

**AGENDA**  
**TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE**  
**Village of Hoffman Estates**  
**June 13, 2016**

**Immediately Following General Administration and Personnel**

<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 – May 9, 2016**

**NEW BUSINESS**

1. 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**

May 9, 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  
Arthur Janura, Corporation Counsel  
Mark Koplin, Asst. Vlg. Mgr. – Dev. Services  
Mike Hankey, Director of Transportation  
Peter Gugliotta Director of Planning  
Patrick Seger, Director of HRM  
Patricia Cross, Asst. Corporation Counsel  
Ashley Monroe, Asst. to Village Manager  
Austin Pollack, Administration Intern  
Bruce Anderson, CATV Coordinator**

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 April 11, 2016. Voice vote taken. All ayes. Motion carried.

Motion by Trustee Gaeta, seconded by Trustee Vandenberg, to approve the Special Transportation & Road Improvement Committee meeting minutes of April 25, 2016. Voice vote taken. All ayes. Motion carried.

**NEW BUSINESS**

- 1. Request approval of a Letter of Understanding with the State of Illinois for intersection improvements on two State routes (Barrington Road and Golf Road) in the Village.**

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

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve a Letter of Understanding with the State of Illinois for intersection improvements on two State routes (Barrington Road and Golf Road) in the Village. Voice vote taken. All ayes. Motion carried.

**2. Request acceptance of the 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.

**III. President's Report**

Mayor McLeod reported that on May 3, he attended School District 54 Foundation Meeting, the retirement of Officer Scaccianoce and a Celtic Fest Commission meeting; on May 4, Trustee Stanton and Mayor McLeod were in Springfield for the IML Legislative Day; on May 5 Mayor McLeod attended the MacArthur School Spanish Speaking Contest, the Commission for Senior Citizens Mother's Day lunch and KJ Bistro's 1 year anniversary celebration; on May 6, Mayor attended Alden Poplar Creek's Mother's Day event, and on May 9, Mayor McLeod attended the Student Arts Reception.

**IV. Other****V. Items in Review****VI. Adjournment**

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to adjourn the meeting at 7:05 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

# TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

## MONTHLY REPORT JUNE 2016

### ROAD PROJECTS

#### ◆ **Barrington Road Interchange**

The interchange work was broken into two separate contracts by the Tollway. The first was the removal and replacement of the Barrington Road bridge which is essentially complete. The second contract includes Barrington Road widening as well as construction of the new interchange ramps. Lighting on the bridge and its approaches will be done as part of the Barrington Road contract scope. Pace facilities at the interchange, discussed later in this report, are integrated with the Barrington Road full interchange project. Some elements such as path and sidewalk connections to the transit components are included with the interchange and mainline work while others will be completed under contracts by Pace.

Work is ongoing for widening Barrington Road, building the new ramps, and related infrastructure for the full interchange. The retaining wall along The Assembly property is under construction as is excavation for the path on the west side of Barrington Road from the Hassell extension to Higgins Road. Channelizing islands at the Hassell and Central Road intersections have been formed with some curb remaining to be poured. The southbound Barrington Road to eastbound I-90 loop ramp reopened. A substantial amount of new pavement has been poured between Central and Hassell Roads. Traffic is expected to shift to the west side of Barrington Road around the end of June. Removal and replacement of pavement on the east side of Barrington Road can then begin. Greenspoint Parkway is under construction for the relocation of the JAWA watermain and construction of the new eastbound exit ramp. Grading and earthwork for the new ramps on the east side of the bridge is ongoing. Retaining wall for the new westbound exit ramp has been done. Plote's temporary concrete batch plant is still operating in the northeast quadrant of the interchange for mainline and cross road work. Pace needs to coordinate the construction of the Park-n-Ride in this area with the Tollway and its contractors. The batch plant location will conflict with construction of the Park-n-Ride so timing of the Park-n-Ride construction is dependent on when the batch plant moves.

The precast concrete sections of the pedestrian way below the new eastbound entrance ramp and westbound exit ramp are in place and earthwork is continuing. These will be the pedestrian connections to the I-90 bus stops from the Kiss-n-Ride off Pembroke Avenue to be built by Pace. Storm sewer installation in the median of I-90 is mostly complete and preparations are being made for the new road base. The center column support for the new pedestrian bridge was completed as part of the Tollway's mainline contract. Work will begin on the new ramps to and from the west through later in 2016. Portions of the bus lanes and Tollway ramp terminals have been poured west of Barrington Road.

Some daytime, off-peak lane closures continue to occur for Barrington Road construction and on the mainline. Other periodic and longer term closures will occur as work dictates, such as

on Barrington Road at Hassell Road and the eastbound loop entrance ramp. 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. 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). Staff continues to attend Tollway coordination meetings on a regular basis.

### I-90 looking west at Barrington Road



**I-90 looking South**

**Pedestrian passage under new entrance ramp is in place as is center support for pedestrian overpass in median of I-90. Grading for new eastbound ramp lanes is visible.**



◆ **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. Median work consists of storm sewer, utility crossings, and placing material for the road base. Retaining wall installation continues along with other grading and utility work on the outside portions of the Tollway property. Some evening, overnight, and weekend work may be done by the Tollway as needed and to minimize traffic impacts during the day. 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: The new eastbound bridge is now open to one lane of traffic. Work is underway on the median, shoulders, and grading needed to open the second eastbound lane. Westbound traffic is expected to be shifted into its final configuration over the bridge upon completion of work in the median.

Barrington Road Bridge: Traffic on Barrington Road is operating on the eastern half of the new bridge as the contractor is working on the western half of the road. A shift of traffic to the west side is expected within the next month. 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 complete. 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 later 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 has completed its work on the appraisals for various properties to be acquired by Cook County for the project. The County now has all the information needed to advance to negotiations and acquisition. 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 due to limited revenues although the County will reevaluate later this year. The County stated they are moving ahead with 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, determining funding availability, and adjusting its schedule for construction. 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. 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 work continues on a project to add a westbound right turn lane on Algonquin Road at Barrington Road. The scope also includes pavement patching and traffic signal upgrades. The pavement patching has caused lane reductions and signal timing modifications which restrict traffic flow especially during peak periods. IDOT hopes to complete this portion of the work in the next several weeks. The project is expected to be complete later this summer.

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

IDOT has begun work on Golf Road from roughly Rohrssen Road to west of Barrington Road. Off-peak lane closures are being used along with one-way traffic control for the shoulder excavation work going on now. The scope includes shoulder widening plus shoulder and centerline rumble strips to address a history of run-off-the-road crashes. The project also includes traffic signal upgrades on Golf Road at IL 59 and Bartlett Road and a southbound right turn lane on IL 59 at Golf Road. The turn lane will 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.

◆ **Barrington Road – Algonquin Road to Mundhank Road**

IDOT has initiated a Phase I study of Barrington Road between Algonquin Road and Mundhank Road. The study is in its early stages, seeking definition of problems and goals within this section. IDOT formed a Community Advisory Group of various representatives. Staff from Fire and Transportation / Engineering will serve on the advisory group. IDOT does not have funding identified for future engineering phases or construction at this time. The Village requested IDOT's consideration of extending the study limits south to Central Road to evaluate initial designs for an off-street path to link with the interchange area improvements. South Barrington submitted a similar request. IDOT concurred with extending the study limits for the multipurpose path. The Phase I engineering will be completed for a continuous path which would better position the project for future federal funding. Commitments to fund the local match and accept maintenance responsibility for the path will be required at the time the project moves into Phase II design. At present, this stage of project development is not programmed for funding by IDOT.

## **GRANT PROJECTS**

◆ **Bode Road Surface Transportation Program Project**

Work is essentially complete with punchlist corrections to be done in the spring followed by closeout of project documentation by Hancock Engineering.

◆ **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 repeated efforts by a variety of individuals and agencies, CN recently provided a draft agreement and details needed for the design to move ahead. Comments and edits on the draft were sent to CN. TranSystems is preparing information to submit the Phase I documents to IDOT for review. Other 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 expected to account for the work done by the Tollway for the railroad bridge replacement.

**Next Steps:** Review and coordinate agreement with CN. Submit preliminary plans to IDOT for their review.

◆ **Surface Transportation Program Resurfacing Projects**

Resurfacing of Hillcrest Boulevard from Jones Road to Roselle Road along with Moon Lake Boulevard between Golf and Higgins Roads will begin later this month. NICOR has started some utility work to relocate affected sections of their lines. The basic scope is resurfacing and sidewalk repairs / replacement. In addition, curb extensions will be installed on Hillcrest Boulevard at Fremont Road and on-street bicycle lanes will be included with the Moon Lake work. ERA Consultants, Inc. will do Phase III engineering similar to what was done for the Bode Road project. The IDOT preconstruction meeting is set for mid-June.

The Northwest Municipal Conference also approved moving the two other Village STP resurfacing streets into the 2017 program year. Bode Road from Roselle Road to Bode Circle East and Harmon Boulevard from Golf Road to Bode Road are planned for resurfacing next year. Staff began development of plans and documents for these 2017 streets, but will need consultant assistance depending on workloads. A Request for Qualifications for the completion of Phase II design and Phase III engineering has been issued. STP funding provides 80% of the construction and construction engineering cost. This is a competitive grant program administered by the Northwest Municipal Conference. Other Village collector streets on the federal aid system are being prepared for funding requests.

## **BIKE / PEDESTRIAN PROJECTS**

◆ **Bicycle Planning / Bicycle Pedestrian and Advisory Committee**

A BPAC meeting was held on May 4. Updates on current projects, ideas for annual activities, input on regional plans, and a review of priority projects were discussed. 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 to be constructed with the Trumpf project. The alignment of a path along Central Road from the Huntington intersection linking to Forest Preserve path on the east to the Pace Park-n-Ride on the west is the preferred routing. Development of a request for proposals for Phase I engineering services will be pursued for the balance of the path 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 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 has started 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. The Village requested that IDOT consider expanding the scope of services to include the design of the path between Mundhank and Central Roads too. IDOT approved the request for the expanded project limits.

**TRANSIT**

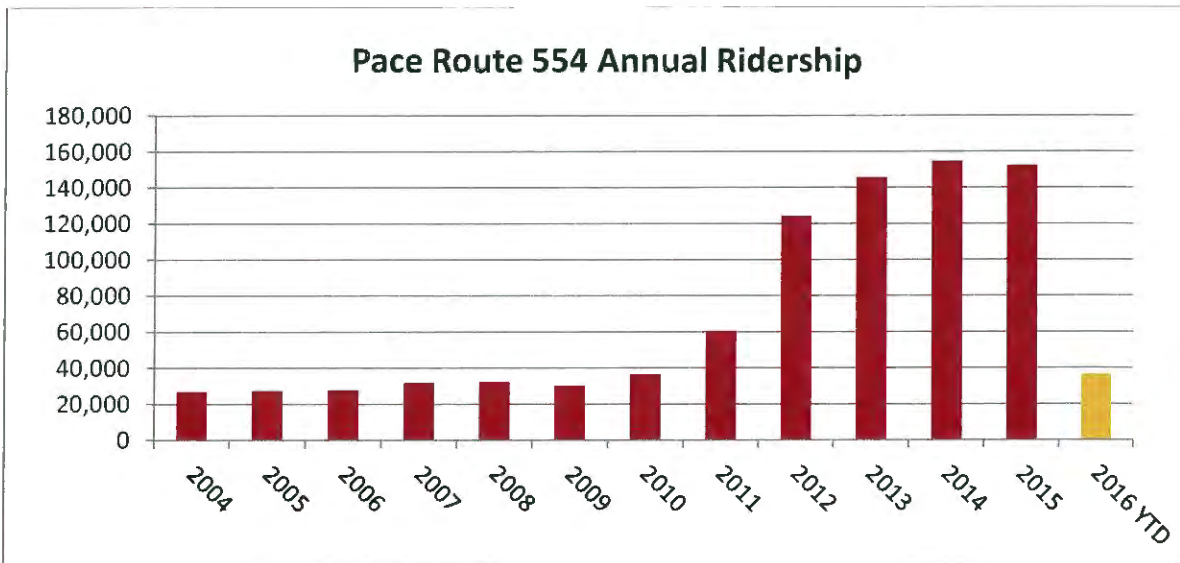
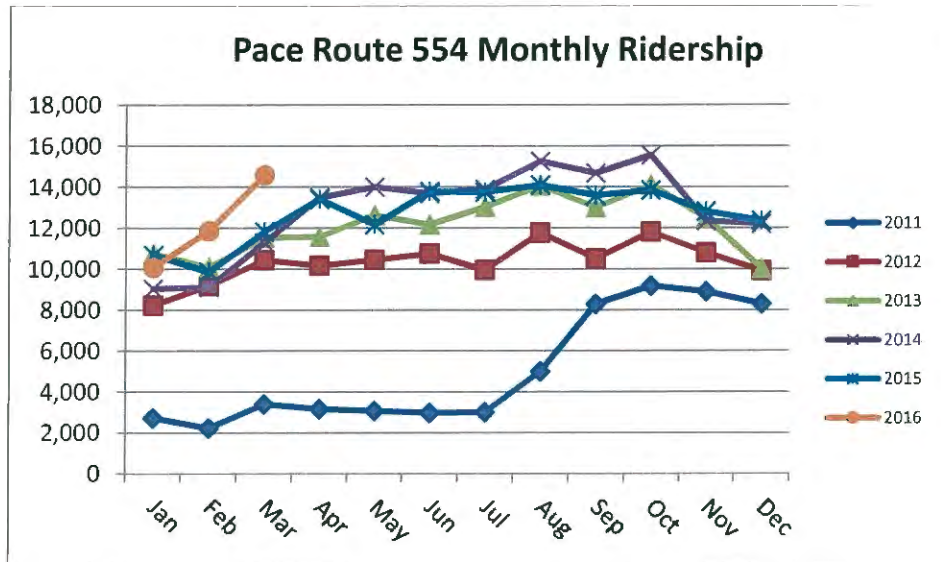
◆ **Taxi Discount Program**

The new coupons, valued at \$7 each, are being distributed to program registrants. The new income criteria are also in effect. Registration is ongoing with identification cards and coupons sent to residents. To date, a total of 509 residents have registered for the program. Coupons redeemed to date in 2016 total 1,522 which covers through mid-May. Registration remains positive due in part to advertisement in the *Citizen* newsletter throughout the year. Coupon use, program costs, and registration will be monitored in an attempt to gauge the impacts of the increase in coupon value and the broadening of qualifying income criteria. A survey to help determine various characteristics was sent to all registered users in late April. The feedback was very positive with most respondents saying the program offers much needed assistance for daily travel and special events.



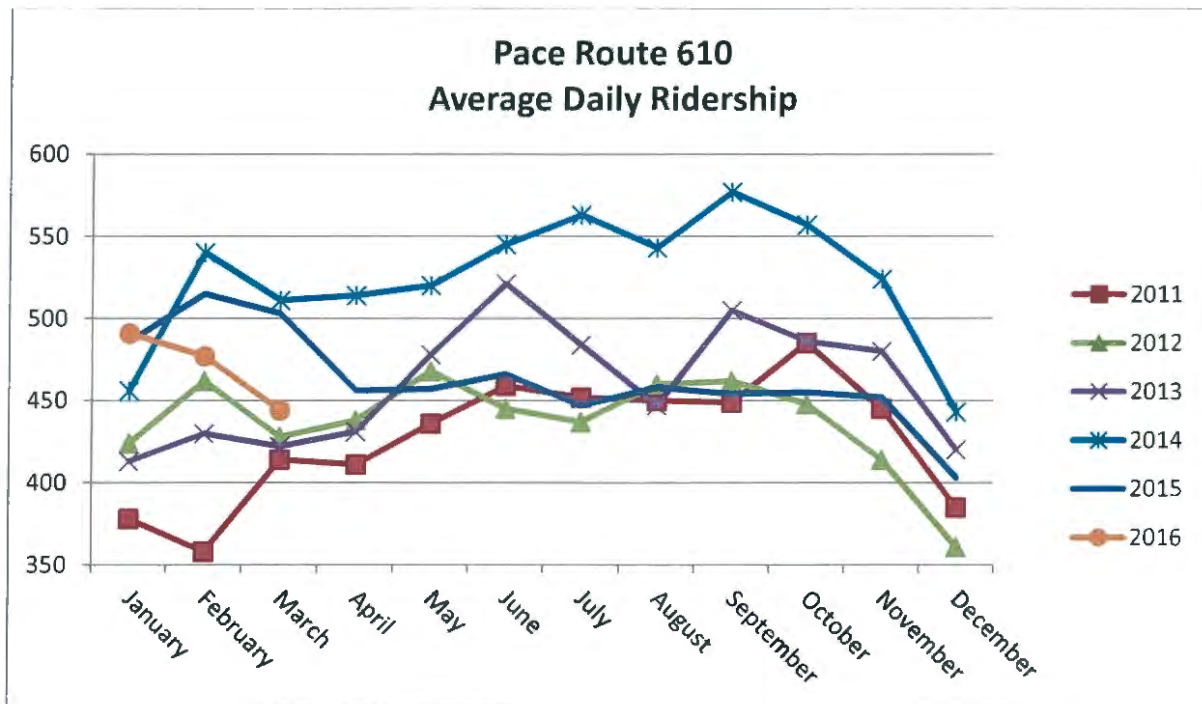
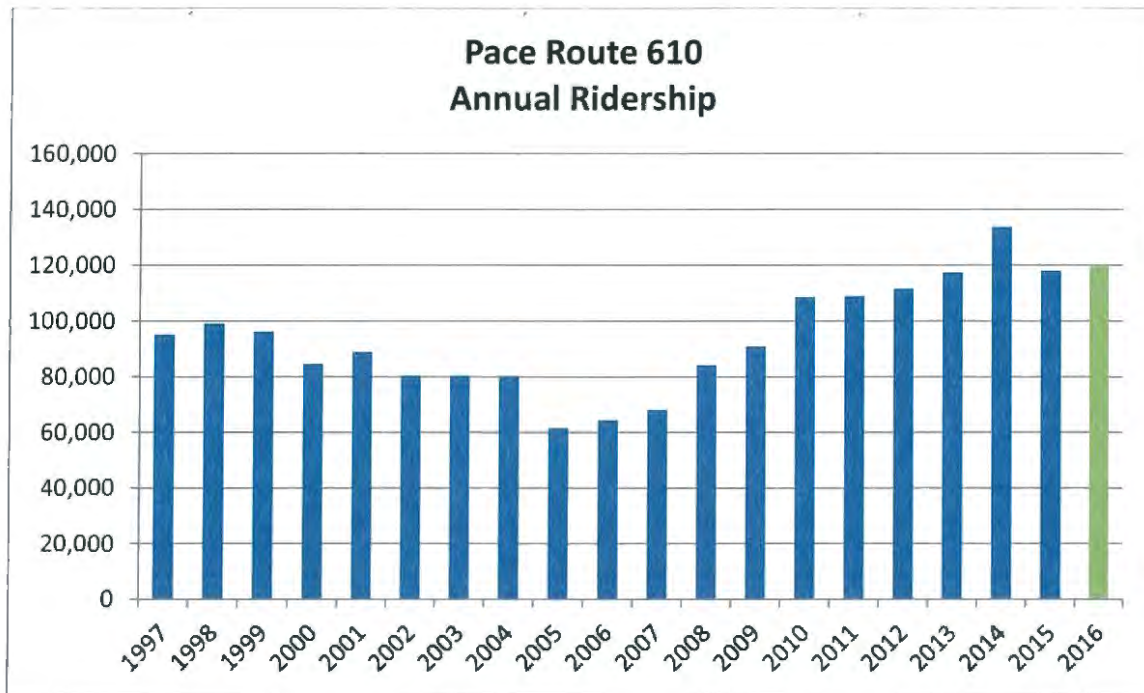
◆ **Pace Route 554**

The most recent data from March 2016 showed an average weekday ridership of 587 per weekday and a Saturday average of 269 riders per day. The monthly level of use is higher than 2015 as is the year to date total. 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. Total 2015 ridership was less than 2014 and year to date in 2016 is tracking below 2015. However, there is still a long term upward trend. Park and Ride users were found to be parking in the Trillium office lot rather than the designated area at the Sears Centre. Utilization at the Sears Centre was observed to be 15 to 20 vehicles per day. Future months will provide a more comprehensive view of usage.



◆ **Transit Improvement Task Force**

The next meeting with the Task Force is expected in coming months. An overview of various Pace projects related to the interchange, Park-n-Ride, and circulator studies will be presented to the group. Activities with the Higgins Education Center will be reviewed. Follow-up items include preparing a survey for Center staff to use to determine potential interest in some form of transit service for program attendees and meeting with Pace representatives. Roll-out of the I-90 service and connecting shuttle proposals will be reviewed along with other outstanding

items from previous meetings. Various topics continue to be researched for the Task Force including wheelchair lift-equipped options for the taxi program, review of Park-n-Ride plans, and community outreach. Ongoing coordination with transit agencies, local agencies, and employers will occur.

◆ **Pace I-90 Corridor Plans / Park-n-Ride Plans**

Components of transit facilities 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 nearing completion of its plans for the Park-n-Ride on the north side of I-90 and a Kiss-n-Ride area to the south as a separate project. Discussion with Pace has occurred regarding access easements with ComEd for the Kiss-n-Ride on Pembroke Avenue. Staff is also reviewing public safety issues such as emergency response and reporting responsibilities for the Park-n-Ride / Kiss-n-Ride facilities.

◆ **Pace I-90 Pedestrian Overpass**

The project was on a recent Tollway letting and bids are under review with Pace and Tollway staff. The center pier has been placed for the bridge support. An intergovernmental agreement with Pace for the Park-n-Ride, Kiss-n-Ride, and overpass is expected in coming months.

◆ **Pace Shuttle Service for I-90 Express Stops**

Pace and RTA completed an evaluation of how to provide connecting service to the I-90 express bus stops. Residential and business locations in the vicinity of the Barrington Road interchange are the focus of this work. Extensive outreach was conducted by the Village to solicit input on the I-90 express bus stops and a shuttle bus operation. Major employers and residential areas near Barrington Road received invitations for employees to participate in surveys to gauge interest. A follow-up meeting with interested employers was held to provide a status report. Meetings and correspondence with individual employers has occurred and is expected to continue. Findings will be shared with the Transit Improvement Task Force closer to when the findings are more complete.

## **TRAFFIC SIGNALS**

◆ **Roselle Road Traffic Signal**

The traffic signal equipment has been installed by Alliance Contractors. The signal is now operational. Some minor plan items, punch list corrections, and project closeout remain. A field review of needed changes was held in early June.

## **COORDINATION**

◆ **O'Hare Noise Compatibility Commission**

Staff attended the May and June Commission meetings. While the Village opposed a proposed runway rotation plan for nighttime use, it was recommended by the majority of members. The FAA must approve the actual rotation plan. If approved, the plan could be in place sometime in July 2016. The rotation plan would be a trial lasting six months.

**◆ CMAP ON TO 2050 Plan Development**

CMAP staff has started a two year process to create a new regional plan. The breadth of the plan covers everything from transportation to water quality to housing. Information on how to participate and provide input is being posted to the Village website and will be included in a future *Citizen* newsletter. CMAP's schedule is to complete the plan by the end of 2018. The link to their website is <http://www.cmap.illinois.gov/about/involvement> for details on how to participate. It will build off the significant components of the GO TO 2040 plan. Staff has attended meetings and workshops for the early stages of plan development. Input provided included sustainable funding, need to better coordinate transit options at the local level among different agencies, continued focus on bicycle and pedestrian accommodations, and cooperation among jurisdictions.

**◆ CMAP Greenways Plan Update**

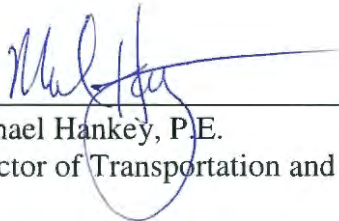
The Greenways Plan was created in the 1990s to identify corridors for pedestrian and bicycle travel to complement waterways, park, and Forest Preserves. Comments were provided for areas located in the Village. Primary corridors on interest include the updated facilities along Barrington Road to be built with the interchange and links to Forest Preserves.

**◆ RTA Access to Transit Program**

Staff attended a workshop on the RTA funding program of projects which improve connections to existing transit services and facilities. There may be some opportunity for funding sidewalk and path connections for the Pace I-90 express bus, Park-n-Ride, and Kiss-n-Ride facilities. However there is a cap to the funds available which may make the bicycle and pedestrian projects better suited for the Transportation Alternatives Program. Applications for these two programs are due late this year and early next year.

**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.



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