

**AGENDA**  
**TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE**  
**Village of Hoffman Estates**  
**May 8, 2017**

**Immediately Following Special Village Board Meeting**

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

- I. Roll Call**
- II. Approval of Minutes – April 17, 2017**

**NEW BUSINESS**

- 1. Request acceptance of Transportation Division Monthly Report.
- III. President's Report**
- IV. Other**
- V. Items in Review**
- VI. Adjournment**

**TRANSPORTATION & ROAD IMPROVEMENT  
COMMITTEE MEETING MINUTES**

April 17, 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  
Arthur Janura, Corporation Counsel  
Dan O'Malley, Deputy Village Manager  
Mark Koplín, Asst. Village Mgr., Dev.  
Peter Gugliotta, Director of Planning  
Mike Hankey, Dir. Of Trans.  
Kevin Kramer, Economic Dev. Director  
Patti Cross, Asst. Corporation Counsel  
Patrick Seger, Director HRM  
Jeff Jorian, Fire Chief  
Ted Bos, Police Chief  
Bev Romanoff, Village Clerk  
Joe Nebel, Director of Public Works  
Monica Saavedra, Director of HHS  
Rachel Musiala, Director of Finance  
Fred Besenhoffer, Director of IS  
Ryan Johnson, Mgmt. Analyst  
Suzanne Ostrovsky, Asst. to Village Manager  
Jordan Lester, Administrative Intern**

The Transportation & Road Improvement Committee meeting was called to order at 8:01 p.m.

**II. Approval of Minutes**

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve the Transportation & Road Improvement Committee meeting minutes from March 20, 2017. Voice vote taken. All ayes (Abstain: Vandenberg). Motion carried.

**NEW BUSINESS**

- I. Request authorization to award contract for the 2017 Street Revitalization Project to Arrow Road Construction, Mt. Prospect, IL (low bid) in the amount of \$5,682,345.86.**

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

Mike Hankey addressed the Committee and reported that this project is \$509,684 under the 2017 budget estimate. As such, Whispering Trails Court was added to the reconstruction list.

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to award contract for the 2017 Street Revitalization Project to Arrow Road Construction, Mt. Prospect, IL (low bid) in the amount of \$5,682,345.86. Voice vote taken. All ayes. Motion carried.

- 2. Request authorization to award contract for materials testing for the 2017 Street Revitalization Project to Applied GeoScience, Inc., Schaumburg, IL (low proposal) in an amount not to exceed \$125,000.**

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

Motion by Trustee Gaeta, seconded by Trustee Mills, to award contract for materials testing for the 2017 Street Revitalization Project to Applied GeoScience, Inc., Schaumburg, IL (low proposal) in an amount not to exceed \$125,000. 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 Gaeta, seconded by Trustee Newell, to adjourn the meeting at 8:05 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

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Debbie Schoop, Executive Assistant

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Date



# TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

## MONTHLY REPORT MAY 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 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 August 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 along I-90:**

1. Westbound entrance ramp
2. Approximate alignment for new eastbound exit ramp
3. Traffic signal and sign monotube





**Looking south from I-90 from east of the Barrington Road interchange:**

1. Pedestrian way with eastbound I-90 entrance ramp above
2. Pedestrian bridge frame with some roof panels in place
3. Stair / Elevator tower building for Pace I-90 Express Bus station
4. Kiss-n-Ride area
5. Eastbound entrance ramp





**Looking east along I-90 from east of the Barrington Road interchange:**

1. Preparing base for balance of westbound exit ramp
2. Truss for pedestrian bridge with some roof panels in place
3. Overhead lane control gantry for eastbound I-90 SMART Road technology

Construction of the eastbound exit ramp is expected to be complete by August 2017. Earthwork for the new ramp alignment, as well as continuing underground work, will be the next steps. Pavement removal on Barrington Road south of the I-90 bridge is underway. Utility relocation to accommodate the pavement widening on Barrington Road is progressing. Construction of a retaining wall on the east side of Barrington Road will be next once utilities are complete. Storm sewer work was completed in the southeast quadrant. Additional pavement removal and replacement will be done in the median areas of Barrington Road both north and south of the bridge. Contractors are forming and preparing the base for paving in the median area between Central Road and the ramps north of I-90. 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 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 path that was installed on the west side of Barrington Road from Hassell Road to Higgins Road does not match the plans. The contractors are determining what modifications are needed to bring the path into compliance with width and clearance criteria. The balance of the path and sidewalk work which has not started will occur towards the end of the project.

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 is expected to open in fall of 2017, so the eastbound entrance toll will not be activated until then. Tolling is active 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.

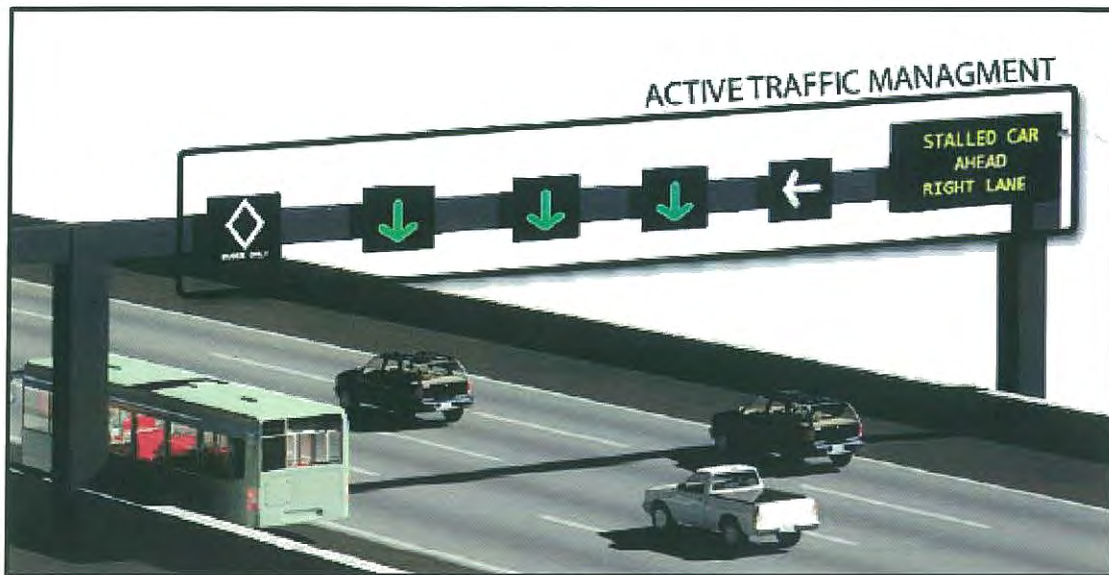
Daytime, off-peak lane closures continue as needed for Barrington Road construction. As notices of lane closures and major work are received from the Illinois Tollway, notices are posted online and on message boards.

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

Traffic is generally 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.

Tollway staff is working on the implementation of the Smart Road corridor technology. This consists of roadway sensors and overhead changeable message signs to control lane use and notify motorists 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. Once Pace starts its new I-90 service, the display over the inside (left) shoulder will indicate to bus drivers whether it is open for Pace use.

### SMART Road Technology Sign Gantry, Information Panels, and Lane Control Signals



Roselle Road Bridge and Interchange: The majority of work has been completed. Some paving work for medians, islands, bicycle path, and restoration remains. Lane closures for finishing the median, outside pavement edge, and roadsides will continue. Temporary signals are still in place and permanent equipment will be installed this year. The contractor needs to finish installation of detector loops before turning on the permanent signals. 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 current schedule



calls for work on Central Road from May through the end of the year. As the road will be reconstructed, it will be closed during construction with a detour for through traffic using Ela, Roselle, and Algonquin Roads. As the County further defines their work schedule, notices will be placed on the Village website. A list of businesses affected by the Central Road closure was provided to the County and its consultants.

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 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 have reviewed the proposal with some changes to be made. The County staff will complete its updated review of the plans. A pre-submittal meeting with MWRD is scheduled to ensure that the consultant's scope of work will cover all required items. Once agreement is reached on the scope and cost distribution, the contract amendment will be presented to the Committee. 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 later in 2017 and will depend on the items included in the supplement along with time needed for agency reviews. Construction could possibly begin as early as 2020, although there is nothing definite at this time. 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.

◆ **Mundhank Road Resurfacing – Cook County**

The County is resurfacing Mundhank Road this year. The surface has been ground and temporary traffic controls are in place. The work should be completed later this year.

◆ **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 stripes 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 to reestablish the camera operation at both the IL 59 and Bartlett Road intersections. This is expected to occur once IDOT signs off on the roadwork.

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

This study is in the preliminary engineering stage, seeking definition of problems and potential solutions based on a variety of technical analyses. Completion of Phase I is expected late in 2017. Village staff from Fire and Transportation / Engineering serve on the advisory group. Following a Village request, IDOT agreed 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. 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.

◆ **IL 59 Pavement Patching Project – North Avenue to I-90**

IDOT plans to begin a concrete patching project on IL 59. The scope is expected to be similar to the project completed on Algonquin Road several years ago. In that work, sections of concrete were removed and precast panels were placed to make the repair. Areas to be replaced have been marked; these are slabs that cover one or both lanes. Once work begins, lane closures will be required to facilitate the work. IDOT will place message signs along the road as the project starts up.

◆ **IL 59 Resurfacing Project – Barrington Road to Higgins Road**

IDOT announced that lane closures will take place on IL 59 between Barrington Road and Higgins Road for a resurfacing project on IL 59. The work was scheduled to begin in April. In order to complete the resurfacing, daytime lane closures will take place on IL 59 from Barrington Road to just north of Higgins Road reducing traffic to one lane with flaggers during construction activities. The scope of the project consists of resurfacing and patching and is expected to be completed in summer 2017.

## **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. Drafts of the agreement have been provided to CN. TranSystems is preparing information to submit the Phase I documents to IDOT for review in the next month. 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 Bode Road from Roselle Road to Woodlawn Street and on Harmon from Golf Road to Bode Road was on the April 28 IDOT letting. The low bid was approximately \$1.52 million. Ciorba



Group was hired by the Village to perform the Phase III engineering inspection and documentation. Once IDOT has awarded the contract the work can begin. In a related item, a letter was prepared for the Mayor to send to state legislators encouraging them to authorize expenditure of federal funds which pass through the State to help pay for local projects. The Bode and Harmon project is a good example. If not authorized separately, the expenditure of the pass through federal funds cannot occur until a State budget is passed. Last year the same predicament arose with the legislature approving use of these funds independent of the overall budget. Depending on resolution of this issue, the work could start in late June.

Hillcrest Boulevard from Jones Road to Roselle Road is complete with work for restoration and punch list work set to resume. Documentation for liquidated damages due to lack of timely performance by the contractors last year was approved by IDOT. This effectively results in a credit towards the construction costs. Moon Lake Boulevard between Golf and Higgins Roads is complete with some punch list items to be done. 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 a supplement to ERA's contract was approved by the Village Board. The liquidated damages noted above will be assessed to the contractor for non-completion by required dates and will offset the extra Phase III contract costs.

#### ◆ **Future Surface Transportation Program (STP) Resurfacing Projects**

Four project segments were submitted in October 2016 to NWMC for review by the Technical Committee in response to a call for projects. Phase I design approvals have been received for all of them. However, the NWMC Technical Committee elected to defer placing new projects in its five year program due to the existing demand for funds expected to far exceed what is available. NWMC may decide on the status of these and other communities' projects at an upcoming meeting. 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 into the 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 Grant Program**

A funding application for Phase I engineering assistance on the design of a bicycle path in the Huntington Boulevard right-of-way between Golf and Higgins Roads was submitted to the County. Of the \$75,000 estimated Phase I cost, \$50,000 was requested through the Invest in Cook program. The County will evaluate all proposals received and notify successful applicants by fall of 2017. If selected, engineering work could start in early 2018. An engineering consultant would need to be hired to complete the Phase I study; and, if awarded funding, discussions will occur with the Park District on sharing the local cost of the engineering.

Eligible projects for Invest in Cook 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 and the County hopes to make this an annual program. The County limits 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.

## **BIKE / PEDESTRIAN PROJECTS**

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

BPAC met on April 12. The group discussed where they 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 were other topics. 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 repaved 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. In follow-up discussions with the group, there is a desire to hold a community bicycle ride on Sunday, July 2. The route would begin and end at Village Hall, travelling through adjacent neighborhoods.

◆ **Central Road Bicycle Path Project Proposal**

Staff met with Cook County about this proposal in late 2016. Village staff submitted a scope for Phase I engineering services to the County for them to include 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. The County will prepare a Letter of Intent which will be followed by an intergovernmental agreement. The Phase I cost to the Village is estimated at about \$65,000 which would be paid through capital improvement funds. The Letter of Intent will be presented to the Committee once received from the County.

The basic concept is to align 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. A portion of the path was constructed at the time of 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.

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

As noted above, an application for Phase I engineering was submitted for the *Invest in Cook* program. 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, along with a path extension west on Higgins Road to Volid Drive. The project should be eligible for federal funding if Phase I engineering is completed. Establishing a bicycle facility in this right-of-way would complete the system link between the newly designated bicycle lanes on Huntington Boulevard north of Higgins Road and the existing bicycle route on Harmon Boulevard which links to the Bode Road bicycle path. In the larger context, connectivity to the transit facilities planned on I-90 at Barrington Road would be enhanced by this path.

**TRANSIT**

◆ **Taxi Discount Program**

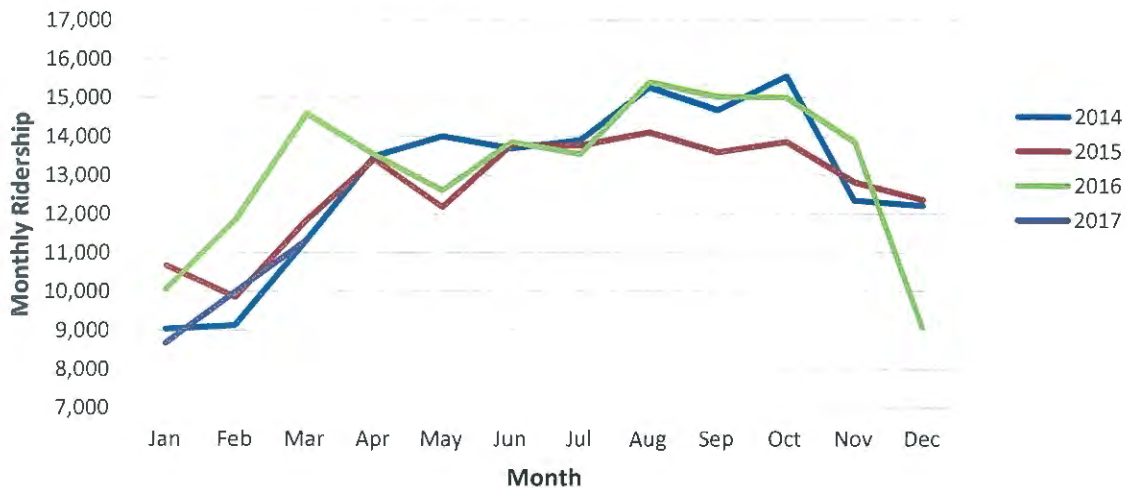
The new coupons, valued at \$7 each, are being distributed to program registrants and the new income criteria are also in effect. Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 558 residents have registered for the program; further review of the program registration indicates the number of current eligible registrants totals 347. Coupons redeemed to date in 2017 total 1,665. As shown in the chart below, usage had leveled over the last several years while year to date use points toward an increase. Additional data over coming months will be used to modify this projection of annual use which is likely to be lower as additional actual data is included in the analysis. 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.



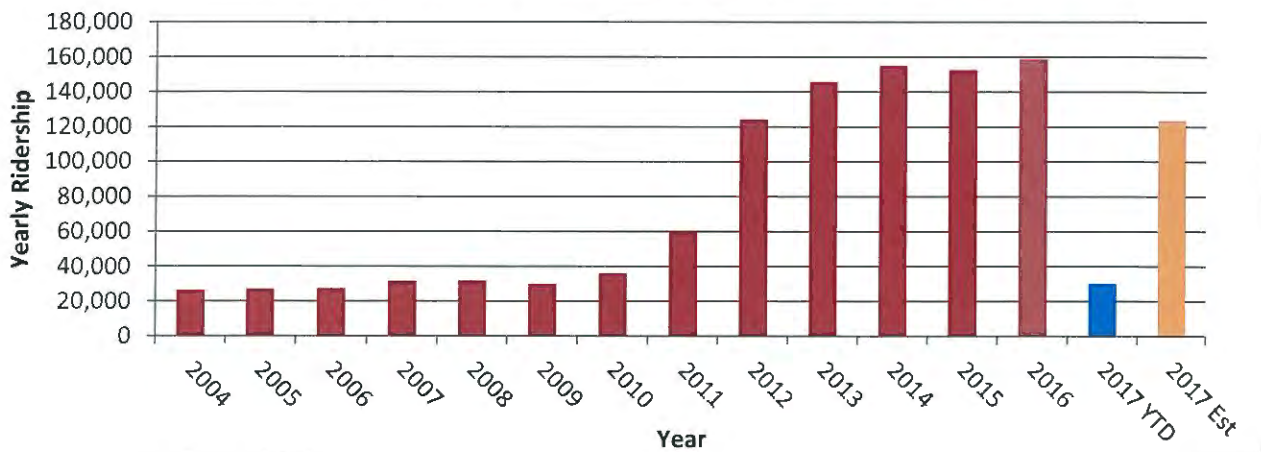
◆ **Pace Route 554**

The most recent data from March 2017 showed average weekday ridership of 451, along with a Saturday average of 232 riders per day. Pace has been asked to verify this data as these numbers represent significant drops in ridership compared to prior years. The annual estimate will be updated as more data becomes available; using the first three months of 2017 suggests much lower ridership than in recent previous years. 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 554 Monthly Ridership**



**Pace Route 554 Annual Ridership Long Term Trend**

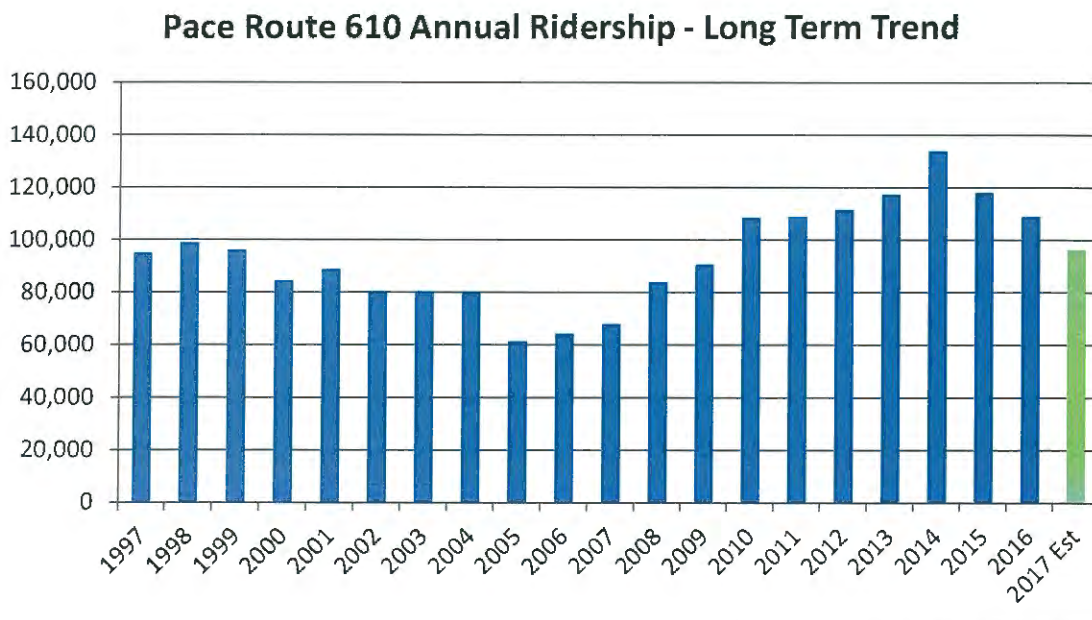
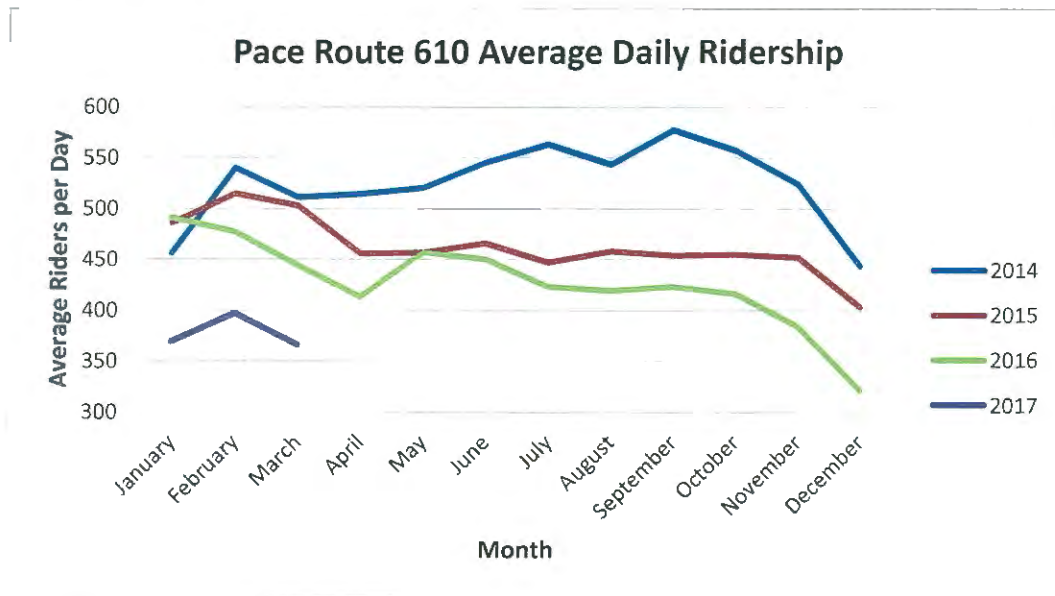


◆ **Pace Route 610 and Sears Centre Park-n-Ride Lot**

The charts below provide a history of Route 610 ridership over a number of years. Total 2016 ridership was less than prior years and 2017 continues to depict a decline in use. Pace has noted a generally lower ridership on comparable types of the routes over the last year. Other 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 until after the startup of the new I-90 services and then monitor levels of use. 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 meet in June once Pace has advanced information on options for connecting service to the I-90 express bus stops. The group last met in August 2016 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. Invitations were sent to companies in the vicinity of Barrington Road with a focus on those who participated in the transit survey earlier in the 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. Other items include the Higgins Education Center, which was contacted seeking to continue outreach to participants in its programs. Additional 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.

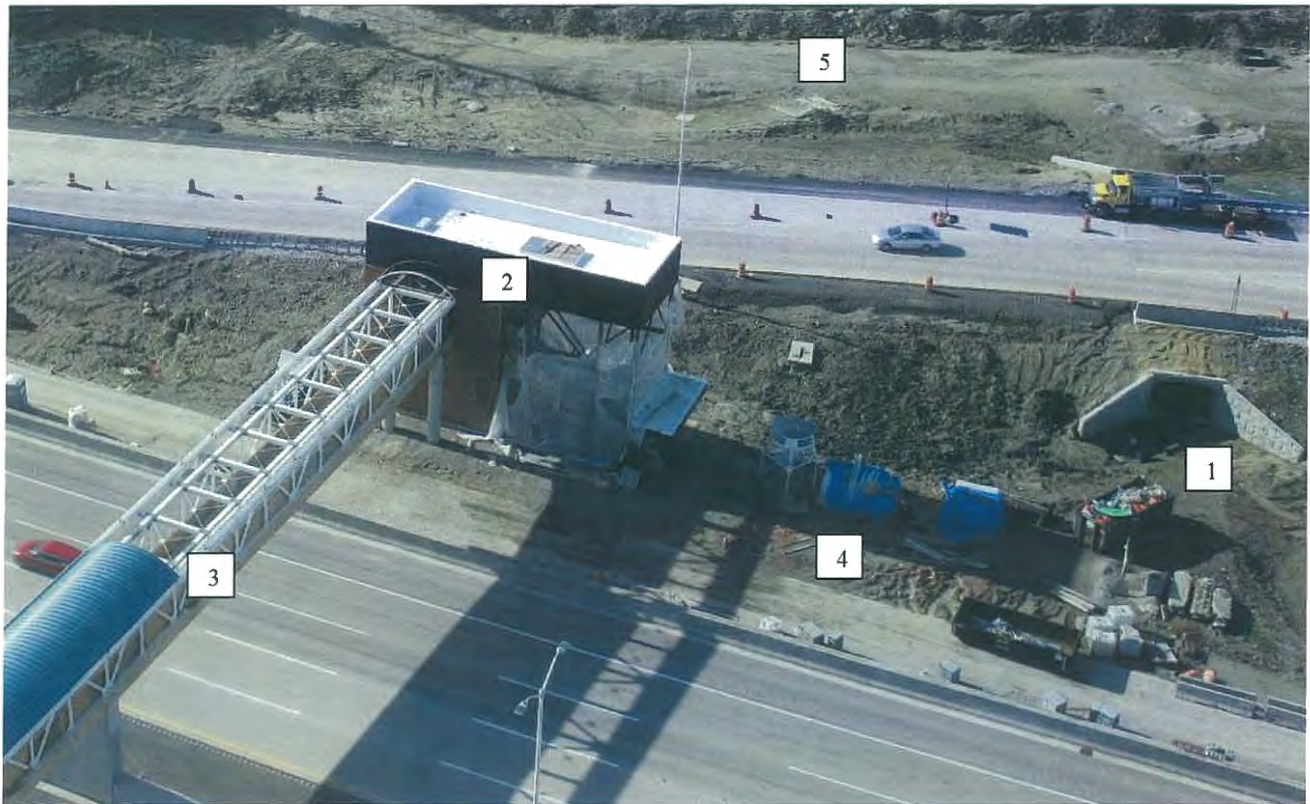
◆ **Pace I-90 Corridor Plans / Park-n-Ride Plans**

Pace is initiating new I-90 based express service with stations at Barrington Road, Randall Road, and IL 25. Bus service to the Randall Road 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 the 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 out for bids on the Park-n-Ride on the north side of I-90 and a Kiss-n-Ride area to the south. The Pace Board may receive a recommendation for contract award in the next month or two. Discussion with Pace has occurred regarding access easements with ComEd for the Kiss-n-Ride on Pembroke Avenue. The Village will request the easement on ComEd property to link the interchange path to 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 fall of 2017.

◆ **Pace I-90 Pedestrian Overpass**

Construction of project components is progressing with the frame completed over the mainline lanes and some roof panels having been placed. Work on the buildings for the stair tower / elevator buildings on both sides of I-90 is ongoing. Utility work such as watermain installation and a sanitary sewer connection to Pembroke Avenue is nearing completion. 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 fall of 2017.





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

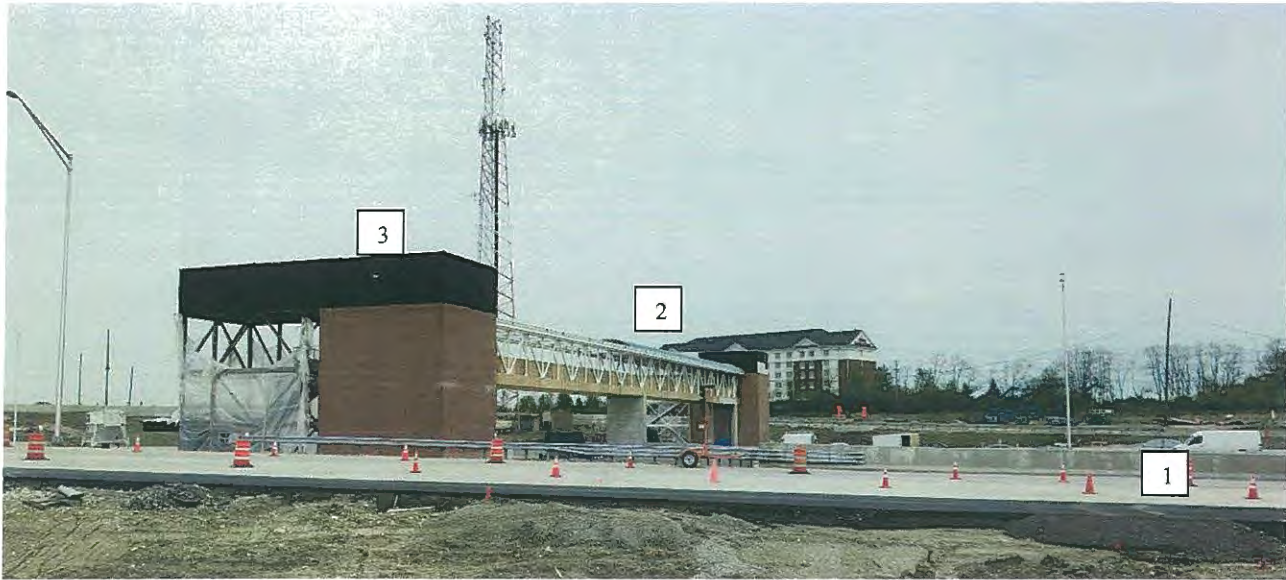
1. Pedestrian way under eastbound entrance ramp
2. South stair tower and elevator building
3. Pedestrian overpass of Tollway mainline lanes with some roof panels installed
4. Location of bus station loading area
5. Future location of Kiss n Ride facility off Pembroke Avenue



**Looking southwest from north side of I-90:**

1. Westbound exit ramp to Barrington Road
2. Pedestrian bridge over mainline lanes
3. Northern stair / elevator building for pedestrian overpass





**Looking north from south side of I-90:**

1. Eastbound entrance ramp to I-90
2. Pedestrian bridge over mainline lanes
3. Southern stair / elevator building

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

Pace is still working on the operational design plan for shuttle service to link nearby residential and business areas to the new I-90 express bus station. The study by Pace and RTA last year focused on options to provide connecting service to the Park-n-Ride and Kiss-n-Ride areas. Extensive outreach was conducted by the Village to solicit input on the I-90 express bus stops and a shuttle bus operation. Once Pace has finalized its operating plans for the connecting service, information will be shared with the Village Board, Transit Improvement Task Force, businesses, and residents. 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)**

Test Phase 2 of the nighttime runway rotation plan started on Sunday April 30 and will last 23 weeks. As before, the rotation schedule and survey for resident input are provided on the City Department of Aviation website (<http://www.airportprojects.net/flyquiettest/>). The goal is to spread aircraft activity around the area to lessen the impact on communities closest to the airport. While the Village voted against the second test phase (as was the case for Test 1) there was enough support for the motion to pass. The rotation plan includes Runway 15/33, which has a diagonal orientation to the northwest and southeast. This runway is planned to be decommissioned in 2018 but is still part of the Test 2 rotation. There may be a third test phase which could exclude the diagonal runway from the rotation plan or included some other sequence of runway use may be identified by the Chicago Department of Aviation for testing. The email complaint system used by the ONCC should continue to be used for comments during this test phase.



**◆ CMAP ON TO 2050 Plan Development**

CMAP staff is undertaking 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 2016 *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**

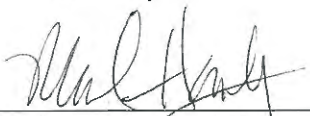
The Greenways Plan was created in the 1990s to identify corridors for pedestrian and bicycle travel to complement waterways, park, and Forest Preserves. Comments were provided for areas located in the Village. Primary corridors of interest include the updated facilities along Barrington Road to be built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

**◆ 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, or other transit related projects. However there is a cap on the funds available which may make the bicycle and pedestrian projects better suited for the Transportation Alternatives Program. Applications for these two programs are typically due late in the 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.

**OTHER ACTIVITIES**

- ◆ Canadian National has been notified on several occasions about the rough crossing on Shoe Factory Road at the tracks. ICC staff was also notified of the conditions at the crossing.
- ◆ 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.



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