

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
October 12, 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** – September 21, 2015
September 28, 2015 (Special Meeting)

NEW BUSINESS

1. Request acceptance of Transportation Division Monthly Report.

III. President's Report

IV. Other

V. Items in Review

1. Status of Transit Improvement Task Force recommendations.

VI. Adjournment

**TRANSPORTATION & ROAD IMPROVEMENT
COMMITTEE MEETING MINUTES**

September 21, 2015

I. Roll Call

Members in Attendance:

**Trustee Gary Stanton, Chairperson
Trustee Karen Mills, Vice Chairperson
Trustee Gayle Vandenberg
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
Ted Bos, Police Chief
Monica Saavedra, Asst. HHS Director
Fred Besenhoffer, IS Director
Bev Romanoff, Village Clerk
Ashley Monroe, Asst. to Village Manager
Austin Pollack, Administration Intern
Clayton Black, Dev. Services Analyst
Bruce Anderson, CATV Coordinator
Ben Gibbs, Sears Centre**

The Transportation & Road Improvement Committee meeting was called to order at 8:10 p.m.

II. Approval of Minutes

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve the Transportation & Road Improvement Committee meeting minutes of August 3, 2015. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

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

An item summary sheet from Mike Hankey was presented to Committee.

Motion by Trustee Gaeta, seconded by Trustee Pilafas, for approval of a resolution for local funding of Surface Transportation Program resurfacing projects. Voice vote taken. All ayes. Motion carried.

2. Request acceptance of Transportation Division Monthly Report.

The Transportation Division Monthly Report was presented to Committee.

Trustee Pilafas requested a status report from the Transit Task Force be added to a future Transportation & Road Improvement Committee.

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 8:14 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date

**SPECIAL TRANSPORTATION & ROAD IMPROVEMENT
COMMITTEE MEETING MINUTES**

September 28, 2015

I. Roll Call

Members in Attendance:

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

**Management Team Members
in Attendance:**

**Jim Norris, Village Manager
Art Janura, Corporation Counsel
Patrick Seger, Director of HRM
Ted Bos, Police Chief
Michael Hankey, Dir. of Trans and Engineering
Joseph Nebel, Dir. of Public Works
Jeff Jorian, Fire Chief
Rachel Musiala, Director of Finance
Fred Besenhoffer, Director of IS
Bruce Anderson, CATV Coordinator
Bev Romanoff, Village Clerk
Ben Gibbs, GM of Sears Arena
Patti Cross, Asst. Corporation Counsel
Ashley Monroe, Asst. to Village Manager**

The Transportation & Road Improvement Committee meeting was called to order at 7:59 p.m.

NEW BUSINESS

1. Request:

- a. Approval of an Intergovernmental Agreement with Pace Suburban Bus for design engineering services of a pedestrian overpass of I-90 for the Pace Park & Ride; and**

An item summary sheet from Mike Hankey was presented to Committee.

Mayor McLeod thanked Trustee Stanton, Trustee Pilafas and all those who served on the Transit committee for their work on the project. Trustee Stanton thanked Michael Hankey for his work on the project.

Mr. Hankey explained PACE has prepared the Intergovernmental Agreement for design of the pedestrian overpass to complement the Park N Ride and the I-90 bus stops in the vicinity of the Barrington Road interchange. This agreement allows for the inclusion of the contract for design services for the pedestrian bridge.

Mr. Hankey indicated the design for the center structure would need to begin immediately. A separate contract led by the Tollway would take care of the remainder of the pedestrian overpass. There is no cost to the Village for the design.

Construction inspection would be handled by the Tollway and by Pace. Trustee Stanton asked if elevators would be available. Mr. Hankey confirmed elevators would be installed. Trustee Pilafas asked if any other overpasses are being constructed along the Tollway. Mr. Hankey said no, this is a unique project for the Tollway system.

Trustee Mills asked if the walkway would include visibility as part of the design. Mr. Hankey confirmed this would be a transparent structure. Trustee Mills inquired if PACE felt they could get the project done in a timely manner given the issues of the State budget. Mr. Hankey indicated they felt they could. Trustee Mills thanked Mr. Hankey for his role on the project.

Motion by Mayor McLeod, seconded by Trustee Pilafas, to approve an Intergovernmental Agreement with Pace Suburban Bus for design engineering services of a pedestrian overpass of I-90 for the Pace Park & Ride. Voice vote taken. All ayes. Motion carried.

b. Authorization to approve Supplement #2 to the contract with Crawford, Murphy, and Tilly, Inc., of Aurora, IL for design engineering services of the pedestrian overpass at a cost not to exceed \$653,556.31

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve Supplement #2 to the contract with Crawford, Murphy, and Tilly, Inc., of Aurora, IL for design engineering services of the pedestrian overpass at a cost not to exceed \$653,556.31. Voice vote taken. All ayes. Motion carried.

II. Adjournment

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to adjourn the meeting at 8:04 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

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

Date

TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

MONTHLY REPORT OCTOBER 2015

ROAD PROJECTS

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

The Tollway work continues on the Barrington Road bridge replacement as well as for the new interchange ramps. The beams have been placed for the western half of the bridge with work to prepare for pouring the bridge deck starting next. Grading for the approach roadways on Barrington Road for both ends on the western half of the bridge has begun. Earthwork is also underway for the new ramps on the east side of the bridge. The concrete foundation for the pedestrian pass through under the eastbound entrance has been poured. This will connect the I-90 bus stop with the Kiss & Ride to be built by Pace on Pembroke. A similar pedestrian pass through below the westbound exit ramp will connect the I-90 bus stop to the Pace Park & Ride area. The Tollway has closed the southbound Barrington Road to eastbound I-90 loop ramp and posted a detour route. The westbound I-90 to southbound Barrington Road loop ramp is also closed and a temporary traffic signal was placed on Barrington Road at the westbound exit. The loop ramp closures allow space for construction on outside bus lanes and the mainline lanes under the bridge. The Tollway's goal is to complete the eastern half of the interchange first including the new eastbound entrance and westbound exit ramps. These will be in the final configuration of the single point interchange design and controlled by a temporary traffic signal. Work will then continue on the new ramps to and from the west through the end of 2016.

Some daytime, off-peak lane closures continue to occur for Barrington Road construction. As notices of lane closures and major work are received from the Illinois Tollway, these 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 samples below). A second supplement to the Phase II design contract with CMT for the Pace pedestrian overpass was approved by the Village Board following approval of an IGA with Pace for these additional services. A final 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 as needed.



I-90 looking west at Barrington Road
New half of bridge in foreground; new beams in place on west half of bridge



Looking southeast from I-90 at Barrington Road
New eastbound entrance ramp under construction with pedestrian pass through foundation poured

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 I-90 east of Elgin. Sections of the new outside lanes have been poured in various locations. 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 and to minimize traffic impacts. 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. New beams for the eastbound bridge are being placed. The Tollway crossed I-90 traffic over to the westbound lanes on I-90 to allow placement of the beams for the new eastbound Higgins Road bridge. There is enough space to provide two westbound lanes and one eastbound lane on the new westbound Higgins Road bridge although there are no shoulders during this stage. Following significant utility delays early on, overall completion is expected by early 2016.

Barrington Road Bridge: Traffic on Barrington Road is operating on the eastern half of the new bridge as the contractor is building the 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 east half of the new bridge. The Tollway work is underway on removal of the old bridge and western half of Roselle Road. New Roselle Road pavement has been poured north of I-90 while construction of the remaining part of the new bridge will occur 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 continues work on 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 pending final sign off by County staff. 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. As an interim measure, Beverly Road from Shoe Factory Road to south of I-90 was patched last month to address poor pavement conditions.

◆ **Algonquin Road Patching - IDOT**

IDOT continues work on the concrete patching project in 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 are being used to replace sections which are 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.

◆ **Algonquin Road at Barrington Road – Westbound Right Turn Lane**

IDOT will begin a project to add a westbound right turn lane on Algonquin Road at Barrington Road later this year. The scope also includes some pavement patching and traffic signal upgrades. The State will coordinate the start of this work with the patching project noted above.

◆ **Golf Road – Rohrssen Road to Barrington Road**

IDOT is preparing plans for a safety project on Golf Road from roughly Rohrssen Road to west of Barrington Road. The scope includes shoulder widening plus shoulder and centerline rumble strips to address a history of run-off-the road crashes and traffic signal upgrades at IL 59 and Bartlett Road. Staff provided comments questioning the use of rumble strips near residential areas, suggesting that they be limited in this area, shifted farther onto the shoulder, or use a design which creates less noise outside the vehicle. The scope of the State's work includes installation of a southbound right turn lane on IL 59 at Golf Road which will likely impact the Village's red light camera equipment. IDOT is providing details of how this system will be affected. As Village Opticom equipment is located on the State signals, an intergovernmental agreement will be prepared by the State to cover items for which the Village will be responsible. Once a draft is available, the document will be presented to the Committee for review.

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

IDOT has completed all the work and final inspections have been completed. 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. The remaining item will be to pay the Village share of the work for the Opticom system.

GRANT PROJECTS

◆ **Bode Road Surface Transportation Program Project**

Scope: Bode Road was reconstructed from the intersection of Braintree to Bode Circle East. On-street bicycle facilities were included along with improved roadway lighting. The westbound right turn lane on Bode Road at Gannon Drive was 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 installation, 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, reportedly due to ComEd issues.

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. A meeting with representatives from the School District, Pace, and Village will be scheduled to assess needs and possible options for service. 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. Present recommendations of the Task Force to the Village Board. 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. However after repeated requests, CN still has not provided the needed agreement or project details. 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 are 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.

◆ **Central Road Bicycle Path Project Proposal**

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. Development of a request for proposals

for Phase I engineering services will be pursued with the goal of positioning the project for a future call for CMAQ / TAP projects.

◆ **Huntington Boulevard Right of Way Bicycle Path Project Proposal**

Use of the vacant public right of way for Huntington Boulevard between Higgins Road and Golf Road will be investigated in more detail. The project should be eligible for federal funding if Phase I engineering is completed. Establishing a bicycle facility in this right of way would complete the system link between the newly designated bicycle lanes on Huntington Boulevard north of Higgins Road and the existing bicycle route on Harmon Boulevard which links to the Bode Road bicycle path. Development of a request for proposals for Phase I engineering services will be pursued with the goal of positioning the project for a future call for CMAQ / TAP projects.

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

The consultant is working on the final report. 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 attended the group’s meetings as a portion of the study area is in the Village. The southernmost route utilizes the Shoe Factory Road corridor in which a large portion of existing path exists already within Forest Preserves. CMAP estimates the study will be done later this year.

TRANSIT

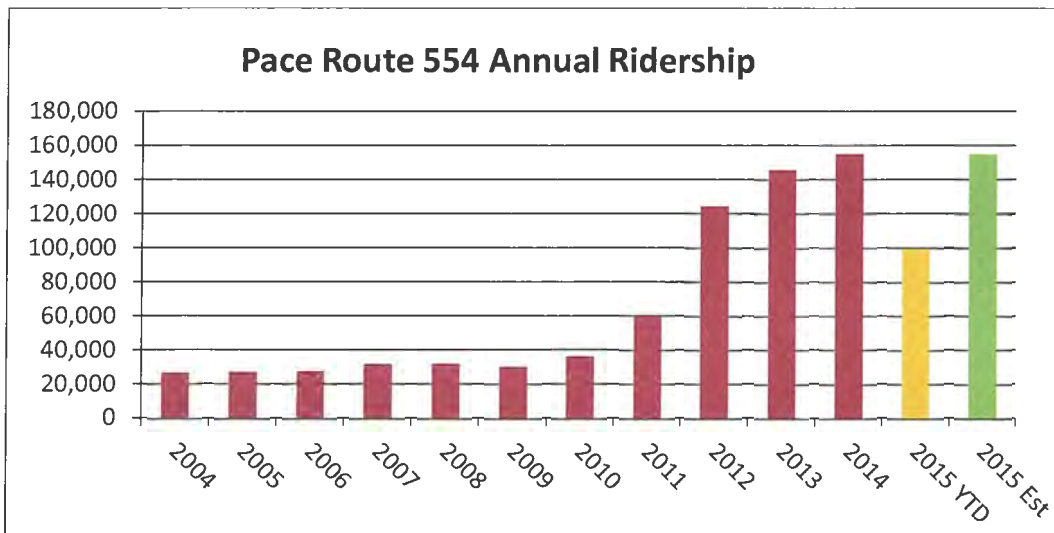
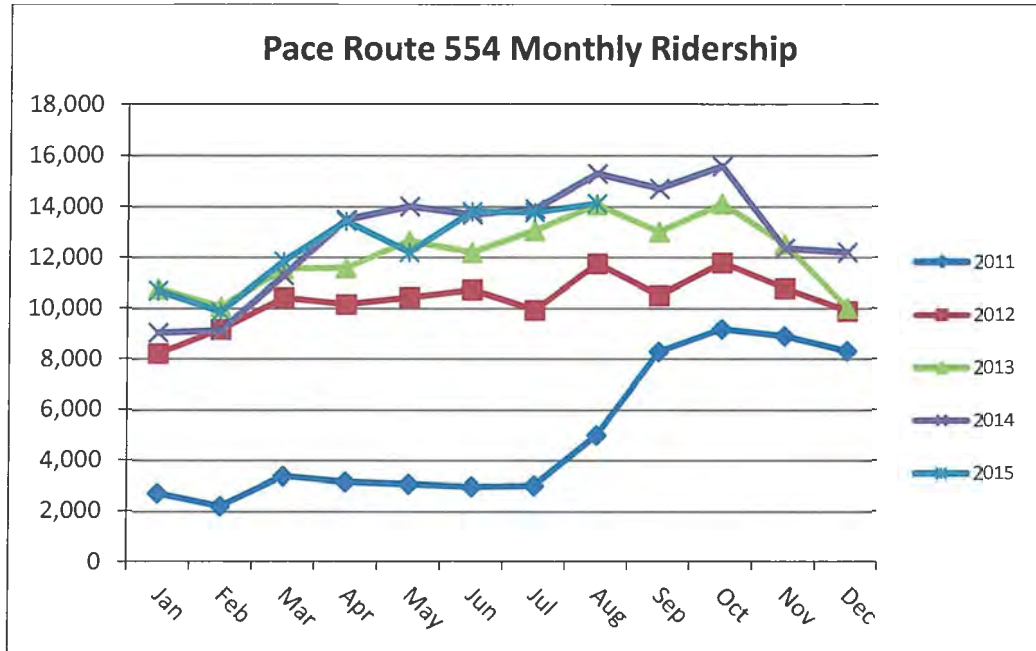
◆ **Taxi Discount Program**

Registration continues with identification cards and coupons sent to residents. To date, a total of 470 residents have registered for the program. Coupons redeemed to date in 2015 total 3,190 which covers through mid-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 were discussed by the Village’s Transit Improvement Task Force and will be presented to the Committee as part of the 2016 budget.



◆ **Pace Route 554**

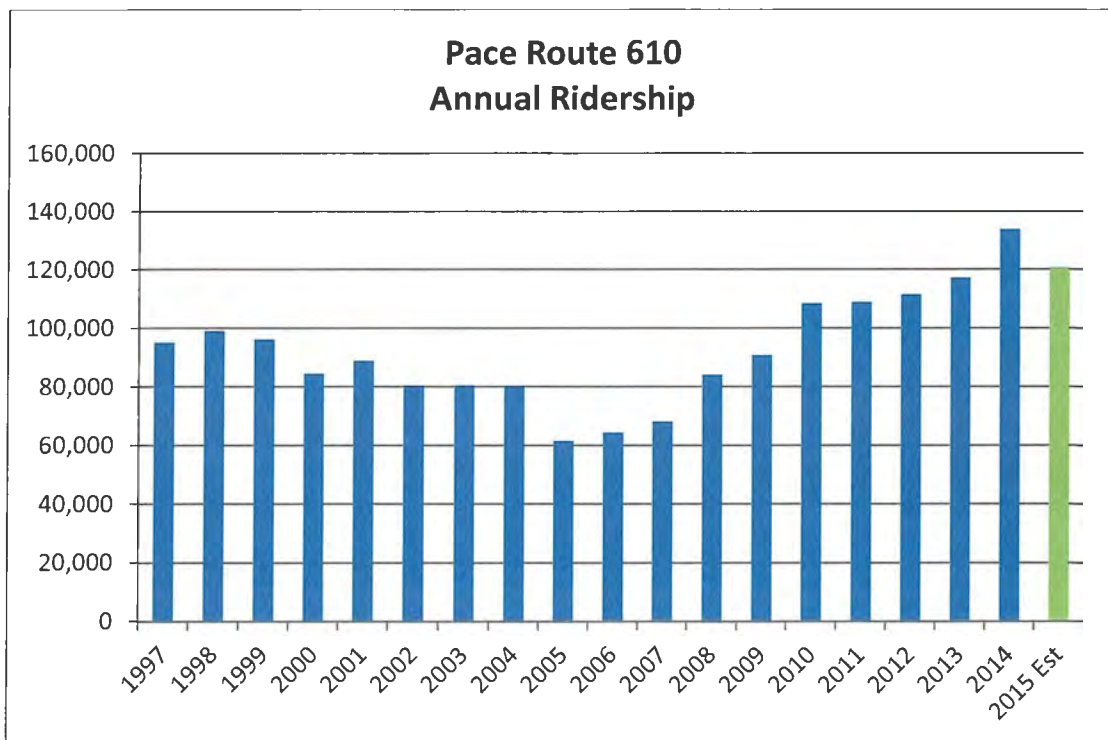
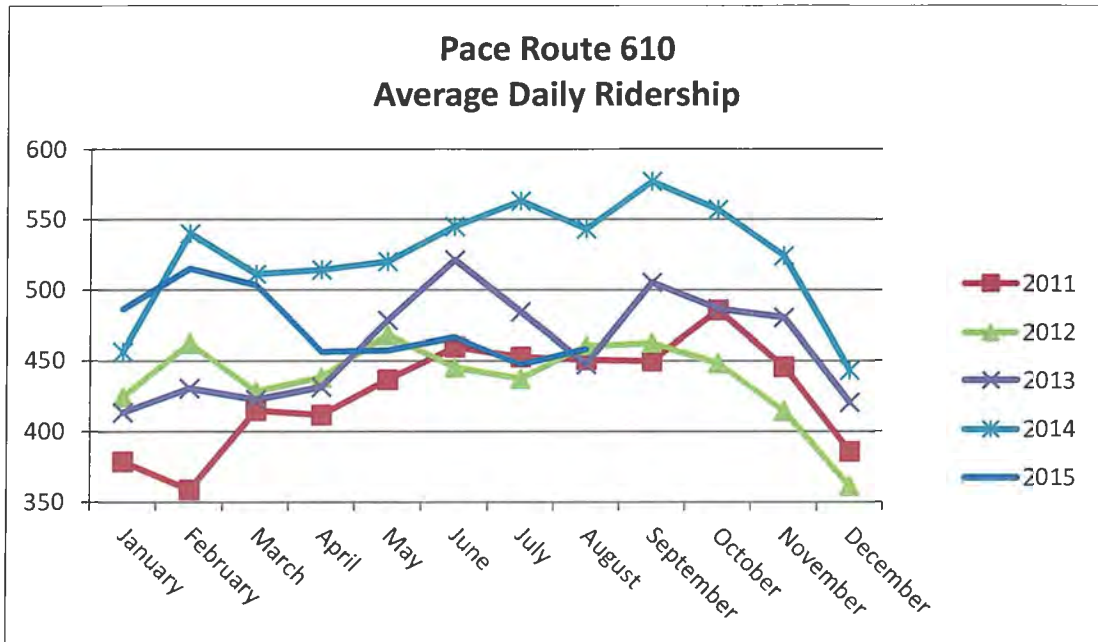
The most recent data from August 2015 showed an average weekday ridership of 592 per weekday and a Saturday average of 334 riders per day. The level of use to date has been similar to ridership in 2014, even with a one month decline in May. An estimate of the annual ridership based on use through August 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 February through

August. Use has leveled off over the last several months. There is some speculation that commute patterns may have changed somewhat in the business park earlier this year due to more telecommuting, 4 day work weeks, etc. Investigation into what might be causing the change is ongoing. Park and Ride utilization at the Sears Centre remains very low. Even with the predicted drop in ridership through the end of 2015, the long term trend remains positive.



◆ 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. Pace and the Village also finalized the IGA for Pace to design then build a pedestrian overpass of I-90 to link the north and south side transit areas. 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**

Construction on the pavement areas is starting shortly. The pavement work includes the area of the Golf Center entrance and median areas on Roselle Road. The catalog cut sheets for the signal equipment have been submitted to the County with timing of this approval by the County being the primary determinant of the signal schedule. Alliance Contractors is 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. 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.

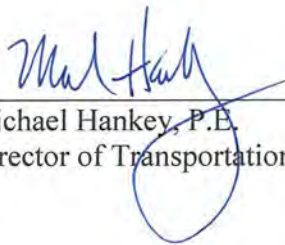
CN Noise Mitigation Reimbursement Program Status – September 2015					
Subdivision	# of Eligible Residences	# of Residences Participating	# of Applications Submitted	# of Applications Approved	# of Reimbursements Paid
Bridlewood	21	20	20	20	20
Deer Crossing	34	34	42	42	42
Winding Trails / Hunters Ridge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

◆ **O’Hare Noise Compatibility Commission**

One complaint about aircraft noise was received from a resident. Information on reporting such occurrences to the City of Chicago was provided and has been posted on the Village website.

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