is the opinion of staff that the best solution for this project is the Verdin Company Millenium clocktower. The Verdin Company manufactures clocks and clocktowers in Cincinnati, Ohio.

Notably, the Millenium tower is sufficiently robust, has the largest clock face to facilitate viewing from passing motorists, fully facilitates a carillon bell system, can be customized with signage, is produced by a single manufacturer, and is a turnkey purchase. In addition, it appears to staff that the Verdin product is manufactured to higher quality standards, including flush-mounted support brackets, fully ground weld seams, and thicker metal structure throughout.

Staff also solicited designs and costs from two other firms, Campbellsville Industries of Taylor County, Kentucky and Parkreation of Prospect Heights, Illinois.

Campbellsville Industries designs and builds church steeples and cupolas. As part of this business, they also build and construct clocktowers. However, they do not make clocks. Instead, they mount clocks purchased from third-party vendors for mounting on their structures.

Parkreation primarily represents outdoor recreation brands. As part of this role, the firm offers a clocktower product. Parkreation would design a clocktower, job-shop the manufacture of the tower, and procure third-party clocks for mounting.

Discussion

This proposed gateway project and clocktower were reviewed by the Village Board at the April 8, 2025, Committee of the Whole meeting. At that meeting, Village Board members expressed general concurrence with staff's recommendation to purchase the Verdin Company Millenium clocktower.

In addition, some trustees requested additional information about the clocktower. The disposition of these requests follows:

1. **Can the clocktower be constructed of galvanized steel?** Yes. For an added $37,000, the clocktower can be constructed of galvanized steel. It is the opinion of staff that galvanized steel would be aesthetically displeasing in this setting. In addition, painting galvanized steel is difficult and frequently results in premature chipping and peeling. Staff does not recommend constructing the clocktower out of galvanized steel.

2. **Can the clocktower be powder-coated?** No. The Verdin Company does not have the ability to powder-coat this clocktower. Furthermore, the firm does not have any relationships with third-party vendors that could powder-coat this clocktower. Powder-coating involves electrostatically applying powdered paint. The finished product is then cured by baking in an oven. Due to the size of this structure, even if disassembled, it is difficult to electrostatically paint, and it is also difficult to bake. Staff does not recommend powder-coating the clocktower.

3. **Can the clocktower be constructed of materials other than steel?** No. The Verdin Company only manufactures this clocktower utilizing structural steel. The company explains that structural steel is the most economical material to construct a tower of this size. The firm routinely looks for material options and notes they have

utilized Corten (weathered) steel in the past. However, a clocktower like this constructed of Corten steel is approximately 50%-70% more expensive. Staff recommends constructing the clocktower out of standard structural steel.

4. **Can an electronic sign be added to the clocktower?** The Verdin Company does not offer an electronic sign option. Additionally, the firm is not aware of customers who have added an electronic sign to this clocktower. However, staff believes adding a flat panel electronic sign is technically feasible as an aftermarket option. A sign could be added to the tower sidewalls in place of the "Village of Mount Prospect" text. These sidewalls are located at an elevation of 16'. The dimensions of each sidewall are 5' wide and 2' high. It is the opinion of staff that messages on panels sized to fit this space would be too small to be viewed from vehicles passing at street level. The estimate to add electronic signage to the clocktower at the existing sidewall locations is approximately $50,000-$75,000 per panel. The feasibility of adding larger panels affixed to the tower legs at a different elevation would have to be analyzed by a structural engineer to determine the impact of wind loading. Although potentially possible, staff does not recommend adding electronic signage to the clocktower for cost and aesthetic reasons.

Staff now seeks Village Board approval to purchase the clocktower before demolition and site preparation work begins in June.

Attached is a proposal from the Verdin Company to manufacture, deliver, and install a Millenium model clocktower at the 310 West Northwest Highway site. The price includes a 35' tall clocktower with four (4) clock faces made of structural steel painted black and adorned with gold accents. The price also includes mock bells and a carillon bell system. The total cost is $259,650. Due to current volatility in the steel market, this price is valid until May 7, 2025.

Alternatives

1. Waive the rules requiring public bidding and award a contract for a 35' steel clocktower to the Verdin Company of Cincinnati, Ohio for an amount not to exceed $259,650.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends that the Village Board waive the rules requiring public bidding and award a contract for a 35' tall steel clocktower with carillon bell system for the Central Gateway Plaza from the Verdin Company of Cincinnati, Ohio for a cost not to exceed $259,650.

Attachments

1. ILMO_VillageMtProspect_Tower-proposal_4-16-25_EAB
2. Attachment A - Central Gateway Plaza Layout Plan
3. Attachment B - Cost Estimate
4. Attachment C - Verdin Rendering with Bells
5. Attachment D - Campbellsville Design
6. Attachment E - Parkreation Design

PROPOSAL for:

Design, Development, and Fabrication of

VERDIN MILLENNIUM TOWER

for

VILLAGE OF MOUNT PROSPECT
Mount Prospect, IL

Prepared by,

Pat Dochenetz
Regional Representative

Revised April 16, 2025



DESIGN, DEVELOPMENT, AND FABRICATION AGREEMENT FOR VERDIN MILLENNIUM TOWER

This Design, Development, and Fabrication Agreement (this "Agreement") is made and effective this 16th day of April 2025 (the Effective Date) by and between THE VERDIN COMPANY, an Ohio corporation located at 444 Reading Road, Cincinnati, Ohio 45202 ("Verdin") and **Village of Mount Prospect**, located in **Mount Prospect, IL** ("Purchaser").

1. **Clock Tower.** Verdin agrees to design, fabricate, deliver, and install for Purchaser a custom freestanding Clock Tower. As per the attached rendering, the Clock Tower will measure approximately thirty (30) feet tall and will consist of twelve vertical steel columns, standing seam roof, and a quantity of four illuminated clocks. The Clock Tower presents a four column footprint with each main column consisting of three individual 4" x 4" x ¼" structural steel tubing elements. In addition, the tower incorporates a total of four rolled arches as well as decorative accent rings on four sides at an upper level. Integral horizontal tower elements are also constructed of 4" x 4" x ¼" structural steel tubing. The overall tower structure will be painted a single textured base color utilizing high grade acrylic urethane type paint. Tower accent features, décor rings and squares will be painted gold.

   A. Four integrated signage panels, 5 ft. wide, by 2 ft. high, will be included on the tower, mounted just below the arch level, between the legs. The panels will be painted black and will include a gold paint border. The customer will provide the art for what is to be included on the signs.

   B. Prior to fabricating the Clock Tower, Verdin will provide Purchaser for its approval a complete set of detailed working drawings. Such drawings must be signed by an authorized representative of Purchaser **before** Verdin will begin fabricating the Clock Tower.

2. **Illuminated Tower Clocks.** Verdin agrees to supply and install four (4) illuminated Tower Clocks each having a five (5) foot diameter and integral illumination canister. The Tower Clocks will be constructed in the following manner:

   A. **Clock Dials.** Each pane of each dial face will be constructed of 1/4" to 3/8", dependent on pane area, white cast acrylic sheeting and contain black numerals applied to the dial surface. Each of the numerals will be precision cut from 2 mil., pressure-sensitive film, designed specifically for permanent graphic installations. The dial style to be provided is Verdin's standard Roman Minute dial. The dial face will be glazed into tee angles formed to the proper size and furnished with the required mounting hardware for mounting into the dial openings per the rendering above. Each clock dial will be glazed with silicone-based rubber sealant to provide a permanent flexible and waterproof barrier into the clock system. ***(Purchaser may select any of Verdin's standard dial styles.)***

B. **Clock Hands.** Each pair of clock hands will be precision cut from a composite material measuring 3-4 millimeters in thickness containing two sheets of .012" aluminum over a thermoplastic core. The composite material is pre-painted with a highly durable, black polyester finish designed to provide years of maintenance free beauty. Each hand will be mounted to an appropriately sized cast aluminum hub that has been machined and bored to perfectly fit its respective movement shaft. In addition, each overall hand will be meticulously balanced to ensure long movement life. ***(Purchaser may select any of Verdin's standard hand styles.)***

C. **Clock Movements.** Individual heavy-duty, minute impulse type clock movements will be provided. The movement will be driven by a totally enclosed, high torque, hysteresis type motor. All parts of the motor drive systems will utilize corrosion-free gearing and self-lubricating type bearings. The modern design of the Verdin movement provides for long life and virtually maintenance free operation. Verdin clock movements are extremely accurate and are not subject to frequency variations of the incoming line.

D. **Illumination Canister.** Each canister will be manufactured from a fiberglass composite material consisting of three 1-1/2 ounce layers of hand laid fiberglass covered by a fifteen to twenty mil thick gel coat layer. The gel coat top layer provides a smooth, chemical and weather resistant surface. The finish on the canister consists of one coat of epoxy primer sealer, top coated with acrylic urethane enamel color as specified.

The interior of each canister is painted gloss white to enhance light reflection. Interior lighting of the canister is accomplished through the use of solid-state LED lights. LED's have a 70,000-hour specified life at full power. LED's to illuminate at 325 lumens per square ft. of dial face material. The fixtures are permanently mounted within the confinements of the canister. Internal aluminum hard points are incased within the internal fiberglass mesh to facilitate canister mounting. Access panels will be included in the light canister so that the rear-mounted lighting system can be maintained as required.

3. **The Verdin Supreme Electronic Carillon System in place of the MCC3.** Verdin agrees to supply and install The Verdin Supreme Carillon system in place of the Master Clock Controller that traditionally controls a clock. The Verdin Supreme will be provided as a complete digital carillon system with 240-watt amplifier, interior monitor speakers, wireless remote control, and three exterior projection horns with multi-tap compression drivers mounted in the tower. The Supreme carillon module and the amplifier will be installed in a customer-controlled building adjacent to the tower. The music library includes a wide range of carillon bell music: songs and carols, liturgical bell functions, Westminster clock chime melody, hour strike and favorite hymns. The standard music package combines appropriate songs with seasonal and patriotic selections, allowing most of the songs to be played in any of three voices, traditional cast bronze bells or bells with harp. The system has the ability to schedule changes of libraries as the seasons change, i.e., Patriotic Holidays, Thanksgiving, Christmas, Summer, Spring, etc. The

Supreme carillon includes automatic Daylight Savings/Standard time adjustment including the Liturgical Calendar, for 50 years.

The Verdin Supreme Carillon is fully programmable to any minute, hour or day, thus allowing maximum flexibility in the ringing of the bells. All system scheduling and operation is completed in a simple Windows® menu driven format. All songs and schedules are contained on easy to use drop down menus programmable by the touch of your finger or operated via a computer mouse or stylus.

A unique feature of the Supreme carillon is that it can be connect to a local area network via and Ethernet connection. This allows the carillon to be operated from a computer also connect to the local area network.

The Supreme can voice bell towers, church spires, tower clocks, libraries, memorials, monuments, cemeteries, or courthouses.

The bell-ringing options include:

A. Time Strike-Hour and Half Hour
B. Westminster Chime Melody on any or all Quarter Hours
C. Music for all Seasons… Civic Music Package Included.

The Supreme Carillon will also include a clock control interface and a light control interface to control the tower clock equipment. This is to ensure that the Westminster chime and clock strikes ring true to the time and the lights operate appropriately.

Aftercare Support: Verdin will provide Free Telephone/Email, after install, support on all technical issues.

4. **Bell Shells**. Verdin agrees to supply and install, from custom pipe drops, three (3) spun aluminum bells shells. Verdin will supply one each 21, 28, and 39 inch diameter bell shells. The bell shells will be painted in such a way to give the appearance of cast bronze bells. The pipe drops will be of staggered length providing a realistic and aesthetically pleasing look of a 3-bell peal. Customer to approve design layout of bell shells.

TERMS & CONDITIONS

1. **Installation of the Tower and Equipment**. Verdin and/or representatives of Verdin will install the tower and equipment included in this Agreement at the job site on a date agreed to by the parties. Verdin shall provide the labor, tools, and equipment necessary to complete the installation. All workmen employed or engaged by Verdin to perform the installation are covered by property damage and public liability insurance. If any portion of the tower and/or equipment cannot be installed on the installation date for any reason other than the failure of Verdin to supply the tower and related components in accordance with the terms of this Agreement, Purchaser shall be responsible for paying any additional costs or expenses incurred by Verdin resulting from such delay, including without

limitation, the fees or wages of Verdin's installation representatives, equipment rental costs, storage costs, or mobilization costs at the job site.

2. **Limited Warranty**. Verdin warrants the Tower and Equipment to be free from defects in materials and workmanship for the periods shown below after the date of installation, provided the Tower and Equipment are maintained in accordance with instructions provided by Verdin. To the extent permitted by applicable law, for each product, Purchaser's exclusive remedy and Verdin's exclusive liability for any loss, damage, or destruction resulting from any non-conformity of any shipment made by Verdin to Purchaser under this Agreement of from any defects in the Tower and Equipment within the warranty period will be limited strictly to the repair or replacement, at Verdin's discretion, of any nonconforming or defective materials upon examination of such by Verdin. Verdin shall have a reasonable time to repair or replace any nonconforming materials, including the time for the manufacture of replacement of such materials. THIS WARRANTY IS IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED.

    a. Steel Clock Tower: 2 years
    b. Tower Clocks: 3 years
    c. Electronic Carillon: 5 years
    d. Bell Shells: 3 years

3. **Purchaser Responsibilities**. Purchaser shall provide at its own expense the items and services listed below in connection with the installation of the Tower and Equipment.

    a. **Poured Concrete Foundation**. Purchaser will be responsible for the engineering and construction of a poured concrete foundation including anchor system sufficient to support the erection of the Clock Tower. Purchaser will also complete all necessary geo-technical analyses required to construct a foundation capable of supporting the Clock Tower. Verdin will provide Purchaser with general specifications and guidelines for the design and construction of such foundation.
    b. **Electrical Wiring**. Purchaser will be responsible for providing all electrical wiring and conduit (including all final connections to tower base, striker leads, mounting of electrical panels, or splicing of wires) from a source designated by the Purchaser and in accordance with specifications provided by Verdin. If Purchaser elects to re-use existing wiring, Purchaser will be responsible for ensuring that such wiring and components are functional and compatible with the Products. If Verdin's technician cannot complete installation of the Products on the scheduled date of installation as a result of a deficiency in electric service, wiring, or the functionality of existing components, Verdin will charge Purchaser an additional fee to complete the installation on a future date to be determined by Verdin.
    c. **Cranes, Hoists, Man-Lifts**. Purchaser will provide all necessary cranes, hoists, or lifts (**including the operators of such equipment**) that are required to (i) offload the equipment from the delivery vehicle; (ii) move the equipment to the designated site where it will be stored until such time as the installation is scheduled to take place; and (iii) complete the installation.

d. **Licenses/Permits**. Purchaser will obtain at its expense any necessary licenses, permits, or engineering stamps for the construction and installation of the outlined equipment.
e. **Access to Job Site**. Purchaser will arrange to provide sufficient access to the job site to enable Verdin to install the outlined equipment.
f. **Clean-Up**. Purchaser will be responsible for any clean-up or landscaping at the job site following installation of the Clock Tower.

4. **No Liability for Damages**. TO THE EXTENT PERMITTED BY APPLICABLE LAW, IN NO EVENT SHALL VERDIN BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES WHATSOEVER, INCLUDING, WITHOUT LIMITATION, DAMAGES FOR ECONOMIC LOSS OR LOSS OF PROFITS SUFFERED OR INCURRED BY PURCHASER IN CONNECTION WITH ANY BREACH OF THIS AGREEMENT BY VERDIN EVEN IF PURCHASER HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.

5. **Liability for Negligence**. Neither party shall be responsible for personal injury or property damage or loss except that resulting from its own negligence or the negligence of those within its control or employ.

6. **Freight**. The Verdin Company will be responsible for the freight charges of the Tower and Equipment to the jobsite.

7. **Delivery and Storage of Products.** Upon approval of drawings, Verdin will provide Purchaser with an estimated ship date for the Products. If Purchaser requests that Verdin delay shipment of the Products more than 30 days beyond the estimated ship date, Verdin will store the finished Products and charge Purchaser a storage of fee of $250.00 per month, plus a $500 logistics fee for loading/offloading and transporting the Products to and from storage. Upon placement of the Products in storage, Verdin will invoice Purchaser for the balance of the Purchase Price (less storage fees), which Purchaser agrees to pay within 30 days. Applicable storage charges will be added to Purchaser's final invoice when Products are shipped.

8. **Payment Terms**. **The total Purchase Price for the Tower and Equipment shall be $259,650.00*** (excluding taxes), and shall be paid to Verdin in U.S. Dollars in accordance with the following schedule:

    a. $129,825.00 upon the execution of this Agreement.
    b. $129,825.00 upon shipment to the jobsite.
    c. *Pricing is valid till April 30, 2025. Materials must be requoted May 1, 2025 without signed agreement.

9. **Taxes:** Unless otherwise noted, the Purchase Price does NOT include sales tax. Purchaser shall be responsible for paying all sales, use, excise, or other taxes or tariffs that may apply to the purchase of Products or services under this Agreement. Such taxes will be added to

the Purchaser's final invoice. If Purchaser has a tax exemption certificate, Purchaser will provide it to Verdin upon execution of this Agreement.

10. **Late Fee.** Delinquent accounts that are unpaid for more than (45) days after issuance of a final invoice will bear interest at a rate of 1.5% per month, or 18% per year.

11. **Change Orders**. Verdin, in its discretion, may accept any additions, deletions, or changes to this Agreement without invalidating this Agreement, provided that all such changes are authorized by a written amended purchase order signed by Purchaser and Verdin (the "Change Order"). Such Change Order shall specify any additional charges (or credits) to the Customer and the payment terms for such charges. The Change Order shall become effective only upon acceptance by Verdin.

12. **Force Majeure.** To the extent permitted by applicable law, Verdin shall not be liable for any loss or damage, including consequential loss, from the failure wholly or in part to fulfill the terms of this Agreement by reason force majeure, including labor strike, lock-out, trade dispute, fire, drought, flood, bad weather, interruption of transport, restriction by Government or other competent authority, destruction of premises, plant or machinery failure, shortage of power supplies, or inability to obtain adequate supplies.

13. **Governing Law**. The parties agree that any dispute or default arising from this Agreement shall be governed by the laws of the State of Ohio.

14. **Entire Agreement**. This Agreement constitutes the entire understanding between the parties and supersedes all prior negotiations or representations, either written or oral.

15. **Acceptance.** This Contract is subject to the approval and acceptance of an authorized representative of The Verdin Company.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed on the date first above written.

The Verdin Company

_____

By: Pat Docherety
Regional Representative

Countersigned, Date:_____

_____

Robert Verdin, III
Chief Executive Officer
The Verdin Company

Village of Mount Prospect
Mount Prospect, IL

_____

By: (print name)

_____

(Signature)

Title:_____

Date Accepted:_____

OPTION

Freight, delivery, warranty, installation, owner's responsibilities and terms and conditions as outlined in main body of this document to apply to this OPTION.

Hot Dip Galvanizing: Verdin will galvanize the tower using a hot dip process.

1. The tower is fabricated to all normal standards. Then holes are created at each tubing junction to allow for the flow of liquid zinc to get inside each square tube.
2. The tower is then freighted to an outside vendor in Illinois for the galvanizing process.
3. The tower will be hot dip galvanized (not applied by spray) by completely immersing the assembled steel tower in a bath of molten zinc. Prior to this immersion the steel will be chemically cleaned to remove all oils, grease, mill scale, and oxides. After surface preparation, the steel tower is immersed in the molten (830 F) zinc bath. The bath consists of more than 98% pure zinc and less than 2% additives, most commonly aluminum, nickel, and bismuth, which help with zinc fluidity and consumption, coating appearance, etc. While in the galvanizing bath, the molten zinc metallurgically reacts with the iron in the steel to form the coating. After removal from the bath, the coating is inspected for conformance to ASTM, CSA or ISO specifications.
4. The tower is then shipped back to the Verdin factory.
5. Once at Verdin, the open holes are plugged with zinc conical-shaped plugs by hammering them in place and sanding the plugs so they are even with the surface of the steel.
6. The tower is then blast-frosted which allows the zinc coating to accept paint. Then the tower has a final cleaning prior to applying the high-grade polyurethane type primer and paint.

Purchase Price of this OPTION is $36,128.00 additional for a grand total of $295,778.00

Note: This price is good only if the option is purchased and completed at the same time as the equipment outlined in the main body of this document. This option cannot be purchased at a later date.

OPTION ACCEPTED: OPTION REJECTED:

_____ _____

MASONRY SEAT WALL
SEE DETAIL 'A'

SEASONAL PLANTING BED

3·SERVICEBERRY 'AUTUMN BLAZE'

13·VIBURNUM CARLESII 'SPICE BABY'

PURPLE WINTER-CREEPER

14·ARBORVITAE 'SMARAGD

SEASONAL PLANTING BED

9·CHICAGOLAND GREEN BOXWOOD

36·KARL FOERSTER GRASS

PURPLE WINTER-CREEPER

3·CORNELIAN CHERRY

160·PRAIRIE DROPSEED

4·DWARF BURNING BUSH 'COMPACTUS'

90·LITTLE BLUESTEM 'STANDING OVATION'

20·JUNIPER 'KALLAY'S COMPACT'

120·KARL FOERSTER GRASS

18·OAKLEAF HYDRANGEA 'RUBY SLIPPERS'

SEASONAL PLANTING BED

120·AUTUMN MOOR GRASS

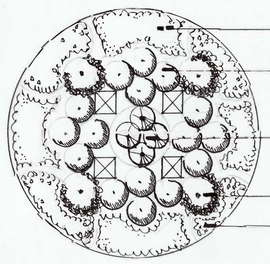
3·SIENNA GLEN MAPLE

PURPLE WINTERCREEPER

75·LITTLE BLUESTEM 'STANDING OVATION'

25·RED SWITCH GRASS 'CHEYENNE SKY'

DETAIL "A"



24·RUDBECKIA 'LITTLE SUZY'

16·KNOCK OUT RED ROSE

4·PURPLE MAIDEN GRASS

4·HYDRANGEA 'BOBO'

20 GERANIUM 'MAX FREI'

VILLAGE GATEWAY

SCALE-1"-10'-0" • DETAIL 'A' SCALE-1"-5'-0"
SEPTEMBER 26, 2024·PREPARED BY: K. KUHN

VILLAGE OF **Mount Prospect** • **Public Works Department** • **Engineering Division**

310 W. NORTHWEST HIGHWAY IMPROVEMENTS
TOPOGRAPHIC SURVEY - 310 PROPERTY

Design : XX
Drawing: LF

Date: 9-12-24

Scale: 1:20

Sheet: 3 of 10

H:\Engineering\VillageProperty\310 W Northwest Hwy\CAD\310 W. Northwest Highway - For Forestry.dwg

Attachment B

Central Gateway Plaza Estimate of Costs

28-Feb-25

Task #	Task	Cost Estimate
1	Demolition and removal of existing structure	$ 50,000
2	Removal of asphalt, concrete, sign, other hardscape, and 24" of soil	$ 114,000
3	Construct parking lot, dumpster enclosure, mill & resurface alley	$ 90,545
4	Central & NW HY ROW brick replacement	$ 160,000
5	TACO replacement soil and rough grade	$ 29,000
6	Electric pole relocation and new electric service	$ 30,000
7	Clocktower with bells & Carillon chime system	$ 259,735
8	Interior plaza pavers	$ 35,000
9	Seat wall	$ 21,600
10	Coping stone	$ 9,000
11	Irrigation	$ 50,000
12	Plantings	$ 35,000
13	Sod	$ 25,110
14	Mulch	$ 4,000
15	Contingency (20%)	$ 182,598

Total Estimated Cost:	**$ 1,095,588**

VERDIN
BELLS & CLOCKS
SINCE 1842

RENDERING PREPARED FOR:
Village of Mount Prospect
Mount Prospect, IL
Millennium TWR Rendering 1
January 28, 2025

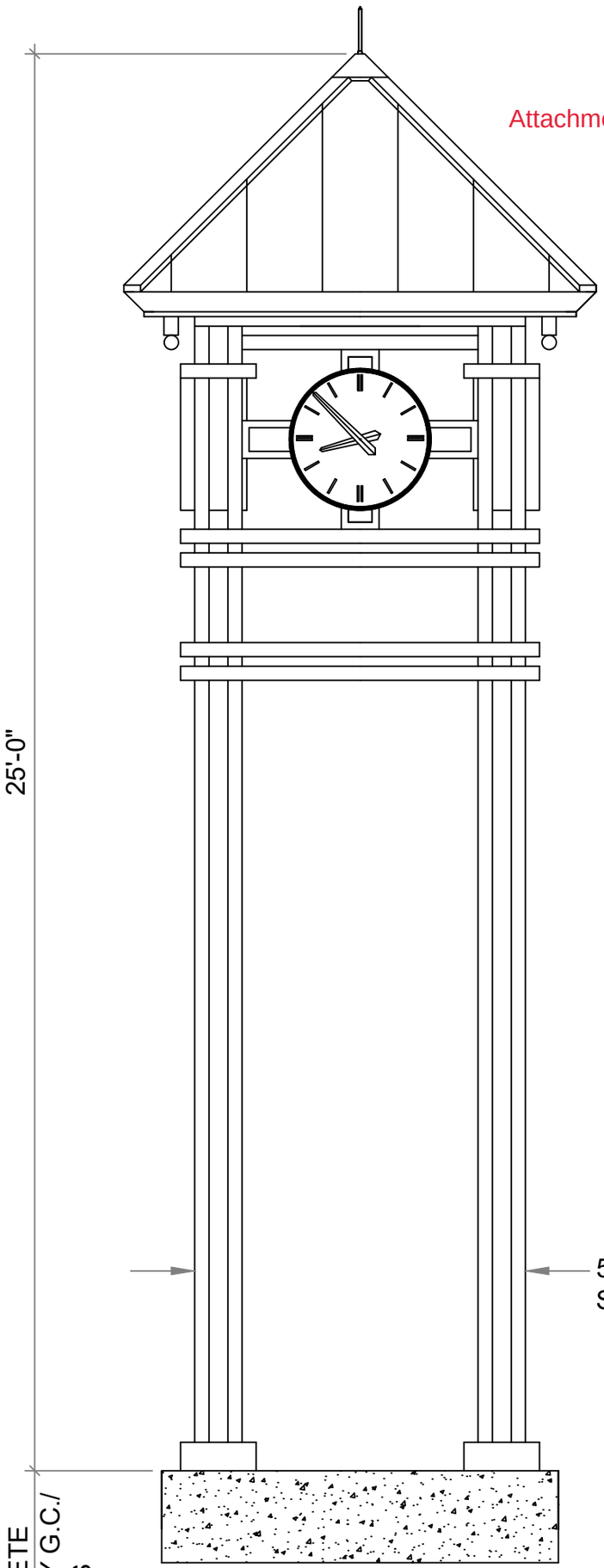
This photo-rendering is an approximation of the Verdin tower on your site and is not intended to be used as final artwork for text, color, dial art and other options.

PROPERTY OF THE VERDIN COMPANY
Cincinnati, OH 800-543-0488 verdin.com

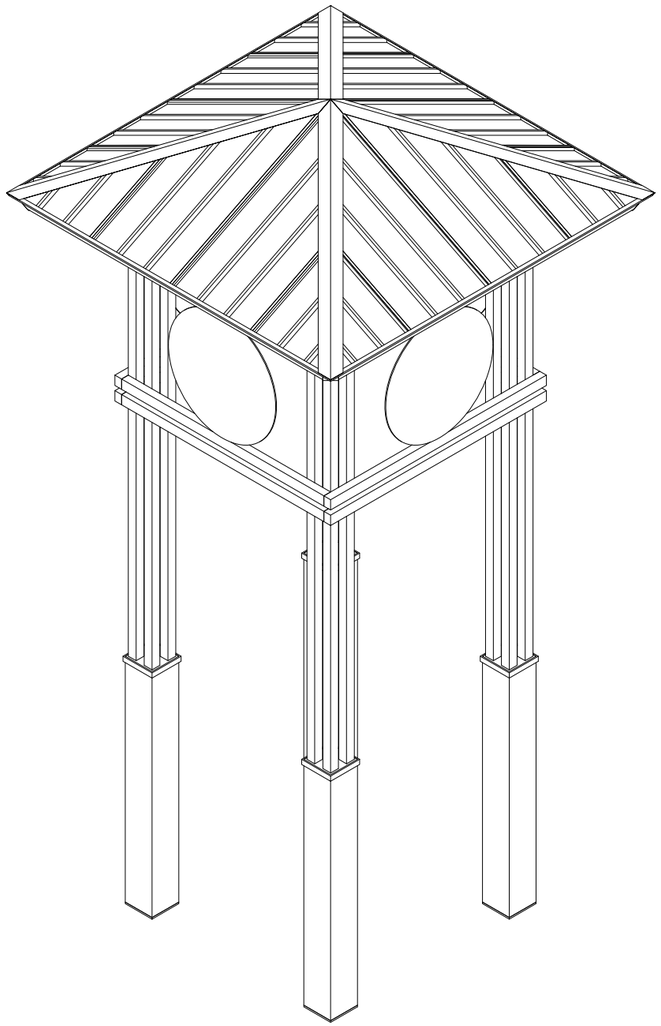


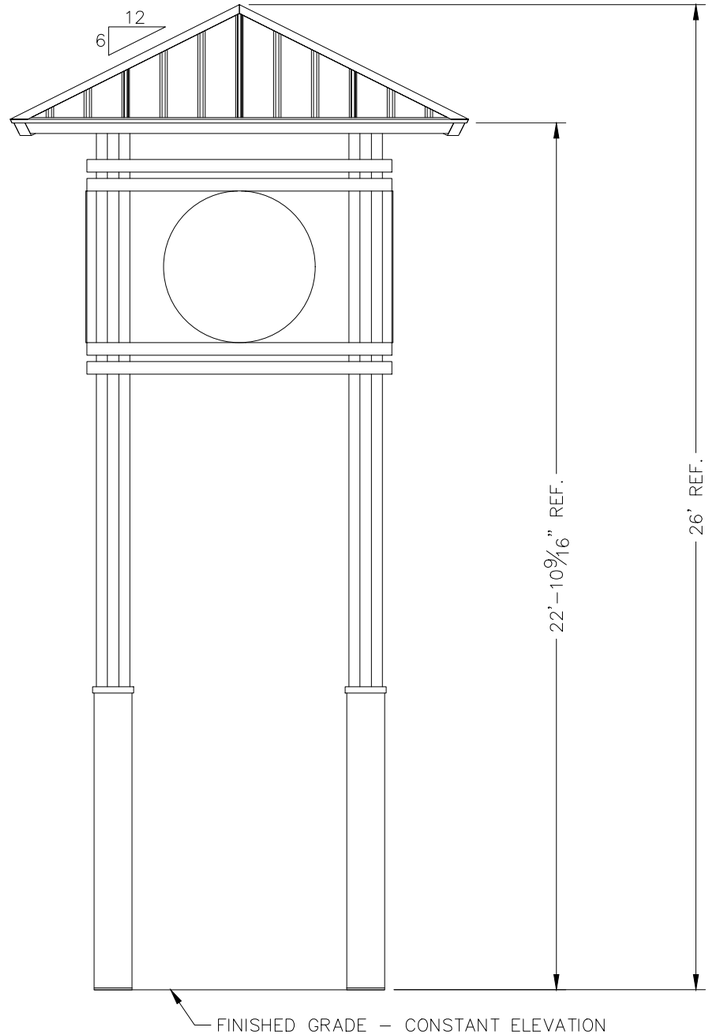


Attachment D



Campbellsville Industries, Inc. P.O. Box 278 / 440 Taylor Blvd. Campbellsville, Ky 42718	PROJ. NAME: CENTRAL GATEWAY		
	LOCATION: MT. PROSPECT, IL.		
	QUOTE #: 80095	DATE: 2-12-2025	REV.: SK-
	DRAWN/EST. BY: N.T.	SCALE: 3/8"=1'-0"	REP.: SHIRLEY





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Elevation

DRAWN BY: RGB

DATE: 1/24/2025

PRELIMINARY ID: 96194

REVISION: A

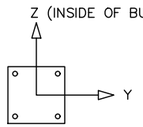
BUILDING TYPE: TH12X12-26M

PROJECT NAME:

SHEET 1.0

Engineering\AcadStandard\Blocks\Titles\ICONPRETB QF-73-01-42

DWG: TH\12X12\M-P6-25-90-17\Drawings\Preliminary\TH12-26M-P6-25-90-17~96194.DWG



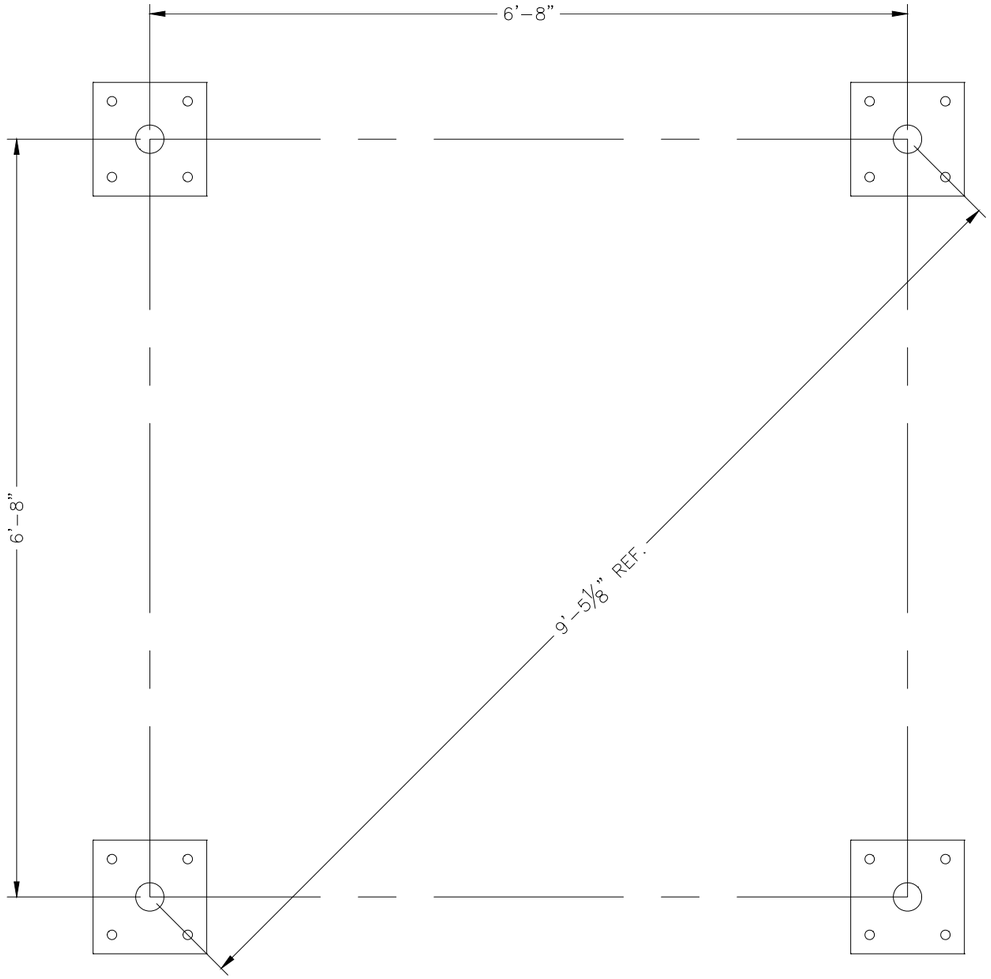
THESE FOUNDATION LOADS ARE FOR ESTIMATING PURPOSE ONLY.
THE ACTUAL LOADS WILL BE DETERMINED IN THE FINAL ENGINEERING

CL1

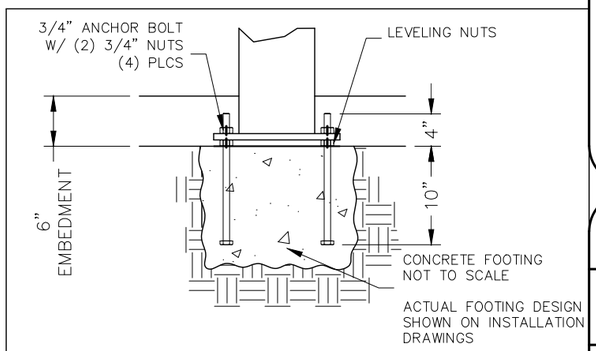
LOADS TO FOUNDATION (KIPS, IN-KIPS)	FOUNDATION LOADS				
LOAD COMBINATION	AXIAL (Fx)	SHEAR (Fy)	SHEAR (Fz)	MOMENT (My)	MOMENT (Mz)
DL	1.82	0.00	0.02	−2.84	0.00
SL	2.74	0.00	0.00	0.29	0.00
W−UPLIFT	−1.28	−0.05	−0.05	10.98	−10.71
W−FY	−0.99	−0.05	0.05	−10.73	−11.20
W−FZ	−1.28	−0.05	−0.05	10.98	−10.71
E−FY	−0.37	−0.30	−0.29	50.34	−49.10
E−Z	−0.37	−0.30	−0.29	50.34	−49.10

NOTES:
- TABLE SHOWS UNFACTORED SERVICE LOADS
- A FOUNDATION DESIGN HAS NOT BEEN PERFORMED BY ICON SHELTER SYSTEMS INC.
- A LICENSED ENGINEER FAMILIAR WITH SOIL CONDITIONS AT CONSTRUCTION SITE MUST PERFORM A FOUNDATION DESIGN.
- THE STRUCTURE HAS BEEN ENGINEERED AS AN OPEN STRUCTURE.
- CONSULT ICON SHELTER SYSTEMS INC. IF THE STRUCTURE IS TO BE ENCLOSED.
- COORDINATES ARE LOCAL TO THE COLUMN

DEFINITIONS:
DL = SERVICE LEVEL DEAD LOAD REACTION WITH THE GREATEST AXIAL LOAD
SL = SERVICE LEVEL SNOW LOAD REACTION WITH THE GREATEST AXIAL LOAD
W−UL = SERVICE LEVEL WIND LOAD REACTION WITH THE GREATEST UPLIFT LOAD
W−Y = SERVICE LEVEL WIND LOAD REACTION WITH THE GREATEST MAGNITUDE OF SHEAR IN THE LOCAL Y DIRECTION
W−Z = SERVICE LEVEL WIND LOAD REACTION WITH THE GREATEST SHEAR VALUE ACTING IN THE SAME DIRECTION AS THE DL SHEAR LOAD
E−Y = SERVICE LEVEL SEISMIC LOAD REACTION WITH THE GREATEST MAGNITUDE OF SHEAR IN THE LOCAL Y DIRECTION
E−Z = SERVICE LEVEL SEISMIC LOAD REACTION WITH THE GREATEST MAGNITUDE OF SHEAR IN THE LOCAL Z DIRECTION

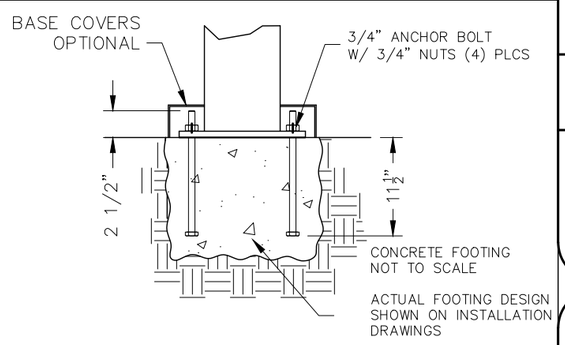


PRELIMINARY: NOT FOR CONSTRUCTION



PRELIMINARY DRAWINGS SHOWN AS 6" BURIED

STANDARD BASE CONNECTION
COLUMN TYPE: A (6" BURIED)



OPTIONAL BASE CONNECTION
COLUMN TYPE: B (SURFACE MOUNT W/ COVERS)

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Anchor Bolt Layout

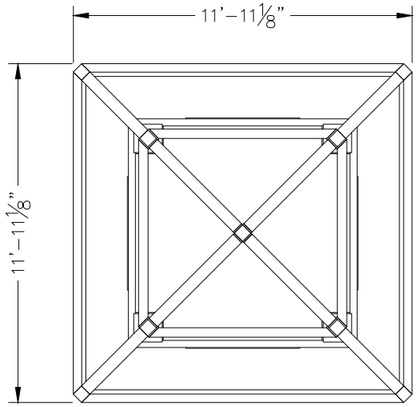
DRAWN BY: RGB
DATE: 1/24/2025
PRELIMINARY ID: 96194
REVISION: A
BUILDING TYPE: TH12X12−26M
PROJECT NAME:

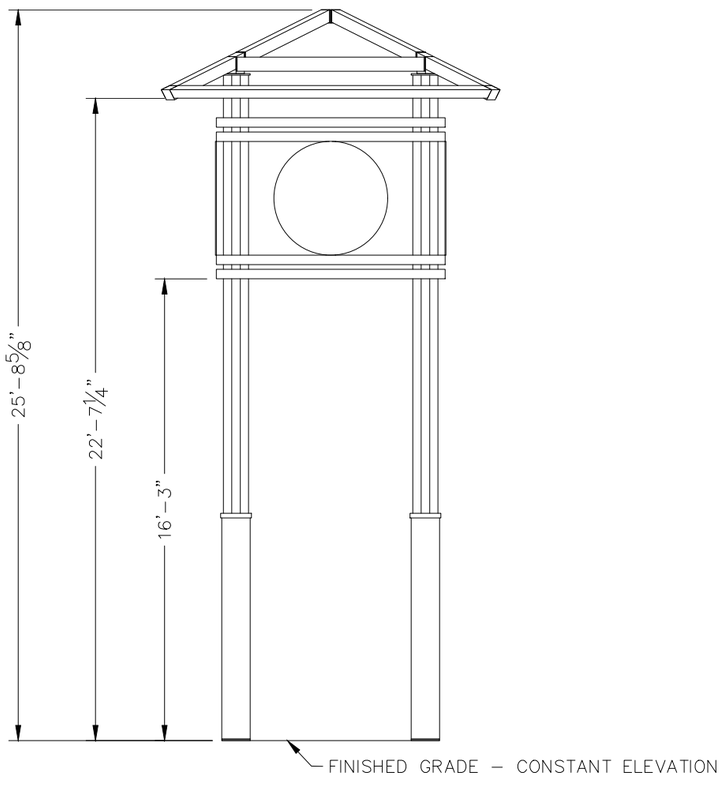
SHEET 2.0

Engineering\AcadStandard\Blocks\Titles\CONPRETB QF−73−01−42

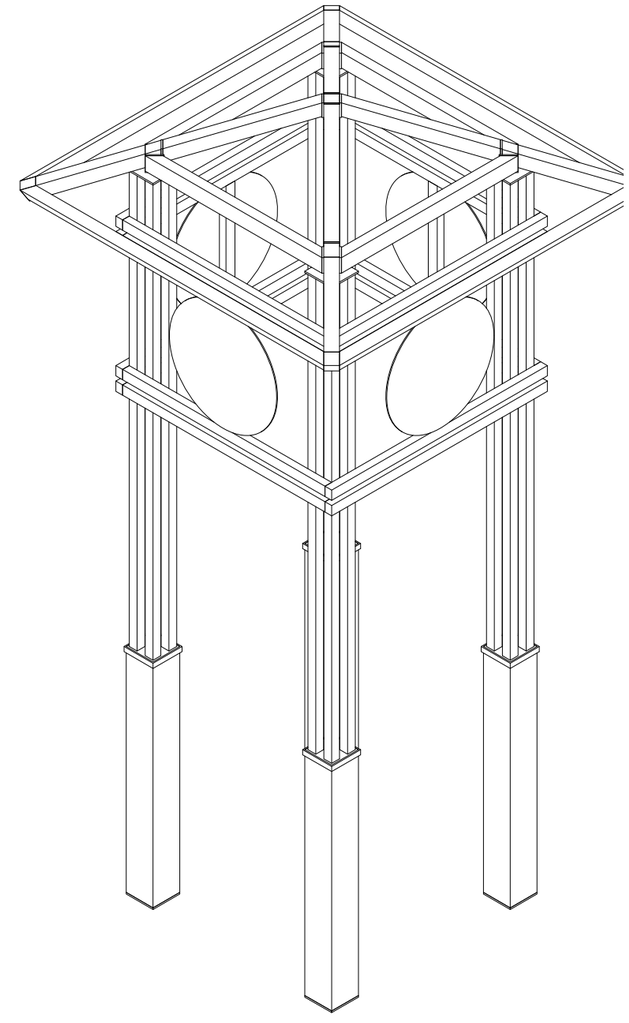
DWG: TH\12X12\M−P6−25−90−17\Drawings\Preliminary\TH12−26M−P6−25−90−17~96194.DWG

Attachment E





PRELIMINARY: NOT FOR CONSTRUCTION



ALL STRUCTURAL COMPONENTS WILL BE:
TUBE: ASTM A500 GRADE B
PLATE: ASTM A36
BOLTS: ASTM A325
NUTS: ASTM A563
WELDING: GMAW

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Frame

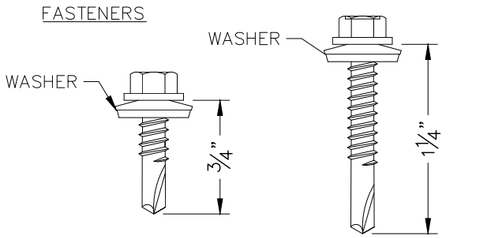
DRAWN BY: RGB
DATE: 1/24/2025
PRELIMINARY ID: 96194
REVISION: A
BUILDING TYPE: TH12X12-26M
PROJECT NAME:

SHEET 3.0

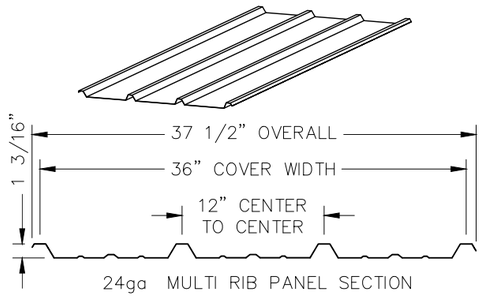
Engineering\AcadStandard\Blocks\Titles\ICONPRETB QF-73-01-42

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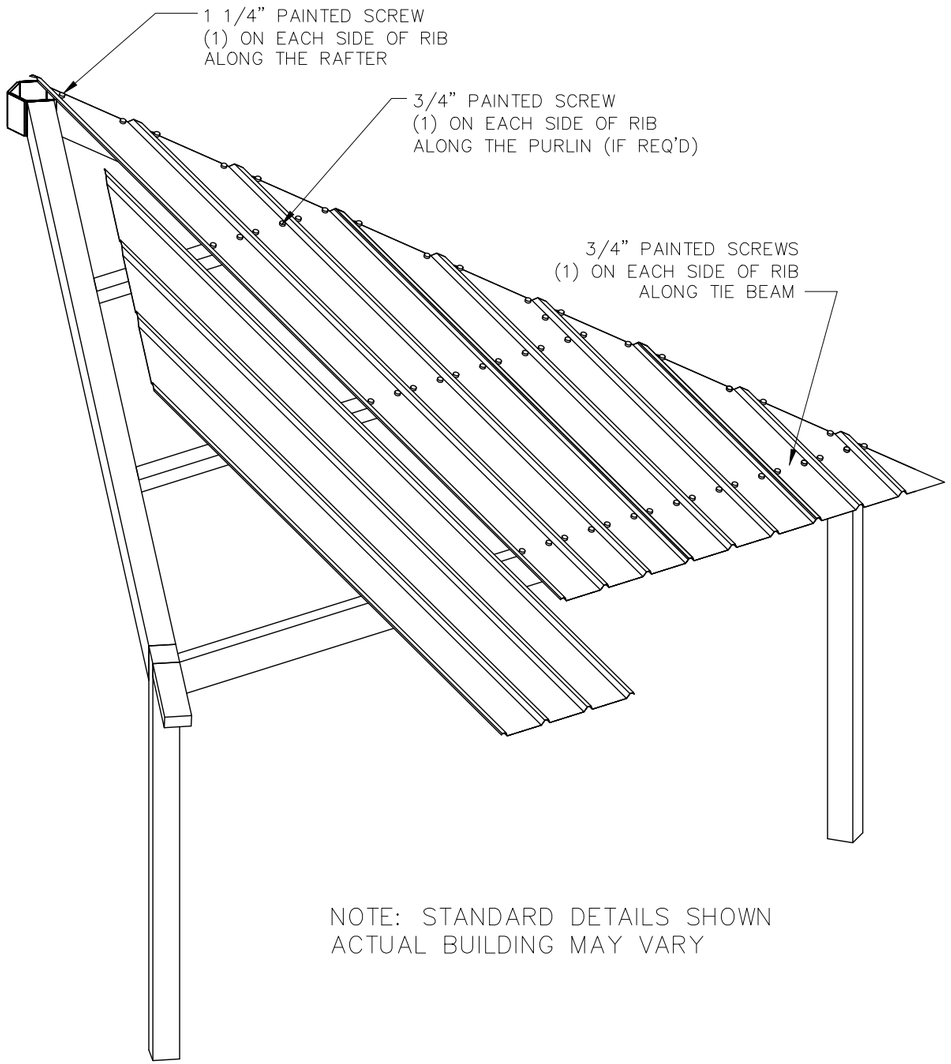
FASTENERS



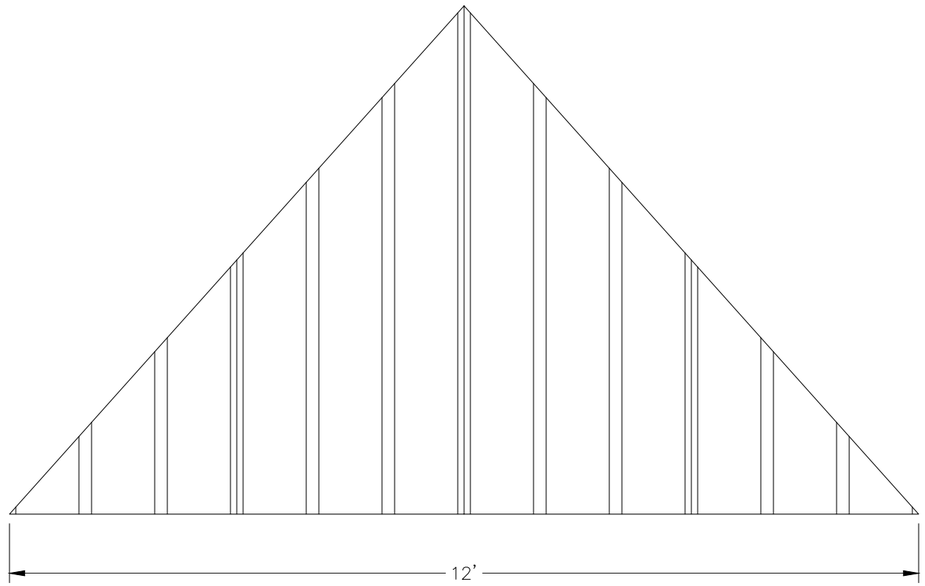
3/4" PAINTED SCREW 1 1/4" PAINTED SCREW



24ga MULTI RIB PANEL SECTION



NOTE: STANDARD DETAILS SHOWN
ACTUAL BUILDING MAY VARY



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Roof Layout

DRAWN BY:
RGB
DATE:
1/24/2025
PRELIMINARY ID:
96194
REVISION:
A
BUILDING TYPE:
TH12X12-26M
PROJECT NAME:

SHEET
4.0

Engineering\AcadStandard\Blocks\Titles\CONPRETB
QF-73-01-42

DWG: TH\12X12\M-P6-25-90-17\Drawings\Preliminary\TH12-26M-P6-25-90-17~96194.DWG

ELECTRICAL INFORMATION - SQUARE

ICON'S STANDARD ELECTRICAL IS DESIGNED TO ACCOMMODATE Ø1/2" CONDUIT WITH A Ø3" INLET HOLE ON THE BOTTOM OF EACH COLUMN.
THE CONDUIT PATHWAY RUNS THROUGH THE COLUMN, RAFTER, AND RIDGE BEAM THROUGH ALL BOLTED CONNECTIONS AS SHOWN.
IF YOU HAVE SPECIAL ELECTRICAL REQUIREMENTS, PLEASE OUTLINE ANY CHANGES BELOW AS DESCRIBED.

PLEASE NOTE: DESIGN LIMITATIONS ON HOLE/CUTOUT SIZES MAY APPLY.
ICON WILL REACH OUT TO DISCUSS ANY SUCH LIMITATIONS AS NEEDED.

NOTE: ICON SHELTER FRAME IS NOT UL LISTED TO ACT AS A CONDUIT FOR ELECTRICAL WIRING. CONSULT LOCAL BUILDING CODES WHEN PLANNING YOUR ELECTRICAL SYSTEM.

PRELIMINARY: NOT FOR CONSTRUCTION

STEPS:
1. CONDUIT HOLE SIZE (DETAIL A)
2. ELECTRICAL EXIT HOLES (DETAIL B)
3. ELECTRICAL ACCESS & COVER PLATES (DETAIL C)
4. ELECTRICAL CONDUIT PATHWAY (DETAIL D)

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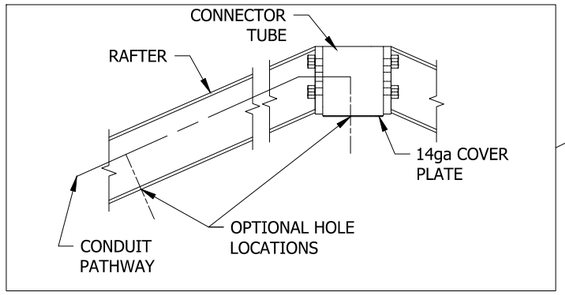
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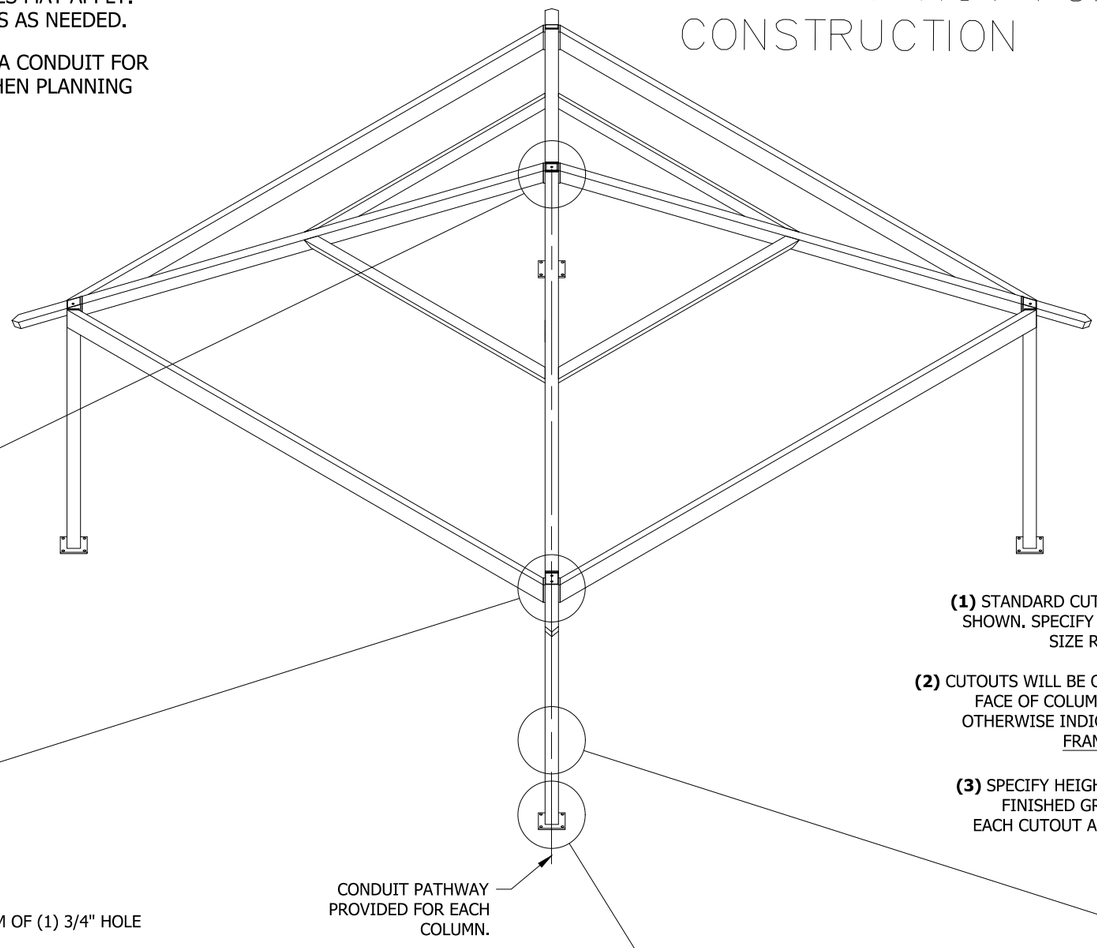
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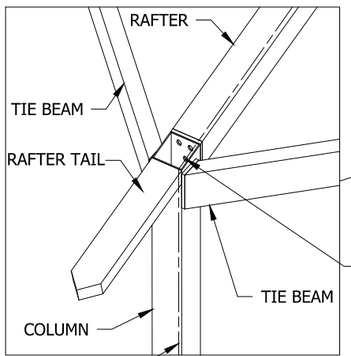
OPTIONAL EXIT HOLES

IF REQUIRED, EXIT HOLES FOR LIGHTING, ETC. CAN BE PLACED IN THE RAFTER AND/OR CONNECTOR TUBE WITH 14ga COVER PLATE AS SHOWN (CHARGES APPLY)
USE FRAME SHEET OF THIS PRELIMINARY TO SPECIFY REQUIRED EXIT HOLE LOCATIONS AND SIZE.



DETAIL B



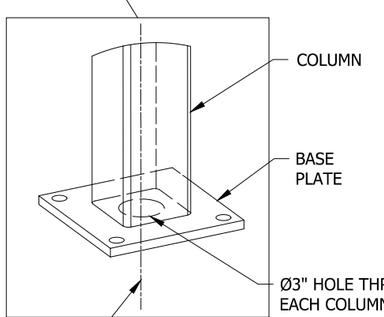


DETAIL A

ICON PROVIDES A MINIMUM OF (1) 3/4" HOLE AT EACH CONNECTION FOR 1/2" CONDUIT.
IF APPLICABLE, PLEASE SPECIFY REQUIRED CONDUIT SIZE: (CHARGES APPLY)

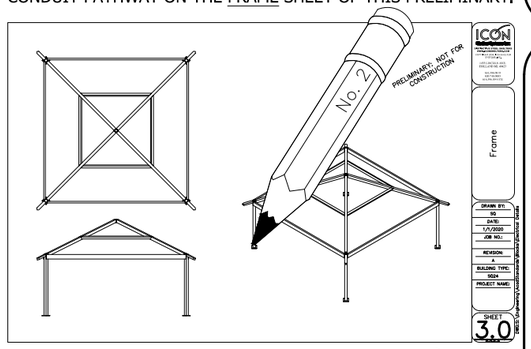
- ☐ 3/4" CONDUIT (1" HOLES)
- ☐ 1" CONDUIT (1 1/4" HOLES)
- ☐ OTHER (PLEASE SPECIFY _____)

CONDUIT PATHWAY PROVIDED FOR EACH COLUMN.



BASE DETAIL

IF REQUIRED, PLEASE DRAW THE NECESSARY ELECTRICAL CONDUIT PATHWAY ON THE FRAME SHEET OF THIS PRELIMINARY.



DETAIL D

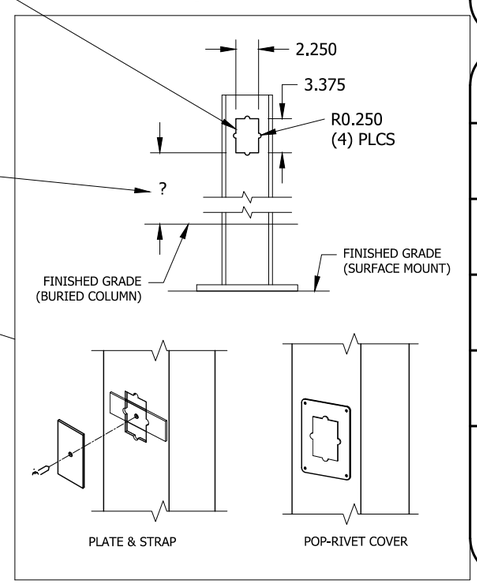
OPTIONAL CUTOUTS

USE FRAME SHEET OF THIS PRELIMINARY TO SPECIFY REQUIRED CUTOUT LOCATIONS (CHARGES APPLY)
SEE REQUIRED INFO BELOW

(1) STANDARD CUTOUT SIZE SHOWN. SPECIFY IF OTHER SIZE REQUIRED.

(2) CUTOUTS WILL BE ON INSIDE FACE OF COLUMN UNLESS OTHERWISE INDICATED ON FRAME SHEET.

(3) SPECIFY HEIGHT ABOVE FINISHED GRADE FOR EACH CUTOUT AS SHOWN



DETAIL C

(4) COVER PLATES PROVIDED UPON REQUEST (CHARGES APPLY)
PLEASE SPECIFY TYPE AND QUANTITY REQUIRED:

- ☐ PLATE & STRAP
- ☐ POP-RIVET COVER PLATE

HOW MANY REQUIRED?_____

NOTE: BUILDING DEPICTED ON THIS SHEET FOR ILLUSTRATION PURPOSES ONLY. ACTUAL LAYOUT AND FRAME MEMBER QUANTITIES VARY BY DESIGN. PLEASE REFER TO ELEVATION AND FRAME SHEETS IN THIS PRELIMINARY FOR ORDER-SPECIFIC CONFIGURATION.

Electrical

DRAWN BY: RGB
DATE: 1/24/2025
PRELIMINARY ID: 96194
REVISION: A
BUILDING TYPE: TH12X12-26M
PROJECT NAME:

SHEET 5.0

C:\Engineering\AcadStandard\Blocks\Titles\CONFRETE OF-73-01-42

DWG: TH\12X12\M-P6-25-90-17\Drawings\Preliminary\TH12-26M-P6-25-90-17~96194.DWG

Item Cover Page

Subject	**As submitted**
Meeting	May 6, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	VILLAGE MANAGER'S REPORT
Type	Presentation

Information

Discussion

Alternatives

Staff Recommendation

Attachments

None