

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
September 21, 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 – August 3, 2015**

NEW BUSINESS

- 1. Request approval of a resolution for local funding of Surface Transportation Program resurfacing projects.
 - 2. 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**

August 3, 2015

I. Roll Call

Members in Attendance:

**Trustee Gary Stanton, Chairperson
Trustee Karen Mills, Vice Chairperson
Trustee Anna Newell
Trustee Gary Pilafas
Trustee Michael Gaeta
Mayor William D. McLeod**

**Management Team Members
in Attendance:**

**Dan O'Malley, Deputy Village Manager
Art Janura, Corporation Counsel
Mark Koplin, Asst. Vlg. Mgr. – Dev. Services
Peter Gugliotta, Director of Planning
Kevin Kramer, Economic Dev. Coord.
Mike Hankey, Director of Transportation
Patrick Seger, Director of HRM
Joseph Nebel, Dir. of Public Works
Rachel Musiala, Director of Finance
Patricia Cross, Asst. Corporation Counsel
Jeffrey Jorian, Fire Chief
Greg Poulos, Asst. Police Chief
Fred Besenhoffer, IS Director
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 7:00 p.m.

II. Approval of Minutes

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve the Transportation & Road Improvement Committee meeting minutes of July 6, 2015. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

1. Request acceptance of Transportation Division Monthly Report.

The Transportation Division Monthly Report was presented to Committee.

Motion by Trustee Gaeta, seconded by Trustee Pilafas, 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 7:01 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of a resolution for local funding of Surface Transportation Program resurfacing projects

MEETING DATE: September 21, 2015

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: A resolution to provide local funding for Village streets seeking federal Surface Transportation Program funding is attached for review and approval.

DISCUSSION: The Northwest Municipal Conference Technical Committee reviews requests for projects using Surface Transportation Program (STP) funds. Traditionally, NWMC has selected street reconstruction projects on the federal aid system but has not placed as much emphasis on resurfacing of qualified routes. The Village has applied for and received STP funding for a number of reconstruction projects over the years including the current Bode Road project (Woodlawn to Braintree), Hassell Road, Moon Lake Boulevard, and others. The STP program provides up to 80% funding for construction and construction engineering on resurfacing projects. The NWMC currently has a call for new applications which now includes those requesting federal funds for resurfacing.

Only certain streets which are classified as part of the federal aid system qualify to request STP funding. These are collector and arterial type streets which serve an important role in supporting regional travel. Following completion of the annual street condition ratings and a review of which Village streets qualify for federal funds, staff met with IDOT to review four collector candidates for resurfacing. These are listed below with the total estimated cost, including construction engineering, the federal share (80%), and the local share (20%).

DISCUSSION: (Continued)

Street	From	To	Total Cost	Federal	Local
Bode	Woodlawn	Roselle	\$970,000	\$776,000	\$194,000
Harmon	Golf	Bode	\$495,000	\$396,000	\$99,000
Hillcrest	Jones	Roselle	\$870,000	\$696,000	\$174,000
Moon Lake	Golf	Higgins	\$835,000	\$668,000	\$167,000
Total			\$3,170,000	\$2,536,000	\$634,000

The Technical Committee of the NWMC considers all applications for STP funds and makes recommendations for which projects to program in specific years. The approach to be used by the Technical Committee when reviewing resurfacing applications is to use them to fill out program years in which not all the available federal funding has been committed. As such, it is difficult to predict at this point in which year a particular resurfacing project will occur. The Technical Committee will meet in early October to review all STP applications received for reconstruction, resurfacing, lighting, bicycle, pedestrian, and safety projects. This group makes recommendations to the full Conference Board for the projects to receive federal funds. A part of the STP application is a resolution from the sponsor which states that if a project is selected for federal funds, that the community will provide the local match. For the STP program, this is 20% of the construction and construction engineering as shown in the table above. A copy of the resolution is attached.

The four Village street candidates have received Phase I approval from IDOT. This is required in order for the Technical Committee to place a project in a particular year of its five year plan. The scope of work is generally what is done with any other Village resurfacing project of a collector street. The surface is ground and new asphalt is placed, sidewalk modifications are made where needed, bicycle facilities are implemented as appropriate, and spot curb, gutter, and pavement patching is performed. Pedestrian crossing improvements such as curb extensions will be evaluated at select intersections such as Hillcrest Boulevard and Fremont Road at Lincoln Prairie School and on Bode Road at Grand Canyon where more significant changes may be made to improve the alignment of the intersection. Two of these streets, Moon Lake Boulevard and the section of Bode Road (Woodlawn to Roselle), received federal funds for reconstruction in 2003 and 1993, respectively. As noted, only an estimate can be provided at the current time for when the resurfacing of these streets might occur. Generally Hillcrest and Moon Lake Boulevards might be done in 2016-2017 while Harmon Boulevard and Bode Road might occur a year or two later. As the time approaches for preparing the Phase II plans, an assessment of staff workload will be done to determine if in-house or consultant services would be used. At the present time, the plan is for in-house staff to perform the Phase II engineering for the two projects most likely to proceed first. The design plans will be completed up to a point where only minor additions and updating will be required to submit the final plans to IDOT. As federal funds will be used for this work, the State will advertise and award the construction contract.

FINANCIAL IMPACT:

The estimated local match for each project is shown in the table above. This amount includes construction engineering services. However, there is not sufficient in-house staff to manage the annual street project plus a federally funded project in the same year. Similar to what was done with

FINANCIAL IMPACT: (Continued)

Bode Road reconstruction this year, a consultant will be hired to perform the Phase III engineering services. This model has worked well for the reconstruction work. The local funding source will be either Village capital revenues or MFT. Since the project will be let by the State, the Village will receive invoices for the local share of construction from IDOT. Consultant services for Phase III engineering will be reimbursed by federal funds. Both local agency and consultant service agreements will be needed with IDOT. These will be prepared and processed through IDOT once the NWMC makes recommendations on adding the Village resurfacing projects to its program.

RECOMMENDATION:

Request approval of a resolution for local funding of Surface Transportation Program resurfacing projects:

1. Bode Road from Woodlawn Street to Roselle Road
2. Harmon Boulevard from Golf Road to Bode Road
3. Hillcrest Boulevard from Jones Road to Roselle Road
4. Moon Lake Boulevard from Golf Road to Higgins Road

Attachment

VILLAGE OF HOFFMAN ESTATES

**A RESOLUTION APPROPRIATING FUNDS FOR
SURFACE TRANSPORTATION PROGRAM
RESURFACING PROJECTS ELIGIBLE FOR
FUNDING THROUGH NORTHEAST MUNICIPAL CONFERENCE**

WHEREAS, the Village of Hoffman Estates has applied for federal Surface Transportation Program funds through the Northwest Municipal Conference for resurfacing the following streets which are part of the federal aid system, each as a separate project:

- a. Bode Road from Woodlawn Street to Roselle Road, and
- b. Harmon Boulevard from Golf Road to Bode, Road, and
- c. Hillcrest Boulevard from Jones Road to Roselle Road, and
- d. Moon Lake Boulevard from Higgins Road to Golf Road.

WHEREAS, if approved and programmed for federal funds by the Northwest Municipal Conference; federal funds will pay 80% of the construction and construction engineering costs, with a local match of 20% for each project which is programmed; and

WHEREAS, the estimated total construction and construction engineering costs for each street are estimated as follows:

- a. Bode Road from Woodlawn Street to Roselle Road, \$970,000, and
- b. Harmon Boulevard from Golf Road to Bode, Road, \$495,000, and
- c. Hillcrest Boulevard from Jones Road to Roselle Road, \$870,000, and
- d. Moon Lake Boulevard from Higgins Road to Golf Road, \$835,000.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Hoffman Estates, Cook and Kane Counties, Illinois, as follows:

Section 1: Upon selection for programming for construction, there are hereby appropriated the sums noted below or such much thereof as may be necessary, from any money now or hereinafter allotted to the Village to pay its share of the cost of these improvements:

- a. Bode Road from Woodlawn Street to Roselle Road, \$194,000, and
- b. Harmon Boulevard from Golf Road to Bode, Road, \$99,000, and
- c. Hillcrest Boulevard from Jones Road to Roselle Road, \$174,000, and
- d. Moon Lake Boulevard from Higgins Road to Golf Road, \$167,000.

Section 3: The Village agrees to pass a supplemental resolution to provide any necessary funds for its share of the cost of this improvement if the amount appropriated herein proves to be insufficient to cover said cost.

Section 4: This Resolution shall be in full force and effect immediately from and after its passage and approval.

PASSED THIS _____ day of _____, 2015

VOTE	AYE	NAY	ABSENT	ABSTAIN
Trustee Karen V. Mills	_____	_____	_____	_____
Trustee Anna Newell	_____	_____	_____	_____
Trustee Gary J. Pilafas	_____	_____	_____	_____
Trustee Gary G. Stanton	_____	_____	_____	_____
Trustee Michael Gaeta	_____	_____	_____	_____
Trustee Gayle Vandenberg	_____	_____	_____	_____
Mayor William D. McLeod	_____	_____	_____	_____

APPROVED THIS _____ DAY OF _____, 2015

Village President

ATTEST:

Village Clerk

TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

MONTHLY REPORT SEPTEMBER 2015

ROAD PROJECTS

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

The Tollway work continues on the Barrington Road bridge replacement. The north abutment and center pier for the western half of the bridge have been completed. Work is nearing completion on the south abutment. The Tollway has closed the southbound to eastbound loop ramp and posted a detour route. Soon they plan to close the westbound to southbound loop ramp and place a temporary traffic signal on Barrington Road at the westbound exit to facilitate this movement. Earthwork on the new eastbound entrance ramp is underway and grading is ongoing for the pedestrian way under this ramp. Some daytime, off-peak lane closures continue to occur for 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 into 2016. 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 (see sample below). 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.



**I-90 looking west at Barrington Road
New half of bridge in foreground, construction underway on western half of the bridge**

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. Pile driving for the extended box culvert on I-90 between Higgins Road and Barrington Road is continuing. Some paving of the outside lanes has been completed while other parts are nearing the point of paving. Other items such as utility adjustments, retaining wall and noise wall installation and underground work continue. 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. The Tollway will be crossing traffic over to the westbound lanes on I-90 to allow placement of the beams for the new eastbound Higgins Road bridge. Overall completion is expected by 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. 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 the new east half of the bridge. The Tollway will begin work on removal of the old bridge and construction of the remaining part of the new bridge in the next phases. 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. Work on the Roselle Road bridge will continue into 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 the plans for this project 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 were 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.

◆ Algonquin Road Patching - IDOT

IDOT has started the concrete patching project on the westbound lanes of Algonquin Road from approximately Ela Road to Penny Road. The work is identical to what was done by IDOT on the eastbound lanes in 2014. Precast concrete panels will be used to replace sections which will be cut out. Once all panels are placed, the entire roadway surface will be ground. IDOT expects the project to last until October or November of this year. Fabrication and delivery of the concrete panels is the item which will control the schedule of work.

◆ Barrington Road and Bode Road - Right Turn Lane

IDOT has completed all the work and final inspections are being scheduled. The scope of work consisted of constructing a new southbound right turn lane on Barrington Road at Bode Road, plus modifications to pedestrian crossings. The Route 554 bus stop for southbound traffic along Barrington Road was relocated from the north side of the intersection to the south side.

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 pavement work is complete. Lighting, some remaining sidewalk work, and restoration remain. Hancock Engineering is performing the construction management for the Village's work on Bode Road. Schaumburg is doing the work on Salem Drive north of Bode Road to near Golf Road. That project is still underway.

Next Steps: Complete lighting, sidewalk, and restoration work. Create punch list for follow-up with contractor.

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: The Task Force met on September 16. Topics included possible changes to the Taxi Discount Program, discussion of budget planning, the Higgins Education Center, and business coordination. Increasing the household income and amount of the coupon discount were recommended by the group. Other changes to the taxi program such as number of coupons distributed, number allowed per trip, and eligibility modifications were not recommended. Some may be reconsidered after the effects of other potential changes are monitored. The transit needs of the Adult Transition Program and Community School were also discussed. Additional information on programming, particularly for the Community School, is needed from the School District. The budget process for 2016 was reviewed. Finally, as Pace develops its bus service plan for I-90, businesses will be informed of what is to be implemented.

Next Steps: Continued research and coordination with transit agencies, local agencies, and employers. The next meeting will be planned for the next couple of months or as needed.

◆ **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: Following a meeting with CN earlier in the summer, CN is to provide a draft of an agreement for the path on a portion of railroad property as well as specifications on fencing. TranSystems is working on obtaining additional environmental data for the area of work being done by the Tollway. Property easements and accommodations for the path are ongoing. Environmental studies, wetland delineation, and related documents have been submitted to IDOT. Some additional consultant services for environmental analysis under the Tollway bridge is likely. 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. Timing is dependent upon receipt of information from CN.

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**

Updates on current projects, formulation of ideas for annual activities, and a review of priority projects are planned for the next meeting of the Bicycle and Pedestrian Advisory Committee. Work on updating the Bicycle Plan, which is five years old, plus adding pedestrian components will be a major task for the group.

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

No action is expected in the short term until development is underway 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**

The consultant is working on a draft of the final report findings. Overall public 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 this year.

TRANSIT

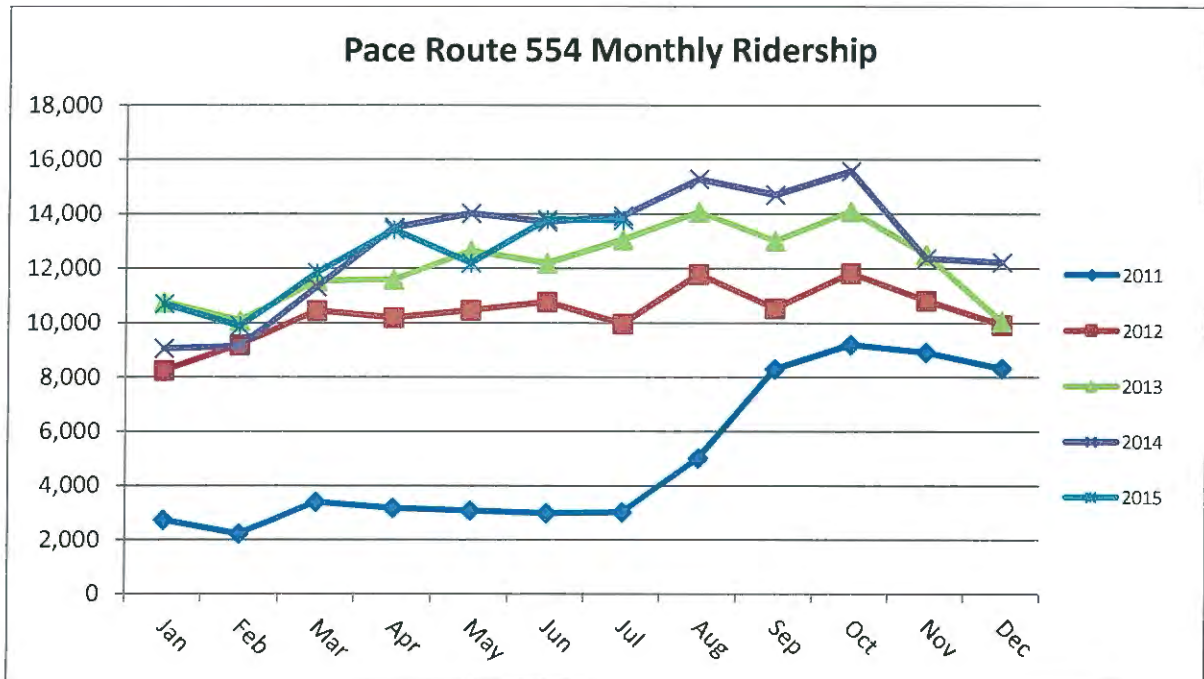
◆ **Taxi Discount Program**

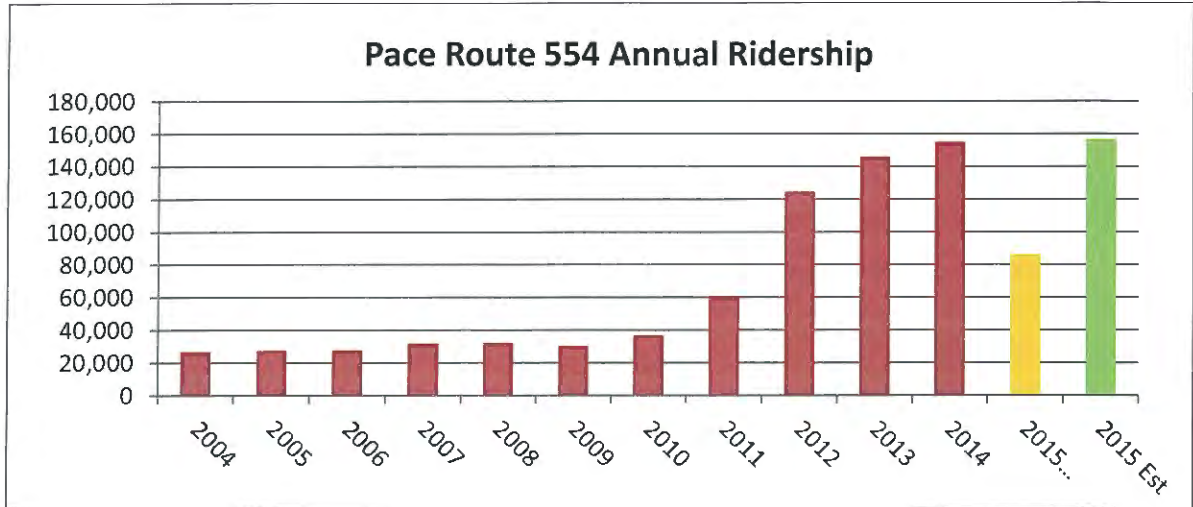
Registration continues with identification cards and coupons sent to residents. To date, a total of 469 residents have registered for the program. Coupons redeemed to date in 2015 total 3,063 which covers through early-September. An estimate of the 2015 ridership is included based on year to date usage for each of the three participating taxi companies. Possible modifications to the program are being discussed by the Village's Transit Improvement Task Force.



◆ **Pace Route 554**

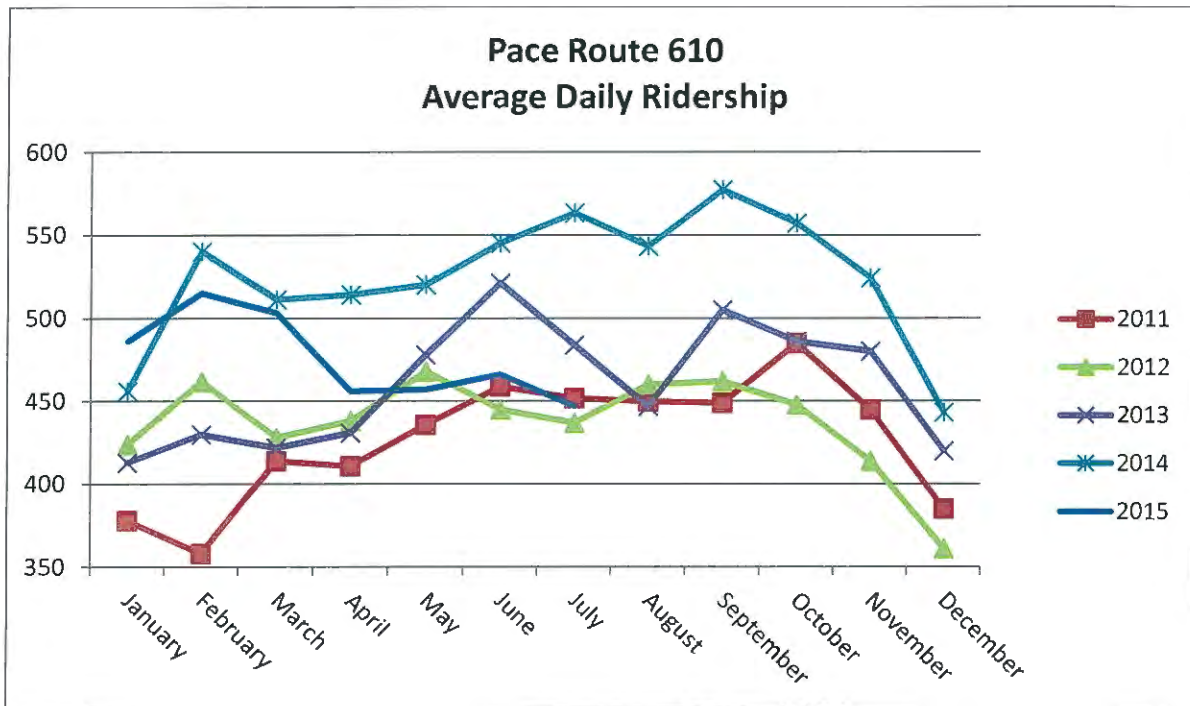
The most recent data from July 2015 showed an average weekday ridership of 571 per weekday and a Saturday average of 300 riders per day. The level of use to date had been similar to ridership in 2014, even with a one month decline in May. An estimate of the annual ridership based on use through July 2015 is shown.

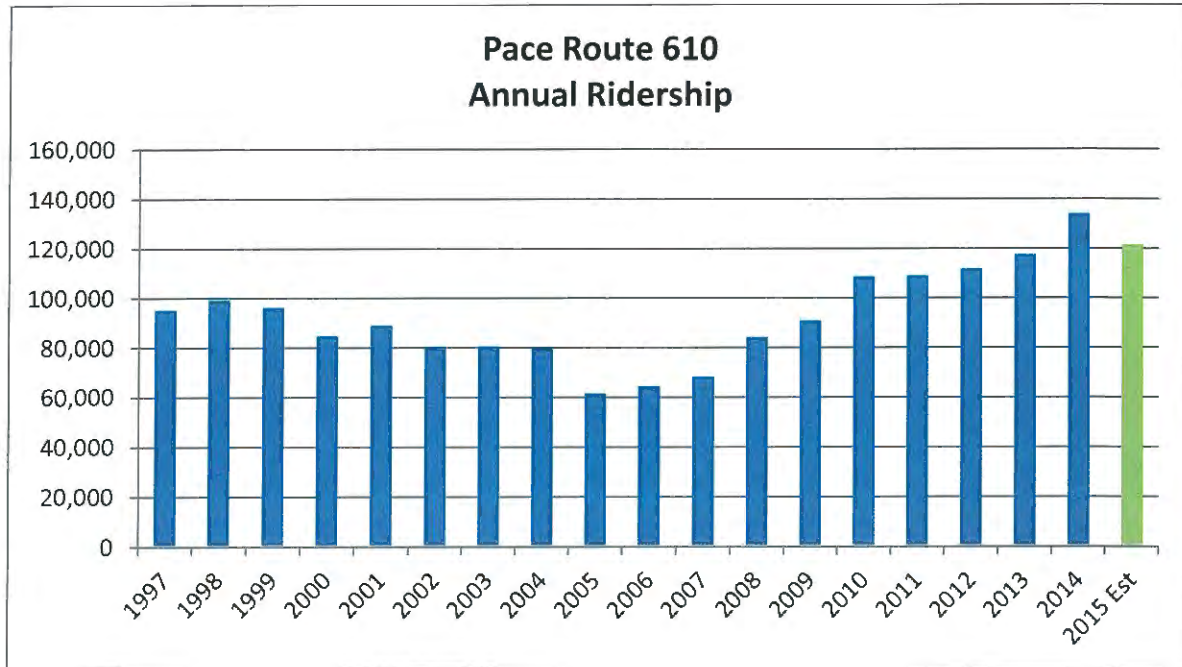




◆ **Pace Route 610**

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 has been a reduction in the number of rides reported on Route 610 from April through July; Pace is reviewing the data for these months. Prairie Stone business have reported no significant changes in employment levels during this time. Park and Ride utilization at the Sears Centre remains very low.





◆ **Pace I-90 Corridor Plans**

Pace worked with the Illinois Tollway to build off the transit concept identified during the Phase I engineering for the Barrington Road interchange. Components of the transit facility are being built as part of the Barrington Road interchange and I-90 mainline projects. Bus access connections to / from the ramps and turnout areas are part of the mainline contract while the pedestrian ways under the ramps are included with the interchange construction. Pace is at the 30% completion stage of plans for the Park & Ride on the north side of I-90 and a Kiss & Ride area to the south as their own separate project. These plans will be available for review by the Village and comments related to operations and design will be provided to Pace. Once the Park & Ride is established at Barrington Road, start-up of a local circulator service 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 has also discussed access easements with ComEd for the Kiss & Ride on Pembroke Avenue.

TRAFFIC SIGNALS

◆ **Roselle Road Traffic Signal**

Permit applications for construction have been submitted to Cook County and IDOT; both have been approved. The catalog cut sheets for the signal equipment have been submitted to the County as well with timing of this approval by the County being the primary determinant of the signal schedule. Alliance Contractors will be performing the construction work and Civiltech Engineering is providing Phase III construction inspection services. 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 from the receipt of permits. How long the cut sheet reviews take will largely determine when the work will be completed.

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. 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 – September 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	42
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