Buildable Unit Code	Route	Limits	Project Category	Design Elements	Scope of Work	Justification	Project Cost   Priority	Priority Rationale	Recommended Prerequisite	Suggested Inclusion	Adjacent Planned TIP Projects	Comments
					Deploy underground fiber interconnect system along this 1.3-mile							
					corridor.	Connects the existing fiber optic interconnects to establish a larger						
		Fair Oaks Rd to			<ul> <li>Tie in with existing fiber interconnect systems west of Fair Oaks Rd and</li> </ul>	backbone cable along North Ave		<ul> <li>Isolated communication link that</li> </ul>				
2A-1	North Ave	County Farm Rd	Signals	Interconnect	east of County Farm Rd.	<ul> <li>Allows for further fiber optic backbone cable expansion along North Ave</li> </ul>	\$ 390,000.00 Medium	serves a few low-priority assets			08-11-0011	Fiber Optic Cable - Underground
					<ul> <li>Deploy wireless interconnect system along this 1.0-mile corridor.</li> </ul>							
		Powis Rd to			• Tie in with existing fiber interconnect systems west of Powis Rd and east	Connects the existing fiber optic interconnects to establish greater		<ul> <li>Isolated communication link that</li> </ul>				
2A-2	North Ave	Atlantic Dr	Signals	Interconnect	of Atlantic Dr.	device accessibility and coordination along North Ave	\$ 40,000.00 Low	serves a few low-priority assets			08-98-0041	Wireless - Intersection-to-Intersection
						Updates traffic signal timing schedules to match current traffic				2A-4, 2C-1,		Since these signals were retimed in 2014, a SCAT Study is
		Smith Rd to Powis			<ul> <li>Update coordinated signal timings at all 3 traffic signals.</li> </ul>	conditions		<ul> <li>Low Congestion</li> </ul>		2B-1, 2A-1,		recommended in 2020 or later, or following a major land-use or traffic
2A-3	North Ave	Rd	Signals	SCAT Study	<ul> <li>Maintain coordination via existing fiber optic interconnect.</li> </ul>	Previous retiming year: 2014 (see comments)	\$ 9,000.00 Low	<ul> <li>Low Traffic Variability</li> </ul>		2A-2	08-98-0041	change.
						Updates traffic signal timing schedules to match current traffic				2B-2, 2A-3,		Since these signals were retimed in 2013, a SCAT Study is
		Atlantic Dr to Fair			<ul> <li>Update coordinated signal timings at all 4 traffic signals.</li> </ul>	conditions		<ul> <li>Low Congestion</li> </ul>		2C-1, 2B-1,	08-98-0041,	recommended in 2019 or later, or following a major land-use or traffic
2A-4	North Ave	Oaks Rd	Signals	SCAT Study	Maintain coordination via existing fiber optic interconnect.	Previous retiming year: 2013 (see comments)	\$ 12,000.00 Low	Low Traffic Variability		2A-1, 2A-2	08-09-0012	change.
					• Install CCTV camera at intersection and integrate with a traffic monitoring	Allows for monitoring conditions at this key decision point (County)		Low Congestion				
2A-5	North Ave	County Farm Rd	Road Monitoring	CCTV Cameras	agency	Farm) for diverting traffic to or from Roosevelt Rd or Army Trail Rd	\$ 12,500.00 Low	• Infrequent Diversions	5I-1, 2C-1, 2B-1		08-11-0011	
						Allows for monitoring conditions at this key decision point (IL-59) for						
					· Install CCTV camera at intersection and integrate with a traffic monitoring	diverting traffic to or from other east-west corridors, such as I-88 or		Low Congestion	5I-1, 2C-1, 2B-1,			
2A-6	North Ave	IL-59	Road Monitoring	CCTV Cameras	agency	Roosevelt Rd	\$ 12,500.00 Low	Infrequent Diversions	2A-1		08-98-0041	

Buildable Unit Code	Route	Limits	Project Category	Design Elements	Scope of Work	Justification	Project Cost Priority	Priority Rationale	Recommended Prerequisite	Suggested Inclusion	Adjacent Planned TIP Projects	Comments
			* 0 .		Deploy underground fiber interconnect system along this 1.0-mile			•	•			
					corridor.	Connects the existing fiber optic interconnects to establish a larger					08-11-0011,	
		Glen Ellyn Rd to			• Tie in with existing fiber interconnect systems west of Glen Ellyn Rd and	backbone cable along North Ave		· Serves a moderate number of low-			08-12-0040,	
2B-1	North Ave	Swift Rd	Signals	Interconnect	east of Swift Rd.	Allows for further fiber optic backbone cable expansion along North Ave	\$ 300,000.00 Medium	priority or medium-priority assets		2C-1	08-12-0011	Fiber Optic Cable - Underground
						Updates traffic signal timing schedules to match current traffic				2C-2, 2A-4,	08-11-0011,	
		County Farm Rd			Update coordinated signal timings at all 9 traffic signals.	conditions		Moderate Congestion		2C-1, 2B-1,	08-12-0040,	
2B-2	North Ave	to Glen Ellyn Rd	Signals	SCAT Study	Maintain coordination via existing fiber optic interconnect.	Previous retiming year: 2005	\$ 27,000.00 Medium	<ul> <li>Low Traffic Variability</li> </ul>		2A-1	08-12-0011	

Buildable Unit Code		Limits	Project Code	Design Elements	Scope of Work	. Justification	Project Cod Prints	Priority Rationale	Recommended Prerequisite	Suggested Inclusion	Adjacent Planned TIP Projects	Comments
Unit Code	Route	Limits	Project Category	Design Elements	Scope of Work	Justification	Project Cost   Priority	Priority Rationale	Prerequisite	Inclusion	Projects	Comments
2C-1	North Ave	I-355 Interchange	Signals	Interconnect	Deploy underground fiber interconnect system between existing fiber optic cable interconnect (Swift Rd to Rohlwing Rd) and the I-355 fiber optic cable.      Tie-in to I-355 backbone fiber optic cable.	Connects the existing/proposed North Ave backbone cable to the regional ITS architecture to allow remote access to integrated assets     Key access point for ITS architecture expansion along North Avesupports backbone cable expansion efforts along North Ave	\$ 60,000.00 High	Key access point to agency backbone cable				Fiber Optic Cable - Underground. Tie-in to I-355 backbone cable requires agency approval from Illinois Tollway.
2C-2		Swift Rd to Rohlwing Rd	Signals	SCAT Study/Adaptive	Use 2015 traffic signal timing plans as core schedules     Add adaptive traffic signal system at all 4 signals.     Integrate together using existing fiber optic interconnect.	Allows for traffic signals to change their operation in real-time to accommodate changing traffic conditions that frequently occur at the I-355 interchange     Previous retiming year: 2015 (see comments)	\$ 160,000.00 High	Moderate Congestion     High Traffic Variability	2C-1	2D-5, 2B-2, 2D-2, 2B-1	08-00-0008	Adaptive traffic signals require backhaul communications service to a centralized server. Recommended prerequisites establish communications path to existing fiber optic backbone. Since these signals were retimed in 2015 and an adaptive signal system is recommended, a SCAT Study is not factored into this cost.
20-2	North Ave	Rolliwing Rd	Emergency	Emergency Vehicle	Install Emergency Vehicle Preemption Reader at intersection and permit	Dedicated priority service for emergency vehicles is critical for public	\$ 100,000.00 High	- Thigh Traine variability	2C-1	2D-2, 2B-1	08-00-0008	Assumes emergency vehicle instrumentation is paid for separately,
2C-3	North Ave	Swift Rd	Services	Preemption	priority service for applicable emergency vehicles	safety	\$ 10,000.00 High	Prioritized Safety Improvement				using compatible technologies.
2C-4			Traveler Information	Dynamic Message Sign	Deploy Arterial DMS in advance of Swift Rd to provide travel-related information to eastbound traffic. (Key Decision Points: I-355)	Eastbound sign to provide useful traveler and incident-related information for I-355 and North Ave in advance of the I-355 key decision point	\$ 80,000.00 Medium	In advance of moderate traffic variability     Not near a major decision point between two eastbound routes	2E-1, 2C-5, 2C-1	2B-1		
2C-5	North Ave	Swift Rd to IL-83	Traveler Information	Travel Time System	Deploy Bluetooth-based travel time monitoring system along this 4-mile corridor	Allows an agency to monitor traffic conditions along this corridor that may vary dramatically when traffic diverts from I-355 or I-290 (via IL-83) during incidents     Provides useful data that can be posted on adjacent DMS in real-time		Moderate Traffic Variability	5I-2, 2D-1, 2D-2, 2C-1	2E-1		
2C-6	North Ave	I-355 NB Ramp	Road Monitoring	CCTV Cameras	Install CCTV camera at intersection and integrate with a traffic monitoring agency	Allows for monitoring conditions at the I-355/North Ave interchange, where traffic may vary depending on conditions on either facility	\$ 12,500.00 Medium	• Moderate Congestion • Frequent Diversions to/from I-355	5 5I-1, 2C-1			
2C-7	North Ave	Swift Rd	Road Monitoring	CCTV Cameras	Install CCTV camera at intersection and integrate with a traffic monitoring agency	<ul> <li>Allows for monitoring conditions near the I-355/North Ave interchange, where traffic may divert to or from Swift Rd depending on conditions along I-355</li> </ul>	\$ 12.500.00 Low	Moderate Congestion     Frequent Diversions to/from Swift Rd	5I-1, 2C-1			
20-1	TOILII AVE	Switt Nu	Road Womtorling	CC1 v Cameras	Install CCTV camera at intersection and integrate with a traffic monitoring	• Allows for monitoring conditions near the I-355/North Ave interchange,	ψ 12,500.00 Low	Moderate Congestion     Frequent Diversions to/from	31 1, 20-1			
2C-8	North Ave	Rohlwing Rd	Road Monitoring	CCTV Cameras	agency	along I-355	\$ 12,500.00 Low	Rohlwing Rd	5I-1, 2C-1		08-00-0008	

Buildable Unit Code		Limits	Project Category	Design Elements	Scope of Work	Justification	Project Cost Priority	Priority Rationale	Recommended Prerequisite	Suggested Inclusion	Adjacent Planned TIP Projects	Comments
					Deploy underground fiber interconnect system along this 0.5-mile							
					corridor.	Connects the existing fiber optic interconnects to establish a larger						
		Ardamore Ave to			Tie in with existing fiber interconnect systems west of Ardmore Ave and	backbone cable along North Ave		<ul> <li>Core communications link that</li> </ul>				
2D-1	North Ave	Villa Ave	Signals	Interconnect	east of Villa Ave.	<ul> <li>Allows for further fiber optic backbone cable expansion along North Ave</li> </ul>	\$ 150,000.00 High	serves many high-priority assets				Fiber Optic Cable - Underground
					<ul> <li>Deploy underground fiber interconnect system along this 0.4-mile</li> </ul>							
					corridor.	Connects the existing fiber optic interconnects to establish a larger						
		Rohlwing Rd to			Tie in with existing fiber interconnect systems west of Rohlwing Rd and	backbone cable along North Ave		<ul> <li>Core communications link that</li> </ul>				
2D-2	North Ave	Lombard St	Signals	Interconnect	east of Lombard St.	· Allows for further fiber optic backbone cable expansion along North Ave	\$ 120,000.00 High	serves many high-priority assets	2	2C-1		Fiber Optic Cable - Underground
					Update coordinated signal timings at all 2 traffic signals for base	Updates traffic signal timing schedules to match current traffic						
		Villa Ave to			operation.	conditions		Moderate Congestion	2	2E-3, 2D-1,		
2D-3	North Ave	Diplomat West Dr	Signals	SCAT Study	Integrate together using existing fiber optic interconnect.	Previous retiming year: 2002	\$ 6,000.00 High	<ul> <li>Low Traffic Variability</li> </ul>	2	2D-2, 2C-1		
		Diplomat West	Emergency	Emergency Vehicle	• Install Emergency Vehicle Preemption Reader and permit priority service	Dedicated priority service for emergency vehicles is critical for public						Assumes emergency vehicle instrumentation is paid for separately,
2D-4	North Ave	Driveway	Services	Preemption	for applicable emergency vehicles	safety	\$ 10,000.00 High	<ul> <li>Prioritized Safety Improvement</li> </ul>				using compatible technologies.
						Updates traffic signal timing schedules to match current traffic						
		Lombard St to			Update coordinated signal timings at all 8 traffic signals.	conditions		Moderate Congestion	2	2C-2, 2D-1,	08-11-0038,	
2D-5	North Ave	Ardamore Ave	Signals	SCAT Study	Maintain coordination via existing fiber optic interconnect.	Previous retiming year: 2006	\$ 24,000.00 Medium	Low Traffic Variability		2D-2	08-13-0018	
				Pedestrian Countdown	Install pedestrian countdown signals to accommodate crosswalks that are	Proposed pedestrian countdown signals offer more valuable information		Recommended Pedestrian				
2D-6	North Ave	Addison Rd	Pedestrians	Signals	on all intersection approaches	to help pedestrians cross the street safely	\$ 15,000.00 Medium	Improvement				
								In advance of high traffic				
						Eastbound sign to provide useful traveler and incident-related		variability				
		Eastbound, in	Traveler		Deploy Arterial DMS in advance of IL-83 to provide travel-related	information for North Ave and I-290 in advance of the IL-83 key decision		Not near a major decision point	2G-1, 2G-2, 2F-1,			
2D-7	North Ave	advance of IL-83		Dynamic Message Sign	information to eastbound traffic. (Key Decision Points: IL-83)	point	\$ 80,000.00 Low	between two eastbound routes	2E-1, 2F-4			

						3						
Buildable Unit Code	Route	Limits	Project Category	Design Elements	Scope of Work	Justification	Project Cost Priority	Priority Rationale	Recommended Prerequisite	Suggested Inclusion	Adjacent Planned TIP Projects	Comments
						Allows an agency to monitor traffic conditions along this corridor that						
						may vary dramatically during changing traffic conditions that frequently						
						occur when I-290 is congested and IL-83/IL-64 are used as alternate						
			Traveler		Deploy Bluetooth-based travel time monitoring system along this 2-mile	routes						
2E-1	North Av	ve IL-83 to I-290	Information	Travel Time System	corridor	Provides useful data that can be posted on adjacent DMS in real-time	\$ 20,000.00 High	<ul> <li>High Traffic Variability</li> </ul>	5I-2, 2F-4	2F-1		
								In advance of high traffic				
								variability				
						Eastbound sign to provide useful traveler and incident-related		<ul> <li>Near a major decision point</li> </ul>				
		Eastbound, in	Traveler		Deploy Arterial DMS in advance of Northwest Ave to provide travel-	information for North Ave and I-290 in advance of the I-290 key decision		between two eastbound routes (IL-	5I-2, 2G-1, 2G-2,			
2E-2	North Av	ve advance of I-290	Information	Dynamic Message Sign	related information to eastbound traffic. (Key Decision Points: I-290)	point	\$ 90,000.00 High	64, I-290)	2F-1, 2F-4		08-14-0037	
		IL-83 to Berteau		SCAT Study/Adaptive	Add adaptive traffic signal system at all 6 signals.	Updates core traffic signal timing schedules to match current traffic conditions     Allows for traffic signals to change their operation in real-time to accommodate changing traffic conditions that frequently occur when I-290 is congested and IL-83/IL-64 are used as alternate routes		• High Congestion				Adaptive traffic signals require backhaul communications service to a centralized server. Recommended prerequisites establish
2E-3	North Av		Signals	Traffic Signal		Previous retiming year: 2002	\$ 258,000.00 High	High Traffic Variability	2F-4	2F-5, 2D-3		communications path to existing fiber optic backbone.
		York St to Berteau			• Install Transit Signal Priority Readers at 3 intersections along this corridor			Prioritized Transit Improvement				
2E-4	North Av	ve Ave	Transit	Transit Signal Priority	for Pace Routes.	PACE bus routes that travel along this corridor	\$ 37,500.00 High	along Pace Routes	2F-4			
					I di CCTN	• Allows for monitoring conditions near the York St/IL-64 intersection		• High Congestion				
2E-5	NT	ve York St	Road Monitoring	CCTV C	• Install CCTV camera at intersection and integrate with a traffic monitoring	(via Lake Street exit) due to congestion	\$ 12.500.00 Medium	Frequent Diversions to/from I-290 via York Rd	5I-1, 2F-4			
2E-3	North Av	ve Tork St	Road Monitoring	CC1 v Cameras	agency	Allows for monitoring conditions near the IL-83/IL-64 intersection	\$ 12,500.00 Medium	High Congestion	31-1, 2F-4			
					• Install CCTV camera at intersection and integrate with a traffic monitoring			• Frequent Diversions to/from I-290				
2E-6	North As	ve IL-83	Road Monitoring	CCTV Cameras		(via IL-83 exit) due to congestion	\$ 12.500.00 Medium	via IL-83	5I-1, 2F-4			
21. 0	Tiorui Ai	Melrose Ave-	Roug Monitoring	Automated Pedestrian	Install automated pedestrian detection sensors to replace pedestrian push-	Implement to improve safety, efficiency, and pedestrian compliance near	, , , , , , , , , , , , , , , , , , , ,	VIII 112 03	51 1, 21 -4			
2E-7	North Av		Pedestrians	Crossing Detection		Field Elementary School	\$ 17.500.00 Low	Suggested Pedestrian Improvement	nt			
	1		1						-1	1	1	

Buildable Unit Code		Limits	Project Category	Design Elements	Scope of Work	Justification	Project Cost Priority	Priority Rationale	Recommended Prerequisite	Suggested Inclusion	Adjacent Planned TII Projects	P Comments
						All-						
						<ul> <li>Allows an agency to monitor traffic conditions along this corridor that may vary dramatically during changing traffic conditions that frequently</li> </ul>						
						occur when I-290 is congested and IL-83/IL-64 and/or IL-64/IL-43 are						
			Traveler		Deploy Bluetooth-based travel time monitoring system along this 2.4-mile							
2F-1	North Ave	I-290 to 35th Ave	Information	Travel Time System	corridor	• Provides useful data that can be posted on adjacent DMS in real-time	\$ 24,000.00 High	High Traffic Variability	5I-2, 2F-3, 2F-4	2G-2, 2E-1	04-08-0001	
								In advance of high traffic				
								variability				
						Westbound sign to provide useful traveler and incident-related		<ul> <li>Near a major decision point</li> </ul>				
25.2		Westbound, in	Traveler		• Deploy Arterial DMS in advance of Railroad Ave to provide travel-related		A 00 000 00 VV 1	between two westbound routes (IL-	25 1 20 5 25 1		08-14-0037, 04-09-0020	
2F-2	North Ave	advance of I-290	Information	Dynamic Message Sign	information to westbound traffic. (Key Decision Points: I-290)	point	\$ 90,000.00 High	64, I-290)	2E-1, 2C-5, 2F-4		04-09-0020	
					<ul> <li>Deploy underground fiber interconnect system along this 1.0-mile corridor.</li> </ul>	Connects the existing fiber optic interconnects to establish a larger						
		Roy Ave to 35th			• Tie in with existing fiber interconnect systems west of Roy Ave and east of			Core communications link that				
2F-3	North Ave		Signals	Interconnect	35th Ave.	Allows for further fiber optic backbone cable expansion along North Ave	\$ 300,000.00 High	serves many high-priority assets			04-08-0001	Fiber Optic Cable - Underground
21 5	1101111111	11.0	Digitals	mereameer	5541110	This is to turned note opice execution expansion using from the	\$ 500,000.00 Ingn	serves many mgn priority assets			0.000001	Titoti oput cuote cinatigiouna
						Connects the existing fiber optic interconnects to establish a larger						
						backbone cable along North Ave						
					Deploy underground fiber interconnect system along this 0.6-mile	Connects the existing/proposed North Ave backbone cable to the						
					corridor.	regional ITS architecture to allow remote access to integrated assets						
					• Tie in with existing fiber interconnect systems west of Berteau Ave and	Allows for further fiber optic backbone cable expansion along North Ave						Fiber Optic Cable - Underground. Tie-in to I-290 backbone cable
		Berteau Ave to			east of Northwest Ave.	Key access point for ITS architecture expansion along North Ave		<ul> <li>Key access point to agency</li> </ul>			08-14-0037,	requires agency approval from the Illinois Department of
2F-4	North Ave	Northwest Ave	Signals	Interconnect	Tie in with existing backbone cable on I-290.	supports backbone cable expansion efforts along North Ave	\$ 240,000.00 High	backbone cable			04-09-0020	Transportation.
						Allows for traffic signals to change their operation in real-time to						Adaptive traffic signals require backhaul communications service to a
						accommodate changing traffic conditions that frequently occur when I-						centralized server. Recommended prerequisites establish
					Use 2013 traffic signal timing plans as core schedules	290 is congested and IL-83/IL-64 and/or IL-64/IL-43 are used as alternate						communications path to existing fiber optic backbone. Since these
OF 5	NY .1 A	Northwest Ave to		A 1 TE .CC .C: 1	Add adaptive traffic signal system at all 5 signals.	routes	¢ 200 000 00 III. 1	• High Congestion		2G-4, 2E-3, 2F-3		signals were retimed in 2013 and an adaptive signal system is
2F-5	North Ave	.,	Signals	Adaptive Traffic Signal	Integrate together using existing fiber optic interconnect.      Integrate together using existing fiber optic interconnect.	Previous retiming year: 2013 (see comments)	\$ 200,000.00 High	High Traffic Variability	2F-4	2F-3		recommended, a SCAT Study is not factored into this cost.
2F-6	North Ave	Northwest Ave to	Transit	Transit Signal Priority	<ul> <li>Install Transit Signal Priority Readers at 5 intersections along this corridor for Pace Routes.</li> </ul>		\$ 62,500.00 High	<ul> <li>Prioritized Transit Improvement along Pace Routes</li> </ul>	2F-4			
2F-0	North Ave	Roy Ave	Transit	Transit Signal Priority	for Pace Routes.	PACE bus routes that travel along this corridor  • Allows for monitoring conditions near the I-290/IL-64 interchange to	\$ 62,500.00 High	High Congestion	2F-4			
						monitor if congestion on I-290 is spilling back onto North Ave		Key location to observe (to report)				
					Install CCTV camera at intersection and integrate with a traffic monitoring			congestion spilling back from I-290				
2F-7	North Ave	Northwest Ave	Road Monitoring	CCTV Cameras	agency	be posted on DMS in advance of the congestion	\$ 12.500.00 Medium	onto North Ave	5I-1, 2F-4		04-09-0020	
	1101111111	TOTALWESTINE	rtoud monitoring	CCT / Cameras	agency	Relocating to far-side improves safety by improving visibility of crossing	, , , , , , , , , , , , , , , , , , , ,	onto riorui rive	31 1, 21 1		0.00000	
						pedestrians and turning vehicles by removing the obstruction of a stopped		Recommended Transit				
2F-8	North Ave	Roy Ave	Transit	Bus Stop Relocation	Relocate westbound near-side flag stop to the far-side of the intersection.	bus from the turning lane	\$ 650.00 Medium	Improvement				
						• Relocating to far-side improves safety by improving visibility of crossing						
					• Relocate eastbound and westbound near-side flag stops to the far-side of	pedestrians and turning vehicles by removing the obstruction of a stopped		<ul> <li>Recommended Transit</li> </ul>				
2F-9	North Ave	Hillside Ave	Transit	Bus Stop Relocation	the intersection.	bus from the turning lane		Improvement				
						<ul> <li>Relocating to far-side improves safety by improving visibility of crossing</li> </ul>						
						pedestrians and turning vehicles by removing the obstruction of a stopped		Recommended Transit				
2F-10	North Ave	Railroad Ave	Transit	Bus Stop Relocation	• Relocate eastbound near-side bus shelter to the far-side of the intersection.		\$ 650.00 Medium	Improvement				
OF 11	NT1 A	NY A	D- 4:	Pedestrian Countdown	Install pedestrian countdown signals to accommodate crosswalks that are	Proposed pedestrian countdown signals offer more valuable information     The residuations are such as the street and the	6 9,000,00	Recommended Pedestrian			04-09-0020	
2F-11	North Ave	Northwest Ave	Pedestrians	Signals Pedestrian Countdown	on some intersection approaches	to help pedestrians cross the street safely	\$ 8,000.00 Medium	Improvement  • Recommended Pedestrian			04-09-0020	
2F-12	North Ave	Roy Ave	Pedestrians	Signals	<ul> <li>Install pedestrian countdown signals to accommodate crosswalks that are on all intersection approaches</li> </ul>	Proposed pedestrian countdown signals offer more valuable information to help pedestrians cross the street safely	\$ 15,000.00 Medium	Recommended Pedestrian  Improvement				
ΔΓ-1Δ	NOITH AVE	Roy Ave	r cuestrians	Pedestrian Countdown	Install pedestrian countdown signals to accommodate crosswalks that are	7	φ 13,000.00 Medium	Recommended Pedestrian				
2F-13	North Ave	Wolf Rd	Pedestrians	Signals	on all intersection approaches	to help pedestrians cross the street safely	\$ 15,000.00 Medium	Improvement				
21 15	. 101111 7110	on ru	2 Caestrians	Pedestrian Countdown	Install pedestrian countdown signals to accommodate crosswalks that are		\$ 15,000.00 Medium	Recommended Pedestrian				
2F-14	North Ave	Hillside Ave	Pedestrians	Signals	on some intersection approaches	to help pedestrians cross the street safely	\$ 8,000.00 Medium	Improvement				
			. 5000 0000000	Pedestrian Countdown	Install pedestrian countdown signals to accommodate crosswalks that are	7	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Recommended Pedestrian				
2F-15	North Ave	Railroad Ave	Pedestrians	Signals	on some intersection approaches	to help pedestrians cross the street safely	\$ 8,000.00 Medium					

						Smart Corridor Projects					
Buildable									Recommended	Suggested	Adjacent Planned TIP
Unit Code	Route	Limits	Project Category	Design Elements	Scope of Work	Justification	Project Cost   Priority	Priority Rationale	Prerequisite	Inclusion	Projects Comments
		1st Ave to Harlen	m Travalar		Deploy Bluetooth-based travel time monitoring system along this 1.5-mile	Allows an agency to monitor traffic conditions along this corridor that may vary dramatically during changing traffic conditions that frequently occur when I-290 is congested and IL-64/IL-43 are used as alternate routes.					
2G-1	North Ave		Information	Travel Time System	corridor	Provides useful data that can be posted on adjacent DMS in real-time	\$ 15,000.00 High	High Traffic Variability	5I-2, 2F-3, 2F-4	2F-1	
		35th Ave to 1st	Traveler		Deploy Bluetooth-based travel time monitoring system along this 2.1-mile	Allows an agency to monitor traffic conditions along this corridor that may vary dramatically during changing traffic conditions that frequently occur when I-290 is congested and IL-64/IL-43 are used as alternate					
2G-2	North Ave		Information	Travel Time System	Deploy Bluetooth-based traver time monitoring system along this 2.1-mile corridor	routes  • Provides useful data that can be posted on adjacent DMS in real-time	\$ 21,000.00 High	High Traffic Variability	5I-2, 2F-3, 2F-4	2F-1 2G-1	
20 2	North 7170	1110	mormaton	Traver Time System	Contact	110vites useful talka time can be posted on taglacene Dvid in real time	\$ 21,000.00 High	In advance of high traffic variability	31 2, 21 3, 21 4	21 1, 20 1	
		Westbound, in				Westbound sign to provide useful traveler and incident-related		<ul> <li>Near a major decision point</li> </ul>			
		advance of 1st	Traveler		Deploy Arterial DMS in advance of IL-171/1st Ave to provide travel-	information for North Ave and I-290 in advance of the IL-171/1st Ave ke		· ·	2F-1, 2E-1,2F-3,		
2G-3	North Ave	Ave	Information	Dynamic Message Sign	related information to westbound traffic. (Key Decision Points: IL-171)	decision point	\$ 90,000.00 High	64, I-290 via 1st Ave)	2F-4		
					Update coordinated signal timings at all 17 traffic signals for base operation.	Updates core traffic signal timing schedules to match current traffic conditions     Allows for traffic signals to change their operation in real-time to accommodate changing traffic conditions that frequently occur when I-					Adaptive traffic signals require backhaul communications service to a
20.4		35th Ave to	a: 1	SCAT Study/Adaptive	Add adaptive traffic signal system at all 17 signals.	290 is congested and IL-64/IL-43 are used as alternate routes	0.721.000.00	High Congestion	25.2.25.4	211 2 25 5	centralized server. Recommended prerequisites establish
2G-4	North Ave	Harlem Ave	Signals	Traffic Signal	Integrate together using existing fiber optic interconnect.	Previous retiming year: 1994	\$ 731,000.00 High	High Traffic Variability	2F-3, 2F-4	2H-3, 2F-5	communications path to existing fiber optic backbone.
2G-5	North Ave	York St to Harlen	Transit	Transit Signal Priority	Install Transit Signal Priority Readers at 17 intersections along this corridor for Pace Routes.	Implement to improve on-time performance and headway spacing for PACE bus routes that travel along this corridor	\$ 212,500.00 High	Prioritized Transit Improvement along Pace Routes	2F-3, 2F-4	2G-17, 2G-11 2G-12, 2G-13 2G-14, 2G-15 2G-16, 2F-8, 2F-9, 2F-10	Assumes bus instrumentation is paid for separately, using compatible technologies. Assumes back-office schedule management or system priority systems, if applicable, are already in place and compatible with proposed technology.
2G-6	North Avo	76th Ave	Emergency Services	Emergency Vehicle Preemption	<ul> <li>Install Emergency Vehicle Preemption Reader at intersection and permit priority service for applicable emergency vehicles</li> </ul>	Dedicated priority service for emergency vehicles is critical for public safety	\$ 10,000.00 High	Prioritized Safety Improvement			Assumes emergency vehicle instrumentation is paid for separately, using compatible technologies.
20-0	North Ave	35th Ave-Cornell		Emergency Vehicle	Install Emergency Vehicle Preemption Reader at intersection and permit	Dedicated priority service for emergency vehicles is critical for public	\$ 10,000.00 Figii	Frioritized Safety Improvement			Assumes emergency vehicle instrumentation is paid for separately,
2G-7	North Ave		Services	Preemption	priority service for applicable emergency vehicles	safety	\$ 10,000.00 High	Prioritized Safety Improvement			using compatible technologies.
						Allows for monitoring conditions near the IL-43/IL-64 intersection		High Congestion			
20.0	NY 41 A	** 1 4	D 134 :	CCTV.C	Install CCTV camera at intersection and integrate with a traffic monitoring		¢ 12.500.00 M 1	• Frequent Diversions to/from I-290	51.1.05.2.05.4		
2G-8	North Ave	Harlem Ave	Road Monitoring	CCTV Cameras	agency	(via Harlem Ave exit) due to congestion  • Allows for monitoring conditions near the IL-171/IL-64 intersection	\$ 12,500.00 Medium	via Harlem Ave • High Congestion	5I-1, 2F-3, 2F-4		
					• Install CCTV camera at intersection and integrate with a traffic monitoring			• Frequent Diversions to/from I-290			
2G-9	North Ave	1st Ave/IL-171	Road Monitoring	CCTV Cameras	agency	(via 1st Ave exit) due to congestion	\$ 12,500.00 Medium	via 1st Ave	5I-1, 2F-3, 2F-4		
						• Allows for monitoring conditions near the North Ave/25th Ave		High Congestion			
2G-10	North Ave	25th Ave	Road Monitoring	CCTV Cameras	<ul> <li>Install CCTV camera at intersection and integrate with a traffic monitoring agency</li> </ul>	from I-290 (via 25th Ave exit) due to congestion	\$ 12,500.00 Medium	• Frequent Diversions to/from I-290 via 25th Ave	5I-1, 2F-3, 2F-4		
20-10	North Ave	25th Ave	Road Wolltoning	CC1 v Cameras	agency	Relocating to far-side improves safety by improving visibility of crossin		VIA 25th AVC	31-1, 21-3, 21-4		
						pedestrians and turning vehicles by removing the obstruction of a stopped		Recommended Transit			
2G-11	North Ave	7th Ave	Transit	Bus Stop Relocation	Relocate westbound near-side flag stop to the far-side of the intersection.	bus from the turning lane		Improvement			
					Relocate eastbound and westbound near-side bus shelter to far-side of the	Relocating to far-side improves safety by improving visibility of crossin pedestrians and turning vehicles by removing the obstruction of a stopped		Recommended Transit			
2G-12	North Ave	9th Ave	Transit	Bus Stop Relocation	intersection.	bus from the turning lane	\$ 1,300.00 Medium	Improvement			
				•		Relocating to far-side improves safety by improving visibility of crossin	g				
						pedestrians and turning vehicles by removing the obstruction of a stopped		Recommended Transit			
2G-13	North Ave	George St	Transit	Bus Stop Relocation	Relocate westbound near-side bus shelter to far-side of the intersection.	bus from the turning lane  • Relocating to far-side improves safety by improving visibility of crossin		Improvement			
					• Relocate eastbound and westbound near-side bus shelter to far-side of the			Recommended Transit			
2G-14	North Ave	15th Ave	Transit	Bus Stop Relocation	intersection.	bus from the turning lane		Improvement			
						Relocating to far-side improves safety by improving visibility of crossin pedestrians and turning vehicles by removing the obstruction of a stopped		Recommended Transit			
2G-15	North Ave	19th Ave	Transit	Bus Stop Relocation	Relocate eastbound near-side bus shelter to far-side of the intersection.	bus from the turning lane		Improvement			
	1					Relocating to far-side improves safety by improving visibility of crossin					
2G-16	North Ave	Hawthorne Ave	Transit	Bus Stop Relocation	<ul> <li>Relocate eastbound near-side bus shelter to far-side of the intersection.</li> <li>Relocate westbound near-side flag stop to far-side of the intersection.</li> </ul>	pedestrians and turning vehicles by removing the obstruction of a stopped bus from the turning lane		Recommended Transit  Improvement			
20-10	THOILII AVE	nawmonie Ave	Hansit	Das Stop Refocation	resocute restooding near-side mag stop to lar-side of the intersection.	Relocating to far-side improves safety by improving visibility of crossin		пирочения			
						pedestrians and turning vehicles by removing the obstruction of a stopped	i	Recommended Transit			
2G-17	North Ave	1st Ave	Transit	Bus Stop Relocation	• Relocate eastbound near-side bus shelter to the far-side of the intersection.	Č	\$ 2,000.00 Medium	Improvement			
2G-18	North Ave	Thatcher Ave	Pedestrians	Pedestrian Countdown Signals	<ul> <li>Install pedestrian countdown signals to accommodate crosswalks that are on some intersection approaches</li> </ul>	<ul> <li>Proposed pedestrian countdown signals offer more valuable information to help pedestrians cross the street safely</li> </ul>	\$ 8,000.00 Medium	Recommended Pedestrian  Improvement			
20-10	THOILII AVE	I natenet Ave	1 cucsulans	Pedestrian Countdown	Install pedestrian countdown signals to accommodate crosswalks that are			Recommended Pedestrian			
2G-19	North Ave	25th Ave	Pedestrians	Signals	on some intersection approaches	to help pedestrians cross the street safely	\$ 8,000.00 Medium	Improvement			
								<ul> <li>In advance of high traffic variability</li> </ul>			
								Near a major decision point			
								between two eastbound routes (IL-			
		Eastbound, in			D. I. A. CIDWG: A COST I COST I	• Eastbound sign to provide useful traveler and incident-related		64, I-290 via 1st Ave), but limited	211 27 20 :		
2G-20	North Ave	advance of 9th	Traveler Information	Dynamic Massaca Sica	Deploy Arterial DMS in advance of 9th Ave to provide travel-related information to eastbound traffic. (Key Decision Points: IL-171)	information for North Ave and I-290 in advance of the IL-171/1st Ave ke decision point	\$ 90,000.00 Low	traveler information is available on IL-64 due to limited ITS assets	2H-27, 2G-1, 2F- 3, 2F-4		
2 <b>U-</b> 2U	INOITH AVE	AVC	mormanon	Dynamic wiessage Sign	information to castiounia traffic. (Key Decision Politis: IL-1/1)	uccision point	\$ 70,000.00 LOW	il-0+ due to lillined 115 assets	J, 41+	1	

Buildable									Recommended	Suggested	Adjacent Planned TIP	
Unit Code	Route	Limits	Project Category	Design Elements	Scope of Work	Justification	Project Cost Priority	Priority Rationale	Prerequisite	Inclusion	Projects	Comments
					• Deploy wireless interconnect system along this 1.5-mile corridor (or fiber			Critical communications link to				
		Austin Ave to			interconnect if existing conduit is available).	Connects the existing fiber optic interconnects to establish greater		maintain traffic signal coordination				
2H-1	North Ave	Cicero Ave	Signals	Interconnect	Tie in with existing fiber interconnect system west of Austin Ave.	device accessibility and coordination along North Ave  • Updates core traffic signal timing schedules to match current traffic	\$ 60,000.00 High	between Austin Ave and Cicero Ave			01-97-0092	Wireless - Intersection-to-Intersection
						conditions						
		Menard Ave to		SCAT Study/Intersection	Update coordinated signal timings at all 7 traffic signals.	<ul> <li>Intersection detection allows the traffic signals to provide green lights primarily to North Avenue and provide green lights to side streets only</li> </ul>		Moderate Congestion		2H-3, 2F-3, 2F-		
2H-2	North Ave	Cicero Ave	Signals	Detection System	Add intersection monitoring at 4 traffic signals.	when a vehicle is present, which improves efficiency	\$ 61,000.00 High	Moderate Congestion     Moderate Traffic Variability	2H-1	4	01-97-0092	
		0.1.5.1.1			V. 1	Updates traffic signal timing schedules to match current traffic						
2H-3	North Ave	Oak Park Ave to Austin Ave	Signals	SCAT Study	<ul> <li>Update coordinated signal timings at all 5 traffic signals.</li> <li>Integrate together using existing fiber optic interconnect.</li> </ul>	conditions • Previous retiming year: 1994	\$ 15,000.00 High	Moderate Congestion     Moderate Traffic Variability		2H-2, 2G-4		
							3	,		,		Assumes bus instrumentation is paid for separately, using compatible
		Oak Park Ave to			• Install Transit Signal Priority Readers at 12 intersections along this	Implement to improve on-time performance and headway spacing for		Prioritized Transit Improvement		2H-21, 2H-22, 2H-23, 2H-24,		technologies. Asssumes back-office schedule management or system priority systems, if applicable, are already in place and compatible with
2H-4	North Ave	Cicero Ave	Transit	Transit Signal Priority	corridor for CTA Route.	CTA bus route 72 that travels along this corridor	\$ 150,000.00 High	along CTA Routes	2H-1, 2F-3, 2F-4			proposed technology.
2H-5	North Avo	Cicero Ave	Emergency Services	Emergency Vehicle Preemption	• Install Emergency Vehicle Preemption Reader at intersection and permit priority service for applicable emergency vehicles	Dedicated priority service for emergency vehicles is critical for public safety	\$ 10,000.00 High	Prioritized Safety Improvement			01-97-0092	Assumes emergency vehicle instrumentation is paid for separately, using compatible technologies.
ZH-3	North Ave	Cicelo Ave	Emergency	Emergency Vehicle	Install Emergency Vehicle Preemption Reader at intersection and permit	Dedicated priority service for emergency vehicles is critical for public	\$ 10,000.00 High	• Filoritized Safety improvement			01-97-0092	Assumes emergency vehicle instrumentation is paid for separately,
2H-6	North Ave	Narragansett Ave		Preemption	priority service for applicable emergency vehicles	safety	\$ 10,000.00 High	Prioritized Safety Improvement				using compatible technologies.
2H-7	North Ave	Natoma Ave	Emergency Services	Emergency Vehicle Preemption	• Install Emergency Vehicle Preemption Reader at intersection and permit priority service for applicable emergency vehicles	Dedicated priority service for emergency vehicles is critical for public safety	\$ 10,000.00 High	Prioritized Safety Improvement				Assumes emergency vehicle instrumentation is paid for separately, using compatible technologies.
			Emergency	Emergency Vehicle	Install Emergency Vehicle Preemption Reader at intersection and permit	Dedicated priority service for emergency vehicles is critical for public						Assumes emergency vehicle instrumentation is paid for separately,
2H-8	North Ave	Oak Park Ave	Services Emergency	Preemption Emergency Vehicle	priority service for applicable emergency vehicles  • Install Emergency Vehicle Preemption Reader at intersection and permit	safety     Dedicated priority service for emergency vehicles is critical for public	\$ 10,000.00 High	Prioritized Safety Improvement				using compatible technologies.  Assumes emergency vehicle instrumentation is paid for separately,
2H-9	North Ave	Lamon Ave	Services	Preemption	priority service for applicable emergency vehicles	safety	\$ 10,000.00 High	Prioritized Safety Improvement				using compatible technologies.
211 10	NI	T1-i A	Emergency	Emergency Vehicle	Install Emergency Vehicle Preemption Reader at intersection and permit	Dedicated priority service for emergency vehicles is critical for public	¢ 10,000,00 H;-t-	. Doi: -iti				Assumes emergency vehicle instrumentation is paid for separately,
2H-10	North Ave	Leclaire Ave	Services Emergency	Preemption Emergency Vehicle	priority service for applicable emergency vehicles  Install Emergency Vehicle Preemption Reader at intersection and permit	Dedicated priority service for emergency vehicles is critical for public	\$ 10,000.00 High	Prioritized Safety Improvement				using compatible technologies.  Assumes emergency vehicle instrumentation is paid for separately,
2H-11	North Ave	Laramie Ave	Services	Preemption	priority service for applicable emergency vehicles	safety	\$ 10,000.00 High	Prioritized Safety Improvement				using compatible technologies.
2H-12	North Ave	Long Ave	Emergency Services	Emergency Vehicle Preemption	• Install Emergency Vehicle Preemption Reader at intersection and permit priority service for applicable emergency vehicles	Dedicated priority service for emergency vehicles is critical for public safety	\$ 10,000.00 High	Prioritized Safety Improvement				Assumes emergency vehicle instrumentation is paid for separately, using compatible technologies.
211 12	1101111110	Long Tive	Emergency	Emergency Vehicle	Install Emergency Vehicle Preemption Reader at intersection and permit	Dedicated priority service for emergency vehicles is critical for public	ψ 10,000.00 Ingn	Trioritized Salety Improvement				Assumes emergency vehicle instrumentation is paid for separately,
2H-13	North Ave	Central Ave	Services	Preemption	priority service for applicable emergency vehicles  Install Emergency Vehicle Preemption Reader at intersection and permit	safety  • Dedicated priority service for emergency vehicles is critical for public	\$ 10,000.00 High	Prioritized Safety Improvement				using compatible technologies.  Assumes emergency vehicle instrumentation is paid for separately,
2H-14	North Ave	Menard Ave	Emergency Services	Emergency Vehicle Preemption	priority service for applicable emergency vehicles	safety	\$ 10,000.00 High	Prioritized Safety Improvement				using compatible technologies.
277.15			Emergency	Emergency Vehicle	Install Emergency Vehicle Preemption Reader at intersection and permit	Dedicated priority service for emergency vehicles is critical for public	\$ 10,000,00 VI. 1	B: :: 10.0. T				Assumes emergency vehicle instrumentation is paid for separately,
2H-15	North Ave	Austin Ave Ridgeland Ave-	Services Emergency	Preemption Emergency Vehicle	priority service for applicable emergency vehicles  Install Emergency Vehicle Preemption Reader at intersection and permit	safety     Dedicated priority service for emergency vehicles is critical for public	\$ 10,000.00 High	Prioritized Safety Improvement				using compatible technologies.  Assumes emergency vehicle instrumentation is paid for separately,
2H-16	North Ave	Mobile Ave	Services	Preemption	priority service for applicable emergency vehicles	safety	\$ 10,000.00 High	Prioritized Safety Improvement				using compatible technologies.
2H-17	North Ave	Cicero Ave	Pedestrians	Pedestrian Countdown Signals	<ul> <li>Install pedestrian countdown signals to accommodate crosswalks that are on all intersection approaches</li> </ul>	• Proposed pedestrian countdown signals offer more valuable information to help pedestrians cross the street safely	\$ 15,000.00 Medium	<ul> <li>Recommended Pedestrian</li> <li>Improvement</li> </ul>			01-97-0092	
	1101111110	Ciccio III	reacsarans	Pedestrian Countdown	• Install pedestrian countdown signals to accommodate crosswalks that are	1 1		Recommended Pedestrian			01 ), 00,2	
2H-18	North Ave	Austin Ave	Pedestrians	Signals Pedestrian Countdown	on all intersection approaches  Install pedestrian countdown signals to accommodate crosswalks that are	to help pedestrians cross the street safely  • Proposed pedestrian countdown signals offer more valuable information	\$ 15,000.00 Medium	Improvement • Recommended Pedestrian				
2H-19	North Ave	Natoma Ave	Pedestrians	Signals	on all intersection approaches	to help pedestrians cross the street safely	\$ 15,000.00 Medium	Improvement				
211 20		Austin Ave to	a: .	a: a	• Replace all faded, missing, contradictory, or damaged signs along this 0.5-	• Field observations noted many street signs that were faded and difficult	A 255000 M II	Recommended Signing				
2H-20	North Ave	Central Ave	Signing	Sign Survey	mile corridor with a new efficient deployment.	to read  • Relocating to far-side improves safety by improving visibility of crossing	\$ 3,750.00 Medium	Improvement				
						pedestrians and turning vehicles by removing the obstruction of a stopped	1	Recommended Transit				
2H-21	North Ave	Cicero Ave	Transit	Bus Stop Relocation	Relocate eastbound near-side flag stop to the far-side of the intersection.	<ul> <li>bus from the turning lane</li> <li>Relocating to far-side improves safety by improving visibility of crossing</li> </ul>	\$ 650.00 Medium	Improvement			01-97-0092	
					• Relocate eastbound and westbound near-side flag stops to the far-side of	pedestrians and turning vehicles by removing the obstruction of a stopped	1	Recommended Transit				
2H-22	North Ave	Laramie Ave	Transit	Bus Stop Relocation	the intersection.	bus from the turning lane	\$ 1,300.00 Medium	Improvement				
						• Relocating to far-side improves safety by improving visibility of crossing	g					
211 22	North A.	Long Av-	Transit	Due Ston Del	Relocate eastbound near-side flag stop to far-side of the intersection.     Relocate westbound near-side bus shelter to far-side of the intersection.	pedestrians and turning vehicles by removing the obstruction of a stopped	\$ 2.650.00 Medium	Recommended Transit  Improvement				
2H-23	North Ave	Long Ave	Transit	Bus Stop Relocation	Relocate westbound near-side bus shelter to far-side of the intersection.	bus from the turning lane  • Relocating to far-side improves safety by improving visibility of crossing	, , , ,	Improvement				
					Relocate eastbound and westbound near-side flag stops to the far-side of	pedestrians and turning vehicles by removing the obstruction of a stopped	Ĭ	Recommended Transit				
2H-24	North Ave	Menard Ave	Transit	Bus Stop Relocation	the intersection.	bus from the turning lane  • Relocating to far-side improves safety by improving visibility of crossing	\$ 1,300.00 Medium	Improvement				
						pedestrians and turning vehicles by removing the obstruction of a stopped	Ĭ	Recommended Transit				
2H-25	North Ave	Narragansett Ave	Transit	Bus Stop Relocation	Relocate westbound near-side flag stop to the far-side of the intersection.	bus from the turning lane  • Relocating to far-side improves safety by improving visibility of crossing	\$ 650.00 Medium	Improvement				
						pedestrians and turning vehicles by removing the obstruction of a stopped	Ĭ	Recommended Transit				
2H-26	North Ave	Oak Park Ave	Transit	Bus Stop Relocation	• Relocate westbound near-side flag stop to the far-side of the intersection.	bus from the turning lane	\$ 650.00 Medium	Improvement				
						Allows an agency to monitor traffic conditions along this corridor that						
		Harlem Ave to	Traveler		Deploy Bluetooth-based travel time monitoring system along this 3-mile	may vary dramatically on a day-by-day basis, either from motorists diverting from I-290 or from heavier traffic along either IL-50 or IL-64			5I-2, 2H-1, 2F-3,			
2H-27	North Ave	Cicero Ave	Information	Travel Time System	corridor	• Provides useful data that can be posted on adjacent DMS in real-time	\$ 30,000.00 Low	Low Traffic Variability	2F-4	2G-1	01-97-0092	

Buildable Unit Code	Route	Limits	Project Category	Design Elements	Scope of Work	Justification	Project Cost Priority	Priority Rationale	Recommended Prerequisite	Suggested Inclusion	Adjacent Planned TIP Projects	Comments
								In advance of moderate traffic				
								variability				
								<ul> <li>Near a major decision point</li> </ul>				
								between two westbound routes (IL-				
		Westbound, in			Deploy Arterial DMS in advance of Laramie Ave to provide travel-related			64, I-290 via Austin Ave)	2H-27, 2G-1, 2G-			
		advance of	Traveler		information to westbound traffic. (Key Decision Points: Austin Ave, Harlem	information for North Ave, I-290, and Harlem Ave in advance of the		<ul> <li>Limited space to install sign due to</li> </ul>	2, 2F-1, 2H-1, 2F-			
2H-28	North Ave	e Laramie Ave	Information	Dynamic Message Sign	Ave)	Harlem Ave and/or Austin Ave key decision point	\$ 100,000.00 Low	dense urban environment	3, 2F-4			
						<ul> <li>Allows for monitoring conditions near the IL-50/IL-64 intersection,</li> </ul>						
					• Install CCTV camera at intersection and integrate with a traffic monitoring	which may experience local congestion due to being an intersection of		<ul> <li>Moderate Congestion</li> </ul>	5I-1, 2H-1, 2F-3,			
2H-29	North Ave	e Cicero Ave	Road Monitoring	CCTV Cameras	agency	two heavily-traveled routes	\$ 12,500.00 Low	<ul> <li>Infrequent Diversions</li> </ul>	2F-4		01-97-0092	
								Moderate Congestion				
						Allows for monitoring conditions near the North Ave/Austin Ave		<ul> <li>Frequent Diversions to/from I-290</li> </ul>				
					· Install CCTV camera at intersection and integrate with a traffic monitoring	intersection which may experience surges in traffic if traffic is diverting		via Austin Ave (less prominent than	ı			
2H-30	North Ave	e Austin Ave	Road Monitoring	CCTV Cameras	agency	from I-290 (via Austin Ave exit) due to congestion	\$ 12,500.00 Low	Harlem Ave)	5I-1, 2F-3, 2F-4			
				Automated Pedestrian	• Install automated pedestrian detection sensors to replace pedestrian push-	• Implement to improve safety, efficiency, and pedestrian compliance near	1					
2H-31	North Ave	e Leclaire Ave	Pedestrians	Crossing Detection	buttons.	Banner Academy West	\$ 17,500.00 Low	Suggested Pedestrian Improvement	ıt			