

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
July 6, 2015

Immediately Following General Administration and Personnel

Members:	Gary Stanton, Chairperson	Anna Newell, Trustee
	Karen Mills, Vice Chairperson	Gary Pilafas, Trustee
	Gayle Vandenberg, Trustee	Michael Gaeta, Trustee
		William McLeod, Mayor

I. Roll Call

II. Approval of Minutes – June 8, 2015

NEW BUSINESS

1. Request authorization of Change Order Number One for additional construction costs for the 2014 Street Revitalization Project to Arrow Road Construction of Mount Prospect, Illinois in an amount not to exceed \$212,009.
2. Request authorization to award contract for the Beverly Road patching project to Arrow Road Construction Company of Mount Prospect, Illinois, in an amount not to exceed \$23,768.37.
3. Request approval of safety improvements on Hassell Road at Eisenhower Junior High School.
4. Request acceptance of Transportation Division Monthly Report.

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

**TRANSPORTATION & ROAD IMPROVEMENT
COMMITTEE MEETING MINUTES**

June 8, 2015

I. Roll Call

Members in Attendance:

**Trustee Gary Stanton, Chairperson
Trustee Gayle Vandenberg
Trustee Anna Newell
Trustee Gary Pilafas
Trustee Michael Gaeta
Mayor William D. McLeod**

Members not in Attendance:

Trustee Karen Mills, Vice Chairperson

**Management Team Members
in Attendance:**

**Jim Norris, Village Manager
Dan O'Malley, Deputy Village Manager
Art Janura, Corporation Counsel
Patricia Cross, Asst. Corporation Counsel
Mark Koplín, Asst. Vlg. Mgr. – Dev. Services
Peter Gugliotta, Director of Planning
Kevin Kramer, Economic Dev. Coord.
Patrick Seger, Director of HRM
Michael Hankey, Director of Transportation
Fred Besenhoffer, IS Director
Bruce Anderson, CATV Coordinator
Bev Romanoff, Village Clerk
Ashley Monroe, Asst. to Village Manager
Austin Pollack, Administration Intern
Clayton Black, Dev. Services Analyst**

The Transportation & Road Improvement Committee meeting was called to order at 7:46 p.m.

Motion by Trustee Gaeta, seconded by Trustee Vandenberg, to approve the Transportation & Road Improvement Committee meeting minutes of May 11, 2015. Voice vote taken. All ayes. Motion carried.

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve the Special Transportation & Road Improvement Committee meeting minutes of May 26, 2015. Voice vote taken. All ayes. (Abstain Mills) Motion carried.

NEW BUSINESS

1. Request acceptance of Transportation Division Monthly Report.

The Transportation Division Monthly Report was submitted to the Committee.

Mr. Hankey added that the Tollway planned to switch the traffic direction on the Higgins Road bridge to the new westbound bridge weather permitting.

Motion by Trustee Gaeta, seconded by Mayor McLeod, to accept the Transportation Division Monthly Report. Voice vote taken. All ayes. Motion carried.

II. Adjournment

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to adjourn the meeting at 7:48 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Jennifer Djordjevic, Director of Operations
& Outreach, Office of the Mayor and Board

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request authorization of Change Order Number One for additional construction costs for the 2014 Street Revitalization Project to Arrow Road Construction Company, of Mount Prospect, Illinois, in an amount not to exceed \$212,009.

MEETING DATE: July 6, 2015

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Request authorization of Change Order Number One for additional construction costs for the 2014 Street Revitalization Project to Arrow Road Construction Company, of Mount Prospect, Illinois, in an amount not to exceed \$212,009.

BACKGROUND: The 2014 contract for the annual street revitalization project was awarded to Arrow Road Construction. The contract amount was \$5,945,285; all work has now been completed and inspected. Due to a short supply of cement for concrete production which affected all area projects in late 2014, Huntington Boulevard resurfacing (Freeman Road to Westbury Drive) was deferred to the spring of 2015. The Village Board approved a contract extension for this work in November 2014. Arrow completed Huntington resurfacing in April and has submitted all pay requests. The final cost for the 2014 project can now be determined. A combination of higher quantities for undercuts and sidewalk replacements during the project encountered on most of the streets caused the final 2014 project cost to exceed the contract amount.

DISCUSSION: Three main factors contributed to higher than expected costs during the 2014 Street Project. The first item was the number and extent of undercuts required in the subbase in order to provide a solid foundation for reconstruction. This situation was encountered on 7 of the 10 reconstruction streets resulting in an additional cost of approximately \$64,700. In response, the 2015 Street Project design and specifications were adjusted in an attempt to minimize the extent of unexpected undercuts due to poor soils to try to control cost for this item. The second factor during the 2014 project was the amount of sidewalk that needed to be replaced due to slope conditions, which also increased the number of driveway aprons replaced. This work, done to meet ADA requirements increased the project cost by

DISCUSSION: (Continued)

\$267,700. On reconstruction streets, 9 of 10 experienced an increase in the sidewalk and apron quantities, while 9 of 11 resurfacing streets had additional sidewalk work. The third item was unanticipated utility work on two streets totaling about \$6,800 for pipe casing and extensions. However, the increases are partially offset by savings in various line items contained in the 2014 contract such as lower pavement quantities, extents of patching, and a change in storm sewer design to a less expensive option. These savings totaled approximately \$127,200. The net increase in costs above the contract amount for 2014 was \$212,009.

FINANCIAL IMPACT:

The amount of the 2014 Street Project contract work was \$5,945,285 while the final cost was \$6,157,294. The proposal to fund the change order amount is to use two funds; MFT and Capital Fund balance. First, budget planning for 2015 anticipated spending \$620,000 in MFT funds for the Village's local share of Bode Road construction. Based on the low bid for construction and current contract status, the local share is now estimated at approximately \$540,000; about \$80,000 less than planned. Should this number change, it would be accounted for during the project close-out for Bode Road likely in 2016 or 2017. Applying the \$80,000 in MFT to the change order amount leaves \$132,009. The second fund source is to use Capital Improvement Fund Fund Balance. Revenues from the various capital taxes and fees during 2014 were part of the budget plan for last years' street project. The total received exceeded the budget estimates, which builds a balance in the Capital Fund. In particular, the municipal gas use revenues were about \$395,000 more than anticipated in 2014. Using approximately \$132,009 from the balance in Capital Fund along with \$80,000 in MFT funds would equal the change order amount. There would be a remaining balance of approximately \$550,000 in the Capital Improvement Fund. The use of these two funds (MFT and Capital Fund) to cover the cost of the change order was discussed with the Finance Department which concurs with this approach.

RECOMMENDATION:

Request authorization of Change Order Number One for additional construction costs for the 2014 Street Revitalization Project to Arrow Road Construction Company, of Mount Prospect, Illinois, in an amount not to exceed \$212,009.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request authorization to award contract for the Beverly Road patching project to Arrow Road Construction Company of Mount Prospect, Illinois in an amount not to exceed \$23,768.37.

MEETING DATE: July 6, 2015

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: The purpose of this item is to present the quotes for patching work on Beverly Road.

DISCUSSION: The pavement condition on Beverly Road between I-90 and Shoe Factory Road warrants reconstruction and is included with the scope of the larger Shoe Factory and Beverly Road widening / realignment project. The County has begun work on right of way appraisals for the project. But based on the current status on the right of way process, construction would likely not occur until 2017 at the earliest. The Village is investigating possible options to reconstruct just Beverly Road on its own as Phase I of the larger project. But Cook County will require additional engineering work to prepare plans which will take time and result in additional costs to gain approval of such a plan. The earliest an "interim" reconstruction of Beverly Road could be completed would likely be sometime in late 2016.

Given the amount and type of traffic that uses Beverly Road, temporary repairs to the pavement surface could be considered until such time as reconstruction can occur either via the "interim" Beverly Road project or complete Shoe Factory Road work. Beverly Road is a major collector facility which connects Higgins Road to Shoe Factory Road, serves the Prairie Stone Business Park, and provides access to and from the Jane Addams Tollway (I-90). From traffic and function perspectives, Beverly Road is more significant than other Village streets with similar pavement condition ratings. While the normal practice has been to address street conditions like on Beverly Road through reconstruction when funds are available, there is an argument for making temporary repairs in advance of reconstruction given the significance of the road.

Quotes were requested from several road construction companies for a patching project on Beverly Road. The scope would consist of

DISCUSSION: (Continued)

grinding the pavement down three inches over a width of five feet and patching for a total distance of about 900 feet combined in both the northbound and southbound lanes. Patching the wheels path areas could provide a more serviceable condition on Beverly Road for 2 to 3 years. The amount of time and expense required by Public Works staff to fill potholes would be reduced during this time.

In response to the request, four quotes were received for the patching work on Beverly Road. The table below summarizes the results. Arrow Road Construction Company submitted the lowest quote. Their schedule would require at least 30 days advance notice before the work could begin with completion prior to the end of the year. Arrow Road Construction has done work in the Village in a number of prior years for the annual street project and has performed well.

Beverly Road 3" (5' Wide) Surface Patching Proposals				
Contractor	Area (SY)	Unit Price (SY)	Submitted Total Bid Price	Corrected Total Bid Price
Arrow Road Construction	508.3	\$46.7605	\$23,768.37	\$23,768.37
TAT Enterprises Inc.	508.3	\$48.00	\$24,398.40	\$24,398.40
Schroeder Asphalt	508.3	\$49.80	\$25,313.34	\$25,313.34
A Lamp Road Builders	508.3	\$53.50	\$27,178.00	\$27,194.05

FINANCIAL IMPACT:

If direction is provided to proceed with these patching repairs, the balance in the Capital Improvement Fund could be utilized. The 2015 Street Project costs are at the budget amount so existing allocations from MFT and Capital Funds in 2015 are not adequate to cover this additional cost for patching.

RECOMMENDATION:

Request authorization to award contract for the Beverly Road patching project to Arrow Road Construction Company of Mount Prospect, Illinois, in an amount not to exceed \$23,768.37.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of safety improvements on Hassell Road at Eisenhower Junior High School

MEETING DATE: July 6, 2015

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Request approval of safety improvements on Hassell Road at Eisenhower Junior High School

BACKGROUND: There have been a series of traffic safety studies and changes in the vicinity of Eisenhower Junior High School dating back to at least the 1990s. The school made changes to remove a drop off area on Hassell Road in front of the school in the late 1990s. Parking was created in front of the building within the Hassell Road right of way. There is an agreement between the School District and Village which covers those changes and responsibilities. Due to several crashes which were reported in and near the curve at Jones and Hassell Roads, evaluations of options were conducted several years ago. A speed activated LED enhanced blinker turn warning sign was installed for northbound traffic approaching the curve. New chevron warning signs were installed to improve delineation of the curve and edge striping was added within the curve. Since installation of the blinker sign, there have been fewer crashes than previously reported. However, there was one incident of a high speed driver evading police last fall in which their vehicle left the road travelling northbound and crashed through the wall of the school ending in the gymnasium. Meetings have been held with School District representatives and the PTA to identify options and a plan to further improve safety at this location.

DISCUSSION: The existing conditions are shown in the attached Exhibit 1. Hassell Road is a two lane Village collector street with a 25 mph speed limit and a school zone speed limit of 20 mph on school days when children are present. The street width is the standard for a collector of 37 feet from back of curb to back of curb. Parking is restricted on the school side of the street although drivers commonly use this area to drop-off and pick-up. A marked crosswalk on Hassell Road is located at the west end of the curve. Visibility of the crossing itself, the crossing guard, and pedestrians can be limited due to the curve,

DISCUSSION: (Continued)

traffic activity entering / leaving the school, and vehicles stopped for passenger loading and unloading. Northbound Hassell Road from Hillcrest Boulevard slopes down to the school at a 4.5% grade. During winter conditions, there have been some incidents of drivers sliding off the road and striking signs. The frequency of occurrence has decreased for northbound traffic since the installation of the blinker sign.

From a traffic point of view, the location of the school crosswalk is a primary concern. Relocating the crossing to the west would improve visibility for both directions of travel. Through discussion with the School District, they support this proposed change. They favor a location for the new crossing about midpoint between the two school entrances. Curb extensions for this crosswalk are proposed as has been done at other locations throughout the Village. The curb extensions have the benefits of improving inter-visibility between drivers and pedestrians, shortening the crossing distance for pedestrians, reducing the exposure time for pedestrians being in the street, placing the crossing warning signs closer to the drivers making them more visible, restricting / discouraging parking near the crossing, the potential for speed reduction, and creating an identifiable location for the crosswalk. Traffic control signs will be installed and / or relocated for the crosswalk. The existing crosswalk marking at the curve will be removed along with the connecting sidewalk stubs. Temporary signs will direct pedestrians to the new crossing location. Since Hassell Road is a federal aid eligible route, all elements of the design meet federal and IDOT requirements. These changes could be incorporated into the 2015 Street Project with Public Works' contractor handling the striping removal of the existing crosswalk and Public Works staff doing the installation / relocation of the traffic control signs. The cost of the changes shown in Exhibit 2 is approximately \$15,000. The items to be included with the street project already exist as line items in the current year contract and the unit prices for these items will apply.

To complement these changes on Hassell Road, the School District proposes to make changes on-site. First, the landscaped island at the east end of the property will be expanded to the west into the first three parking spaces. The increased space will allow the School District to plant new trees to both visually and physically shield the building and the drive aisle along its front. Installation of a guardrail within the curve on Hassell Road was evaluated but its design would need to satisfy all federal requirements including being set back away from the curb to avoid nuisance impacts and plowed snow from accumulating in the street. The School District elected to proceed with the expanded island and landscape solution in lieu of having a guardrail system designed for this area. The School District will reallocate the handicapped parking stalls along this parking module, stripe a crosswalk from the new Hassell Road curb extension to the building, install a connecting piece of sidewalk from the parking lot to the street, and remove the sidewalk along the property frontage between the east and west driveways to try to discourage drop-offs. Exhibit 3 shows the changes to be done by the School District at its expense and using their contractor. The goal would be to complete the Hassell Road and onsite changes by early August in time for the beginning of classes in the fall. The School District will handle notifications to parents of the changes for the new school year.

A letter of understanding regarding the above improvements was provided to the School District following review and concurrence by Corporation Counsel. The School District has agreed to the terms and a copy is attached.

FINANCIAL IMPACT:

The Village's estimated cost for items shown in Exhibit 2 is approximately \$15,000. There are two options to fund the Village's cost. First, the Capital Improvements Program includes a total of \$50,000 for pedestrian and bicycle improvements, with the source shown as the General Fund. Relocation of the crosswalk along with the associated improvements to be done at this location using the Village's street contractor would qualify under this program. The second option would be to use the Capital Improvements fund balance. This source is part of the overall funding for the 2015 Street Project. At the end of this year's project, it would be determined whether the total cost including the Hassell Road changes at Eisenhower School are under the contract amount. If not, then the Capital Improvements fund balance could be used to cover the amount in excess of the contract amount. If this occurs, a change order to include all items contributing to the project cost exceeding the contract amount would be presented to the Village Board.

RECOMMENDATION:

Request approval of safety improvements on Hassell Road at Eisenhower Junior High School and inclusion of this work within the scope of the 2015 Street Project.

Attachments

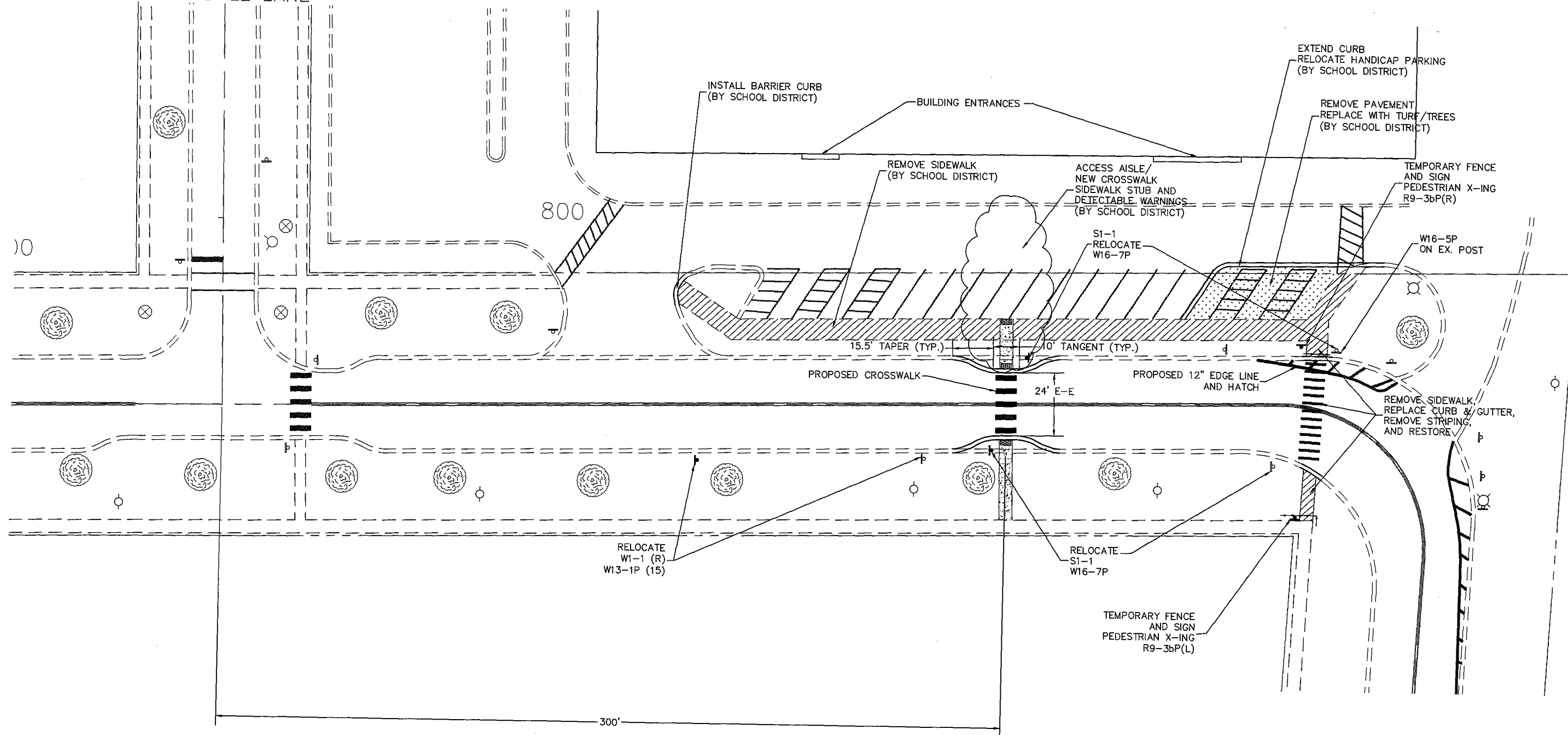
Exhibit 1 - Eisenhower School



Exhibit 2



ROSEDALE LANE



PLAN	DESIGNED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO. _____	

PROFILE	DESIGNED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO. _____	

FILE NAME =
Eisenhower Bumpout.dwg

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -



VILLAGE OF
HOFFMAN ESTATES
1900 Hassell Road, Hoffman Estates, IL 60169
Phone Number: 847 252-5800

Hassell Road/Jones Road
at Eisenhower

SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ILLINOIS				

CONTRACT. NO.

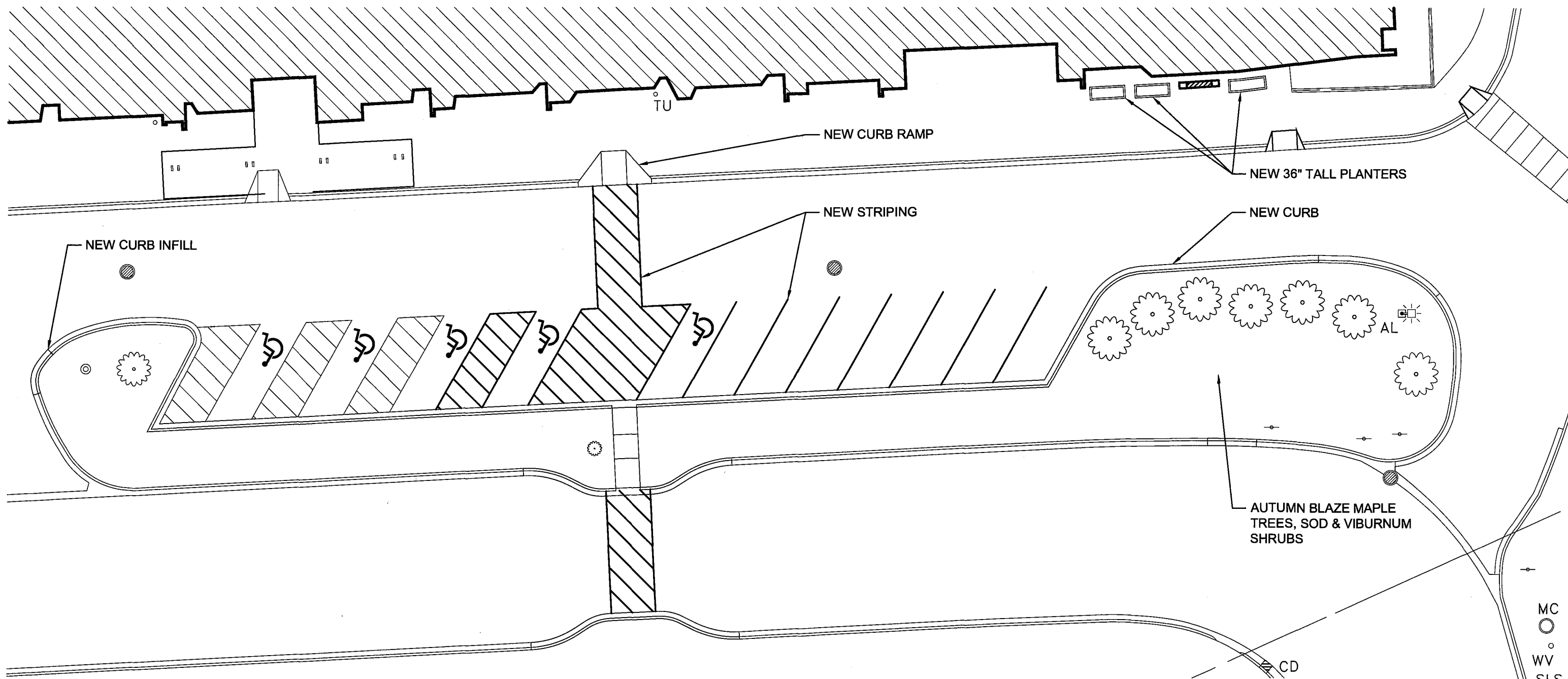
223 West Jackson Boulevard
Suite 1200
Chicago, IL 60606
Phone: 312.253.3400
Fax: 312.253.3401

Project: SD54 SUMMER 2015
SITE IMPROVEMENTS

Project No.: 14093
Subject: EISENHOWER JUNIOR HIGH
Date: 06.16.15
Sheet: Sketch: CSK-01

STUDIO GC
architecture + BIM

Exhibit 3



1

SITE PLAN

SCALE: 1" = 20'-0"

MC
WV
SIC

Exhibit 4

June 29, 2015

Mr. Ric King
Assistant Superintendent Business Operations
Schaumburg Community Consolidated School District 54
524 East Schaumburg Road
Schaumburg, IL 60194

Re: Letter of Understanding – Eisenhower School Improvements and Maintenance

Dear Mr. King:

The purpose of this letter is to identify roles and responsibilities for planned safety improvements on Hassell Road at Eisenhower Junior High School. These plans have evolved out of meetings between Village and School District representatives.

The planned improvements are defined as follows and as shown on the attached exhibits.

1. The Village will perform and fund the following work on Hassell Road in the vicinity of the school.
 - a. Remove the existing sidewalk stubs on both sides of Hassell Road at the curve, restore the area, remove the existing crosswalk pavement markings, and install temporary signs directing pedestrians to the new crosswalk.
 - b. Install curb extensions for the relocated crosswalk on Hassell Road at a point approximately midway between the school building entrances. A connecting sidewalk stub will be installed on the south side of Hassell Road from the existing sidewalk to the new curb extension, including detectable warnings.
 - c. Stripe a new crosswalk on Hassell Road at this location, relocate and / or install new traffic control signs in the vicinity of the crosswalk.
 - d. Coordinate the Village's work with the School District's contractor.
2. School District 54 will perform and fund the work in Hassell Road right of way and on the school site.
 - a. Install a new sidewalk connection from the new curb extension on Hassell Road into the school parking lot meeting all ADA requirements.
 - b. Expand the curbed landscape area at the eastern end of the lot to the west by removing three parking spaces.

- c. Relocate handicapped spaces in the parking area and provide an accessible route, including detectable warnings, from the sidewalk connecting to the street onto the school property.
- d. Remove the sidewalk on the north side of Hassell Road between the east and west school driveways and restore this area.
- e. Install new trees in the expanded landscaped area at the eastern end of the property.
- f. Coordinate the School District's work with the Village street contractor.
- g. Comply with all Village requirements and specifications for improvements in the Hassell Road right of way.
- h. Continue to maintain all existing and proposed improvements performed by the School District within the north side of Hassell Road right of way within the school's frontage.

If you are in agreement with the above items, please have this letter signed below on behalf of School District 54. A review by the Transportation and Road Improvement Committee of the Village Board is scheduled for July 6, 2015.

Thank you for your cooperation in developing these plans. If you have questions, please feel free to contact me.

Sincerely,

James H. Norris
Village Manager

Enclosures

Concur:

Signature

Name / Title

Date

TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

MONTHLY REPORT JULY 2015

ROAD PROJECTS

◆ **Barrington Road Interchange – Phase II Engineering and Construction**

The Tollway work continues on the Barrington Road bridge replacement. Demolition of the western half of the deck is complete and the contractor is doing earthwork on the abutment areas. Foundations for the center column supports on the western half of the bridge are being placed. The contractor for the Barrington Road and ramp work has started with installation of temporary signals at Hassell and Central Roads. Some daytime, off-peak lane closures are required for the Barrington Road construction. Notices of lane closures and major work received from the Illinois Tollway are posted to the Village website and the Tollway uses message boards to advise motorists. Work on utility relocations near the interchange continues. Bridge construction will continue through 2015. The Tollway's project page (www.illinoistollway.com) has time lapse photos of the interchange construction taken from the communications tower which give a perspective on progress. A supplement to the Phase II engineering contract will be presented for approval by the Illinois Tollway and Village in coming months. There were additional scope items required during Phase II that will be reflected in the contract supplement. Staff continues to attend Tollway coordination meetings.

Funding:

Item	Total	State	Tollway	Local	Status
Engineering – Phase I	\$2,076,000	\$1,038,000	-	\$1,038,000	Complete
Engineering – Phase II	\$3,566,000	-	\$1,816,000	\$1,750,000	99% complete

◆ **Illinois Tollway Capital Plan I-90 Widening and Reconstruction**

The Illinois Tollway continues work on various parts of I-90 east of Elgin. Tasks include utility adjustments, retaining wall and noise wall, pavement removal, and grading towards the outer edges of the right of way. The mainline reconstruction and widening is ongoing with earthwork to build the new outside lanes. Some evening, overnight, and weekend work may be done by the Tollway to try to advance construction as needed. The Tollway uses message boards to notify drivers of upcoming changes in traffic patterns. Work on crossroad bridges is described below – please note that dates and schedules are subject to change by the Illinois Tollway and its contractors. Most work is weather dependent.

Higgins Road Bridge: Two-way traffic is on the new westbound bridge. There is enough space to provide two westbound lanes and one eastbound lane on the new bridge although there are no shoulders. This is an improvement over the prior phase which could only accommodate one lane in each direction on the old eastbound bridge. Lane closures on I-90 mainline are needed periodically to place beams and perform other work. Overall completion is expected by the end of 2015 or early 2016.

Barrington Road Bridge: Traffic on Barrington Road is operating on the new eastern half of the bridge as the contractor is building the new western half. Barrington Road is reduced to two lanes in each direction. Connections to the existing ramps will be maintained during this phase of construction before transferring to the new ramps. As the work progresses, there will be continued shifts of traffic to accommodate the construction zone as it progresses across the bridge. On occasion, daytime off-peak and overnight lane closures will be required.

Roselle Road Bridge: Traffic on Roselle Road has been shifted to allow removal and rebuilding of the east side of the bridge. Beams for the new bridge have been placed for the southern half of the structure. Roselle Road is reduced to two thru-lanes of traffic in each direction, although due to the construction staging there will be times when only a single lane is open. New pavement has been poured south of the bridge for the northbound lanes. Work on the Roselle Road bridge will continue through 2015 or early 2016. A separate but related project will make changes to Central Road for the new westbound entrance ramp for the Roselle Road interchange. Cook County, the Illinois Tollway, and Schaumburg are working on these plans which is expected to start in 2016

The Illinois Tollway posts information on its webpage (www.illinoistollway.com) for the I-90 construction work. The Illinois Tollway, its consultants and contractors hold coordination meetings for the various projects. Village staff attends these status meetings as needed to stay current with upcoming project work. Links to the Illinois Tollway information are provided on the Village website.

◆ **Shoe Factory Road - Cook County**

Civiltech is preparing the appraisals for various properties to be acquired by Cook County for the project. Pre-final plans are being submitted to utility companies, in particular to ComEd which is affected to the greatest degree. Coordination meetings with the other utility companies are planned over the next couple months. An agenda item on Civiltech's Phase II contract supplement is expected to be presented to the Committee in coming months. The supplement is required due to the amount of time that has passed while the County has been reviewing plans, its funding availability, and its schedule for the construction of this work. Civiltech is prepared to finalize the plans once the County has advanced further with right of way. The timing of construction will depend upon the duration of the right of way process, project funding availability, and Cook County's approval of final plans. Utility coordination through Cook County continues and work on right of way is ongoing.

◆ **Barrington Road Resurfacing - IDOT**

This resurfacing project is complete.

◆ **Barrington Road and Bode Road - Right Turn Lane**

IDOT is constructing a new southbound right turn lane on Barrington Road at Bode Road under a project partially funded through CMAQ. The traffic signal equipment will be upgraded and improvements to the pedestrian crossings will be made; temporary signals are in place. Paving is up to the binder level. The final lift and permanent traffic signals are the primary remaining items. Following coordination through the Village, the Route 554 bus stop from the north side of the intersection to the south side is being relocated to the west side of Barrington Road just south of Bode Road. IDOT expects the project to be complete later in 2015.

GRANT PROJECTS

◆ **Bode Road Surface Transportation Program Project**

Scope: Bode Road is being reconstructed from the intersection with Braintree to Bode Circle East. On-street bicycle facilities will be included along with improved roadway lighting. The westbound right turn lane on Bode Road at Gannon Drive will be removed to address safety issues with drivers running the stop sign. The Village of Schaumburg is reconstructing Salem Drive from Bode Road to Golf Road with similar lighting and bicycle components.

Status: Bode Road from the Braintree Drive intersection to just west of Salem Drive has been completed up to the binder level. East of the Bode / Salem intersection, traffic has been switched to the south side to allow pavement removal and reconstruction on the north half of the road. Some additional sidewalk replacement to address slope issues was approved by IDOT for federal funds and has been included with the scope of work. Coordination is ongoing with Schaumburg’s contractor doing the Salem Drive reconstruction. Hancock Engineering is performing the construction management for the Village’s work on Bode Road. Schaumburg’s work on Salem Drive has completed paving the east side of the road. There is still the one-way only flow from Golf Road to Bode Road as part of Schaumburg’s project. Grand Canyon is the signed detour for vehicles.

Next Steps: Complete the pavement removal, utilities, and paving up to binder level for the area east of Salem Drive as well as the Bode / Salem intersection. The target completion for the work is this August.

Funding:

Item	Total	Federal (STP)	Local (MFT)	Status
Reconstruction (estimate)	\$3,100,000	\$2,480,000	\$620,000	Engineer’s estimate
Reconstruction (low bid)	\$2,600,000	\$2,080,000	\$520,000	Low bid, work underway
Phase III engineering (Hancock Engineering)	\$ 280,000	\$ 224,000	\$ 56,000	Completion Fall 2015

◆ **Transit Improvement Task Force**

Scope: Review and advise on implementation of findings from the Flexible Transit Service Operations Plan.

Status: Information on employee zip codes has been received from a number of employers. This data was sent to Pace for analysis using GIS applications. Follow-up on zip codes will occur with other companies. The interactive transit map tool has been completed and will be posted to the Village website. This application allows searches by address to identify what types of transit services are available. It also will show contact information for residents and businesses to explore the specifics of the options available. A meeting with Schaumburg Township representatives was held to discuss their operations and to evaluate

opportunities for cooperative programs. Information requested at the April meeting was sent to Task Force members. A resource listing all the available transit services was prepared which includes Pace routes, Township bus and taxi programs, and the Village’s Taxi Discount Program. Staff met with School District 211 representatives to discuss transportation needs related to the Adult Transition Program and the Opportunity Center. Information is being exchanged to better understand specifics of the transit assistance needed.

Next Steps: Continued research and coordination with transit agencies, local agencies, and employers. The next meeting is scheduled for July 22.

◆ **Illinois Transportation Enhancement Program (ITEP) Grant Application**

Scope: This bicycle and pedestrian improvement project will connect Shoe Factory Road and Prairie Stone Business Park with a path crossing underneath I-90 and Hoffman Boulevard. The path within the Forest Preserve from IL 59 to the CN right of way will be paved. The Park District and Forest Preserve are financial partners with the Village on the engineering and construction of the project.

Status: A response from CN was finally received on questions related to the separation between the path and the railroad tracks. A meeting is scheduled the week of June 29. Once the general requirements for fencing along the railroad property is identified, work will begin on the license agreement. Staff provided data to the consultant to help with the development of plans. Environmental studies, wetland delineation, and related documents have been submitted. Alignment plans have been prepared and coordination with the Illinois Tollway’s consultants working on the CN bridge replacement continues.

Next Steps: Submit project development report to IDOT for review once the CN requirements are defined. Process documents required for portion of path to be located in CN right of way.

Funding:

Item	Total	Federal	Local (EDA, Park District, Forest Preserve)
Construction	\$700,000	\$560,000	\$140,000
Engineering	\$150,000	\$120,000	\$ 30,000

BIKE / PEDESTRIAN PROJECTS

◆ **Bicycle Planning**

A meeting of the Bicycle and Pedestrian Advisory Committee was held on April 22. Unfortunately a quorum was not present. Based on availability of the group, it was decided not to hold a July 4th weekend bike ride. Updates on current projects, formulation of ideas for 2015 activities, and a review of priority projects will continue to be posted online. Work on updating the Bicycle Plan which is five years old and adding pedestrian components will be an upcoming major task for the group. A meeting is tentatively scheduled for mid-August.

◆ **Bicycle Path Project Proposal – Central Road**

No action is expected in the short term until development is being more actively considered on the adjacent properties. The alignment of a path along Central Road from Huntington / Forest Preserve path to the Pace Park & Ride is the preferred routing.

◆ **CMAP Bicycle Feasibility Study – Crabtree to Fox River**

A steering committee meeting was held in April to narrow the number of route options. An open house meeting was held May 12 at the Park District for public input on the evaluation of alternate routes and the findings. Overall input has supported separated facilities and implementation in the near term. CMAP is funding this planning level feasibility study of options to connect the Crabtree Nature Preserve Center with the Fox River Trail (to the west). Village staff attends the group’s meetings as a portion of the study area is in the Village. General recommendations on potential corridors for bicycle travel are expected to be developed during the project. CMAP estimates the study will be done later in the summer.

TRANSIT

◆ **Taxi Discount Program**

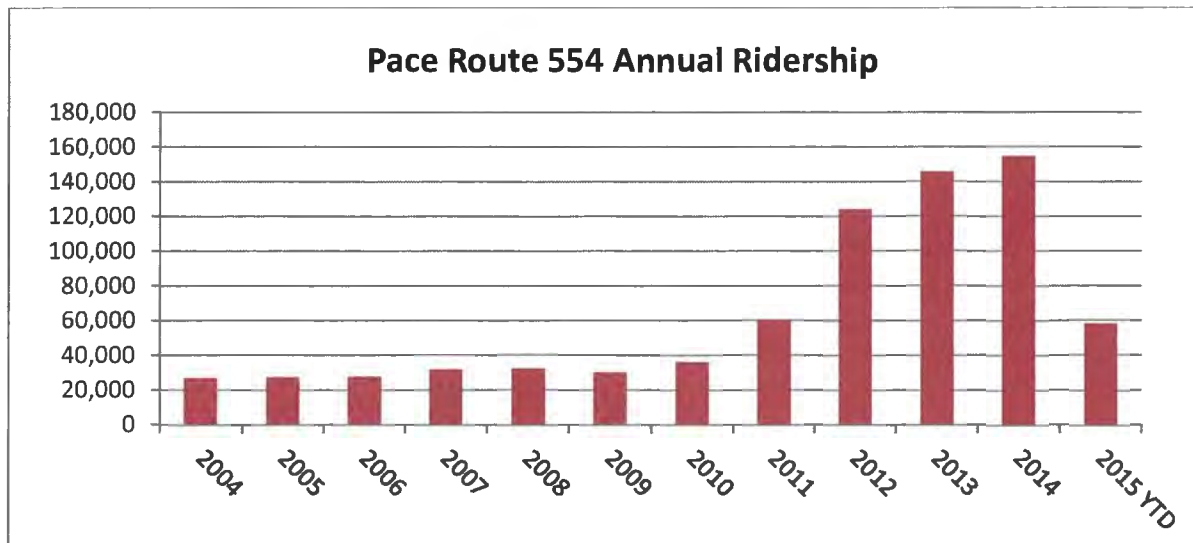
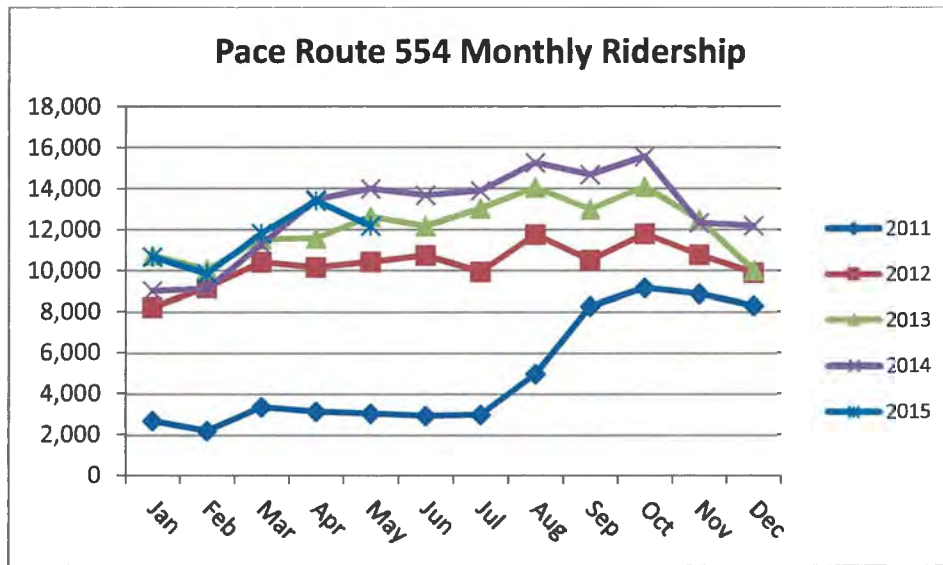
Registration continues with identification cards and coupons sent to residents. To date, a total of 458 residents have registered for the program. Coupons redeemed to date in 2015 total 1986 which covers through early-June.



◆ **Pace Route 554**

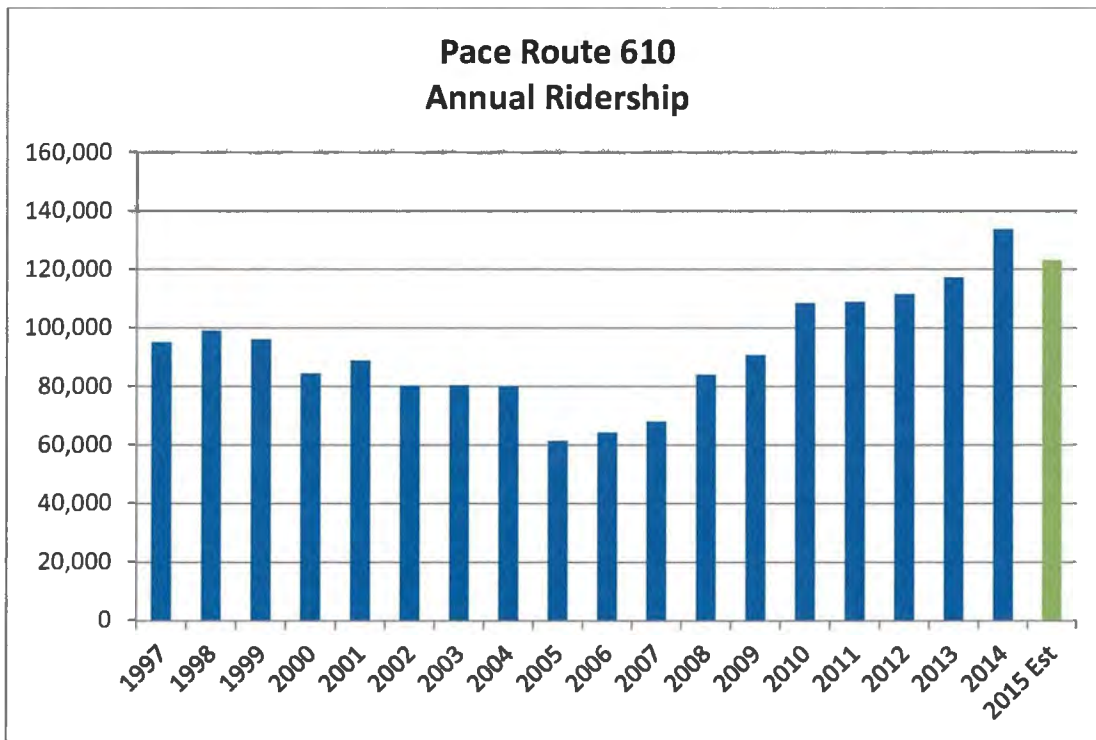
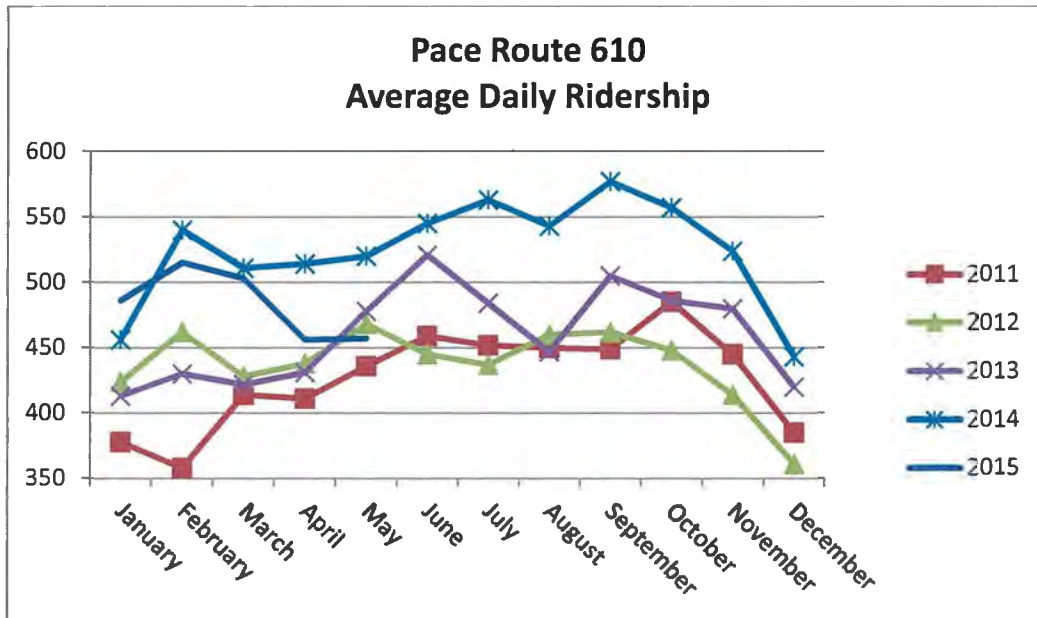
The most recent data from May 2015 showed an average weekday ridership of 528 per weekday and a Saturday average of 324 riders per day. The level of use to date had been similar to ridership in 2014, however there was a decline during May. Starting in January 2015, the Village does not have to contribute towards the cost of Route 554 because Pace determined that performance is strong enough. Past financial support from the communities also was a factor in Pace’s decision

to cover all the route costs. Pace and the communities will continue to meet periodically to review performance, investigate questions, and identify ways to potentially increase ridership.



◆ **Pace Route 610**

The charts below provide a history of Route 610 ridership and a benchmark for comparison before and after the expanded service and Park and Ride operation began in the fall of 2013. There was a reduction in the number of rides reported in April and May 2015; Pace is reviewing the data for these months. Park and Ride utilization at the Sears Centre remains low.



◆ **Pace I-90 Corridor Plans**

Pace is working with the Illinois Tollway to build off the transit concept identified during the Phase I engineering for the Barrington Road interchange. Certain components of the transit facility are being built as part of the Barrington Road interchange and I-90 mainline projects. A meeting was held with Pace to discuss the next steps in design to be done by Pace. The bus access ramps and turnout areas are part of the mainline contract while the pedestrian ways under the ramps are included with the interchange construction scope. Pace will be developing the plans for the Park & Ride on the north side of I-90 and a Kiss & Ride area to south as their

own separate project. Once the Park & Ride is established at Barrington Road, start-up of a local service option for access to and from the Park & Ride area is likely to be created by Pace. Village staff will stay involved through the Transit Improvement Task Force and other opportunities. Pace is preparing to begin design plans and has discussed access easements with ComEd for the Kiss & Ride on Pembroke Avenue.

TRAFFIC SIGNALS

◆ **Roselle Road Traffic Signal**

The contract award was approved by the Village Board. The contract has been signed and submittals to Cook County and IDOT for the permits are underway. Civiltech will provide Phase III construction inspection services as approved by the Village Board. Including time for the County to approve shop drawings and lead time to receive the signal mast arms, the overall roadway construction and installation should take about 6 months.

COORDINATION

◆ **CN Noise Mitigation Program and Related CN Projects**

The Village Board approved a noise mitigation program on April 1, 2013. The program started on April 15, 2013 and lasted through April 15, 2015. Some final reimbursements are being made to parties who received approval and had started the process prior to the end date, including Hanover Township. The table below summarizes activity as of this month. Applications approved may not equal the number submitted if the staff technical review has not been completed. The total number of applications can be greater than the number of residences since some homeowners have done their improvements in phases, meaning multiple applications for a single address. Reimbursements are made only after work has been completed, inspected, and approved.

CN Noise Mitigation Reimbursement Program Status – June 2015					
Subdivision	# of Eligible Residences	# of Residences Participating	# of Applications Submitted	# of Applications Approved	# of Reimbursements Paid
Bridlewood	21	20	20	20	20
Deer Crossing	34	34	42	42	40
Winding Trails / Hunters Ridge	49	48	63	63	61

◆ **O’Hare Noise Compatibility Commission**

No new information related to the Village.

NEW DEVELOPMENTS

- ◆ Traffic data, site plans, and inspections are ongoing for a variety of projects which are in the early stages of project development and review.
- ◆ Various smaller site modifications and permits for parking lot sealcoating, striping, patching are underway.



Michael Hankey, P.E.
Director of Transportation and Engineering Division