

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
July 3, 2017

Immediately Following General Administration and Personnel

Members:	Karen Mills, Chairman	Anna Newell, Trustee
	Gary Stanton, Vice Chairman	Gary Pilafas, Trustee
	Karen Arnet, Trustee	Michael Gaeta, Trustee
		William McLeod, Mayor

- I. Roll Call**
- II. Approval of Minutes – June 12, 2017**

NEW BUSINESS

- 1. Request approval of the following two agreements with Cook County for the Central Road Bicycle Path Project:
 - a. Letter of Intent; and
 - b. Intergovernmental Agreement.
 - 2. 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**

June 12, 2017

I. Roll Call

Members in Attendance:

**Trustee Karen Mills, Chairperson
Trustee Gary Stanton, Vice Chairperson
Trustee Karen Arnet
Trustee Anna Newell
Trustee Gary Pilafas
Trustee Michael Gaeta
Mayor William D. McLeod**

**Management Team Members
in Attendance:**

**Jim Norris, Village Manager
Arthur Janura, Corporation Counsel
Mark Koplín, Asst. Vlg. Mgr., Dev. Services
Mike Hankey, Dir. Of Trans.
Kevin Kramer, Economic Dev. Director
Patti Cross, Asst. Corporation Counsel
Ted Bos, Police Chief
Jordan Lester, Administration Intern
Bruce Anderson, CATV Coordinator
Suzanne Ostrovsky, Asst. to Village Manager**

The Transportation & Road Improvement Committee meeting was called to order at 7:13 p.m.

II. Approval of Minutes

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve the Transportation & Road Improvement Committee meeting minutes from May 8, 2017. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

1. Request acceptance of the Transportation Division Monthly Report.

The Transportation Division Monthly Report was presented to Committee.

Mr. Hankey provided details on IDOT Safety improvements to be made within the Village at two locations. He also provided an update on CN and repairs to the railroad.

Trustee Mills inquired about the timeline for Barrington Road entrance ramp and the smart boards. Mr. Hankey provided an update on all aspects of the interchange project.

Mayor McLeod inquired about the status of the CN bike path project and asked if the State budget issues would impact the work. Mr. Hankey provided an update on the bike path project. Mayor urged Mr. Hankey to keep Senator Duckworth's office apprised of the project.

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 Pilafas, to adjourn the meeting at 7:23 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

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

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of the following two agreements with Cook County for the Central Road Bicycle Path Project:

- a) Letter of Intent; and
- b) Intergovernmental Agreement.

MEETING DATE: July 3, 2017

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: Request approval of the following two agreements with Cook County for the Central Road bicycle path project:

- a. Letter of Intent
- b. Intergovernmental Agreement

BACKGROUND: Discussion on the planning and engineering processes for a new bicycle path on Central Road took place at the October 2016 Transportation and Road Improvement Committee meeting. The Committee recommended moving forward with plans to partner with Cook County to use one of its pre-qualified engineering consultants to begin Phase I engineering. The process to be used would follow state and federal requirements to allow the project to compete for future federal transportation program funds. Construction of a new path would connect the Pace Park-n-Ride, to be built on Central Road, to the existing Paul Douglas Forest Preserve trail. A portion of the path along Central Road from AT&T East Drive to Huntington Boulevard was installed last year as part of the Trumpf development. The Village Comprehensive Bicycle Plan depicts an off-street path on Central Road in this area, eventually extending to Barrington Road.

DISCUSSION: Following Committee direction last fall, staff met with County Department of Transportation and Highways staff to discuss options for initiating Phase I. At a meeting late last year, the County shared that it was starting its own preliminary engineering to assess the reconstruction and resurfacing needs on Central Road in the same general area as the off-street path. The County agreed to include scope of work items for the path in its engineer's tasks. The Village would be responsible for the cost of the Phase I engineering items related to the path. This arrangement is consistent with the discussion and direction from the Transportation and Road

DISCUSSION: (Continued)

Improvement Committee last year. Village staff prepared a scope of work for the path to be included with the County's consultant contract. County staff selected Milhouse Engineering to perform the Phase I work for the assessment of pavement maintenance options. In turn, the County then incorporated the path engineering items into Milhouse's scope of work. Following this process saved time and staff effort compared to having to independently solicit interest and select an engineering firm to complete the Phase I engineering, then coordinate with the County's efforts.

County staff prepared a Letter of Intent (LOI) which covers overall responsibilities for each agency over the entire project development process. They also drafted an intergovernmental agreement (IGA) which is specific to Phase I. Both documents are attached. These were reviewed by Village staff and legal counsel with some minor comments already included in the IGA. Approval of both documents is recommended. In the future, as the project moves into final engineering and construction, an IGA to cover those phases of the project will be presented to the Village Board for approval. An exhibit which shows the project area is attached for reference.

FINANCIAL IMPACT:

The terms of the IGA cover staff support and financial obligations for Phase I engineering. The estimated cost to the Village is approximately \$65,000 for Phase I engineering items related to the path. This amount is consistent with the cost discussed with the Committee last fall. The County will invoice the Village for its share upon approval of Phase I. As the project will be following state and federal processes for federal funding, it is expected Phase I approval would occur sometime in 2018. The 2018 Capital Improvement Program request will include this project. As discussed previously, the source of funds to pay for the Village's share of Phase I engineering will be the Central Road Corridor fund. This is also one of the funding components for the Barrington Road interchange; however, an adequate balance is expected to remain to cover the Village's share of the Central Road path project too.

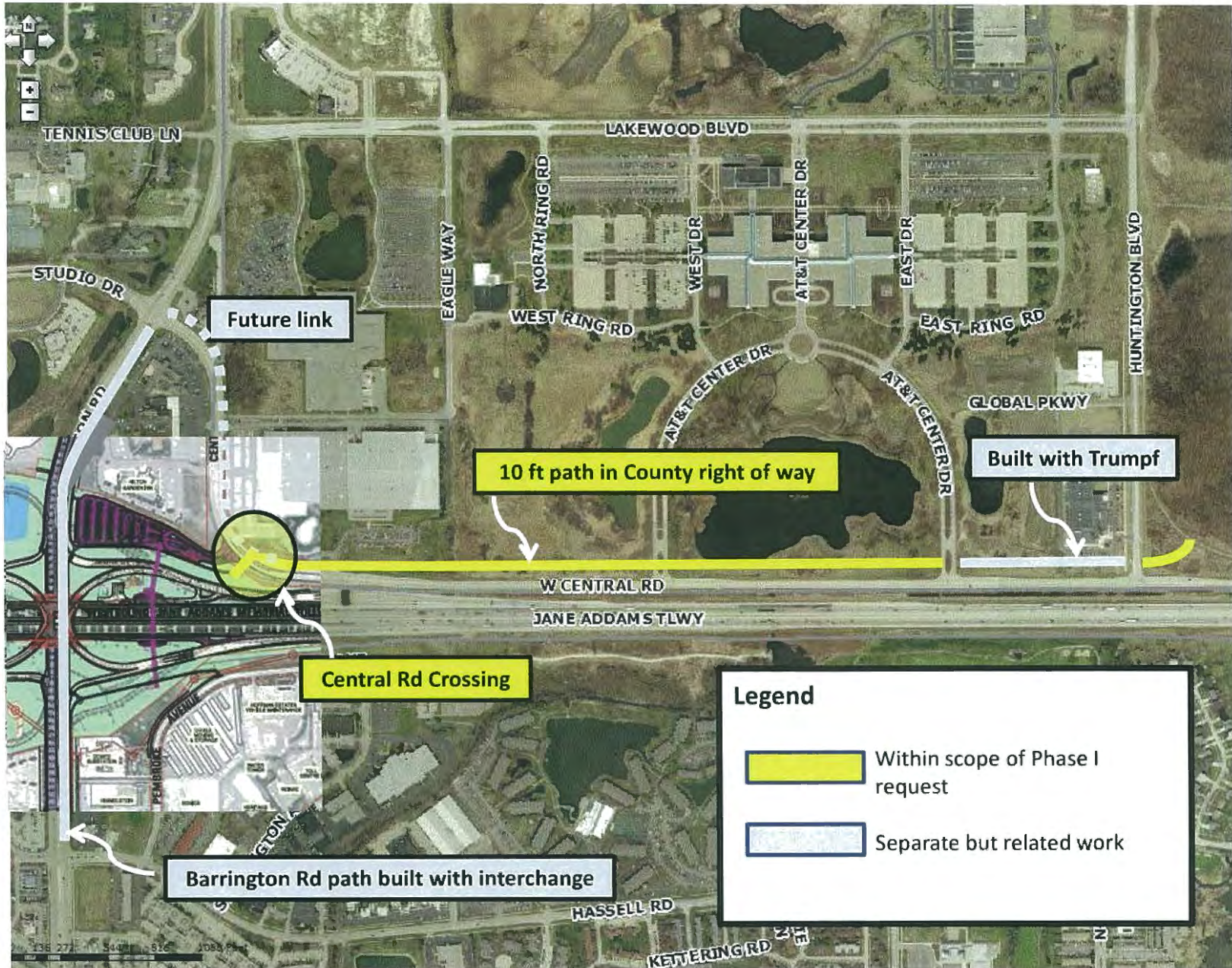
RECOMMENDATION:

Request approval of the following two agreements with Cook County for the Central Road Bicycle Path Project:

- a) Letter of Intent; and
- b) Intergovernmental Agreement.

Attachments

Central Road Bicycle Path – Park & Ride Connectors





Department of Transportation and Highways

John Yonan, P.E.

Superintendent

69 West Washington Street, 24th Floor • Chicago, Illinois 60602-3007 • (312) 603-1601

June 22, 2017

RECEIVED

JUN 26 2017

**ENGINEERING
TRANSPORTATION**

Honorable William D. McLeod
Mayor
Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, Illinois 10169

Re: Letter of Intent
Central Road – Barrington Road to Huntington Boulevard
Multi-Use Path Phase I Engineering Study, Design Engineering,
Construction and Construction Engineering Services

Dear Mayor McLeod:

The Village of Hoffman Estates ("Village") and the Cook County Department of Transportation and Highways ("CCDOTH") desire to enter into an intergovernmental partnership to realize the roadway improvement and construction of a multi-use path on Central Road from Barrington Road to Huntington Boulevard. The roadway improvement and multi-use path on Central Road will provide an important connection to the Jane Addams Memorial Tollway (I-90) Rebuilding and Widening Project, specifically as it relates to the Barrington Road Tollway Interchange. It will also provide a connection to the new Pace Park-n-Ride/Kiss-n-Ride facility which in turn supports the new express bus stops on I-90 just east of Barrington Road while also joining the newly constructed pedestrian bridge over I-90 to link the express bus stops on the north and south sides of I-90.

In the interests of advancing the planning and construction of the Central Road rehabilitation and multi-use path project from Barrington Road to Huntington Boulevard, CCDOTH agrees to serve as the lead agency for the preliminary engineering, design engineering, construction, and construction engineering of the project. In exchange, the Village agrees to reimburse CCDOTH for the Department's actual expenditures pertaining to the multi-use path in accordance with the provisions set forth below. This Letter of Intent ("LOI") is not intended to be a binding contract, but rather a summary and memorialization of the initial intentions of CCDOTH and the Village with regard to preliminary engineering, design and construction of the Central Road rehabilitation and multi-use path project from Barrington Road to Huntington Boulevard. If the Village concurs with the terms set forth below, please countersign this LOI and return a copy to my attention.

TONI PRECKWINKLE

PRESIDENT

Cook County Board
of Commissioners

RICHARD R. BOYKIN
1st District

ROBERT B. STEELE
2nd District

JERRY BUTLER
3rd District

STANLEY MOORE
4th District

DEBORAH SIMS
5th District

EDWARD M. MOODY
6th District

JESUS G. GARCIA
7th District

LUIS ARROYO JR.
8th District

PETER N. SILVESTRI
9th District

BRIDGET GAINER
10th District

JOHN P. DALEY
11th District

JOHN A. FRITCHEY
12th District

LARRY SUFFREDIN
13th District

GREGG GOSLIN
14th District

IMOTHY O. SCHNEIDER
15th District

JEFFREY R. TOBOLSKI
16th District

SEAN M. MORRISON
17th District

Re: Letter of Intent

Central Road – Barrington Road to Huntington Boulevard
Multi-Use Path Phase I Engineering Study, Design Engineering,
Construction and Construction Engineering Services

In order that the Village and CCDOTH may benefit from the proposed improvements, CCDOTH requests concurrence with the following:

1. The County will be the lead agency for the Phase I (Preliminary Engineering), Phase II (Design Engineering) and Phase III (Construction and Construction Engineering) for the rehabilitation of Central Road from Barrington Road to Huntington Boulevard and the construction of multi-use path on Central Road with a logical termini from Barrington Road to Grassy Ridge Meadows Forest Preserve Path.
2. Phase I Engineering Study for the road rehabilitation and the multi-use path includes the following: project management meetings, geometric alternatives, traffic engineering, topographic survey, data collection and environmental study, public outreach, drainage study, geotechnical investigation, project development report, wetland impact evaluation and crash analysis, all other related work necessary to complete the Phase I documentation for IDOT approval.
3. Phase II Design Engineering for the road rehabilitation and the multi-use path includes the following: general administration, coordination with various agencies and utility companies; preparation of right-of-way plans and documents, right-of-way acquisition, plats and legals, preparation of pre-final and final construction plans, specifications, estimates and contract documents; project administration, coordination with regulatory agencies and permit acquisition, field services, construction assistance, shop drawing review and various meetings.
4. Phase III Construction Engineering and Construction for the road rehabilitation and the multi-use path includes the project to be built in accordance with the approved plans, specifications and contract documents.
5. The Village will provide 100% financial reimbursement for the applicable portions of the preliminary engineering, designing, construction and construction engineering of the multi-use path.

Re: Letter of Intent

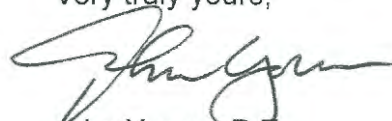
Central Road – Barrington Road to Huntington Boulevard
Multi-Use Path Phase I Engineering Study, Design Engineering,
Construction and Construction Engineering Services

6. Right of Way or easement for the multi-use path shall be responsibility of the Village and include acquiring at its sole expense any and all right-of-way and/or temporary easements necessary for the multi-use path, including preparation of surveys, plats and legal descriptions, appraisals and negotiation services.
7. The Village shall have the opportunity to review and approve all applicable documentation.
8. After the completion of construction, the multi-use path will be owned and maintained by the Village, which will be responsible for its maintenance, operation, repair and replacement.
9. The Village and the CCDOTH will enter into an Intergovernmental Agreement ("IGA") which will be a binding agreement setting forth the terms and obligations associated with the preliminary engineering, design engineering, construction, and construction engineering for the multi-use path.

It is mutually understood that this Letter of Intent is not a legally binding agreement. The draft Intergovernmental Agreement for the multi-use path portion of the entire Phase I study has commenced and the scope of services and cost estimate of consultant services for the project has been approved by CCDOTH and the Village. The Intergovernmental Agreement will formalize our specific obligations and project costs.

If you concur with this Letter of Intent, please countersign both copies in the space provided below. Retain one copy and return the original signed copy to this Department at your earliest convenience. If you have questions regarding this matter, please contact me or Ms. Tara Orbon, P.E., Chief Engineer of the Project Development Bureau, at 312-603-1745.

Very truly yours,



John Yonan, P.E.
Superintendent
Department of Transportation and Highways
Cook County, Illinois

Honorable William D. McLeod

Page 4

June 22, 2017

Re: Letter of Intent

Central Road – Barrington Road to Huntington Boulevard
Multi-Use Path Phase I Engineering Study, Design Engineering,
Construction and Construction Engineering Services

CONCUR: _____ Date: _____

Honorable William D. McLeod
Mayor
Village of Hoffman Estates

ATTEST: _____ Date: _____

cc: Mr. Michael Hankey, P.E., Village of Hoffman Estates

INTERGOVERNMENTAL AGREEMENT

THE COUNTY OF COOK

THE VILLAGE OF HOFFMAN ESTATES

CENTRAL ROAD

Barrington Road to Huntington Boulevard
Section: 14-6PESV-03-ES

This **Intergovernmental Agreement** (the "Agreement") is made and entered into by and between the County of Cook (the "County"), a body politic and corporate of the State of Illinois, and the Village of Hoffman Estates (the "Village"), a municipal corporation of the State of Illinois. The County and the Village are sometimes individually referred to as "Party" and collectively referred to as the "Parties."

RECITALS

WHEREAS, the Constitution of the State of Illinois, 1970, Article VII, Section 10, authorizes units of local government to contract or otherwise associate among themselves in any manner not prohibited by law or ordinance; and

WHEREAS, the provisions of the Intergovernmental Cooperation Act, 5 ILCS 220/1 *et seq.*, authorize and encourage intergovernmental cooperation; and

WHEREAS, the County by virtue of its powers as set forth in the Illinois Constitution and in the Counties Code, 55 ILCS 5/1-1 *et seq.*, and the Illinois Highway Code, 605 ILCS 5/1-101 *et seq.*, is authorized to enter into this Agreement; and

WHEREAS, the Village by virtue of its powers as set forth in the Illinois Constitution and in the Illinois Municipal Code, 65 ILCS 5/1-1-1 *et seq.*, is authorized to enter into this Agreement; and

WHEREAS, the County and the Village are home rule units of local government under the Illinois Constitution and have the constitutional and statutory authority to enter into this Agreement; and

WHEREAS, the County and the Village, in order to facilitate the free flow of traffic and ensure the safety of bicyclists, pedestrians and the motoring public, are desirous of undertaking and completing a Phase I Engineering Study of Central Road rehabilitation from Barrington Road to Huntington Boulevard; and, said study to include project management meetings, geometric alternatives, traffic engineering, topographic survey, data collection and environmental study, public outreach, drainage study, geotechnical investigation, project development report, wetland impact evaluation and crash analysis (hereinafter called "STUDY"), and said STUDY is herein designated as County Section: 14-6PESV-03-ES; and

WHEREAS, the Village has requested that the County include in its STUDY for off street multi-use path engineering study along the Central Road to the north with a logical termini from Barrington Road to Grassy Ridge Meadows Forest Preserve Path; and

WHEREAS, the County is willing to be the lead agent for STUDY; and

WHEREAS, the County and the Village, by this instrument, desire to memorialize their respective responsibilities toward engineering and funding of the STUDY; and

NOW THEREFORE, in consideration of the promises, covenants, terms and conditions set forth in this Agreement, the Parties hereto agree as follows:

SECTION 1. INCORPORATION OF RECITALS

The above recitals are incorporated into this Agreement as if fully set forth herein.

SECTION 2. TERM AND TERMINATION

This Agreement between the County and the Village shall not become effective unless authorized and executed by the Cook County Board of Commissioners and Village Board of Trustees. This Agreement is a legal, valid and binding agreement, enforceable against the Village and the County, in accordance with its terms. This Agreement shall terminate upon completion of the STUDY. Notwithstanding the foregoing, the Parties hereto agree that the provisions of Section 5.3 Payments to the County herein shall survive termination of this Agreement, unless expressly terminated by the Parties in a writing signed by both parties.

SECTION 3. STUDY FUNDS

- 3.1 County's Share of the STUDY. The County's share of the expenses for the STUDY shall be equal to the actual cost of the STUDY less the Village share of the STUDY. The County's total estimated cost for the STUDY is Two Hundred Twenty-Eight Thousand Two-Hundred Ninety-Seven and 44/100 Dollars (\$228,297.44).
- 3.2 Village's Share of the STUDY. The Village's share of the expenses for the STUDY shall be equal to the actual cost of the multi-use path STUDY. The Village's total estimated cost for the multi-use path STUDY is Sixty-Four Thousand Three Hundred Six and 62/100 Dollars (\$64,306.62).
- 3.3 Cost Estimates. A Funding Breakdown for the STUDY is incorporated into this Agreement and attached hereto as Exhibit A. The Funding Breakdown is only an estimate and does not limit the financial obligations of the Parties as described in 3.1 and 3.2 above.

SECTION 4. COUNTY'S RESPONSIBILITIES

- 4.1 County as Lead Agent; Appropriation of Funds. The County shall finance the engineering costs and act as Lead Agent for the STUDY with reimbursement from the Village for its share of the STUDY.
- 4.2 Design Engineering. The County shall execute an engineering services contract for the STUDY, subject to contract review and approval by the Village.
- 4.3 Public Meetings. The County shall conduct a public meeting or hearing for the STUDY as required by IDOT.
- 4.4 Development. The County shall submit STUDY reports, analyses, plans, technical presentations, studies, right-of-way documentation, etc. to the Village and to IDOT for review and secure concurrence from the Village and IDOT.
- 4.5 STUDY Results. The County shall furnish the Village with one electronic copy of the Final Report for the STUDY upon completion.

SECTION 5. VILLAGE'S OBLIGATIONS

- 5.1 Contract Review. The Village shall review the STUDY Phase I engineering contract proposal for multi-use path for adequacy and acknowledge its concurrence for same to the County.
- 5.2 Submittal Review: The Village shall review consultant submittals in a timely manner.
- 5.3 Payments to the County. The costs that the Village is obligated to pay as described in Section 3. Study Funds, shall be paid in one installment as follows:
- 5.3.1 A single installment based upon the actual costs for the STUDY shall be invoiced by the County within ninety (90) days following Village approval of final report for the STUDY and the Village shall pay the County within ninety (90) days after receipt of the invoice from the County.
- 5.3.2 Payments to the County shall be by check payable to the Treasurer of Cook County, for deposit into the County's Motor Fuel Tax Account 600-585 and identified as Section: 14-6PESV-03-ES. The check shall be delivered to the Superintendent, Cook County Department of Transportation and Highways.

SECTION 6. GENERAL PROVISIONS

- 6.1 Governing Law and Venue. This Agreement shall be interpreted under, and governed by, the laws of the State of Illinois, without regard to conflict-of-law principles. Any claim, suit, action, or proceeding brought in connection with this Agreement shall be in the Circuit Court of Cook County and each Party hereby irrevocably consents to the personal and subject matter jurisdiction of such court and waives any claim that such court does not constitute a convenient and appropriate venue for such claims, suits, actions, or proceedings.
- 6.2 Default. The Village shall be in default hereunder in the event of a material breach by the Village of any term or condition of this Agreement including, but not limited to, a representation or warranty, where the Village has failed to cure such breach within thirty (30) days after written notice of the breach is given to Village by the County, setting forth the nature of such breach. Failure of County to give written notice of breach to the Village shall not be deemed to be a waiver of the County's right to assert such breach at a later time. Upon default by the Village, the County shall be entitled to exercise all available remedies at law or in equity, including, but not limited to, termination of this Agreement upon thirty (30) days' written notice to the Village.

The County shall be in default hereunder in the event of a material breach by the County of any term or condition of this Agreement including, but not limited to, a representation or warranty, where the County has failed to cure such breach within thirty (30) days after written notice of the breach is given to the County by the Village, setting forth the nature of such breach. Failure of Village to give written notice of breach to the County shall not be deemed to be a waiver of the Village's right to assert such breach at a later time. Upon default by the County, the Village shall be entitled to exercise all available remedies at law or in equity, including, but not limited to, termination of this Agreement upon thirty (30) days' written notice to the County.

- 6.3 Modification. This Agreement may not be altered, modified or amended except by a written instrument approved and signed by both Parties; provided, however, the Parties agree that provisions required to be inserted in this Agreement by laws, ordinances, rules, regulations or executive orders are deemed inserted whether or not they appear in this Agreement and that in no event will the failure to insert such provisions prevent the enforcement of this Agreement.
- 6.4 Binding Successors. The Parties agree that their respective successors and assigns shall be bound by the terms of this Agreement.
- 6.5 Force Majeure. Neither the County nor the Village shall be liable for failing to fulfill any obligation under this Agreement to the extent any such failure is caused by any event beyond such Party's control and which event is not caused by such Party's fault or negligence. Such events shall include, but are not limited to, acts of God, acts of war, fires, lightning, floods, epidemics or riots.
- 6.6 Time of the Essence. The obligations of the Parties as set forth in this Agreement shall be performed in a timely manner such that it will not result in a delay of the Project timetable as determined by the Parties.
- 6.7 Notices. Unless otherwise specified, any notice, demand or request required under this Agreement must be given in writing at the addresses set forth below by any of the following means: personal service, overnight courier or first class mail.

TO THE COUNTY:

Mr. John Yonan, P.E.
Superintendent
Cook County Department of Transportation and Highways
69 West Washington Street, 24th Floor
Chicago, IL 60602

TO THE VILLAGE OF HOFFMAN ESTATES:

Mr. James H. Norris
Village Manager
Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169

- 6.8 Entire Agreement. This Agreement constitutes the entire agreement between the County and the Village, and merges all discussion between them and supersedes and replaces any and every other prior or contemporaneous agreement, negotiation, understanding, commitment and writing with respect to such subject matter hereof.
- 6.9 Counterparts. This Agreement is comprised of several identical counterparts, each to be fully executed by the Parties and each to be deemed an original having identical legal effect.

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INTERGOVERNMENTAL AGREEMENT
CENTRAL ROAD
Barrington Road to Huntington Boulevard
Section: 14-6PESV-03-ES

IN WITNESS WHEREOF, the County and the Village have caused this Agreement to be executed by their respective officials on the dates as shown.

EXECUTED BY COUNTY:

EXECUTED BY
VILLAGE OF HOFFMAN ESTATES:

Toni Preckwinkle
President
Cook County Board of Commissioners

William D. McLeod
Mayor

This ____ day of _____ A.D. 2017.

This ____ day of _____ A.D. 2017.

ATTEST: _____
County Clerk

ATTEST: _____
Village Clerk

(SEAL)

(SEAL)

RECOMMENDED BY:

APPROVED AS TO FORM:
Kimberly M. Foxx, State's Attorney

John Yonan, P.E.
Superintendent
County of Cook
Department of Transportation and Highways

Assistant State's Attorney

EXHIBIT A

Funding Breakdown

ITEM	TOTAL ESTIMATED COST	VILLAGE SHARE *	COUNTY SHARE
Phase I Engineering Applicable STUDY costs	\$292,604.06	\$64,306.62*	\$228,297.44
TOTAL	\$292,604.06	\$64,306.62*	\$228,297.44

***Village Share is only for Multi-use path STUDY costs**

TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

MONTHLY REPORT JULY 2017

ROAD PROJECTS

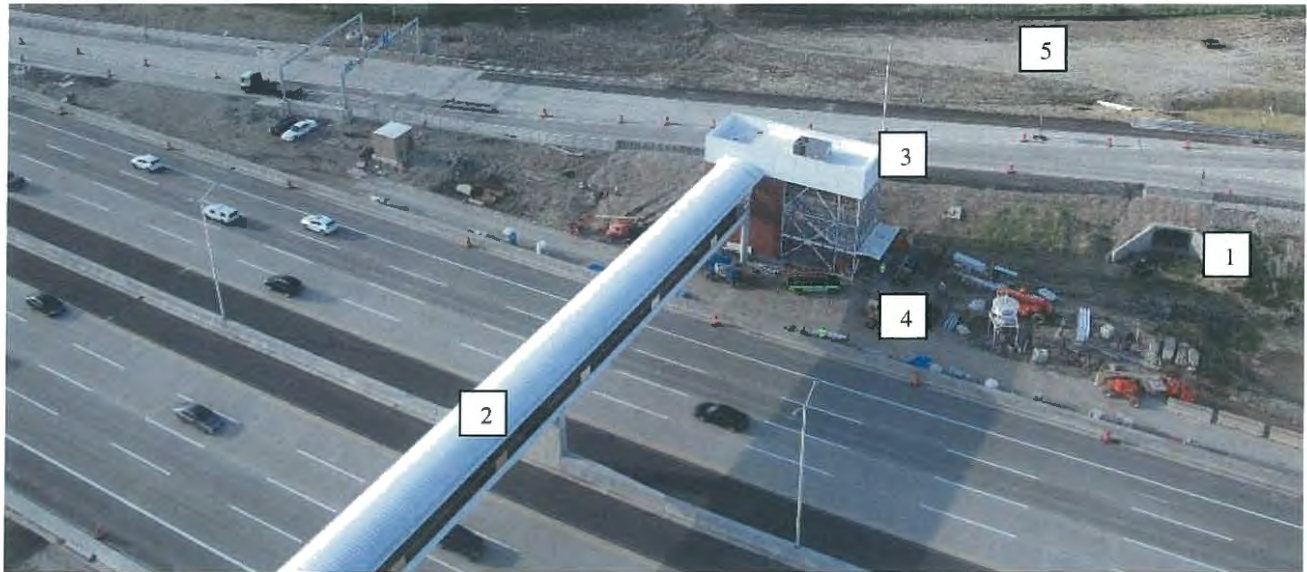
◆ **Barrington Road Interchange**

Construction continues on the eastbound exit ramp to Barrington Road. Base grindings have been placed for the new exit ramp alignment and bus lane turnout. The new eastbound I-90 exit to Barrington Road is targeted to open in late 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 toward Barrington Road along I-90:

1. Westbound entrance ramp
2. 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
3. Stair / Elevator tower building for Pace I-90 Express Bus station
4. Bus lane and location of bus station loading area
5. Kiss-n-Ride area – to be constructed



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

1. Preparing base for balance of westbound exit ramp
2. Pedestrian bridge
3. Overhead lane control gantry for eastbound I-90 SMART Road technology
4. Rough alignment for westbound Pace ramp to Express Bus station



Looking south along Barrington Road south of the Barrington Road interchange:

1. Retaining wall construction east side of Barrington Road
2. Hassell Road
3. Barrington Road
4. Excavation for new northbound lanes on Barrington Road

Pavement removal on Barrington Road south of the I-90 bridge is progressing. Installation of the retaining wall on the east side of Barrington Road north of Hassell Road is advancing. Backfilling operations are taking place on the roadway side of the wall to prepare for the pavement base and paving. Additional pavement removal and replacement will be done in the median areas of Barrington Road both north and south of the bridge. Hassell Road will remain in the current staged configuration until pavement widening on the east side of Barrington Road has advanced. A channelizing island also remains to be built in the northeast corner at Hassell Road. 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. One sign truss for southbound traffic was installed north of the bridge. A larger, over-the-lane sign truss will be installed south of the bridge in the next month. 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 toward the end of the project.

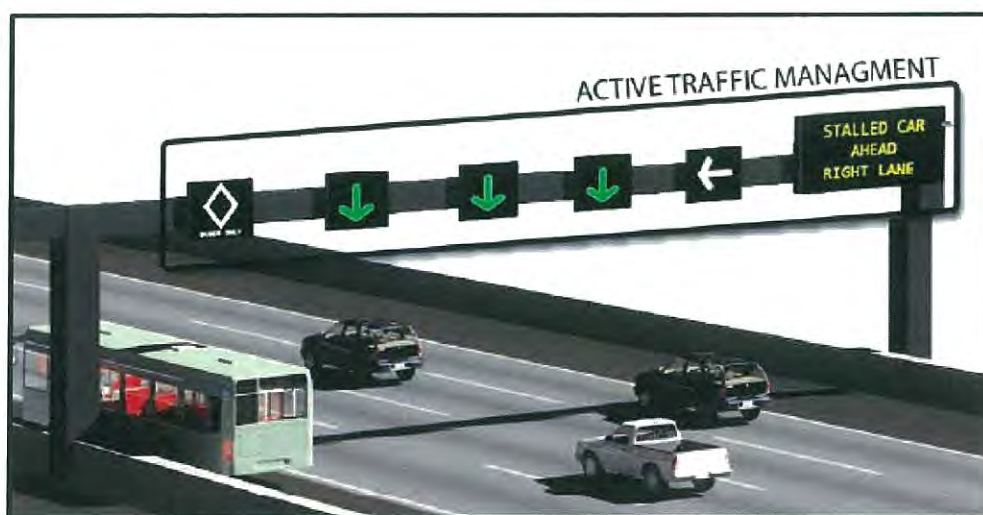
All four of the ramps will have tolls of \$0.45 for passenger cars with IPASS which matches the existing toll on the westbound exit. Cash rates for passenger cars are double the IPASS rate, with higher tolls for trucks. The ramps to and from the west will be IPASS only. The existing westbound exit ramp 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 periodic lane closures for some remaining work. 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 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 provide travel time and other 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 later in 2017. For Pace's 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 backfilling of median areas and restoration remains. Lane closures for finishing the median, outside pavement edge, and roadsides will continue. Temporary signals are still in place at the Roselle Road exit ramp with permanent equipment to be installed this year.

A separate project will make changes to Central Road for the new westbound entrance ramp of the Roselle Road interchange. Cook County, the Illinois Tollway, and Schaumburg are working together on completion of the full interchange at Roselle Road. The schedule called for work on Central Road to begin in May and last through the end of the year, however, the project has not started yet. As the road will be reconstructed, it will be closed during construction with a detour for through traffic using Ela, Roselle, and Algonquin Roads. When the County 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) 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 was held to help ensure 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. Paving work is progressing.

◆ **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 is doing a concrete patching project on IL 59 similar to the project completed on Algonquin Road several years ago. Sections of concrete are removed and precast panels placed to make the repair. Work is underway with lane closures to facilitate the work. The scope also includes some curb replacement in both median and outside edges of the roadway.

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

IDOT work is underway with resurfacing between Barrington Road and Higgins Road. The majority of paving has been done and striping will be installed next. The scope of the project consists of resurfacing and patching and is expected to be completed in summer 2017.

◆ **Higgins Road Signal Modifications – Huntington Boulevard, Shoe Factory Road / Greenspoint**

IDOT is modifying the signal operations and equipment at the Higgins Road intersections with Huntington Boulevard and Shoe Factory Road / Greenspoint Parkway. Left turns from Higgins Road to these cross streets will be allowed only on a protected green left turn arrow once the changes are made. The State is making these modifications to address left turn crash patterns which have occurred at these locations. It is possible IDOT will follow-up with additional geometric improvements in the coming years. The State coordinated the signal modifications with Village staff. Their work should be completed by IDOT's electrical contractor in June or July.

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. IDOT has reviewed the document and provided some feedback on requirements for federal grant projects. TranSystems is preparing information to submit the Phase I documents to IDOT for review in the fall. Other property easements and accommodations for the path are ongoing. Environmental studies, wetland delineation, and related documents have been submitted to IDOT. 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 Boulevard 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. A preconstruction meeting was held on June 20. The lack of a State budget again could mean delays for federally funded projects. Legislators have been encouraged to authorize expenditure of federal funds which pass through the State to help pay for local projects. Last year the same predicament arose with the legislature approving use of these funds independent of the overall budget. The work schedule will be determined once a resolution is reached.

Hillcrest Boulevard from Jones Road to Roselle Road is complete with work for restoration and punch list work underway. Moon Lake Boulevard from Higgins Road to Golf Road is also in the punchlist stage. Close out of the project will likely occur later this year.

◆ **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 Lane 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 was 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. County staff interviewed Village staff members to get additional information on the application. County staff stated interviews are part of their process for the over 100 applications submitted. 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**

A BPAC meeting was scheduled June 14 but due to a lack of a quorum only general discussion occurred. The Community Bike Ride is scheduled for July 2. BPAC members will lead the event. Future meeting topics include beginning work on updating the bike plan and setting goals for the future

focus of the group. 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 are also items of interest for future meetings. 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.

◆ **Central Road Bicycle Path Project Proposal**

Staff attended a kickoff meeting with Cook County and its consultant team on June 6. Field work is underway. A variety of supporting information and documents are being provided to the County to assist in the design effort. The Phase I study will be conducted according to federal requirements, even though no federal funding will be used for the preliminary design. However, satisfying all requirements now will position the project to apply for future funding to assist with Phase II and construction activities. The Village's share of the Phase I design is about \$65,000. An item for the project letter of intent and intergovernmental agreement is on this month's agenda.

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. Coordination with the Forest Preserve will be required as the east end of the project will link Huntington Boulevard to the existing Paul Douglas trail.

◆ **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**

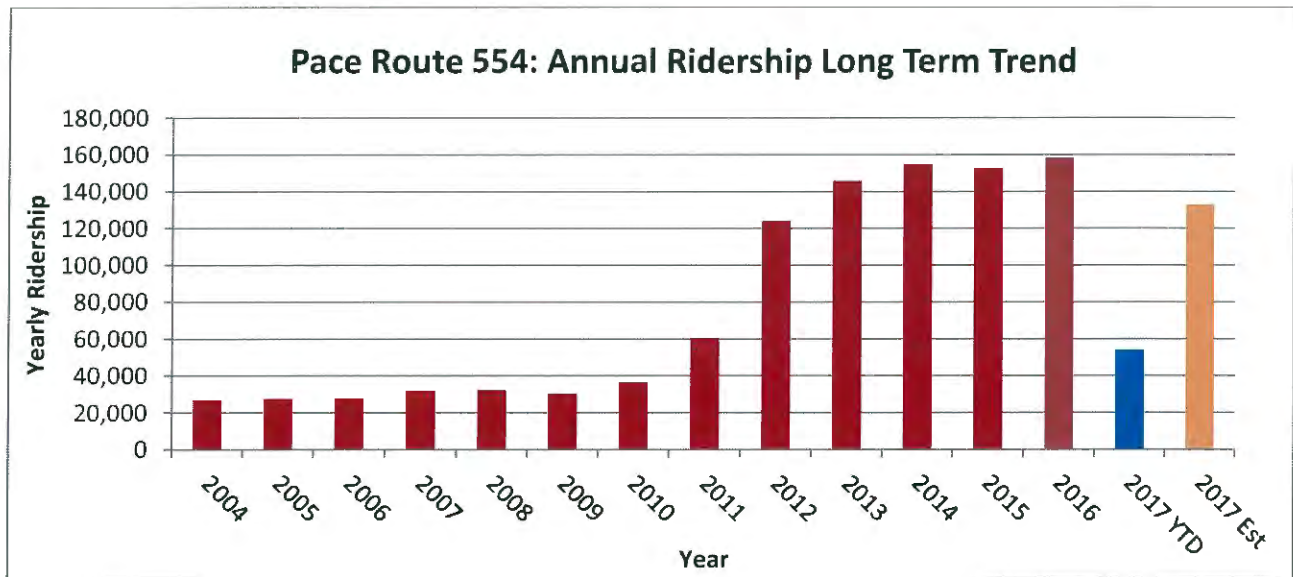
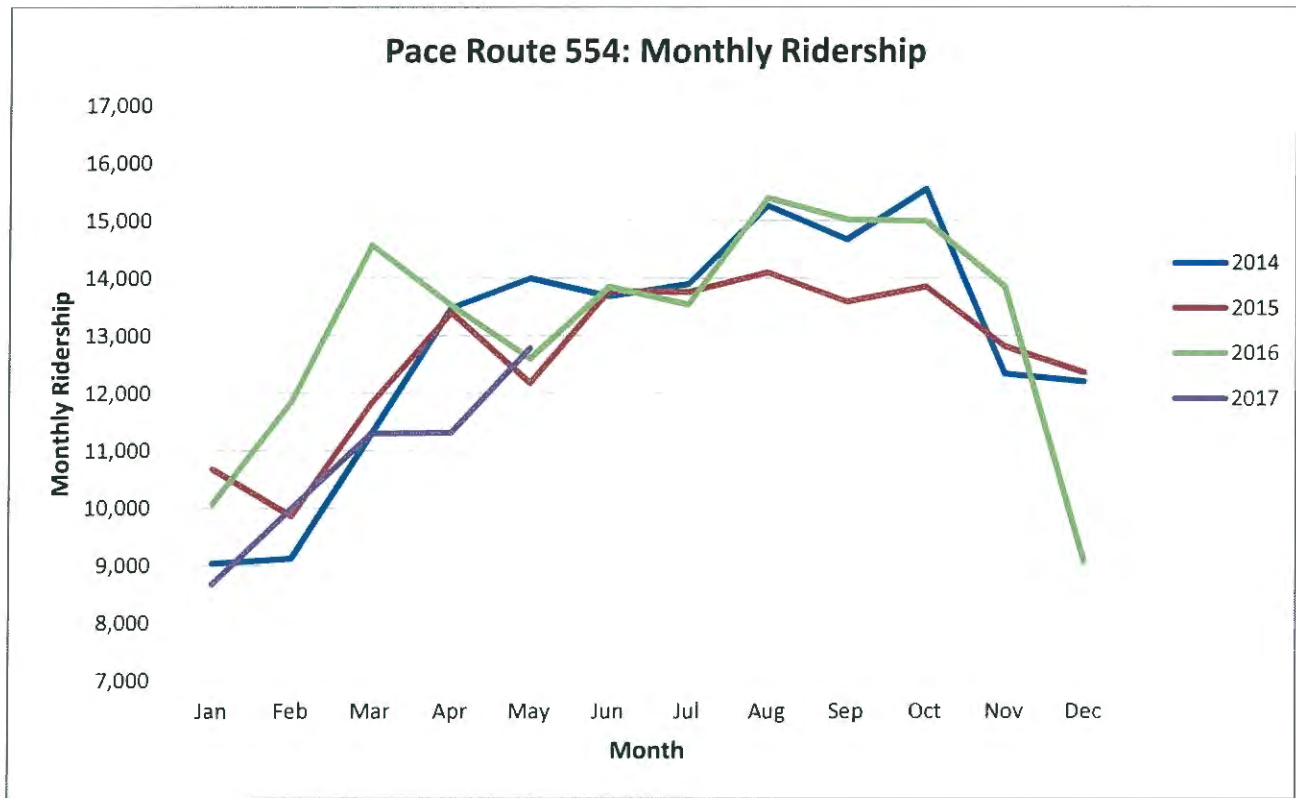
The new coupons, valued at \$7 each, are being distributed to program registrants and the new income criteria are also in effect. Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 564 residents have registered for the program; further review of the program registration indicates the number of current eligible registrants totals 348. Coupons redeemed to date in 2017 total 2,451. 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**

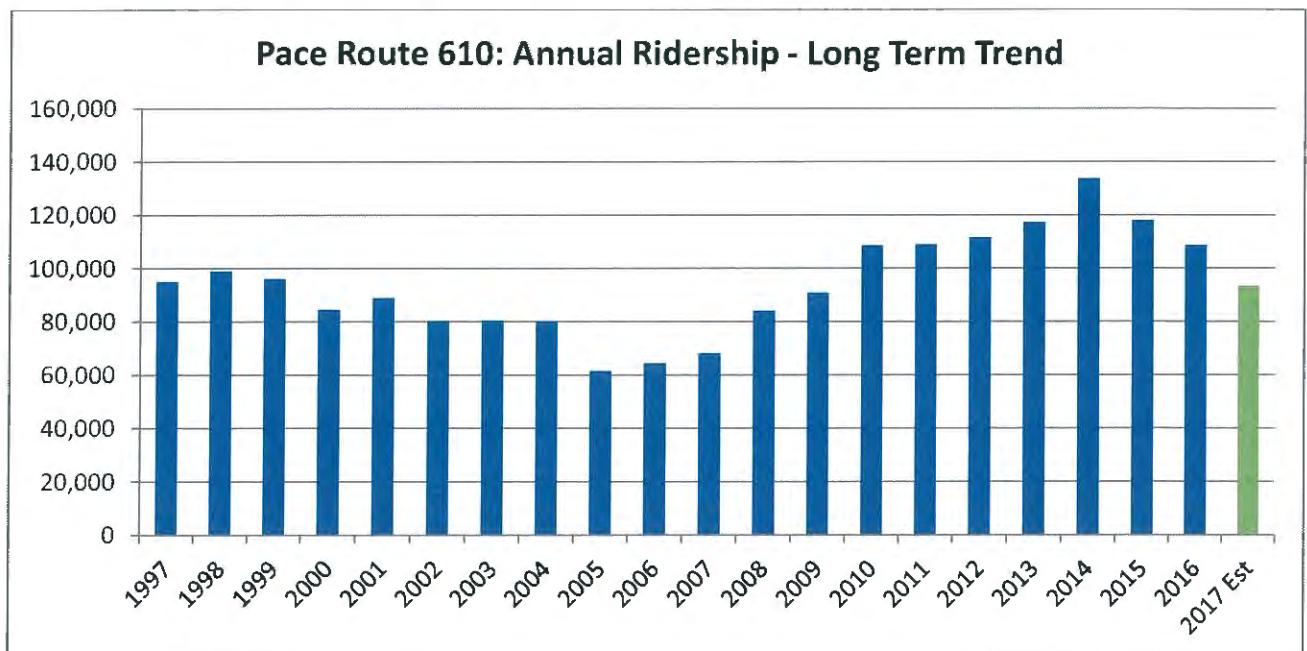
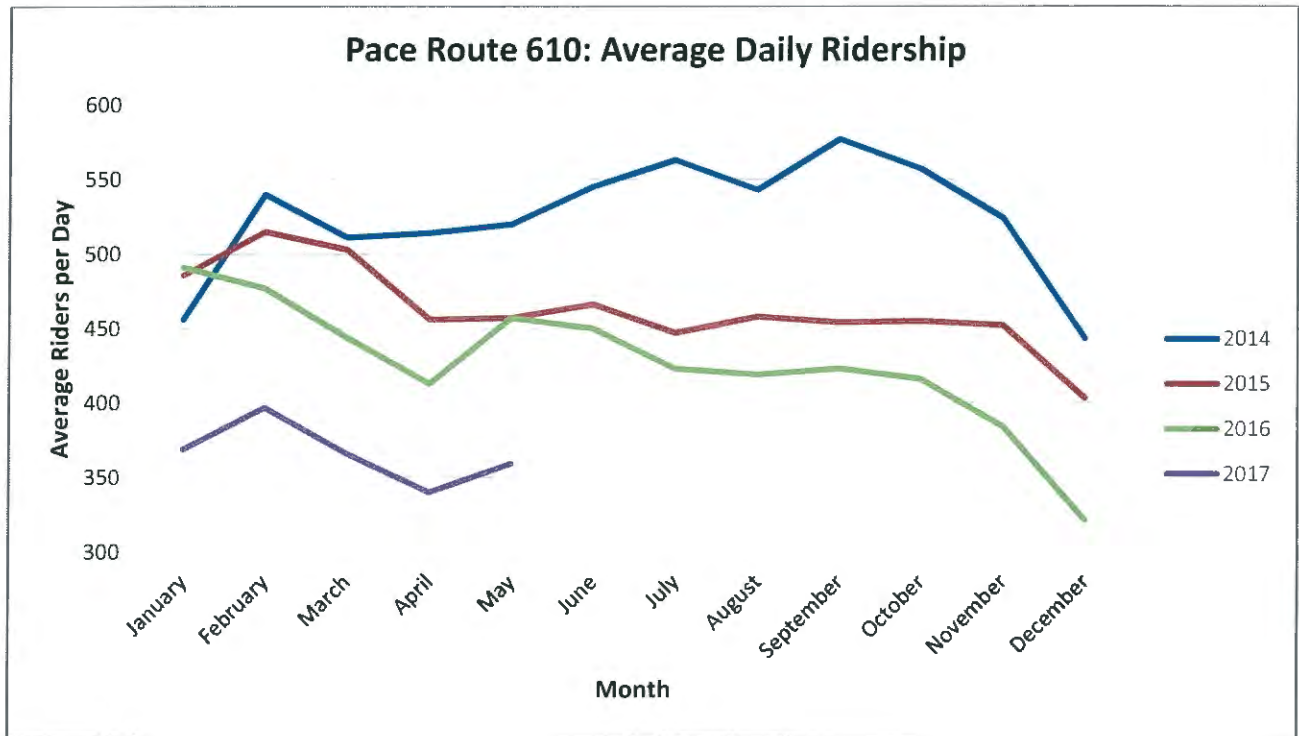
The most recent data from May 2017 showed average weekday ridership of 528, along with a Saturday average of 293 riders per day. The drop in ridership mirrors an overall trend seen on other Pace routes especially compared to usage seen in 2014. Recent months have indicated some rebound in ridership on Route 554. However, longer periods of time are best used for comparisons among 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 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 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 once Pace has advanced information on options for connecting service to the I-90 express bus stops. At the last meeting, Tollway and Pace representatives discussed the interchange, I-90 express bus services, Park-n-Ride / Kiss-n-Ride, and circulator studies. 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 late 2017 once those facilities are constructed. 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 awarded the contract to Plote for the Park-n-Ride on the north side of I-90 and a Kiss-n-Ride area to the south. Discussion with Pace has occurred regarding access easements with ComEd for the Kiss-n-Ride on Pembroke Avenue. The Village is requesting the easement on ComEd property for a path connection 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 of the Park-n-Ride in late 2017 with the Kiss-n-Ride dependent upon when Pace obtains the ComEd easement.

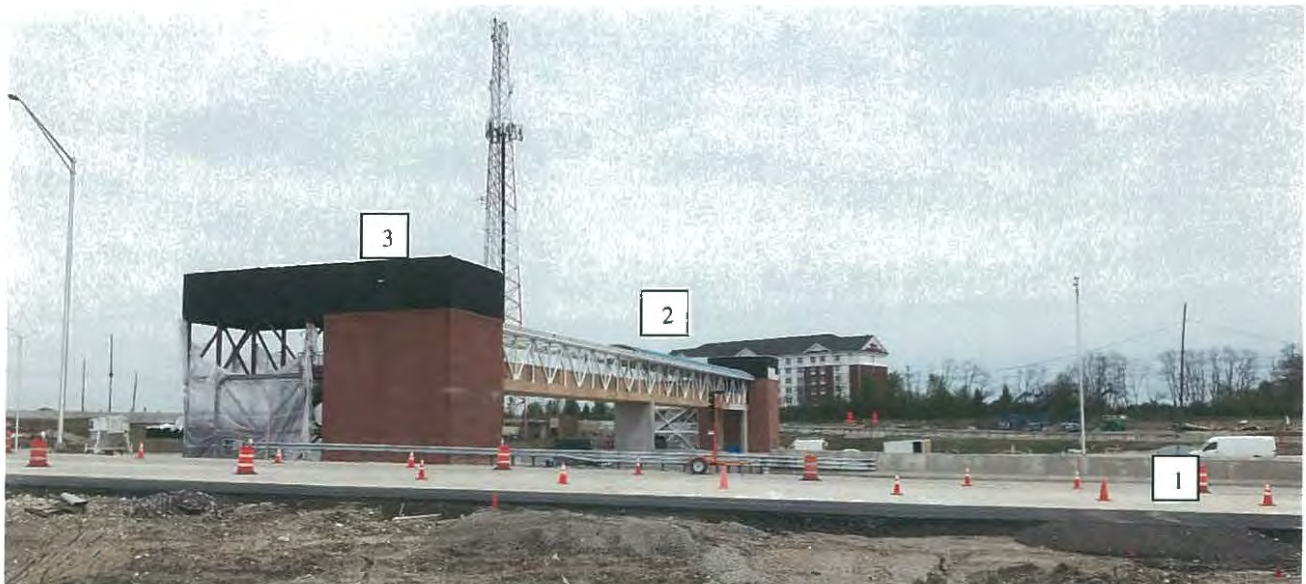
◆ Pace I-90 Pedestrian Overpass

The overpass structure is in place and glass panels are being installed. 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 complete. 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 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 continue through mid-July. 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. A Test 3 rotation plan was approved at the June 2017 full Commission meeting. Test 3 excludes Runway 15/33 from the nighttime rotation and was supported by the Village. Test 3 will begin immediately upon conclusion of Test 2 in mid-July and be in effect through mid-October. The email complaint system used by the ONCC should continue to be used for comments during all test phases. The weekly schedule and survey can be found at the link noted above.

◆ **CMAP ON TO 2050 Plan Development**

Staff attended an alternative futures program hosted by RTA and CMAP in May. A variety of travel modes, characteristics, and choices were discussed. Examples of planning and implementation projects were also presented. CMAP staff continues their multi-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 the 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**

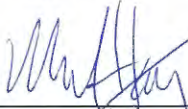
The Greenways Plan was created in the 1990s to identify corridors for pedestrian and bicycle travel to complement waterways, park, and Forest Preserves. Comments were provided for areas located in the Village. Primary corridors of interest include the updated facilities along Barrington Road to be built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

- ◆ The rail crossing on Shoe Factory Road at the Canadian National tracks has been identified by CN for repairs. While the schedule has not yet been determined, CN has stated they will address the rough condition. They noted there are multiple locations throughout their system in need of similar repairs. Canadian National has been notified on several occasions about the rough crossing and ICC staff was also notified of the conditions.
- ◆ 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