

**AGENDA**  
**TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE**  
**Village of Hoffman Estates**  
**February 8, 2016**

**7:00 p.m. – Helen Wozniak Council Chambers**

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

**I. Roll Call**

**II. Approval of Minutes – January 11, 2016**

**NEW BUSINESS**

1. Request approval of two IDOT resolutions to appropriate Motor Fuel Tax Funds for:
  - a. 2016 Street Revitalization project in an amount not to exceed \$1,100,000; and
  - b. 2016 Traffic Signal Maintenance and Opticom repairs in an amount not to exceed \$101,000.
  
2. Request approvals of the following for the 2016 STP resurfacing project on Hillcrest Boulevard and Moon Lake Boulevard:
  - a. IDOT Local Agency agreement; and
  - b. Local Agency funding resolution.
  
3. Request acceptance of Transportation Division Monthly Report.

**III. President's Report**

**IV. Other**

**V. Items in Review**

**VI. Adjournment**

**Village of Hoffman Estates**

**TRANSPORTATION & ROAD IMPROVEMENT  
COMMITTEE MEETING MINUTES**

**DRAFT  
January 11, 2016**

**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  
Dan O'Malley, Deputy Village Manager  
Arthur 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  
Fred Besenhoffer, IS Director  
Ashley Monroe, Asst. to Village Manager  
Austin Pollack, Administration Intern  
Bruce Anderson, CATV Coordinator  
Patti Cross, Asst. Corporation Counsel**

The Transportation & Road Improvement Committee meeting was called to order at 7:11 p.m.

**I. Roll Call**

**II. Approval of Minutes**

Motion by Trustee Gaeta, seconded by Mayor McLeod, to approve the Transportation & Road Improvement Committee meeting minutes of December 14, 2015. Voice vote taken. All ayes. Motion carried.

**NEW BUSINESS**

- 1. Review of request for traffic controls in the Beacon Pointe and Devonshire Woods subdivisions.**

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

Motion by Trustee Gaeta, seconded by Trustee Vandenberg, to approve an ordinance for traffic controls in the Beacon Pointe and Devonshire Woods subdivisions. Voice vote taken. All ayes. Motion carried.

2. **Request approval of a Joint Agreement with the State of Illinois for a project on Golf Road between Rohrssen Road and Barrington Road.**

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

Motion by Trustee Gaeta, seconded by Trustee Vandenberg, approve a Joint Agreement with the State of Illinois for a project on Golf Road between Rohrssen Road and Barrington Road. All ayes. Motion carried.

3. **Request acceptance of the Transportation Division Monthly Report**

The Transportation Division Monthly Report was presented to Committee.

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

**III. President's Report**

**IV. Other**

**V. Items in Review**

**VI. Adjournment**

Motion by Trustee Gaeta, seconded by Mayor McLeod, to adjourn the meeting at 7:20 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

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Debbie Schoop, Executive Assistant

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Date

**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Request approval of two IDOT resolutions to appropriate Motor Fuel Tax Funds for:

- a. 2016 Street Revitalization project in an amount not to exceed \$1,100,000; and
- b. 2016 Traffic Signal Maintenance and Opticom repairs in an amount not to exceed \$101,000.

**MEETING DATE:** February 8, 2016

**COMMITTEE:** Transportation and Road Improvement

**FROM:** Michael Hankey

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**PURPOSE:** Request approval of IDOT resolutions to appropriate Motor Fuel Tax (MFT) funds for the 2016 street improvements and the annual Traffic Signal Maintenance and Opticom repairs.

**DISCUSSION:** When MFT Funds are used to pay for a qualified improvement or maintenance, an IDOT resolution is required to be executed prior to expending funds. As part of the annual budget, \$1,100,000 of MFT funds was allocated for the 2016 Street Revitalization project. A draft resolution for the 2016 street project is attached. Project plans are under development with a goal of starting construction in May.

MFT funds are also used to pay the Village's share of traffic signal maintenance and Opticom emergency vehicle preemption repairs. A total of \$101,000 is allocated in 2016 for Traffic Signal Maintenance and Opticom repairs. Most traffic signals are on State and County routes, for which the Village pays a portion of the maintenance costs. Opticom repairs include replacement parts and upgrades. The local match for IDOT traffic signal upgrades is also funded via the MFT allocation for signal maintenance.

**FINANCIAL IMPACT:** The State collects and then distributes Motor Fuel Tax funds to local agencies. The State delayed transfer of these funds in 2015, although they were ultimately received. Discussions among the administration and legislators have mentioned reductions in MFT distributions to local agencies as part of the State budget. In fact, in the spring of 2015 the Village's monthly distribution was reduced as part of a short term budget fix last fiscal year. While there is still no budget for the State's current fiscal year ending June 30, these resolutions assume the State will distribute the full amounts due the Village in 2016.

**RECOMMENDATION:**

Request approval of two IDOT resolutions to appropriate Motor Fuel Tax Funds for:

- a. 2016 Street Revitalization project in an amount not to exceed \$1,100,000; and
- b. 2016 Traffic Signal Maintenance and Opticom repairs in an amount not to exceed \$101,000.

Attachments



**Illinois Department  
of Transportation**

**Resolution for Improvement by  
Municipality Under the Illinois  
Highway Code**

BE IT RESOLVED, by the President and Board of Trustees of the  
Council or President and Board of Trustees  
 Village of Hoffman Estates Illinois

City, Town or Village

that the following described street(s) be improved under the Illinois Highway Code:

Name of Thoroughfare	Route	From	To
See attached			

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of the reconstruction and resurfacing of various streets in  
Hoffman Estates

and shall be constructed \_\_\_\_\_ wide

and be designated as Section 16-00098-00-PV

2. That there is hereby appropriated the (additional  Yes  No) sum of One million one hundred thousand  
 \_\_\_\_\_ Dollars ( \$1,100,000.00 ) for the  
 improvement of said section from the municipality's allotment of Motor Fuel Tax funds.

3. That work shall be done by Contract ; and,  
Specify Contract or Day Labor

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit two certified copies of this resolution to the district office of the Department of Transportation.

Approved \_\_\_\_\_  
 \_\_\_\_\_  
 Date \_\_\_\_\_  
 Department of Transportation  
 \_\_\_\_\_  
 Regional Engineer

I, Bev Romanoff Clerk in and for the  
 Village of Hoffman Estates  
City, Town or Village  
 County of Cook , hereby certify the  
 foregoing to be a true, perfect and complete copy of a resolution adopted  
 by the President and Board of Trustees  
Council or President and Board of Trustees  
 at a meeting on February 15, 2016  
Date  
 IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this  
 \_\_\_\_\_ day of \_\_\_\_\_  
 (SEAL)  
 \_\_\_\_\_  
 City, Town, or Village Clerk



**Illinois Department  
of Transportation**

**Resolution for Maintenance of  
Streets and Highways by Municipality  
Under the Illinois Highway Code**

BE IT RESOLVED, by the President and Board of Trustees of the  
(Council or President and Board of Trustees)  
Village of Hoffman Estates, Illinois, that there is hereby  
(City, Town or Village) (Name)  
appropriated the sum of \$101,000.00 of Motor Fuel Tax funds for the purpose of maintaining  
streets and highways under the applicable provisions of the Illinois Highway Code from January 1, 2016  
(Date)  
to December 31, 2016.  
(Date)

BE IT FURTHER RESOLVED, that only those streets, highways, and operations as listed and described on the approved Municipal Estimate of Maintenance Costs, including supplemental or revised estimates approved in connection with this resolution, are eligible for maintenance with Motor Fuel Tax funds during the period as specified above.

BE IT FURTHER RESOLVED, that the Clerk shall, as soon a practicable after the close of the period as given above, submit to the Department of Transportation, on forms furnished by said Department, a certified statement showing expenditures from and balances remaining in the account(s) for this period; and

BE IT FURTHER RESOLVED, that the Clerk shall immediately transmit two certified copies of this resolution to the district office of the Department of Transportation, at Schaumburg, Illinois.

I, Bev Romanoff Clerk in and for the Village  
(City, Town or Village)  
of Hoffman Estates, County of Cook/Kane

hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by

the President and Board of Trustees at a meeting on February 15, 2016  
(Council or President and Board of Trustees) Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this \_\_\_\_\_ day of \_\_\_\_\_.

(SEAL)

\_\_\_\_\_  
Village Clerk  
(City, Town or Village)

**Approved**  
\_\_\_\_\_  
Regional Engineer  
Department of Transportation  
\_\_\_\_\_  
Date

**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Request approvals of the following for the 2016 STP resurfacing project on Hillcrest Boulevard and Moon Lake Boulevard:

- a. IDOT Local Agency agreement; and
- b. Local Agency funding resolution.

**MEETING DATE:** February 8, 2016

**COMMITTEE:** Transportation and Road Improvement

**FROM:** Michael Hankey

**PURPOSE:** Approvals of the local agency agreement with IDOT and the local agency funding resolution are requested for the Surface Transportation Program (STP) resurfacing project in 2016.

**DISCUSSION:** The Village obtained approval through the Northwest Municipal Conference for STP funding to resurface two streets in 2016. Hillcrest Boulevard from Jones Road to Roselle Road and Moon Lake Boulevard from Higgins Road to Golf Road were selected by the NWMC Technical Committee. As federal funds are being used, the project bidding and award goes through IDOT. A 20% local match is required which is applicable to both construction and construction engineering services. A previous agreement was approved with Engineering Resource Associates for the Phase III construction engineering work. The IDOT local agency form for this project is attached. The project plans and documents have been submitted to IDOT for its April 2016 letting. The work is expected to be complete this year assuming IDOT is able to meet all project deadlines.

The current cost estimate for resurfacing of these two streets is approximately \$2,000,000. In addition to the local agency agreement, a draft resolution is attached for the Village's share of the project costs. This document is now required by IDOT as part of the final plan submittals. The draft resolution was submitted to IDOT and to date, no comments have been received.

**FINANCIAL IMPACT:** The estimated Phase III project costs, including construction and construction engineering services, total \$2,000,000. Using current project quantities and IDOT unit prices, the construction cost is estimated as \$1,900,000. The contract for Phase III engineering services is approximately \$100,000. The local share of

**FINANCIAL IMPACT: (Continued)**

construction will be billed to the Village on a progress basis by the State. Construction engineering costs will be paid upfront by the Village but 80% will be reimbursed by the State. As part of the 2016 CIB and budget discussion, the local share of approximately \$400,000 will be paid from the Capital Improvement Fund.

**RECOMMENDATION:**

Two action items are proposed:

- a. Request approval of the Local Agency agreement with IDOT.
- b. Request approval of a resolution for the local share of project costs.

Attachments

 <b>Illinois Department of Transportation</b> <b>Local Public Agency Agreement for Federal Participation</b>	Local Public Agency	State Contract	Day Labor	Local Contract	RR Force Account
	Village of Hoffman Estates	X			
	Section	Fund Type		ITEP, SRTS, or HSIP Number(s)	
	15-00094-00-RS	STU			
Construction		Engineering		Right-of-Way	
Job Number	Project Number	Job Number	Project Number	Job Number	Project Number
C-91-146-16	M-4003(628)				

This Agreement is made and entered into between the above local public agency, hereinafter referred to as the "LPA", and the State of Illinois, acting by and through its Department of Transportation, hereinafter referred to as "STATE". The STATE and LPA jointly propose to improve the designated location as described below. The improvement shall be constructed in accordance with plans prepared by, or on behalf of the LPA, approved by the STATE and the STATE's policies and procedures approved and/or required by the Federal Highway Administration, hereinafter referred to as "FHWA".

**Location**

Local Name Hillcrest Blvd and Moon Lake Blvd Route 1102 & 2556 Length 2.0 mile  
 Termini Hillcrest Blvd: Jones Rd to Roselle Rd, Moon Lake Blvd: Higgins Rd to Golf Rd

Current Jurisdiction LA TIP Number 03-16-0002 Existing Structure No N/A

**Project Description**

Grinding existing pavement surface, pavement patching, resurfacing with hot-mix asphalt surface course, curb and gutter, driveway pavement and sidewalk removal and replacement, pavement marking, signage, storm sewer replacements, landscaping and all other incidental and collateral work necessary to complete the project.

**Division of Cost**

Type of Work	STU	%	%	LPA	%	Total
Participating Construction	1,520,000	( * )	( )	380,000	( BAL )	1,900,000
Non-Participating Construction		( )	( )		( )	
Preliminary Engineering		( )	( )		( )	
Construction Engineering	80,000	( * )	( )	20,000	( BAL )	100,000
Right of Way		( )	( )		( )	
Railroads		( )	( )		( )	
Utilities		( )	( )		( )	
Materials						
<b>TOTAL</b>	<b>\$ 1,600,000</b>			<b>\$ 400,000</b>		<b>\$ 2,000,000</b>

\* Maximum FHWA (STU) participation 80% not to exceed \$1,600,000.

**NOTE:** The costs shown in the Division of Cost table are approximate and subject to change. The final LPA share is dependent on the final Federal and State participation. The actual costs will be used in the final division of cost for billing and reimbursement.

If funding is not a percentage of the total, place an asterisk in the space provided for the percentage and explain above.

**Local Public Agency Appropriation**

By execution of this Agreement, the LPA attests that sufficient moneys have been appropriated or reserved by resolution or ordinance to fund the LPA share of project costs. A copy of the authorizing resolution or ordinance is attached as an addendum (required for State-let contracts only)

**Method of Financing (State Contract Work Only)**

METHOD A---Lump Sum (80% of LPA Obligation) \_\_\_\_\_  
 METHOD B--- \_\_\_\_\_ Monthly Payments of \_\_\_\_\_ due by the \_\_\_\_\_ of each successive month.  
 METHOD C---LPA's Share Balance divided by estimated total cost multiplied by actual progress payment.

(See page two for details of the above methods and the financing of Day Labor and Local Contracts)

## Agreement Provisions

### THE LPA AGREES:

- (1) To acquire in its name, or in the name of the **STATE** if on the **STATE** highway system, all right-of-way necessary for this project in accordance with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and established State policies and procedures. Prior to advertising for bids, the **LPA** shall certify to the **STATE** that all requirements of Titles II and III of said Uniform Act have been satisfied. The disposition of encroachments, if any, will be cooperatively determined by representatives of the **LPA**, and the **STATE** and the **FHWA**, if required.
- (2) To provide for all utility adjustments, and to regulate the use of the right-of-way of this improvement by utilities, public and private, in accordance with the current Utility Accommodation Policy for Local Agency Highway and Street Systems.
- (3) To provide for surveys and the preparation of plans for the proposed improvement and engineering supervision during construction of the proposed improvement.
- (4) To retain jurisdiction of the completed improvement unless specified otherwise by addendum (addendum should be accompanied by a location map). If the improvement location is currently under road district jurisdiction, an addendum is required.
- (5) To maintain or cause to be maintained, in a manner satisfactory to the **STATE** and the **FHWA**, the completed improvement, or that portion of the completed improvement within its jurisdiction as established by addendum referred to in item 4 above.
- (6) To comply with all applicable Executive Orders and Federal Highway Acts pursuant to the Equal Employment Opportunity and Nondiscrimination Regulations required by the U.S. Department of Transportation.
- (7) To maintain, for a minimum of 3 years after final project close-out by the **STATE**, adequate books, records and supporting documents to verify the amounts, recipients and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records and supporting documents related to the contract shall be available for review and audit by the Auditor General and the department; and the **LPA** agrees to cooperate fully with any audit conducted by the Auditor General and the **STATE**; and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the **STATE** for the recovery of any funds paid by the **STATE** under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.
- (8) To provide if required, for the improvement of any railroad-highway grade crossing and rail crossing protection within the limits of the proposed improvement.
- (9) To comply with Federal requirements or possibly lose (partial or total) Federal participation as determined by the **FHWA**.
- (10) (State Contracts Only) That the method of payment designated on page one will be as follows:
  - Method A - Lump Sum Payment. Upon award of the contract for this improvement, the **LPA** will pay to the **STATE** within thirty (30) calendar days of billing, in lump sum, an amount equal to 80% of the **LPA**'s estimated obligation incurred under this Agreement. The **LPA** will pay to the **STATE** the remainder of the **LPA**'s obligation (including any nonparticipating costs) within thirty (30) calendar days of billing in a lump sum, upon completion of the project based on final costs.
  - Method B - Monthly Payments. Upon award of the contract for this improvement, the **LPA** will pay to the **STATE**, a specified amount each month for an estimated period of months, or until 80% of the **LPA**'s estimated obligation under the provisions of the Agreement has been paid, and will pay to the **STATE** the remainder of the **LPA**'s obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
  - Method C - Progress Payments. Upon receipt of the contractor's first and subsequent progressive bills for this improvement, the **LPA** will pay to the **STATE** within thirty (30) calendar days of receipt, an amount equal to the **LPA**'s share of the construction cost divided by the estimated total cost, multiplied by the actual payment (appropriately adjusted for nonparticipating costs) made to the contractor until the entire obligation incurred under this Agreement has been paid.Failure to remit the payment(s) in a timely manner as required under Methods A, B, or C, shall allow the **STATE** to internally offset, reduce, or deduct the arrearage from any payment or reimbursement due or about to become due and payable from the **STATE** to **LPA** on this or any other contract. The **STATE**, at its sole option, upon notice to the **LPA**, may place the debt into the Illinois Comptroller's Offset System (15 ILCS 405/10.05) or take such other and further action as may be required to recover the debt.
- (11) (Local Contracts or Day Labor) To provide or cause to be provided all of the initial funding, equipment, labor, material and services necessary to construct the complete project.
- (12) (Preliminary Engineering) In the event that right-of-way acquisition for, or actual construction of, the project for which this preliminary engineering is undertaken with Federal participation is not started by the close of the tenth fiscal year following the fiscal year in which the project is federally authorized, the **LPA** will repay the **STATE** any Federal funds received under the terms of this Agreement.
- (13) (Right-of-Way Acquisition) In the event that the actual construction of the project on this right-of-way is not undertaken by the close of the twentieth fiscal year following the fiscal year in which the project is federally authorized, the **LPA** will repay the **STATE** any Federal Funds received under the terms of this Agreement.

- (14) (Railroad Related Work Only) The estimates and general layout plans for at-grade crossing improvements should be forwarded to the Rail Safety and Project Engineer, Room 204, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois, 62764. Approval of the estimates and general layout plans should be obtained prior to the commencement of railroad related work. All railroad related work is also subject to approval by the Illinois Commerce Commission (ICC). Final inspection for railroad related work should be coordinated through appropriate IDOT District Bureau of Local Roads and Streets office.
- Plans and preemption times for signal related work that will be interconnected with traffic signals shall be submitted to the ICC for review and approval prior to the commencement of work. Signal related work involving interconnects with state maintained traffic signals should also be coordinated with the IDOT's District Bureau of Operations.
- The LPA is responsible for the payment of the railroad related expenses in accordance with the LPA/railroad agreement prior to requesting reimbursement from IDOT. Requests for reimbursement should be sent to the appropriate IDOT District Bureau of Local Roads and Streets office.
- Engineer's Payment Estimates shall be in accordance with the Division of Cost on page one.
- (15) And certifies to the best of its knowledge and belief its officials:
- are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
  - have not within a three-year period preceding this Agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements receiving stolen property;
  - are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, local) with commission of any of the offenses enumerated in item (b) of this certification; and
  - have not within a three-year period preceding the Agreement had one or more public transactions (Federal, State, local) terminated for cause or default.
- (16) To include the certifications, listed in item 15 above, and all other certifications required by State statutes, in every contract, including procurement of materials and leases of equipment.
- (17) (State Contracts) That execution of this agreement constitutes the LPA's concurrence in the award of the construction contract to the responsible low bidder as determined by the STATE.
- (18) That for agreements exceeding \$100,000 in federal funds, execution of this Agreement constitutes the LPA's certification that:
- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or any employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any Federal contract, grant, loan or cooperative agreement;
  - If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress, in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions;
  - The LPA shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
- (19) To regulate parking and traffic in accordance with the approved project report.
- (20) To regulate encroachments on public right-of-way in accordance with current Illinois Compiled Statutes.
- (21) To regulate the discharge of sanitary sewage into any storm water drainage system constructed with this improvement in accordance with current Illinois Compiled Statutes.
- (22) To complete this phase of the project within three (3) years from the date this agreement is approved by the STATE if this portion of the project described in the Project Description does not exceed \$1,000,000 (five years if the project costs exceed \$1,000,000).
- (23) To comply with the federal Financial Integrity Review and Evaluation (FIRE) program, which requires States and subrecipients to justify continued federal funding on inactive projects. 23 CFR 630.106(a)(5) defines an inactive project as a project which no expenditures have been charged against Federal funds for the past twelve (12) months.
- To keep projects active, invoicing must occur a minimum of one time within any given twelve (12) month period. However, to ensure adequate processing time, the first invoice shall be submitted to the STATE within six (6) months of the federal authorization date. Subsequent invoices will be submitted in intervals not to exceed six (6) months.
- (24) The LPA will submit supporting documentation with each request for reimbursement from the STATE. Supporting documentation is defined as verification of payment, certified time sheets or summaries, vendor invoices, vendor receipts, cost plus fix fee invoice, progress report, and personnel and direct cost summaries and other documentation supporting the requested reimbursement amount (Form BLRS 05621 should be used for consultant invoicing purposes). LPA invoice requests to the STATE will be submitted with sequential invoice numbers by project.

The LPA will submit to the STATE a complete and detailed final invoice with applicable supporting documentation of all incurred costs, less previous payments, no later than twelve (12) months from the date of completion of this phase of the improvement or from the date of the previous invoice, which ever occurs first. If a final invoice is not received within this time frame, the most recent invoice may be considered the final invoice and the obligation of the funds closed.

- (25) The LPA shall provide the final report to the appropriate STATE district within twelve months of the physical completion date of the project so that the report may be audited and approved for payment. If the deadline cannot be met, a written explanation must be provided to the district prior to the end of the twelve months documenting the reason and the new anticipated date of completion. If the extended deadline is not met, this process must be repeated until the project is closed. Failure to follow this process may result in the immediate close-out of the project and loss of further funding.
- (26) (Single Audit Requirements) That if the LPA expends \$750,000 or more a year in federal financial assistance they shall have an audit made in accordance with 2 CFR 200. LPAs expending less than \$750,000 a year shall be exempt from compliance. A copy of the audit report must be submitted to the STATE (Office of Finance and Administration, Audit Coordination Section, 2300 South Dirksen Parkway, Springfield, Illinois, 62764), within 30 days after the completion of the audit, but no later than one year after the end of the LPA's fiscal year. The CFDA number for all highway planning and construction activities is 20.205.

Federal funds utilized for construction activities on projects let and awarded by the STATE (denoted by an "X" in the State Contract field at the top of page 1) are not included in a LPA's calculation of federal funds expended by the LPA for Single Audit purposes.

- (27) That the LPA is required to register with the System for Award Management or SAM (formerly Central Contractor Registration (CCR)), which is a web-enabled government-wide application that collects, validates, stores, and disseminates business information about the federal government's trading partners in support of the contract award and the electronic payment processes. To register or renew, please use the following website: <https://www.sam.gov/portal/public/SAM/#1>.

The LPA is also required to obtain a Dun & Bradstreet (D&B) D-U-N-S Number. This is a unique nine digit number required to identify subrecipients of federal funding. A D-U-N-S number can be obtained at the following website: <http://fedgov.dnb.com/webform>.

#### THE STATE AGREES:

- (1) To provide such guidance, assistance and supervision and to monitor and perform audits to the extent necessary to assure validity of the LPA's certification of compliance with Titles II and III requirements.
- (2) (State Contracts) To receive bids for the construction of the proposed improvement when the plans have been approved by the STATE (and FHWA, if required) and to award a contract for construction of the proposed improvement, after receipt of a satisfactory bid.
- (3) (Day Labor) To authorize the LPA to proceed with the construction of the improvement when Agreed Unit Prices are approved, and to reimburse the LPA for that portion of the cost payable from Federal and/or State funds based on the Agreed Unit Prices and Engineer's Payment Estimates in accordance with the Division of Cost on page one.
- (4) (Local Contracts) For agreements with Federal and/or State funds in engineering, right-of-way, utility work and/or construction work:
- (a) To reimburse the LPA for the Federal and/or State share on the basis of periodic billings, provided said billings contain sufficient cost information and show evidence of payment by the LPA;
- (b) To provide independent assurance sampling, to furnish off-site material inspection and testing at sources normally visited by STATE inspectors of steel, cement, aggregate, structural steel and other materials customarily tested by the STATE.

#### IT IS MUTUALLY AGREED:

- (1) Construction of the project will utilize domestic steel as required by Section 106.01 of the current edition of the Standard Specifications for Road and Bridge Construction and federal Buy America provisions.
- (2) That this Agreement and the covenants contained herein shall become null and void in the event that the FHWA does not approve the proposed improvement for Federal-aid participation within one (1) year of the date of execution of this Agreement.
- (3) This Agreement shall be binding upon the parties, their successors and assigns.
- (4) For contracts awarded by the LPA, the LPA shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any USDOT – assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The LPA shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of USDOT – assisted contracts. The LPA's DBE program, as required by 49 CFR part 26 and as approved by USDOT, is incorporated by reference in this Agreement. Upon notification to the recipient of its failure to carry out its approved program, the STATE may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for

enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31U.S.C. 3801 et seq.). In the absence of a USDOT – approved LPA DBE Program or on State awarded contracts, this Agreement shall be administered under the provisions of the STATE's USDOT approved Disadvantaged Business Enterprise Program.

- (5) In cases where the STATE is reimbursing the LPA, obligations of the STATE shall cease immediately without penalty or further payment being required if, in any fiscal year, the Illinois General Assembly or applicable Federal Funding source fails to appropriate or otherwise make available funds for the work contemplated herein.
- (6) All projects for the construction of fixed works which are financed in whole or in part with funds provided by this Agreement and/or amendment shall be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.) unless the provisions of that Act exempt its application.

**ADDENDA**

Additional information and/or stipulations are hereby attached and identified below as being a part of this Agreement.

Number 1- Location Map, Number 2 – LPA Appropriation Resolution

(Insert Addendum numbers and titles as applicable)

The LPA further agrees, as a condition of payment, that it accepts and will comply with the applicable provisions set forth in this Agreement and all Addenda indicated above.

**APPROVED**

Local Public Agency

William McLeod

Name of Official (Print or Type Name)

Village President

Title (County Board Chairperson/Mayor/Village President/etc.)

(Signature)

Date

The above signature certifies the agency's TIN number is 36-2434131 conducting business as a Governmental Entity.

DUNS Number 074439308

**APPROVED**

State of Illinois  
Department of Transportation

Randall S. Blankenhorn, Secretary

Date

By:

Aaron A. Weatherholt, Deputy Director of Highways

Date

Omer Osman, Director of Highways/Chief Engineer

Date

William M. Barnes, Chief Counsel

Date

Jeff Heck, Chief Fiscal Officer (CFO)

Date

**NOTE: If the LPA signature is by an APPOINTED official, a resolution authorizing said appointed official to execute this agreement is required.**

VILLAGE OF HOFFMAN ESTATES

A RESOLUTION APPROPRIATING NECESSARY FUNDS FOR SHARE OF COST OF IMPROVEMENTS ALONG HILLCREST BOULEVARD AND MOON LAKE BOULEVARD

WHEREAS, the Village of Hoffman Estates has entered into an Agreement with the State of Illinois for the improvement of Hillcrest Boulevard from Jones Road to Roselle Road that is approximately 1.06 miles in length, and Moon Lake Boulevard from Higgins Road to Golf Road that is approximately 0.94 miles in length with federal Surface Transportation Program funds for resurfacing.

WHEREAS, in compliance with the aforementioned Agreement, it is necessary for the Village to appropriate sufficient funds to pay its share of the costs of said improvements.

WHEREAS, the estimated total construction and construction engineering costs for the project designated as MFT Section Number 15-00094-00-RS is estimated to be Two Million Dollars (\$2,000,000) with the local share estimated at Four Hundred Thousand Dollars (\$400,000).

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: That there be appropriated the sum of Four Hundred Thousand Dollars (\$400,000) or as much thereof as may be necessary, from any money now or hereinafter allotted to the Village to pay its share of the costs of these improvements as provided in the Agreement.

Section 2: 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 3: This Resolution shall be in full force and effect immediately from and after its passage and approval.

PASSED THIS \_\_\_\_\_ day of \_\_\_\_\_, 2016

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 \_\_\_\_\_, 2016

\_\_\_\_\_  
Village President

ATTEST:

\_\_\_\_\_  
Village Clerk

# TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

## MONTHLY REPORT FEBRUARY 2016

### ROAD PROJECTS

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

The Tollway work for the Barrington Road bridge is essentially complete. Work is still ongoing for widening Barrington Road, the new ramps, and related infrastructure for the full interchange. Grading for the approach roadways on Barrington Road at both ends of the bridge continues plus earthwork for the new ramps on the east side of the bridge. The large tube support structure over the Barrington Road bridge for the signals at the single point intersection is in place. Retaining wall is under construction for the new westbound exit ramp. The precast concrete sections of the pedestrian way below the new eastbound entrance ramp have been placed and earthwork is continuing weather permitting. This will be the pedestrian connection to the I-90 bus stop with the Kiss–n-Ride to be built by Pace on Pembroke. Work is occurring on the pedestrian pass through under the westbound exit ramp to connect the I-90 bus stop to the Pace Park–n-Ride area. Paving has been done on the outside lanes of the mainline and traffic is shifted so work can be in the middle of I-90. Relocation of the JAWA watermain will result in the narrowing of Greenspoint Parkway in the northeast corner of the development. This part of the project is expected to begin next. 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 and on the mainline. 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. Interchange construction will be ongoing in 2016. The Tollway's project page ([www.illinoistollway.com](http://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. CMT completed design work to include the center pier of the pedestrian bridge with the current mainline I-90 project. 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**

**Entire bridge deck has been poured, signal monotube installed. I-90 traffic shifted to new pavement on the outside to allow work on inside lanes and median area.**



**Looking west from I-90 at Barrington Road  
New eastbound entrance ramp under construction with pedestrian pass-through on left,  
new westbound exit ramp alignment on right**



**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 reconstruction and widening on I-90 east of Elgin to I-294. For the majority of this length, traffic has been shifted to the new outside pavement areas. Construction will occur next on the interior pavement area and median. Some evening, overnight, and weekend work may be done by the Tollway as needed and to minimize traffic impacts. Lane closures and shifts will continue and may occur with minimal notice from the Tollway. Message boards are used by the Tollway 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 and most work is weather dependent.

Higgins Road Bridge: Two-way traffic is on the new westbound bridge. New beams for the eastbound bridge are in place with preparations for the new deck up next. 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. Once the approach pavements on each end of the bridge are complete, traffic will be shifted to allow for reconstruction of the northbound lanes on Barrington Road.

Roselle Road Bridge: Traffic on Roselle Road has been shifted to the east half of the new bridge. The west half of the bridge has been removed and construction of the new deck is underway. New Roselle Road pavement has been poured north and south of I-90. 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 through 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](http://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 coming months. Cook County has shifted their funding out several

years for construction. A goal in the meantime will be to have Cook County complete the right of way process. An agenda item on Civiltech's Phase II contract supplement could 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. The timing of construction will depend upon the duration of the right of way process, project funding availability, Cook County's programming of funds, and the County's approval of final plans. As an interim measure, Beverly Road from Shoe Factory Road to south of I-90 was patched in 2015 to address some of the poor pavement conditions. An option the Village may pursue is to proceed with reconstruction of Beverly Road separately and in advance of the main Shoe Factory Road project. The work would have to be done in such a way as to be compatible with the future improvements at the Shoe Factory Road intersection.

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

IDOT started a project to add a westbound right turn lane on Algonquin Road at Barrington Road. The scope also includes some pavement patching and traffic signal upgrades. Work is expected to occur as weather permits.

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

IDOT is finalizing plans for a safety project on Golf Road from roughly Rohrssen Road to west of Barrington Road. The State is targeting a March 2016 letting. The scope includes shoulder widening plus shoulder and centerline rumble strips to address a history of run-off-the road crashes. The project scope also includes traffic signal upgrades on Golf Road at IL 59 and Bartlett Road. Staff provided comments on the use of rumble strips near residential areas, suggesting that the limits be adjusted and / or the rumble strips be shifted farther onto the shoulder. 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. As Village Opticom equipment is located on the State signals, an intergovernmental agreement was approved by the Village Board to cover Village Opticom costs.

## **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. Punch list items will be addressed in the spring.

◆ **Transit Improvement Task Force**

Scope: Make recommendations on implementation of findings from the Flexible Transit Service Operations Plan.

**Status:** Various topics continue to be researched for the Task Force. These include wheelchair lift-equipped options for the taxi program, coordination with Pace on its efforts to create a shuttle service to connect to the I-90 stops, review of Park-n-Ride plans, and community outreach. Budget recommendations of the Task Force were approved by the Village Board.

**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 last July, CN was to create 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:**

<b>Item</b>	<b>Total</b>	<b>Federal</b>	<b>Local (EDA, Park District, Forest Preserve)</b>
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, could be major points of interest for the group.

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

A portion of the path at the east end is expected to be constructed with the Trumpf project. The alignment of a path along Central Road from Huntington / Forest Preserve path to the Pace Park-n-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. However, funding will be needed for Phase I as this is not covered by the CMAP program.

### **◆ 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. Funding for Phase I outside of the federal process is needed. 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.

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

The consultant has completed the final report. Three general corridors were identified to be pursued. One is a connection along Barrington Road from Algonquin Road to Hassell Road then via the Poplar Creek trail to the Fox River. A meeting with CMAP and the Northwest Municipal Conference was held to discuss possible next steps towards engineering phases. IDOT is starting a separate project to investigate widening Barrington Road between Mundhank and Algonquin Roads; this has some opportunities for completing portions of the path. Participation by South Barrington will be needed and is currently being explored by its staff.

## **TRANSIT**

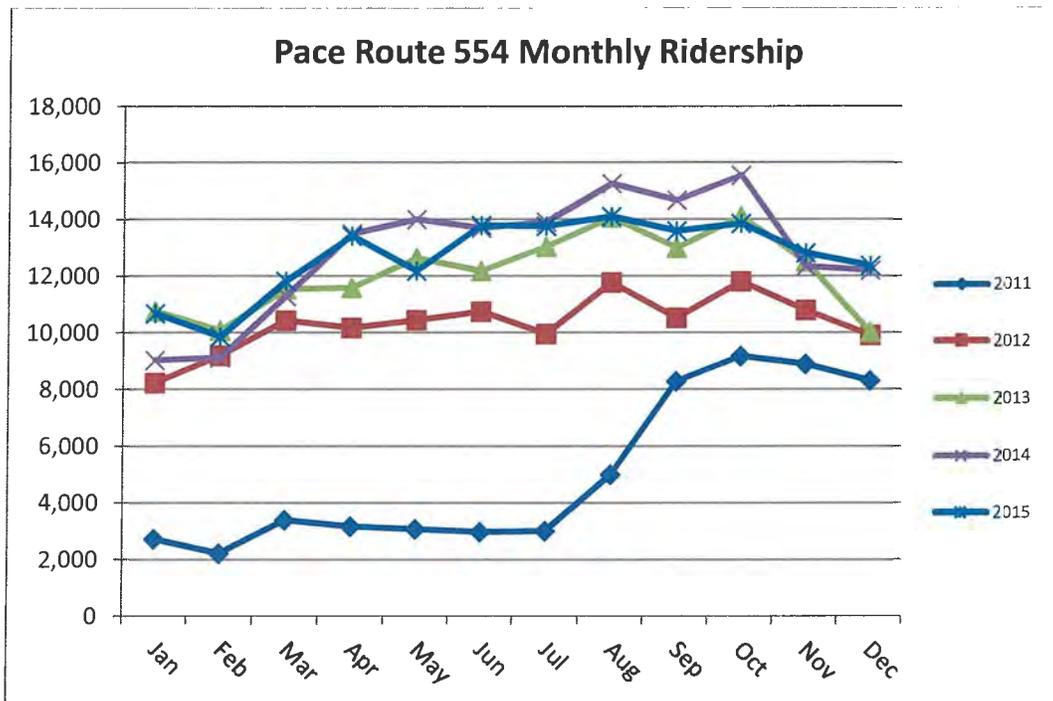
### **◆ Taxi Discount Program**

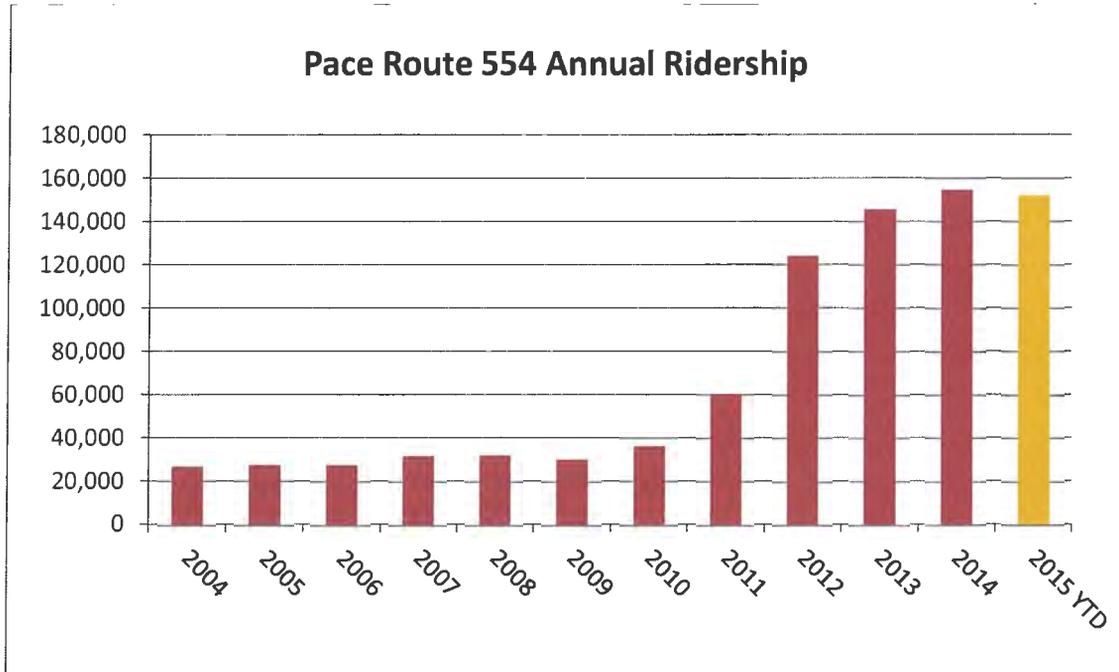
Registration continues with identification cards and coupons sent to residents. To date, a total of 486 residents have registered for the program. Coupons redeemed to date in 2015 total 4,794 which covers through mid-December. Registration remains positive due in part to advertisement in the *Citizen* newsletter throughout the year. An estimate of the 2015 ridership is included based on year to date usage for each of the three participating taxi companies. Modifications to the program were approved by the Village Board and will be implemented in 2016. These include updates to the income thresholds and an increase in the value of the coupon from \$5 to \$7 each.



◆ **Pace Route 554**

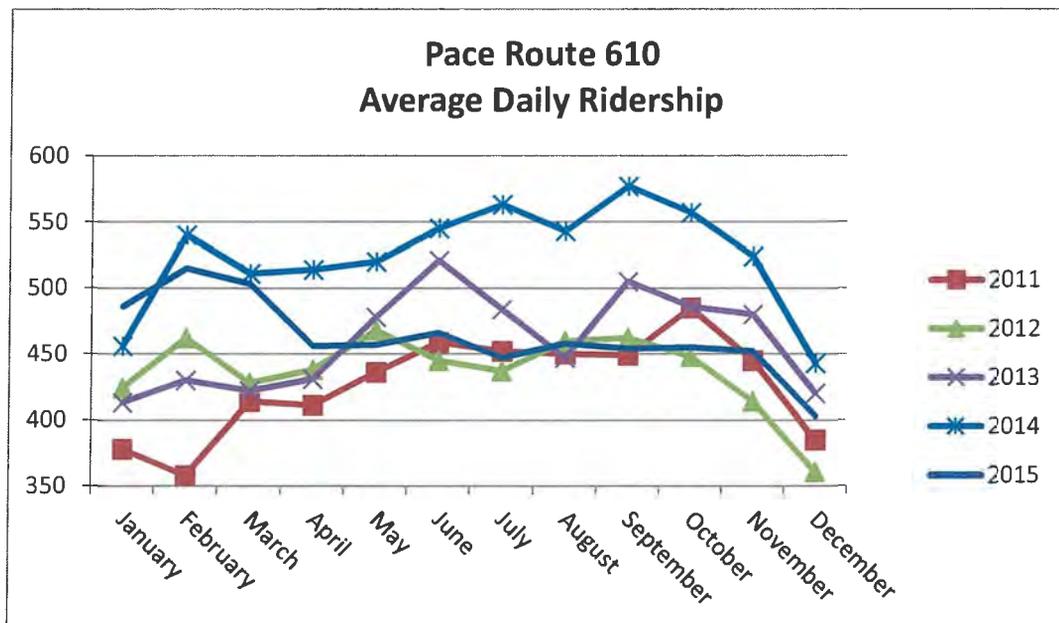
The most recent data from December 2015 showed an average weekday ridership of 516 per weekday and a Saturday average of 251 riders per day. The level of use to date is trending lower than in 2014. An estimate of the annual ridership based on use through December 2015 is shown; predicted ridership on an annual basis is higher than 2013, but lower than 2014. The long term yearly trend remains positive.

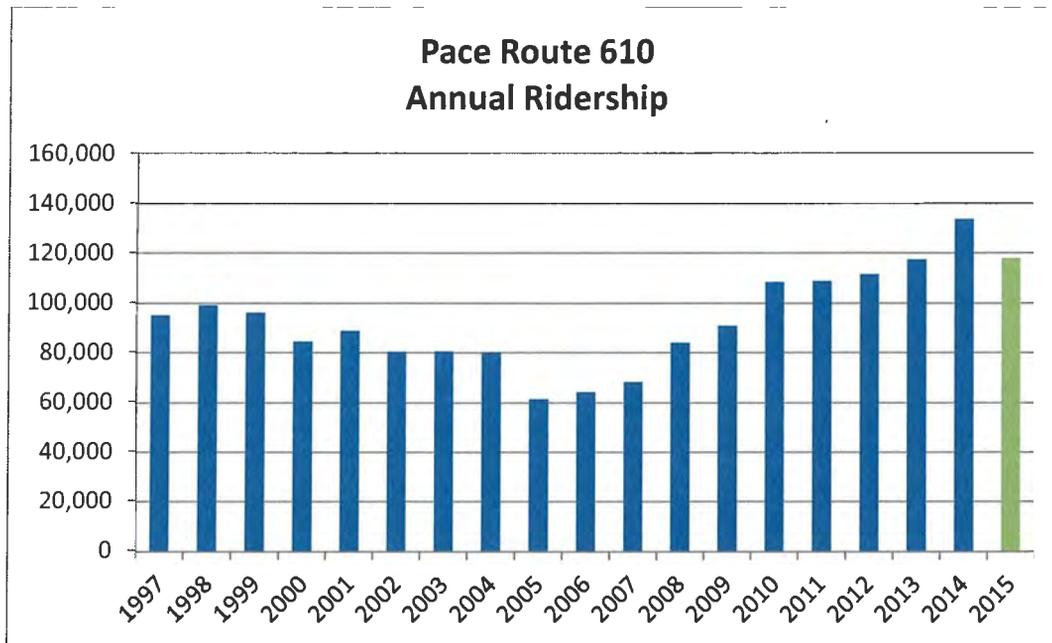




◆ **Pace Route 610**

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 October. Pace staff met with the Prairie Stone TMA and Village staff to review performance. The drop in ridership is likely due to a number of factors ranging from modifications in work schedules, work from home, road construction on I-90, changes in employment patterns, etc. Park and Ride utilization at the Sears Centre remains very low. Even with the decrease in ridership through the end of 2015, the long term trend remains positive. The level of use in 2015, while lower than 2014, was about the same as 2013.





#### ◆ Pace I-90 Corridor Plans

Components of transit facility are being built with various parts of the Barrington Road interchange and I-90 mainline projects. Bus access connections to / from the interchange ramps and turnout areas are part of the mainline contract. Pace will initiate new express based I-90 service with a station at Barrington Road around the end of 2016. The pedestrian ways under the ramps on the east side of Barrington Road are included with the interchange construction. Pace is at the 60% completion stage of its plans for the Park & Ride on the north side of I-90 and a Kiss & Ride area to the south as a separate project. Discussion with Pace has occurred regarding access easements with ComEd for the Kiss & Ride on Pembroke Avenue. Pace and the Village finalized the IGA for Pace to design then build a pedestrian overpass of I-90 to link the north and south side transit areas. Design work is underway on the overpass, having been incorporated in the Village's Phase II design contract at Pace's cost. Once the Park-n-Ride is established at Barrington Road, start-up of a local circulator service for access to and from the Park-n-Ride area is likely to be created by Pace. The RTA and Pace are working with the Village on planning and design of this service. The Village contacted major employers in the Barrington Road corridor to encourage employees to take an online survey about how the transit options would help them. An article and link to the survey were in the January *Citizen*, posted on the Village website, and distributed to major residential developments soon. Consultant staff, Pace, and RTA are pleased with both the number and quality of responses to the survey. Village staff will stay involved through the Transit Improvement Task Force and other opportunities.

## TRAFFIC SIGNALS

#### ◆ Roselle Road Traffic Signal

Construction on the pavement areas and median on Roselle Road is complete. The catalog cut sheets for the signal equipment were approved by the County and the contractor is waiting for receipt of the signal equipment. Alliance Contractors is performing the construction work and

Civiltech Engineering is providing Phase III construction inspection services. Coordination will occur with developers of the Myoda site.

## **COORDINATION**

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

The program is now complete. A final accounting of the CN funds was approved by the Village Board in December 2015. A summary of the program was provided to CN and Cook County. Final reimbursements have been made to parties who received approval and had started the process prior to the program end date. The table below shows the final participation information.

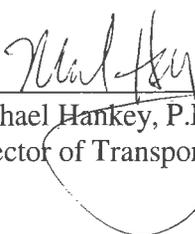
<b>CN Noise Mitigation Reimbursement Program Status – December 2015</b>					
<b>Subdivision</b>	<b># of Eligible Residences</b>	<b># of Residences Participating</b>	<b># of Applications Submitted</b>	<b># of Applications Approved</b>	<b># of Reimbursements Paid</b>
Bridlewood	21	20	20	20	20
Deer Crossing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

### ◆ **O'Hare Noise Compatibility Commission**

The extension of the IGA with Chicago was approved. Staff will attend committee meetings as schedules allow.

## **OTHER ACTIVITIES**

- ◆ 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.
- ◆ Several residential traffic studies are underway.

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