

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
February 13, 2017

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

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

I. Roll Call

II. Approval of Minutes – January 9, 2017

NEW BUSINESS

1. Request approvals of the following for the 2017 STP resurfacing project on Bode Road and Harmon Boulevard:
 - a. IDOT Local Agency agreement; and
 - b. Local Agency funding resolution.
2. Request approval of Change Order #1 to the contract with A Lamp Concrete Contractors, Inc. of Schaumburg, IL for the 2016 Street Revitalization Project in an amount of \$30,534 for a total not to exceed \$5,580,109.
3. Request amendment to the Material Testing contract with Applied GeoScience, Inc. of Schaumburg, IL for the 2016 Street Revitalization Project in an amount of \$15,000 for a total not to exceed \$115,000.
4. Request approval of Addendum #1 to the Phase III construction engineering contract with Engineering Resource Associates of Warrenville, IL for the Hillcrest and Moon Lake Boulevard resurfacing project at a supplemental cost of \$45,008 for a total not to exceed cost of \$144,799.
5. 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**

January 9, 2017

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
Patti Cross, Asst. Corporation Counsel
Dan O'Malley, Deputy Village Manager
Mark Koplin, Asst. Vlg. Mgr., Dev. Services
Kevin Kramer, Director of Economic Dev.
Peter Gugliotta, Director of Planning
Joe Weesner, Senior Traffic Engineer
Monica Saavedra, Director of H&HS
Ted Bos, Police Chief
Fred Besenhoffer, Director of IS
Bruce Anderson, CATV Coordinator**

The Transportation & Road Improvement Committee meeting was called to order at 7:16 p.m.

II. Approval of Minutes

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve the Transportation & Road Improvement Committee meeting minutes from December 12, 2016. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

1. **Request approval of two IDOT resolutions to appropriate Motor Fuel Tax Funds for:**
 - a. **2017 Street Revitalization project in an amount not to exceed \$1,100,000; and**
 - b. **2017 Traffic Signal Maintenance and Opticom repairs in an amount not to exceed \$105,000.**

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

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve two (2) IDOT resolutions to appropriate Motor Fuel Tax Funds for the 2017 Street Revitalization project in an amount not to exceed \$1,100,000, and the 2017 Traffic Signal Maintenance and Opticom repairs in an amount not to exceed \$105,000. Voice vote taken. All ayes. Motion carried.

2. Request approval of a license agreement with Canadian National for access to grade crossing data.

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

Motion by Trustee Mills, seconded by Trustee Gaeta, to approve a license agreement with Canadian National for access to grade crossing data. Voice vote taken. 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 Pilafas, 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 Pilafas, seconded by Trustee Gaeta, to adjourn the meeting at 7:18 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approvals of the following for the 2017 STP resurfacing project on Bode Road and Harmon Boulevard:
a. IDOT Local Agency agreement; and
b. Local Agency funding resolution.

MEETING DATE: February 13, 2017

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 2017.

DISCUSSION: The Village obtained approval through the Northwest Municipal Conference (NWMC) for STP funding to resurface two streets in 2017. Bode Road from Woodlawn Street to Roselle Road and Harmon Boulevard from Bode 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 project administration. A 20% local match is required which is applicable to both construction and construction engineering services. An agreement was approved in 2016 with the Ciorba Group for the completion of Phase II plans and all Phase III construction engineering work. Only construction and Phase III engineering costs are eligible for federal participation on resurfacing projects approved through the NWMC. The IDOT local agency form for this project is attached. The project plans and documents have been submitted to IDOT for its April 2017 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 \$1,860,000, with another \$120,000 estimated for Phase III construction engineering. In addition to the local agency agreement, a draft resolution is attached for the Village's share of the project costs. This document is required by IDOT as part of the final plan submittals. The draft resolution will be submitted to IDOT and any comments will be addressed. In the past, the State has not had any changes to funding resolutions as long as they match the local agency agreement totals.

FINANCIAL IMPACT:

The estimated Phase III project costs, including construction and construction engineering services, total \$1,980,000. This is based on using estimated project quantities and IDOT unit prices. Historically, the construction bids have come in well below the IDOT estimate. For example, the low bid for the Moon Lake Blvd / Hillcrest Blvd resurfacing STP project last year was about \$1,525,000 compared to the IDOT estimate of \$1,900,000.


Using the total IDOT estimate for construction and Phase III engineering of \$1,980,000, the local share is approximately \$396,000. The Village's share of construction will be billed on a progress basis by the State. Phase III construction engineering costs will be paid upfront by the Village and 80% will be reimbursed using federal funds. As part of the 2017 CIB and budget discussion, the local share of approximately \$393,000 will be paid from the General Fund balance. This amount is slightly less than the estimate using IDOT costs. But when bids are opened it is likely that the Village share will be less than included in the 2017 budget. Closeout of these federal projects can take several years. Adequate funds from the 2017 budget will need to be carried into future years to cover the Village's final cost share.

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

 Illinois Department of Transportation Local Public Agency Agreement for Federal Participation	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)	
	15-00095-00-RS	STU			
Construction		Engineering		Right-of-Way	
Job Number	Project Number	Job Number	Project Number	Job Number	Project Number
C-91-424-16	M-4003(798)				

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 Bode Road and Harmon Blvd Route 1318 & 2562 Length 1.55mile
 Termini Bode Road: Woodlawn St to Roselle Rd, Harmon Blvd: Bode Rd to Golf Rd

Current Jurisdiction LA TIP Number 03-16-0021 Existing Structure No N/A

Project Description

HMA surface removal and replacement, select removal and replacement of deteriorated curb and gutter and sidewalk, pavement patching, construction of ADA ramps to meet PROWAG requirements, replacement of detector loops, pavement marking, landscaping and all other incidental and collateral work necessary to complete the project.

Division of Cost

Type of Work	STU	%	%	LPA	%	Total
Participating Construction	1,488,000	(*)	()	372,000	(BAL)	1,860,000
Non-Participating Construction		()	()		()	
Preliminary Engineering		()	()		()	
Construction Engineering	96,000	(*)	()	24,000	(BAL)	120,000
Right of Way		()	()		()	
Railroads		()	()		()	
Utilities		()	()		()	
Materials						
TOTAL	\$ 1,584,000			\$ 396,000		\$ 1,980,000

* Maximum FHWA (STU) participation 80% not to exceed \$1,584,000.

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:
- (a) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) 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;
 - (c) 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
 - (d) 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:
- (a) 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;
 - (b) 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;
 - (c) 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, whichever 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 BODE ROAD AND HARMON BOULEVARD

WHEREAS, the Village of Hoffman Estates has entered into an Agreement with the State of Illinois for the improvement of Bode Road from Woodlawn Street to Roselle Road that is approximately 1.01 miles in length, and Harmon Boulevard from Bode Road to Golf Road that is approximately 0.5 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 15-00095-00-RS is estimated to be One Million Nine Hundred Eighty Thousand Dollars (\$1,980,000) with the local share estimated at Three Hundred Ninety Six Thousand Dollars (\$396,000).

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 Three Hundred Ninety Six Thousand Dollars (\$396,000) 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 _____, 2017

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 _____, 2017

Village President

ATTEST:

Village Clerk

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of Change Order #1 to the contract with A Lamp Concrete Contractors, Inc. of Schaumburg, IL for the 2016 Street Revitalization Project in an amount of \$30,534 for a total not to exceed \$5,580,109.

MEETING DATE: February 13, 2017

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey / Alan Wenderski

PURPOSE: Request approval of Change Order #1 to the contract with A Lamp Concrete Contractors, Inc. of Schaumburg, IL for the 2016 Street Revitalization Project in an amount of \$30,534 for a total not to exceed \$5,580,109.

BACKGROUND: The 2016 contract for the annual street revitalization project was awarded to A Lamp Concrete Contractors, Inc. The contract amount was \$5,549,575 and all work has now been completed and inspected. There are numerous funding sources for the project including EDA Bond proceeds for the resurfacing work on Trillium Boulevard. EDA funds can only be used for certain improvements in the Prairie Stone area. In a similar way, CDBG funds were used towards the reconstruction of Apache Lane. CDBG funds can only be used for qualified improvements in eligible areas. The other primary sources of funding are the Village capital revenues and State motor fuel tax.

DISCUSSION: Discussion of the need for this change order to A Lamp's contract should be considered in the context of the overall costs and budget for the street rehabilitation work. In addition to the A Lamp contract for resurfacing and reconstruction, the comprehensive scope of street revitalization reflected in the annual budget includes preventive maintenance, such as crack sealing and patching, along with material testing. The street project team manages the individual contracts for these services as well as the overall budget for such improvements. As part of the street revitalization contract, items specific to EDA and CDBG work must be tracked separately. For 2016, the EDA work on Trillium Boulevard exceeded the estimated cost in the A Lamp contract but was still well less than the EDA funds included in the budget. Going into the 2016 project, it was known that CDBG funds allocated for Apache Lane would pay for approximately half the cost of reconstruction. So after all CDBG funds for Apache were

DISCUSSION: (Continued)

used, Capital funds were needed to pay the full cost of reconstruction on the street. Finally, even though change orders and amendments for crack sealing and material testing were needed, both these categories of work were below the budgeted amounts. After accounting for all non-EDA and non-CDBG costs in the street work, there are still funds available to pay for the cost of the change order to the A Lamp contract.

Item	2016 Budget	2016 Final Cost	Balance
Preventive Maintenance Crack Sealing / Surface Patching	\$150,000	\$107,408	\$42,592
Material Testing	\$125,000	\$115,000	\$10,000
Total	\$275,000	\$222,408	\$52,592

Final quantities and costs have been determined with A Lamp for their work on the 2016 street project. After including all increases and decreases in quantities and considering all eligible costs, the revised not to exceed contract amount for A Lamp is \$5,580,109. Compared to the original contract amount of \$5,549,575, the resulting amount for the requested change order is \$30,534. The change order equates to less than one percent of the original contract amount. A conservative approach was used in determining the change order amount to allow for future unforeseen issues which may arise.

The new maximum contract reflects the combined effects of increased costs for Trillium Boulevard resurfacing work, the amount above the CDBG allocation needed to complete Apache Lane reconstruction, new sidewalk ramps and crosswalk for Fairview School on Arizona Boulevard, additional watermain and sanitary sewer work identified during construction to be paid with Public Works funds, and all other variations from the original plans. The resurfacing scope on Trillium Boulevard included extensive curb, gutter, and patching work well in excess of the original estimate of \$355,000. This amount of work needed was not fully apparent until construction was underway. However, all the costs for Trillium Boulevard work are covered by EDA bond proceeds. The budgeted amount of EDA funding for this work (\$900,000) was well in excess of the actual cost of work completed (\$485,000). Even though the Trillium Boulevard resurfacing work exceeded the contract cost by \$130,000, cost savings for items covered by other funding sources in the street project result in a net change order request of \$30,534.

FINANCIAL IMPACT:

There are available funds in the capital account due to savings from preventive maintenance and material testing which are adequate to cover the cost of the change order. The overall street project costs including all components will be less than the 2016 budget.

RECOMMENDATION:

Request approval of Change Order #1 to the contract with A Lamp Concrete Contractors, Inc. of Schaumburg, IL for the 2016 Street Revitalization Project in an amount of \$30,534 for a total not to exceed \$5,580,109.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request amendment to the Material Testing contract with Applied GeoScience, Inc. of Schaumburg, IL, for the 2016 Street Revitalization Project in an amount of \$15,000 for a total not to exceed \$115,000.

MEETING DATE: February 13, 2017

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Request amendment to the Material Testing contract with Applied GeoScience, Inc. of Schaumburg, IL, for the 2016 Street Revitalization Project in an amount of \$15,000 for a total not to exceed \$115,000.

BACKGROUND: A material testing contract was awarded to Applied GeoScience, Inc. in May 2016 to provide material / geotechnical testing services for the 2016 street project and to provide environmental / geotechnical testing for design of the 2017 street project. The contract amount was \$100,000. At the time of award, the testing hours required for the 2016 street project were estimated based on project quantities and estimated contractor daily work production. Also, the amount of testing needed for the 2017 street project was estimated based on previous years' scope. More hours for material testing were needed during the 2016 street project than anticipated. Plus in order to fulfill the full testing needs of the 2017 street project design which has a larger than planned scope, an amendment to the contract is needed.

DISCUSSION: Staff is currently proceeding with design of the 2017 street project, as approved by the Village Board per the Capital Improvement Board recommendations. Additional geotechnical and environmental testing is necessary to better evaluate the existing conditions so that any additional work, such as unsuitable soils, that may be needed would be designed into the project instead of discovering the problem in the field. This helps to limit change orders during construction of the annual street project. The total cost for the additional work is \$15,000. This results in a total for the 2016 Material Testing contract amount of \$115,000.

FINANCIAL IMPACT: The cost of change order number one is \$15,000. The original contract for the 2016 Material Testing contract with Applied

FINANCIAL IMPACT: (Continued)

GeoScience was \$100,000. The 2016 budget included \$125,000 for material testing services, so no adjustment is needed.

RECOMMENDATION:

Request amendment to the Material Testing contract with Applied GeoScience, Inc. of Schaumburg, IL, for the 2016 Street Revitalization Project in an amount of \$15,000 for a total not to exceed \$115,000.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of Addendum #1 to the Phase III construction engineering contract with Engineering Resource Associates of Warrenville, IL for the Hillcrest and Moon Lake Boulevard resurfacing project at a supplemental cost of \$45,008 for a total not to exceed cost of \$144,799.

MEETING DATE: February 13, 2017

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Request approval of an addendum to the Phase III construction engineering services contract with Engineering Resource Associates (ERA) for the Hillcrest Boulevard and Moon Lake Boulevard resurfacing project. Additional services due to an extended period of time for completion of construction resulted in a request for a contract supplement of \$45,008 for an amended not to exceed cost of \$144,799.

DISCUSSION: A contract with ERA to provide Phase III engineering services for the Hillcrest Boulevard and Moon Lake Boulevard resurfacing work was approved in December 2015. The scope of work is to provide construction inspection and documentation on these two Village collector streets funded through the Northwest Municipal Conference's (NWMC) federal Surface Transportation Program (STP) allocation. The original contract amount with ERA was \$99,780.80. ERA has done an effective job on inspections and documentation of the contractor's work. However, due to the contractor missing project completion deadlines, additional time was required for ERA to conduct inspections and documentation compared to their original scope. The construction contract terms through the State of Illinois include liquidated damages that can be assessed if project performance deadlines are not met by the contractor.

Construction began on the two streets last summer. The contract called for work on Hillcrest Boulevard to be completed before school began in the fall. Even after repeated discussions with and warnings to the contractor, they did not complete backfilling of curb and sidewalk areas or striping on Hillcrest Boulevard until October 2016.

DISCUSSION: (Continued)

The IDOT contract allows for assessing liquidated damages when performance deadlines are not met at a rate of \$1,275 per calendar day. Based on the number of days past the compliance date, documentation for a reduction to the construction contract amount was prepared by ERA and submitted to IDOT in December 2016. Applying the liquidated damages reduces the amount of construction contract that the contractor can invoice. In this case, the liquidated damages total \$65,025. IDOT is currently reviewing this information which can typically take eight weeks to be processed. Restoration punch list work still remains and will be finished in the spring of 2017 when weather permits. Once all construction is complete, ERA will conduct final inspections and complete closeout activities with IDOT. Some staff time will be required to assist with the punchlist inspections. Hours for ERA to complete its remaining tasks are accounted for in their amended contract total.

Since the construction contractor's work continued well past the deadlines in the construction contract, ERA needed to continue its inspections and documentation beyond what was included in their original scope. ERA submitted the attached addendum request for additional services in the amount of \$45,008. As both construction and construction engineering are eligible for the 80% federal funding match through the STP program, the cost increase to the Village for the additional ERA services is approximately \$9,000. However as the liquated damages will reduce the construction cost by about \$65,000, the reduced Village share for construction will be about \$13,000. The net effect of the increased consultant cost and the reduced construction cost on the Village share is a small reduction.

FINANCIAL IMPACT:

The professional services contract for ERA's work is eligible for federal funding through STP. The supporting documentation for the increase in Phase III engineering will be submitted to the NWMC. The Village share for both Phase III engineering and construction is 20% of the respective final costs. The decrease in the Village share for construction (\$13,000 decrease) offsets the increase in the Village share for Phase III engineering (\$9,000 increase). No change to the budget is needed.

RECOMMENDATION:

Request approval of Addendum #1 to the Phase III construction engineering contract with Engineering Resource Associates of Warrenville, IL for the Hillcrest and Moon Lake Boulevard resurfacing project at a supplemental cost of \$45,008 for a total not to exceed cost of \$144,799.

Attachments



ENGINEERING
RESOURCE ASSOCIATES

ENGINEERS | SCIENTISTS | SURVEYORS

December 28, 2016

Mr. Alan Wenderski, P.E.
Village Engineer
Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169

SUBJECT: Request for Contract Amendment No. 1 – Construction Engineering Services for Hillcrest Boulevard and Moon Lake Boulevard STP Resurfacing Projects (IDOT Contract No. 61C46)

Dear Alan:

Engineering Resource Associates, Inc. (ERA) would like to submit this request for Contract Amendment No. 1 for construction engineering services for the Hillcrest Boulevard and Moon Lake Boulevard STP Resurfacing Projects. The request is based upon our recent conversations and additional work performed that was beyond the scope of the original contract.

Below is a summary of our current RE contract to date for the Hillcrest Boulevard and Moon Lake Boulevard STP Resurfacing Projects.

	Actual Efforts to Date	Efforts to Complete Project	Project Completion	Contract	Difference
Total Hours	1,466	60	1,526	892	634
Total Fees	\$140,199	\$4,600	\$144,799	\$99,791	\$45,008
Project Duration	6 months	1 month	7 months	4 months	3 months

It was anticipated that the project would be constructed between June 2016 and October 2016. The completion date for the project was October 7, 2016 with an additional 10 working days for clean-up work and punch list items. Additional efforts were needed between October 7, 2016 and November 28, 2016 to oversee and document items of work primarily associated with landscaping, signage and pavement striping. Inspections of this work were performed by both Village and ERA staff earlier this month; however, it was determined that significant landscaping deficiencies still existed and couldn't be properly inspected due to weather. Therefore, work on the project has been suspended until landscaping deficiencies and punch list items may be addressed next spring.

WARRENVILLE
3s701 West Avenue, Suite 150
Warrenville, IL 60555
P 630.393.3060

CHICAGO
10 South Riverside Plaza, Suite 875
Chicago, IL 60606
P 312.474.7841

CHAMPAIGN
2416 Galen Drive
Champaign, IL 61821
P 217.351.6268

www.eraconsultants.com

Now that the project is nearly complete, the hours and fees associated with finalizing the contract include part-time oversight, documentation and project closeout procedures. The total difference in hours and fees anticipated to see the project through to final completion is reflected above. Therefore, we would like to request an amendment to our current contract in the amount of \$45,008.

Fees

The supplement for additional services described in this request for Contract Amendment No. 1 is summarized as follows:

Original Contract Amount	\$99,791
Contract Amendment No. 1	\$45,008
Revised Contract Amount	\$144,799

We appreciate the opportunity to submit this request for amendment and we trust it meets with your approval. Please contact me at (630) 393-3060 if you have any comments or questions.

Sincerely,
ENGINEERING RESOURCE ASSOCIATES, INC.



Brian J. Dusak, PE
Project Manager

Acceptance & Authorization
Contract Amendment No. 1
VILLAGE OF HOFFMAN ESTATES

Authorized Signature

Printed Name & Title

Date



TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

MONTHLY REPORT FEBRUARY 2017

ROAD PROJECTS

◆ **Barrington Road Interchange**

Three of the four ramps at the interchange are open. Construction continues on the eastbound exit ramp to Barrington Road. Northbound traffic on Barrington Road will remain on new pavement on the east side during the winter from just south of the I-90 bridge to Central Road. The new eastbound I-90 exit to Barrington Road is targeted to open in 2017. Images of the current construction status, taken from the Tollway's camera on the communications tower near the interchange are below.



Looking west towards Barrington Road:

1. Northbound left turn lane on Barrington Road open for access to new westbound ramp
2. New westbound entrance ramp
3. Approximate alignment for new eastbound exit ramp



Looking south from I-90:

1. Pedestrian way with eastbound I-90 entrance ramp above
2. Work area on Barrington Road where retaining wall and widening will be done
3. Stair / Elevator tower building for Pace I-90 Express Bus station



Looking east along I-90:

1. Work area on westbound exit ramp
2. Rough graded alignment for express bus connection from exit ramp
3. Overhead lane control gantry for eastbound I-90

Pavement removal on Barrington Road south of the I-90 bridge remains to be done. Construction of a retaining wall on the east side of Barrington Road in this area is necessary for the pavement widening and reconstruction work to occur. The Tollway is coordinating with affected utilities in order to begin earthwork. Additional pavement removal and replacement will be done in the median areas of Barrington Road. Hassell Road will remain in the current staged configuration until pavement widening on the east side of Barrington Road has advanced. Generally two lanes in each direction will be maintained on Barrington Road over the winter until the balance of paving is complete. Lighting on the bridge and its approaches will be completed 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. Sidewalk has been completed on the west side of Barrington Road from Central Road to Hassell Road with gaps for construction phasing in the vicinity of the bridge. The balance of the path and sidewalk work will occur in 2017.

All four of the ramps will have tolls of \$0.45 for passenger cars with IPASS which matches the existing toll on the westbound exit. Cash rates for passenger cars are double the IPASS rate, with higher tolls for trucks. The ramps to and from the west will be IPASS only. The existing westbound exit ramp plaza will maintain a coin lane along with electronic collection. The new plaza on the eastbound entrance ramp will also have a cash collection option. As noted above the new eastbound exit will open in 2017, so the eastbound entrance toll will not be activated until then. Tolling has begun on the westbound entrance to I-90. The Tollway has been using message signs to notify motorists of these new rates starting in advance of the ramps opening.

Daytime, off-peak lane closures continue as needed for Barrington Road construction. As notices of lane closures and major work are received from the Illinois Tollway, notices are posted online and on message boards.

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

On the whole, traffic is using all lanes on I-90, although there are still some lane reductions to allow contractors to finish work such as for the Elmhurst Road interchange. Work on the roadsides including some noise wall along with sign supports, grading, and the median barrier will continue. 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.

Tollway staff is working on the implementation of the Smart Road corridor technology. This consists of overhead changeable message signs to control lane use and advise of road or traffic conditions. Sign gantries for these displays have been installed. Testing of the equipment and software will continue through the spring or summer 2017. Ultimately, information on travel times, road conditions, construction, incidents, etc. can be communicated to motorists via the overhead signs. Each lane has an overhead display which will be used to indicate whether the lane is open, closed, or if a merge or lane change is needed ahead. Additional electronic displays will provide travel time and other travel information. Displays positioned over the left shoulder will identify when Pace buses are permitted

to drive on the shoulder to avoid congestion. The system is expected to be fully operational around mid-2017 to coincide with the opening of the Barrington Road express bus station on I-90.

Roselle Road Bridge and Interchange: The majority of work has been completed. All lanes are open on Roselle Road. Some paving work for medians, islands, bicycle path, and restoration remains. Some temporary signals are still in place and permanent signals will be installed this year. Construction on portions of the new bike path north and south of the interchange remains to be done. A separate 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 be completed by the end of 2017.

The Illinois Tollway posts information on its webpage (www.illinoistollway.com) for the I-90 construction work. The Illinois Tollway, its consultants and contractors hold coordination meetings for the various projects. Village staff attends these status meetings as needed to stay current with upcoming project work. Links to the Illinois Tollway information are provided on the Village website.

◆ **Shoe Factory Road - Cook County**

The appraisals for parcels were updated so that the County can begin the negotiation and acquisition process. Civiltech updated its supplement request to reflect current requirements to finish the plans. County and Village staff are reviewing the proposal. The goal is to bring this contract amendment to the Village Board Committee in March. Costs of the supplement will be shared by the County and Village, with the specific amounts determined in time for review by the Committee. At present, completion of design work is expected to restart some time in 2017 and construction could possibly begin in 2019. Pre-final plans were submitted to utility companies and coordination with utility companies could occur over the coming months. The timing of construction will depend upon the duration of the right of way process, funding availability, Cook County's programming of funds, and the County's approval of final plans.

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

IDOT has completed the work with only punchlist items remaining. The scope included shoulder widening plus shoulder and centerline rumble strips to address a history of run-off-the-road crashes. The project also upgraded traffic signals on Golf Road at IL 59 and Bartlett Road and added a southbound right turn lane on IL 59 at Golf Road. The Village's red light camera vendor is coordinating with the State's electrical contractor to reestablish the camera operation at both the IL 59 and Bartlett Road intersections.

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

The second meeting of the Community Advisory Group occurred in early December 2016. The study is in the initial stage, seeking definition of problems and potential solutions based on a variety of technical analyses. Completion of Phase I is expected later in 2017. Village staff from Fire and Transportation / Engineering serve on the advisory group. After the Village requested IDOT to extend the study limits south to Central Road to evaluate initial designs for an off-street path to link with the interchange area improvements, IDOT agreed. 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, the next stages of project development are listed in the mid years of the IDOT program.

◆ **Cook County Transportation Plan**

The County released its draft transportation plan for review. Staff is 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 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 Canadian National (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 (STP) Resurfacing Projects**

Resurfacing of Hillcrest Boulevard from Jones Road to Roselle Road is complete with work for restoration to resume as weather permits in the spring. Documentation for liquated damages due to lack of timely performance by the contractors has been submitted to IDOT. When approved, this will result in a credit towards the construction costs. Moon Lake Boulevard between Golf and Higgins Roads is complete. ERA Consultants, Inc. is performing Phase III engineering for the Village. Due to the length of time the contractor took to get to the current state of construction, which is still not ready for final inspection, a supplement to ERA's contract is included on the February Committee agenda. The penalties noted above will be assessed to the contractor for non-completion by required dates, which will offset the extra Phase III contract costs. Approvals from IDOT will be required to adjust the construction and engineering costs which are in process.

The Northwest Municipal Conference (NWMC) approved funding two other Village STP resurfacing streets in 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 this year. Ciorba Group submitted the pre-final plans to IDOT for review with a target date for the State project letting of April 2017. Agreements and the local funding resolution are on the February Committee agenda. Construction is likely to begin in early summer depending on when all State approvals are received.

STP is a competitive grant program administered by the NWMC. 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.

◆ **New Applications - Surface Transportation Program Resurfacing Projects**

Four new project segments were submitted in October 2016 to NWMC for review by the Technical Committee in response to a call for projects. However, the Committee elected to defer placing new projects in the five year program due to the existing demand for funds expected to far exceed what is available. The Committee may consider programming additional projects at its February meeting when more is known about potential funding scenarios. All four Village projects are for resurfacing work with accompanying sidewalk, bicycle, ADA, curb and gutter repair, and patching work. The four projects are:

- Huntington Boulevard – Palatine Road to Westbury Drive
- Salem Drive – Bode Road to Village limits
- Jones Road – Rosedale East to Highland Boulevard
- Beverly Road – Prairie Stone Parkway to I-90

These total about \$1.35 million in construction and construction engineering costs. If eventually approved, the federal STP share will cover 80% of the construction and Phase III engineering costs. The local match for Phase III items will be about \$265,000. As with other STP resurfacing projects, it is very likely that a consultant will be hired to prepare Phase II engineering approvals, which are not eligible for STP funds. Even after paying the entire estimated costs of the Phase II design work, the Village share will be only 27% of the Phase II and III costs. The work on these streets could occur in 2018 and 2019, depending upon actions taken by the Northwest Municipal Conference.

Two other streets were submitted to the Conference for reclassification to federal route program. The first was Rohrssen Road between Shoe Factory Road and Golf Road with possible continuation to Irving Park Road. The second segment is Gannon Drive between Golf and Higgins Roads. Gannon Drive south of Golf Road has a more local street function which does not rise to the same level for consideration as part of the federal aid system. The Technical Committee recommended approval of these requests. Next steps are reviews by IDOT, CMAP, and FHWA.

◆ **Invest in Cook – Call for Projects**

Staff attended an information meeting conducted by the County which gave an overview of the program. Eligible projects will be on non-County facilities and must address the goals of the County's long range transportation plan. Bicycle, pedestrian, and transit proposals will be considered. The scope can range from feasibility studies to engineering to construction. Countywide, a total of \$8.5

million has been made available for this call. Village staff is currently reviewing potential candidates. The County will limit each applicant to one proposal. The County's goal is to provide funding through this initiative to fill gaps in funding so local projects can advance. Only individual phases which can be completed in approximately one year are the focus of this call. Multiyear and multiple phase projects are not likely to score well and are very unlikely to be selected. The deadline to submit applications is mid-March and the County Board is expected to approve the list of successful proposals in the fall.

BIKE / PEDESTRIAN PROJECTS

◆ Bicycle Planning / Bicycle Pedestrian and Advisory Committee

The next BPAC meeting will likely discuss where the group would like to focus its efforts. Preparation of a bicycle friendly application, reviews of new grant opportunities, ideas for annual activities, input on regional plans, and a review of priority projects will be 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. On a related bicycle project, the Village of Schaumburg is nearly done with repaving the bicycle path on the north side of Bode Road from east of Atlantic Avenue to near Barrington Road. As part of an earlier agreement with Schaumburg, once the work is complete the Village will take maintenance of the path. An agenda item will be presented to the Committee once the work is accepted.

◆ Central Road Bicycle Path Project Proposal

Staff met with Cook County staff about this proposal. A scope for Phase I engineering services was submitted to the County for them to determine if this work could be included with a current consultant contract they have for Central Road. The County provided a full scope and cost for the Phase I design of the path which is being reviewed now. Assuming agreement is reached, the County will prepare a letter of understanding which will form the basis for an intergovernmental agreement as the project phases advance.

Alignment of a path along Central Road from the Huntington intersection linking to the Forest Preserve path on the east to the Pace Park-n-Ride on the west is the preferred routing. A portion of the path at the east end was constructed with the Trumpf project. 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-n-Ride entrance is to be located will require careful study and coordination with Cook County. The cost of the Phase I services for the path would be a Village responsibility. If successful in adding the path scope to the consultant's work, initial design tasks could begin in the near future.

◆ 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

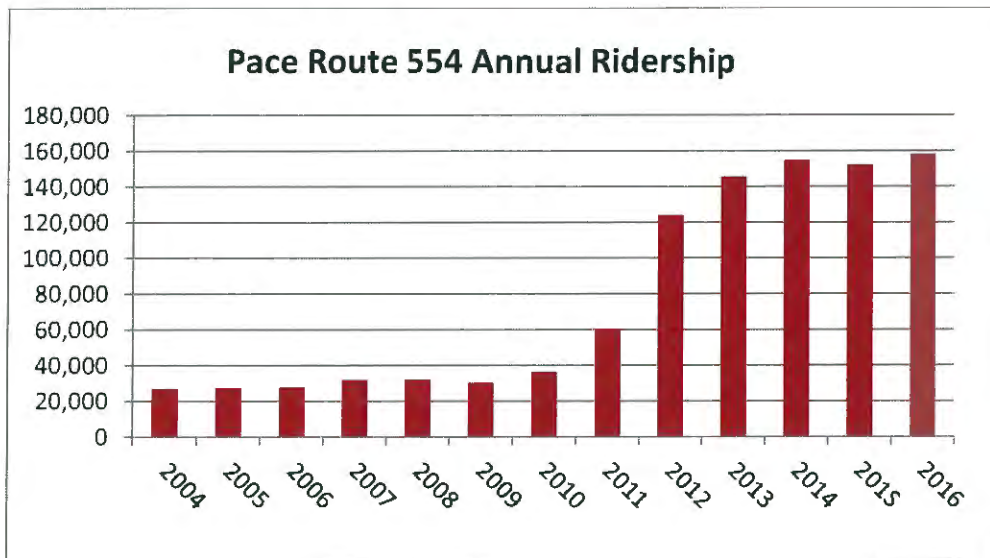
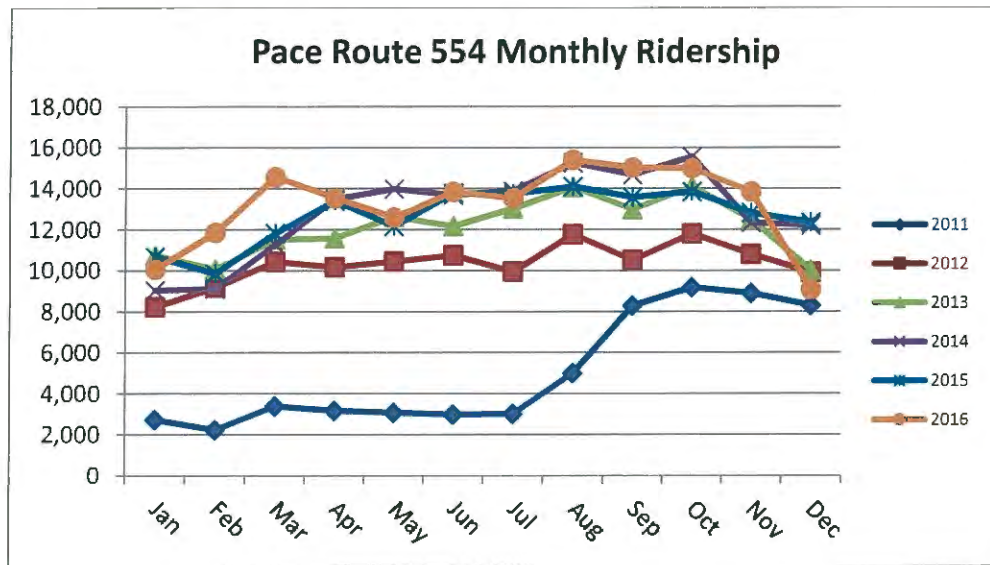
◆ **Taxi Discount Program**

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. Since its inception, a total of 552 residents have registered for the program; further review of the program registration indicates the number of current eligible registrants totals 349. Coupons redeemed to date in 2016 total 4,809 which covers the end of December. As shown in the chart below, usage has leveled over the last several years. Registration remains positive due to continued promotion of the program. 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.



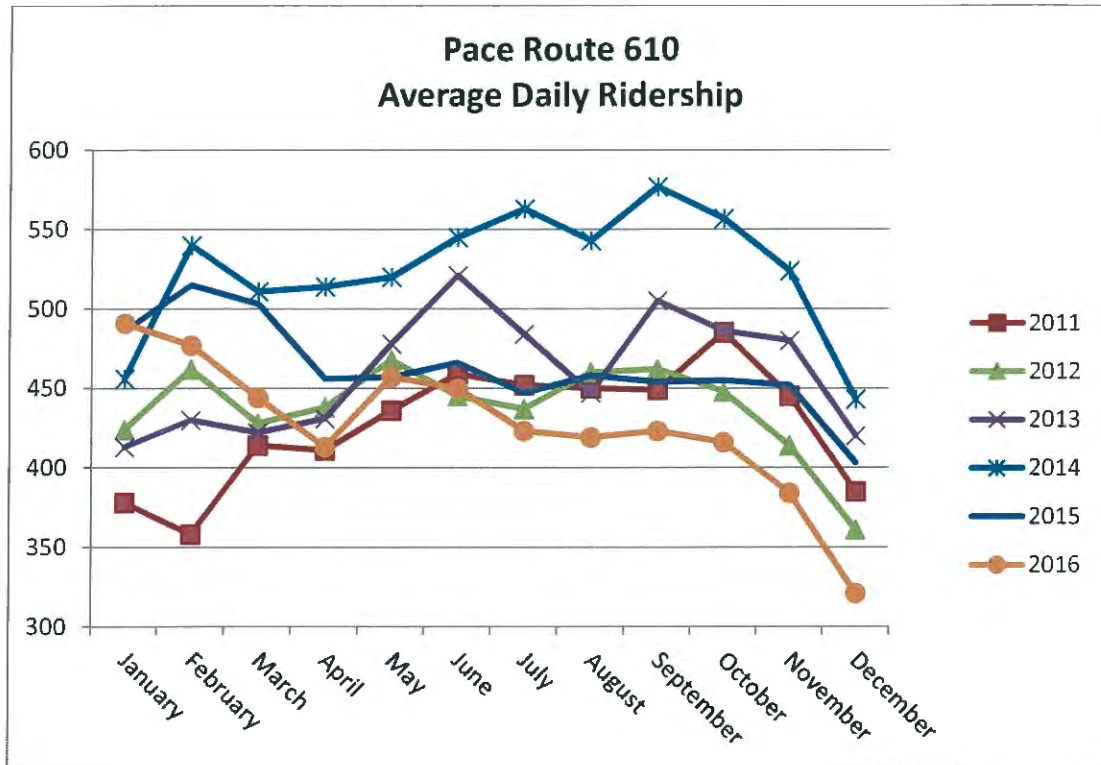
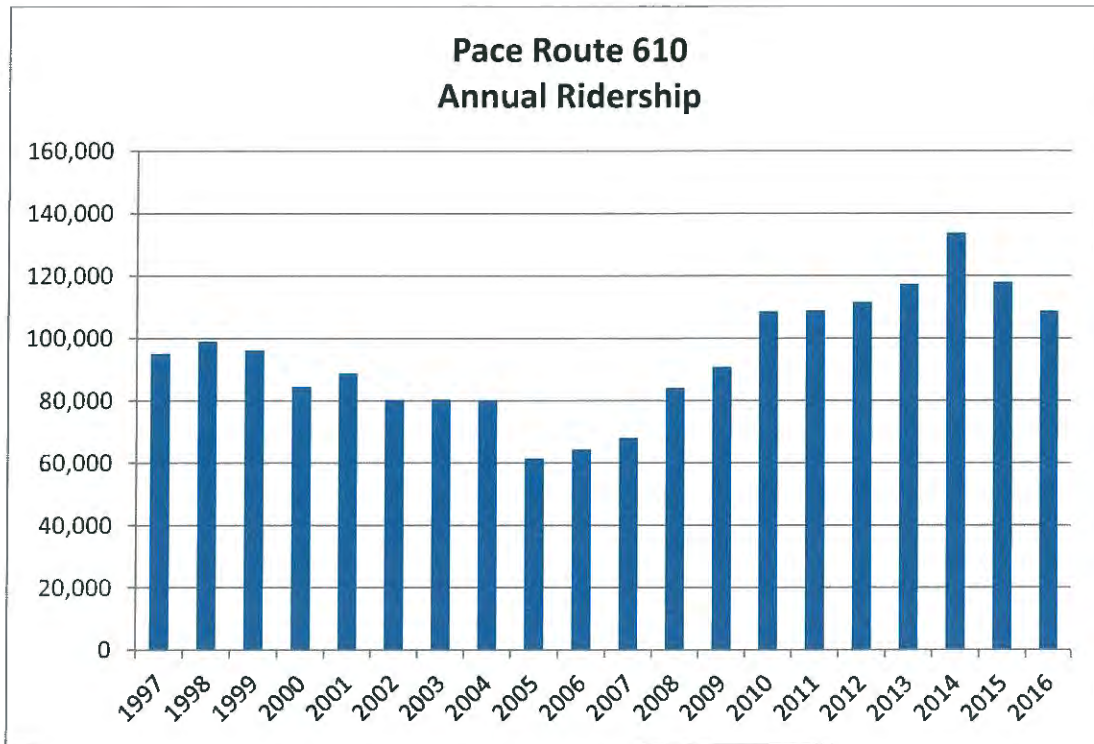
◆ **Pace Route 554**

The most recent data from December 2016 showed average weekday ridership of 413 per weekday, along with a Saturday average of 203 riders per day. Pace has been asked to verify this data as these are significant drops in December ridership compared to prior years. The long term annual trend remains positive although it appears to be levelling off. A Pace meeting of the communities involved with Route 554 was held in November. Pace operations have transitioned to buses only picking up and dropping off at posted stops. As Pace develops the I-90 express bus plan and options for connecting service, modifications may be considered to Route 554. Careful consideration must be given to potential gains and enhancements to ridership along with possible negative effects on current users.



◆ **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-n-Ride operation began in the fall of 2013. Total 2016 ridership was less than 2015 and continues to depict a decline in use. Possible factors identified previously which might contribute to this difference include staff changes, modifications in work hours, and both the frequency and amount of time employees work remotely. The number of Park-n-Ride vehicles in the Sears Centre lot averages about 15 vehicles per weekday. Pace is now planning to continue this Park-n-Ride after the startup of the new I-90 services. Pace is tabulating data on boarding and alighting at stops in Prairie Stone to further evaluate trip patterns. Spot checks are being done of vehicles in the Park-n-Ride lot to determine the number of different users, frequency of repeat riders, and the origins of their trips.



◆ Transit Improvement Task Force

The Task Force will next meet sometime in early 2017 to go over information from Pace on options for connecting service to the I-90 express bus stops. The group last 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-n-Ride / Kiss-n-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.

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 but no response has been received yet. 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-n-Ride Plans

Pace is initiating new express I-90 based service with stations at Barrington Road, Randall Road, and IL 25. Randall Road service at that Park-n-Ride began in late December 2016 to be followed by IL 25 and Barrington Road in 2017 once those facilities are constructed this year. 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 being completed with the interchange ramp 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's current construction schedule anticipates completion in spring / summer of 2017.



Looking south from I-90, east of Barrington Road:

1. Pedestrian way under eastbound entrance ramp
2. Frame construction for express bus station building and overpass
3. Future location of Kiss n Ride facility on Pembroke Avenue



Looking north from Pembroke Ave towards new eastbound entrance ramp:

1. General location of Kiss & Ride
2. Pedestrian way under ramp
3. Southern stair / elevator building for pedestrian overpass



Looking south from Hilton Garden towards westbound entrance ramp:

1. General location of Park-n-Ride
2. Pedestrian way under ramp
3. Northern stair / elevator building for pedestrian overpass

◆ **Pace I-90 Pedestrian Overpass**

Construction of project components is progressing. The support columns on the south side of I-90 have been poured. Work on the buildings for the stair tower / elevator buildings on both sides of I-90 is ongoing. Utility work is also occurring which requires coordination with the mainline and interchange ramp work. The center pier for the bridge support was built in the median as part of the mainline I-90 contract. An intergovernmental agreement with Pace for the Park-n-Ride, Kiss-n-Ride, and overpass may be presented in coming months. Construction is expected to be complete in the summer of 2017.

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

The study by Pace and RTA has been completed on options 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 will coincide with the I-90 express service stops at Barrington Road.

COORDINATION

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

Staff attended the September and October Commission meetings. Tracking on the runway rotation plan continued through the end of the test in late December 2016. A decision on whether to extend or modify the test rotation is expected in March at the full commission meeting. The percentage of time the planned runway use was followed has improved since the initial months. While the Village

opposed a proposed runway rotation plan for nighttime runway use, it was recommended by the majority of ONCC members. An analysis of data and discussions by the Commission will be evaluated to determine if the test will continue or what if any changes might be implemented. Residents are still 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 (December 18, 2016), about 71% 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. In particular, strong winds and very high holiday demand were additional factors that reduced the number of times designated runways could be used. On average, the rotation runways were available for use for a little over 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 has been posted to the Village website and was included in the September *Citizen* newsletter. CMAP's schedule is to complete the plan by the end of 2018. For details on how to participate, the link to their website is <http://www.cmap.illinois.gov/about/involvement>. 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. 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**

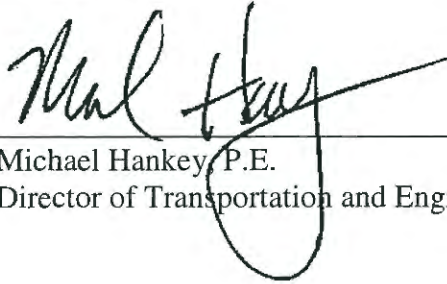
The Greenways Plan was created in the 1990s to identify corridors for pedestrian and bicycle travel to complement waterways, park, and Forest Preserves. Comments were provided for areas located in the Village. Primary corridors of interest include the updated facilities along Barrington Road to be built with the interchange and links to Forest Preserves. A final version of the plan update is expected by the end of the year.

◆ **RTA Access to Transit Program**

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. 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. However, Phase I engineering is unlikely to have progressed far enough in order for a project to qualify under the current funding cycle.

OTHER ACTIVITIES

- ◆ Canadian National has been notified on several occasions about the rough crossing on Shoe Factory Road at the tracks.
- ◆ Traffic data, site plans, and inspections are ongoing for a variety of projects which are in the early stages of project development and review.
- ◆ Various smaller site modifications and permits for parking lot sealcoating, striping, patching are underway.



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