

**AGENDA**  
**TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE**  
**Village of Hoffman Estates**  
**September 12, 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 – August 1, 2016**

**NEW BUSINESS**

1. Request authorization to award contract for the 2016 Crack Sealing Project to Patriot Pavement Maintenance of Des Plaines, IL (low bid) in an amount not to exceed \$101,094.
2. 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**

**August 1, 2016**

**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:**

**Mark Koplín, Asst. Village Mgr., Dev. Services  
Arthur Janura, Corporation Counsel  
Dan O'Malley, Deputy Village Manager  
Mike Hankey, Director of Transportation  
Ryan Johnson, Management Analyst  
Kevin Kramer, Director of Economic Dev.  
Peter Gugliotta, Director of Planning  
Jeff Jorian, Fire Chief  
Greg Poulos, Assistant Police Chief  
Anthony Fashoda, Assistance Finance Dir.  
Monica Saavedra, Director of HHS  
Rachel Musiala, Director of Finance  
Fred Besenhoffer, Director of IS  
Ashley Monroe, Asst. to Village Manager  
Bev Romanoff, Village Clerk  
Joe Nebel, Director of Public Works  
Patricia Cross, Asst. Corporation Counsel  
Jordan Lester, Administration Intern  
Bruce Anderson, CATV Coordinator**

**Other Attendees:**

**Eric Peterson, Daily Herald**

The Transportation & Road Improvement Committee meeting was called to order at 7:00 p.m.

- I. Voice**
- II. Approval of Minutes – July 11, 2016  
July 18, 2016**

Motion by Trustee Gaeta, seconded by Trustee Pilafas to approve the Transportation & Road Improvement Committee meeting minutes from July 11, 2016. Voice vote taken. All ayes. Motion carried.

Motion by Trustee Gaeta, seconded by Trustee Pilafas to approve the Transportation & Road Improvement Committee meeting minutes from July 18, 2016. Voice vote taken. All ayes. (Abstain: Vandenberg). Motion carried.

**NEW BUSINESS****1. 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 presented the following proclamations:

- Michael Buckel Day (25 Years Service)
- Donald Richter Day (25 Years Service)
- Raymond Ritter Day (25 Years Service)
- Russell Slagle Day (25 Years Service)
- Richard Trentacoste Day (25 Years Service)
- Jeffrey Wilcox Day (25 Years Service)
- National Play Ball Month
- National Book Lovers Day – dedicated to the late Debby Miller

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

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

Minutes submitted by:

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

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Date

**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Request authorization to award contract for the 2016 Crack Sealing Project to Patriot Pavement Maintenance of Des Plaines, IL (low bid) in an amount not to exceed \$101,094

**MEETING DATE:** September 12, 2016

**COMMITTEE:** Transportation and Road Improvement

**FROM:** Michael Hankey

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**PURPOSE:** Request authorization to award contract for the 2016 Crack Sealing Project to Patriot Pavement Maintenance of Des Plaines, IL (low bid) in an amount not to exceed \$101,094.

**BACKGROUND:** The Village typically awards a contract for preventive maintenance crack sealing each fall on various streets throughout the Village. The purpose of the crack sealing is to keep water out of the roadway base and subbase. Sealing cracks also helps to prevent future cracks from occurring. An ongoing analysis of streets receiving this treatment indicates that this preventive maintenance measure does extend the life of a typical street. Crack sealing is an important component of the Pavement Management System.

Last year for the first time, the Village utilized the Municipal Partnering Initiative (MPI) contract to complete crack sealing work. This contract included work for 17 other municipalities under one contract price. The MPI contract price was very comparable to prices the Village has received historically through direct bidding. Since it was not conclusive that the MPI contract provided a cost savings last year it was determined that the traditional direct bidding method would be used in 2016. The direct bidding method provides the Village with more administrative control over the contract.

**DISCUSSION:** On September 1, 2016, five bids were received for the 2016 Crack Sealing Project. The engineer's estimated cost to complete all the work was \$112,050. The list of project locations is attached for reference. The bid summary is shown in the table below:

**DISCUSSION: (Continued)**

Bidder	Bid Cost
Patriot Pavement Maintenance	\$101,094
Denler, Inc.	\$104,580
Behm Pavement Maintenance, Inc.	\$121,180
Hastings Asphalt Services, Inc.	\$137,614
SKC Construction, Inc.	\$139,440
Engineer's Estimate	\$112,050

Patriot Pavement Maintenance submitted the low bid of \$101,094. The low bid amount realizes an approximate 2.5% cost saving from the 2015 MPI contract price. Multiple references were checked for Patriot Pavement Maintenance and all were found to be acceptable and positive.

The overall project budget for street related work includes crack sealing along with the main Street Revitalization Project and other services. Upon award of the 2016 Street Revitalization Project, \$100,000 remained earmarked for preventative maintenance in the street project budget.

**FINANCIAL IMPACT:**

The 2016 budget reserved \$100,000 for crack sealing. The small remaining balance to complete the proposed amount of crack sealing can be covered by expected street project cost savings this year.

**RECOMMENDATION:**

Request authorization to award contract for the 2016 Crack Sealing Project to Patriot Pavement Maintenance of Des Plaines, IL (low bid) in an amount not to exceed \$101,094.



## Village of Hoffman Estates

### 2016 Crack Seal List

STREET	BEGIN	END	SECTION
CONCORD LN	FIRESTONE DR	LEXINGTON DR	N
FIRESTONE CT	FIRESTONE DR	END OF THE ST	N
HUNTINGTON BLVD	ALGONQUIN RD	FREEMAN RD	N
OLMSTEAD DR	WESTBURY DR	4473 OLMSTEAD DR	N
SILVER PINE	TAMARACK DR	THORNBARK DR	N
TRAILSIDE CT	WESTBURY DR	END OF THE ST	N
AMHERST LN	HIGHLAND BLVD	END OF ST	S
ASHLEY RD	HIGHLAND BLVD	END OF THE ST	S
BEDFORD RD	EDGEMONT LN	HIGHLAND BLVD	S
BUTTERFIELD CT	WILSHIRE DR	END OF THE ST	S
DES PLAINES LN	KINGMAN LN	GERONIMO ST	S
DOVINGTON CT	DOVINGTON DR	END OF THE ST	S
FREDERICK LN	HIGHLAND BLVD east to	END OF THE ST	S
GLEN LAKE RD	HERMITAGE LN	CHIPPENDALE RD	S
GLENDALE LN	WASHINGTON BLVD	MORTON ST	S
HERMITAGE CIR	HERMITAGE LN	END OF THE ST	S
HERMITAGE LN	GLEN LAKE RD	CHIPPENDALE RD	S
MEYER RD	NEWCASTLE LN	CALDWELL LN	S
NEWCASTLE LN	FAIRMONT RD east to	END OF THE ST	S
ORANGE LN	WESTVIEW ST	PLEASANT ST	S
PLEASANT ST	NEWARK LN north to	WASHINGTON BLVD	S
RALEIGH PL	GOVERNORS LN	KENSINGTON LN	S
WESTERN ST	MAPLE LN	FLAGSTAFF LN	S
AMELIA LN	CHATHAM DR	MACKINAC LN	W
BETTY GLOYD DR	MACKINAC LN	EDGARTOWN LN	W
BONITA LN	CHATHAM DR	MACKINAC LN	W
CABRILLO LN	CHATHAM DR	MACKINAC LN	W
EDGARTOWN LN	CHATHAM DR	BETTY GLOYD DR	W
FORBS AVE	HOFFMAN BLVD	MARRIOTT DRIVEWAY	W
HERON WAY	MCDONOUGH RD	END OF THE STREET	W
NICHOLSON DR	HERON WAY	MCDONOUGH RD	W
SWAN CIR	HERON WAY	HERON WAY	W

# TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

## MONTHLY REPORT SEPTEMBER 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.

All traffic is on the west side of Barrington Road between Central and Hassell Roads. Storm sewer work on the east side, along with preparation of the road base, is ongoing. The bridge approach slabs have been poured and form work for the raised islands on the bridge deck is ongoing. Sidewalk has been installed on the west side of Barrington Road from Central Road to Hassell Road with gaps for construction phasing in the vicinity of the bridge. Base paving has been placed for the new eastbound entrance and westbound exit ramps. Concrete surface has been poured for one lane of the westbound exit ramp. On the east side of Barrington Road, grading and retaining wall work continues for the new ramp configuration.

West of Barrington Road, grading is underway for the new westbound ramps. Work in the northwest quadrant has advanced faster than the southwest due to utility work and the need to maintain the southbound to eastbound entrance ramp. This loop ramp in the southeast quadrant will remain until the new eastbound entrance ramp is open. The current schedule anticipates the loop ramp being open through some time in October. Greenspoint Parkway remains under construction for the relocation of the JAWA watermain and construction of the new eastbound exit ramp. The Tollway advised construction of the new eastbound exit ramp may not be complete by the end of the year, with a time frame of early 2017 more likely. Plote's temporary concrete batch plant is still operating in the northeast quadrant of the interchange for mainline and cross road work and will remain through the end of the year. Pace needs to coordinate the construction of the Park & Ride in this area with the Tollway and its contractors. The batch plant location will conflict with construction of the Park & Ride so timing of its construction is dependent on when the batch plant moves.

Daytime, off-peak lane closures will continue as needed 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. Interchange construction will be ongoing through 2016; finishing work will continue into 2017. 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 as time allows.



**I-90 looking west at Barrington Road  
Grading for westbound entrance ramp in upper right**



**I-90 looking southwest at Barrington Road  
Asphalt base layer for new entrance ramp has been paved**





**I-90 looking east from Barrington Road  
Base and portion of surface layer on left for new westbound exit**

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

Surface paving of the new lanes in the center of I-90 is complete. Work on the inside shoulders, sign and gantry supports, drainage, and the median barrier are to be completed next. The above images show the current construction status. The center column support for the new pedestrian bridge was completed as part of the Tollway's mainline contract. Pavement for the new bus lanes and ramp terminal connections west of Barrington Road is in place. Installation of the overhead dynamic information signs is underway in certain locations. Bases for these signs have been placed throughout the length of the project. 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.

Roselle Road Bridge and Interchange: Traffic on Roselle Road has been shifted to the east half of the new bridge. Nearly all pavement work has been completed south of Central Road. Construction is underway on the new southbound lanes north of Central Road. 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. A bike path will be located on the west side of the bridge which will eventually connect the Forest Preserve to Hillcrest Blvd. A barrier

wall and decorative lighting have been placed on the west side of the bridge for the bike path. Work on the Roselle Road bridge and interchange 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 late 2016 or early 2017 with completion of the interchange work and Central Road next year.

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**

The status of the project remains the same until Cook County determines when funding will be available for construction. Civiltech has completed its work on the appraisals for various properties to be acquired by Cook County for the project. The County has all the information needed to advance to negotiations and acquisition. The County stated they are moving ahead with the right of way process. 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. 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 for a project to add a westbound right turn lane on Algonquin Road at Barrington Road, along with pavement patching and a signal upgrade is complete.

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

IDOT is working 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. The scope includes shoulder widening plus shoulder and centerline rumble strips to address a history of run-off-the-road crashes. The project also will upgrade traffic signal on Golf Road at IL 59 and Bartlett Road and add a southbound right turn lane on IL 59 at Golf Road. The widening for the right turn lane will impact the Village's red light camera equipment; the vendor has been notified of the need to relocate their equipment. Since Village Opticom equipment is located on the State signals, an intergovernmental agreement was approved by the Village Board to cover Village Opticom costs.

◆ **IDOT Pedestrian Upgrades**

The State is doing minor pedestrian ADA upgrades at two locations in the Village. The sidewalk and ramps in the southeast corner of the Barrington Road at St. Alexius, along with the west side of Barrington Road at Golf Road, are under construction. The work is expected to be completed this fall.

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

No new project information is available until IDOT consultants reconvene the project study group. IDOT 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. There have been no updates since early 2016 when IDOT convened a Community Advisory Group of various representatives. Staff from Fire and Transportation / Engineering serve on the advisory group. 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 therefore 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, the next stages of project development have not been programmed by IDOT.

◆ **Cook County Transportation Plan**

The County released its draft transportation plan for review. Staff will be analyzing the contents to determine effects on Village projects and programs. Comments were submitted early in the plan development which encouraged broader coordination of local transit services as well as emphasizing the need for bicycle and pedestrian projects.

## **GRANT PROJECTS**

◆ **Bode Road Surface Transportation Program Project**

Work is essentially complete with punchlist corrections to be done 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: Review and discussion of the agreement with CN continues. 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 and CN coordination are expected to be

submitted by the consultant. The project partners have been informed of the CN coordination.

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 is complete with work ongoing for backfilling and restoration. The curb extensions were installed on Hillcrest Boulevard at Fremont Road for the school crosswalk. Sidewalk and curb work has begun on Moon Lake Boulevard between Golf and Higgins Roads. The contractor is using flaggers when work requires one-way flow on Moon Lake Boulevard. Once all concrete work is complete, the surface will be ground and new asphalt placed. On-street bicycle lanes will be included with the Moon Lake work. ERA Consultants, Inc. is performing Phase III engineering similar to what was done for the Bode Road project.

The Northwest Municipal Conference approved funding two other Village STP resurfacing streets with their 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. Ciorba Group has begun design work for completion of the plans, which were started by Division staff members. Construction is tentatively targeted to begin next spring; timing will depend on when all IDOT approvals are obtained.

STP is a competitive grant program administered by the Northwest Municipal Conference. Other Village collector streets on the federal aid system will be submitted this fall for review by the Technical Committee of NWMC. Other streets will be candidates to compete for funding in future years and applications will be prepared as the needs arise.

### **BIKE / PEDESTRIAN PROJECTS**

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

BPAC members were invited to a recent meeting of the Transit Improvement Task Force to hear status updates on the Barrington Road interchange status and the planned Pace service improvements. Project status, ideas for annual activities, input on regional plans, and a review of priority projects were discussed at the last BPAC meeting. Work on updating the Bicycle Plan, which is five years old, plus adding pedestrian components, could be major points of interest for the group. One key goal of the group was to create more information about the value and connectivity of bicycle facilities. Promoting destinations, points of interest, and connecting paths / routes would be the focus of this effort.

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

Alignment of a path along Central Road from the Huntington intersection linking to the Forest Preserve path on the east to the Pace Park & Ride on the west is the preferred routing. A portion of the path at the east end is to be constructed with the Trumpf project. Cook County issued the permit for this section of the path construction. Discussion with Cook County on potential ways to team together on development and Phase I engineering services for the rest of this path section is ongoing. Sensitive environmental areas and wetland impacts are

expected to be significant challenges for the design and construction. A crossing of Central Road near the curve where the Park & Ride entrance is to be located will need careful study and coordination with Cook County. The goal is to start Phase I engineering to position the project for a future call for CMAQ / TAP projects. However, a funding plan 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 as the alignment for a path 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. Full 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. In the larger context, connectivity to the transit facilities planned on I-90 at Barrington Road would be enhanced by the 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.

**TRANSIT**

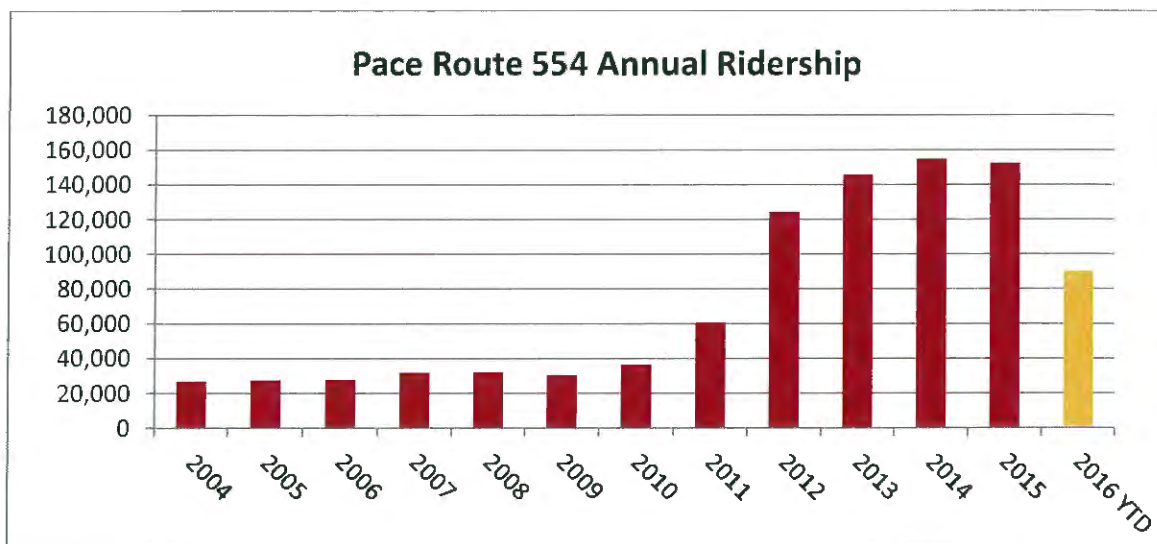
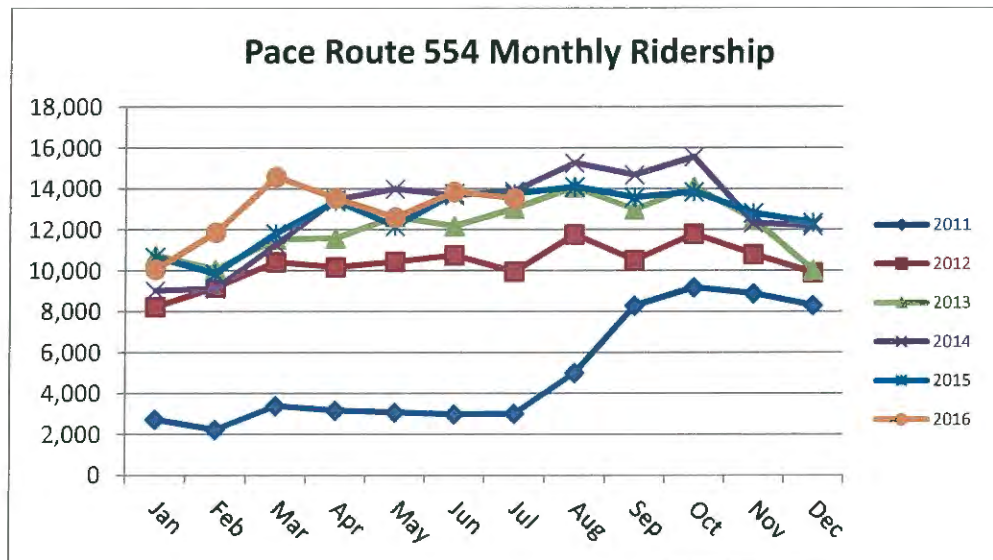
◆ **Taxi Discount Program**

The new coupons, valued at \$7 each, are being distributed to program registrants and the new income criteria are also in effect. Registration is ongoing with identification cards and coupons sent to residents. To date, a total of 518 residents have registered for the program. Coupons redeemed to date in 2016 total 2,860 which covers through early August. As shown in the chart below, usage has leveled over the last several years. Forecast use for 2016 is slightly less than in prior years. Registration remains positive due in part to advertisement in the *Citizen* newsletter throughout the year as well as an article in the Schaumburg Township newsletter. Coupon use, program costs, and registration will be monitored to gauge the impacts of the increase in coupon value and the broadening of qualifying income criteria. Feedback from a spring survey of program registrants was very positive with most respondents saying the program offers much needed assistance for daily travel and special events.



◆ **Pace Route 554**

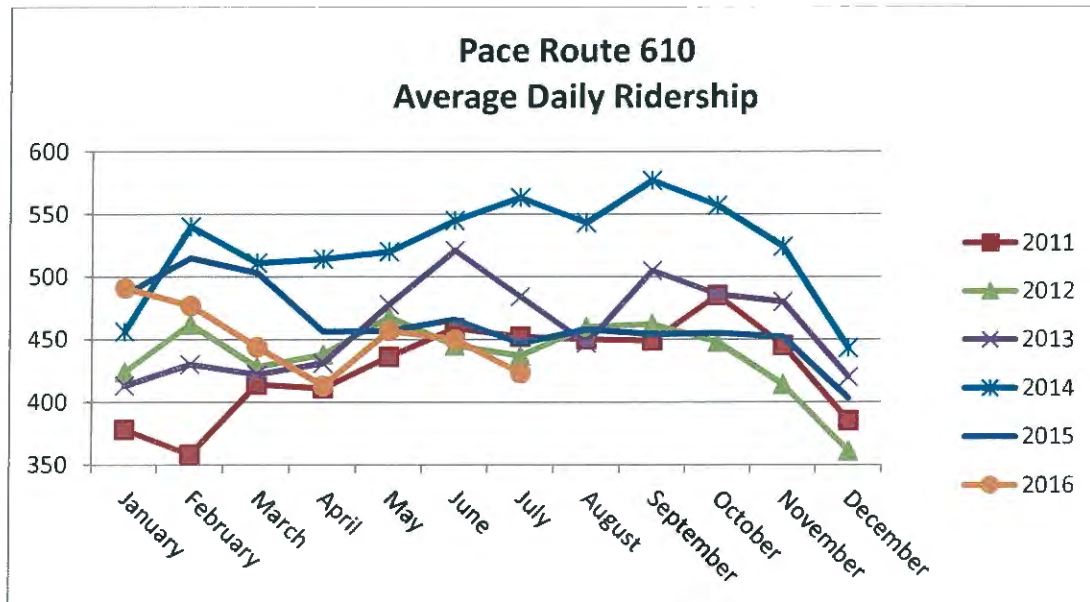
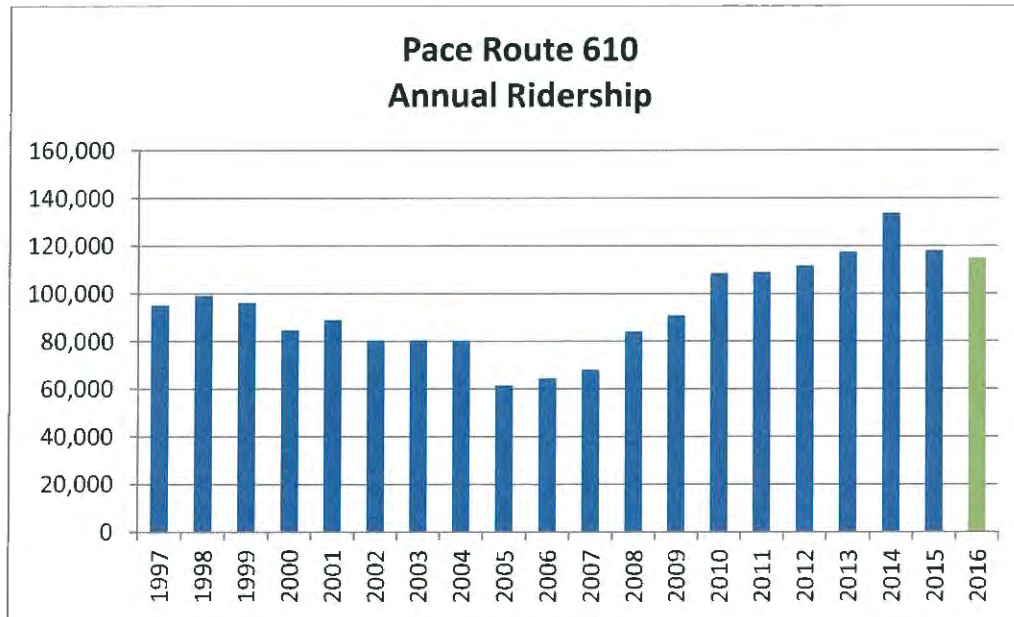
The most recent data from July 2016 showed average weekday ridership of 609 per weekday, along with a Saturday averages of 272 riders per day. The weekday average reported in July is one of the highest totals to date. Overall monthly usage is slightly higher than 2015 as is the year to date total. The long term annual trend remains positive although it appears to be levelling off. As Pace starts planning for the roll out of new services along I-90 and the Park & Ride / Kiss & Ride at Barrington Road, Route 554 will be evaluated for options which may benefit ridership. A Pace meeting of the communities involved with Route 554 is expected in the near future.



◆ **Pace Route 610**

The charts below provide a history of Route 610 ridership and provide a benchmark for comparison before and after the expanded service and Sears Centre Park & Ride operation began in the fall of 2013. Total 2015 ridership was less than 2014 and year to date through

July 2016 is tracking below 2015. Possible factors which might contribute to this difference include staff changes, modifications in work hours, and both the frequency of amount of time employees working remotely. While there is still an overall long term upward trend, ridership projected for 2016 appears to be more similar to 2012 and 2014 levels. Park and Ride users in the Sears Centre lot has ranged from about 15 to 20 vehicles per day. Pace is now planning to continue the Park & Ride after the startup of the new I-90 services. Plans are underway for spot observations of boardings and alightings at stops within Prairie Stone over a sample of days along with analysis of Park & Ride use for future marketing outreach.



**◆ Transit Improvement Task Force**

The Task Force met in August to hear an update of the Barrington Road interchange and Pace transit projects. Tollway and Pace representatives discussed the interchange, I-90 express bus services, Park & Ride / Kiss & Ride, and circulator studies were presented to the group. Invitations were sent to companies in the vicinity of Barrington Road with a focus on those who participated in the transit survey earlier this year. Additional outreach will be planned when Pace finalizes details on the specifics of the I-90 and circulator services.

The next meeting for the Task Force will depend on the status of various efforts. As Pace develops its final plans for the I-90 express bus services and circulator, the group should discuss means for distributing this information. The Higgins Education Center was contacted seeking to continue outreach to participants in its programs as the new program year begins. Other 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. 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 & Ride Plans**

Pace plans to initiate new express based I-90 service with stations at Barrington Road, Randall Road, and IL 25 starting in late 2016, continuing into 2017. Randall Road service at that Park & Ride is expected to begin later this year followed by IL 25 and Barrington Road in 2017 once those facilities are constructed. Components of transit facilities at Barrington Road are being built with various parts of the interchange and I-90 mainline projects. Bus access connections to / from the interchange ramps and turnout areas are part of the mainline contract. 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 & 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. Staff is also reviewing public safety issues such as emergency response and reporting responsibilities for the Park & Ride / Kiss & Ride facilities. Pace's current construction schedule anticipates completion in spring / summer of 2017. However, the timing will be dependent upon the Tollway's completion of work and the removal of the concrete batch plant in the northeast quadrant of the interchange.

**◆ Pace I-90 Pedestrian Overpass**

Staff attended the RTA Public Hearing for the change to Pace's capital program to appropriate funds for the overpass. Comments in support of the project were submitted. The project was on a recent Tollway letting and bids were being reviewed by Pace and Tollway staff. The center pier has been placed for the bridge support. Pilings were driven for the bridge support on the south side of I-90. An intergovernmental agreement with Pace for the Park & Ride, Kiss & Ride, and overpass is expected in coming months. Construction is expected to be complete in late spring of 2017.



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

In the Spring of 2016, 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 were 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. The survey response was very strong and showed broad interest among both residents and employees for the new I-90 express bus. 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. The target for startup of services is in the spring / summer of 2017.

**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 and the contractor is working to complete these needed changes.

**COORDINATION****◆ O'Hare Noise Compatibility Commission (ONCC)**

Staff attended the May and June Commission meetings along with an ad hoc meeting of the Fly Quiet Committee. While the Village opposed a proposed runway rotation plan for nighttime runway use, it was recommended by the majority of ONCC members. The stated goal is to attempt to distribute runway activity for nighttime arrivals and departures on a weekly basis. The plan is structured so that no runway would be used at night for consecutive weeks, intending to provide some relief from nighttime operations and noise. Since the Airport opened new east-west oriented runways as part of the O'Hare Modernization Plan (OMP) over the last several years, neighborhoods to the east and west have experienced air traffic and noise that had not occurred before. A diagonal runway oriented to the northwest / southeast is part of the rotation plan but is due to be decommissioned as part of the OMP in approximately 2018. The FAA approved the rotation plan which went into effect on July 6 and will last through the end of the year. Following this trial period, Department of Aviation staff will review its performance, public input, and discuss subsequent steps with ONCC members and the FAA. Residents are encouraged to continue to report noise complaints using the ONCC website as before, plus participate in the ONCC survey on the runway rotation program (<http://www.airportprojects.net/flyquiettest/>).

Weekly reports of performance are available on the ONCC website. For the most recent reporting period listed (August 21), about 74% of nighttime operations used the runways identified in that week's rotation schedule. Runway maintenance, construction, inspections, wind direction, and weather are all factors that may preclude using the scheduled runways during any given time during the rotation plan. On average, the rotation runways were available for use for about 7 hours each night according to the most recent report. The rotation plan is a modification to the airport's Fly Quiet program first implemented about 20 years ago.

◆ **CMAP ON TO 2050 Plan Development**

CMAP staff has started a two year process to update and 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 the September *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 including one in late September on the topic of changing trends in travel demands. Input provided at prior meetings included the importance of sustainable funding sources, the 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 of 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 & Ride, and Kiss & 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. The Village is eligible to apply since the RTA's Community Planning grant was used several years ago to complete the Flexible Transit Operations Plan.

◆ **ITE Midwest Conference**

Staff made a presentation on the Barrington Road Interchange Project at the annual Midwest regional conference of the Institute of Transportation Engineers. The focus was on the process used to identify and incorporate transit services into the interchange design.

**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