

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
September 11, 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 – August 7, 2017

NEW BUSINESS

1. Request authorization to award contract for the 2017 Surface Patching Project to J.A. Johnson Paving Co. of Arlington Heights, IL (low bid) in an amount not to exceed \$145,891.
2. Request approval of a Letter of Understanding with the Illinois Tollway for crossroad signing on the Beverly Road bridge.
3. Request approval of an Intergovernmental Agreement with the Village of Schaumburg for Bode Road bike path maintenance.
4. 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**

August 7, 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
Patti Cross, Asst. Corporation Counsel
Dan O'Malley, Deputy Village Manager
Mark Koplin, Asst. Vlg. Mgr – Dev. Services
Kevin Kramer, Econ. Dev. Coordinator
Mike Hankey, Director of Transportation
Ryan Johnson, Mgmt. Analyst
Ted Bos, Police Chief
Monica Saavedra, Director of HHS
Fred Besenhoffer, Director of IS
Joe Nebel, Director of Public Works
Jeff Jorian, Fire Chief
Rachel Musiala, Director of Finance
Suzanne Ostrovsky, Asst. Village Mgr.**

The Transportation & Road Improvement Committee meeting was called to order at 7:02 p.m.

Motion by Trustee Pilafas, seconded by Trustee Gaeta, to recess the Committee meeting at 7:30 p.m. Voice vote taken. All ayes. Motion carried.

The Transportation & Road Improved Committee meeting was called back to order at 7:37 p.m.

II. Approval of Minutes

Motion by Trustee Stanton, seconded by Trustee Pilafas, to approve the Transportation & Road Improvement Committee meeting minutes from July 3, 2017. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

- I. Request authorization to award contract for the 2017 crack sealing project to Behm Pavement Maintenance, Inc., Crystal Lake, IL (low bid) in an amount not to exceed \$78,300.**

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

Motion by Trustee Arnet, seconded by Trustee Stanton, to award contract for the 2017 crack sealing project to Behm Pavement Maintenance, Inc., Crystal Lake, IL (low bid) in an amount not to exceed \$78,300. Voice vote taken. All ayes. Motion carried.

2. Request acceptance of the Transportation Division Monthly Report.

The Transportation Division Monthly Report was presented to Committee.

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to accept the Transportation Division Monthly Report. Voice vote taken. All ayes. Motion carried.

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to adjourn the meeting at 7:40 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request authorization to award contract for the 2017 Surface Patching Project to J.A. Johnson Paving Co. of Arlington Heights, IL (low bid) in an amount not to exceed \$145,891

MEETING DATE: September 11, 2017

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Request authorization to award contract for the 2017 Surface Patching Project to J.A. Johnson Paving Co. of Arlington Heights, IL (low bid) in an amount not to exceed \$145,891.

BACKGROUND: The 2017 Street Revitalization Project presented to the Capital Improvements Board included a surfacing patching component. Surface patching is a low level maintenance treatment that can extend pavement life in a cost effective manner. A street in relatively good condition that has very isolated areas where the surface asphalt is in poor condition (potholes, cold patched areas, raveling, etc.), is a candidate for surface patching. Surface patching addresses these isolated areas by grinding only the distressed areas and repaving. This treatment differs from edge patching, which was done several years ago on certain streets. Edge patching typically ground and replaced the area closest to the curb along most of the length of a street to address the worst pavement conditions on streets needing to be reconstructed. Surface patching is much more localized and helps to extend the time before the street needs to be resurfaced.

The timely application of surface patching, like other preventive maintenance treatments, helps to reduce Public Works repair costs. The streets selected for this year's surface patching project were determined based on the 2016 pavement condition ratings. These isolated areas where the surface asphalt is in poor condition tend to develop potholes that Public Works would otherwise have to repair. Surface patching was included within the scope of the annual street project in prior years, with this being the first time a separate patching contract was released for bids.

DISCUSSION: On August 31, 2017, six bids were received for the 2017 Surface Patching Project. The engineer's estimated cost to complete all the

DISCUSSION: (Continued)

work was \$229,098. The list of street locations is attached for reference. The bid summary is shown in the table below:

Bidder	Bid Cost
J.A. Johnson Paving Co.	\$145,891
Chicagoland Paving	\$162,900
Brothers Asphalt Paving, Inc.	\$174,344
Arrow Road Construction Co.	\$187,748
Schroeder Asphalt Services	\$194,711
A Lamp Concrete	\$383,565

J.A. Johnson Paving Co. submitted the low bid of \$145,890.75. Multiple references were checked for J.A. Johnson Paving Co. and all were found to be acceptable and positive.

FINANCIAL IMPACT:

The 2017 budget includes \$200,000 for surface patching. Streets and areas to be patched were identified during the 2016 pavement condition ratings. However, it is possible that some areas may have deteriorated more in the time since the ratings were done, resulting in the potential for somewhat higher costs. The extent to which this occurs will be monitored and managed through active construction inspection performed by Village staff. In any event, even if a greater total area is patched with the contract, the final cost will still be well below the budgeted amount. It is also significant to note that the low bid on this surface patching contract is about 15% to 20% less than the comparable unit costs for surface patching over previous years when included with the scope of the street project.

RECOMMENDATION:

Request authorization to award contract for the 2017 Surface Patching Project to J.A. Johnson Paving Co. of Arlington Heights, IL (low bid) in an amount not to exceed \$145,891.

Attachment



Village of Hoffman Estates

2017 Surface Patching List

STREET	BEGIN	END	MAP	TOTAL PROPOSED PATCHING AREA (SY)
ASHLAND ST	ARIZONA BLVD	END OF THE ST	S	773
BRADLEY LN	ROSELLE RD	ARIZONA BLVD	S	653
BUCKINGHAM CT	PARTRIDGE HILL	END OF THE ST	S	191
DECATUR ST	KINGMAN LN	DES PLAINES LN	S	517
DURHAM CT	DURHAM LN	END OF THE ST	S	362
EVANSTON ST	BODE RD	HIGGINS RD	S	891
FOREST PARK LN	EVANSTON ST	ROSELLE RD	S	280
GRISSOM LN	GRAND CANYON PKWY	EVANSTON ST	S	517
MILAN LN	WASHINGTON BLVD	OLIVE ST	S	647
MORTON ST	MORGAN LN	FLAGSTAFF LN	S	1,778
OLIVE ST	GLENDALE LN	FLAGSTAFF LN	S	740
PAYSON ST	ILLINOIS BLVD	PARIS LN	S	620
THACKER ST E	END OF THE ST	CONANT HIGH SCHOOL	S	283
WESTERN ST	FLAGSTAFF LN	BAXTER LN	S	347
WINSTON DR	CHARLESTON LN	FREEMAN RD	N	1,359

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of a Letter of Understanding with the Illinois Tollway for crossroad signing on the Beverly Road bridge

MEETING DATE: September 11, 2017

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: Request approval of a Letter of Understanding with the Illinois Tollway for crossroad signing on the Beverly Road bridge.

DISCUSSION: The Illinois Tollway plans to complete a project next year to add the names of the crossroads to bridges over the Jane Addams Tollway (I-90). The project proposes to add lettering for "Beverly Road" to the outside faces of the bridge walls to face eastbound and westbound traffic. Since the Village is responsible for maintaining all parts of the Beverly Road bridge above the beams, the Illinois Tollway prepared the attached Letter of Understanding for the crossroad signing work. There is no cost to the Village for either installation or maintenance of the lettering. Separate agreements are being done with the State (IL 59 and Barrington Road) and Cook County (Bartlett Road) since these agencies maintain the bridges for these other crossroads. The Tollway expects to complete this work in 2018. Crossroad signing is planned for the entire length of I-90 which has been reconstructed and widened over the last few years.

FINANCIAL IMPACT: There is no cost to the Village.

RECOMMENDATION: Request approval of a Letter of Understanding with the Illinois Tollway for crossroad signing on the Beverly Road bridge.

Attachment



August 4, 2017

Mr. William D. McLeod
Village President
Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169

Re: Illinois Tollway Design Contract Number I-11-4018
Construction Contract Number JA-X-X6 "Bridge Signing Construction"
Jane Addams Memorial Tollway (I-90 East) – IL 31 to John F. Kennedy Expressway
Reconstruction and Add Lane Project
Beverly Road Bridge Structures over I-90
Letter of Understanding

Dear Mr. McLeod:

This Letter of Understanding, executed in duplicate, has been prepared to outline the general understanding between the Village of Hoffman Estates (hereinafter referred to as "Village") and the Illinois State Toll Highway Authority (hereinafter referred to as "Illinois Tollway") with regard to the above referenced project (the "Project").

Whereas;

- The Illinois Tollway has undertaken improvements to the Jane Addams Memorial Tollway (I-90) from the IL 31 interchange to the John F. Kennedy Expressway as part of its Roadway and Bridge Rehabilitation Plan. A location map is attached showing the project limits and Beverly Road bridge location.
- The Illinois Tollway has completed final plans for the above referenced Project and has submitted them to the Village for their review.
- The work included in this Project consists of mounting lettering on crossroad bridges that span over I-90. The lettering will designate the crossroad name. The Beverly Road Bridge (Bridge 505) will be signed with lettering in both the eastbound and westbound directions of travel. Work under this contract will include maintenance of traffic on I-90 and all other work necessary to complete the Project in accordance with the approved plans and specifications. Maintenance of traffic on the crossroad is not anticipated for this Project.
- The cost for work included in this Project will be the responsibility of the Illinois Tollway. A bid letting date and construction schedule has not been determined but is tentatively

proposed for the 2018 construction season with construction completed by 2018 year end.

- Under the general maintenance agreement between the Village and the Illinois Tollway, the crossroad bridges spanning over the Jane Addams Memorial Tollway (I-90) are classified as a Type 2 bridges for purposes of dividing maintenance responsibilities.

Now, therefore, based upon the above recitals, the Illinois Tollway and the Village agree to the following with regard to the above mentioned Project:

The Illinois Tollway will:

- Make any necessary surveys, perform preliminary and final design engineering and perform construction engineering.
- Not require the transfer of any interest in land deemed necessary for the future maintenance and operation of its respective facilities. It is understood that there will be no exchange of any property interests.
- Advertise, let, award and construct the bridge lettering improvements at the designated location on the grade separation structure.
- Be responsible for maintaining bridge lettering improvements at the designated location on the grade separation structure.
- Continue to maintain grade separation structures consistent with the existing general maintenance agreement between the Illinois Tollway and Village for a Type 2 grade separation structure over I-90.

The Village will:

- Issue all permits for Project-required adjustments within Village right of way.
- Continue to maintain Village highway facilities consistent with the existing general maintenance agreement between the Illinois Tollway and Village for a Type 2 grade separation structure over I-90.

Please confirm your concurrence with the above understanding by countersigning, dating and returning one original.

If you have any questions, please contact our Intergovernmental Agreements Manager, James McDonough at (630) 241-6800 ext. 3906.

Sincerely,



Paul D. Kovacs, P.E.
Chief Engineering Officer

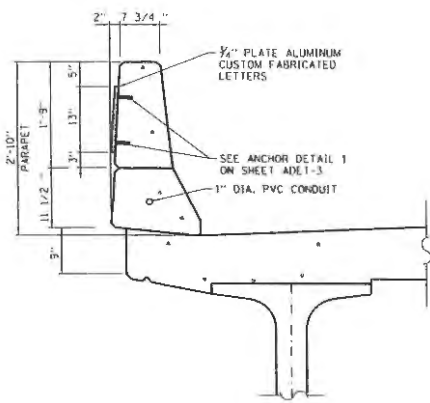
PDK/jm

CONCUR: _____ **DATE:** _____

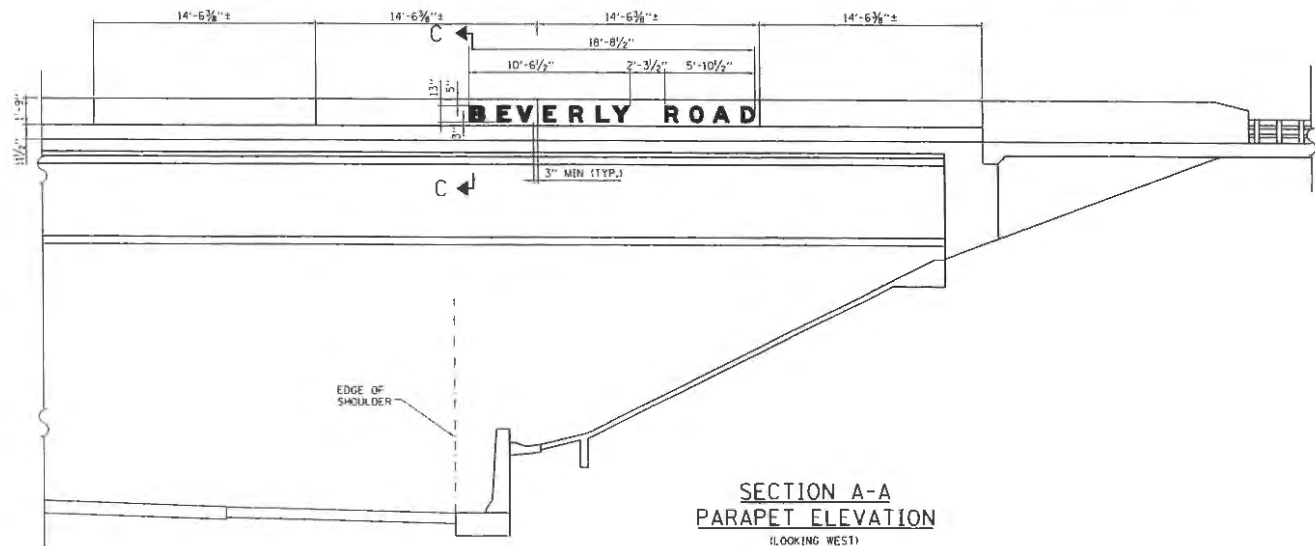
William D. McLeod
Village President
Village of Hoffman Estates

Cc: Rocco Zucchero
Jim Mayer
Tiffany Bohn
Lanyea Griffin
Jim McDonough

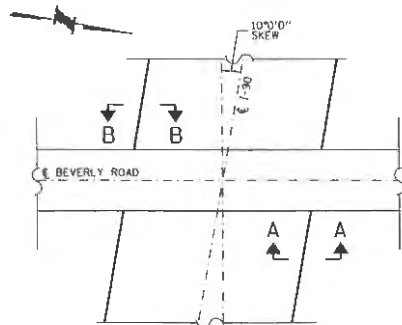
JM_LOU_I90 over Beverly Road_08.01.17



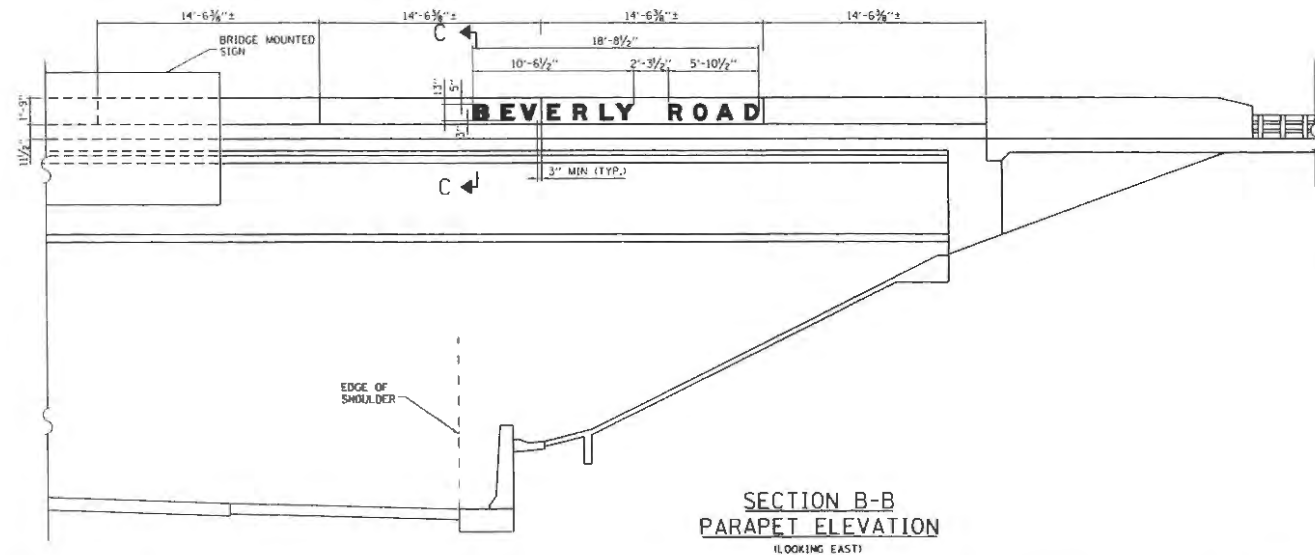
SECTION C-C



SECTION A-A
PARAPET ELEVATION
(LOOKING WEST)



KEY PLAN
MILE POST: 58.15
BRIDGE NO. 505



SECTION B-B
PARAPET ELEVATION
(LOOKING EAST)

DRAWN BY VPELECRMAS DATE 08/29/2017
CHECKED BY LSUPENCKE SCALE NTS

SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. I-17-4333
BRIDGE SIGNAGE OVER
TOLLWAY (I-90)
BEVERLY ROAD BRIDGE

SHEET NO.
AS-02
DRAWING NO.
12 OF 25

2017/08/29 10:51 AM
 25019

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of an Intergovernmental Agreement with the Village of Schaumburg for Bode Road bike path maintenance

MEETING DATE: September 11, 2017

COMMITTEE: Transportation & Road Improvement Committee

FROM: Michael Hankey, Director of Transportation
Arthur L. Janura, Jr., Corporation Counsel

PURPOSE: Request approval of an Intergovernmental Agreement with the Village of Schaumburg regarding a non-exclusive easement to maintain, repair, and use the bike path along Bode Road.

BACKGROUND: The Village of Schaumburg has jurisdiction over Bode Road between Barrington Road and Knollwood Drive. A portion of this roadway lies within the Village of Hoffman Estates. Within that portion of right-of-way, a bicycle path has been constructed and pursuant to a previous agreement, the Village of Hoffman Estates has agreed to maintain and repair that bike path in the future. Prior to Hoffman Estates considering this agreement, Schaumburg agreed to make repairs to the path from generally Barrington Road to the Village limits east of Atlantic Avenue. These repairs were made by Schaumburg and found to be acceptable.

DISCUSSION: The attached Intergovernmental Agreement memorializes that agreement, allows the Village of Hoffman Estates an easement to maintain and repair the bike path and grants a hold harmless and indemnity to the Village of Hoffman Estates for any claim costs or liabilities associated with this path. The agreement has been approved by the Village of Schaumburg.

RECOMMENDATION: Recommend approval of the Intergovernmental Agreement between the Village of Schaumburg and the Village of Hoffman Estates.

Attachment

INTERGOVERNMENTAL AGREEMENT BY AND BETWEEN
THE VILLAGE OF SCHAUMBURG, COOK AND DUPAGE COUNTIES, ILLINOIS,
AND THE VILLAGE OF HOFFMAN ESTATES, COOK AND KANE COUNTIES, ILLINOIS
FOR THE JURISDICTIONAL TRANSFER OF A PORTION OF BODE ROAD BIKE PATH

This Intergovernmental Agreement entered into this 15th day of June 2017, by and between the Village of Schaumburg, Cook and DuPage Counties, Illinois, a municipal corporation ("*Schaumburg*") and the Village of Hoffman Estates, Cook and Kane Counties, Illinois, a municipal corporation ("*Hoffman Estates*").

PREAMBLES:

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

WHEREAS, Schaumburg and Hoffman Estates are home rule municipalities pursuant to Article VII, Section 6(a) of the Constitution of the State of Illinois of 1970 with the authority to exercise any power and perform any function pertaining to its government and affairs including, but not limited to, the power to regulate for the protection of the public health, safety, morals and welfare; to license; to tax; and, to incur debt; and,

WHEREAS, the Intergovernmental Cooperation Act, 5 ILCS 220/1 *et seq.*, provides, in part, that any power, privilege, function or authority exercised or which may be exercised by a public agency of the State of Illinois may be exercised, combined, transferred and enjoyed jointly with any other public agency of any other state of the United States to the extent not specifically or expressly prohibited by law; and,

WHEREAS, Schaumburg constructed a bike path adjacent to Bode Road from Barrington Road east to Atlantic Avenue in Hoffman Estates as part of a street reconstruction project involving Schaumburg, Hoffman Estates and Cook County; and,

WHEREAS, Bode Road from Barrington Road east to Atlantic Avenue is under the jurisdiction and maintenance of Schaumburg; and,

WHEREAS, Schaumburg is prepared to transfer the maintenance and repair of the Bike Path (described in Exhibit A and incorporated herein) to Hoffman Estates; and

WHEREAS, Schaumburg is prepared to indemnify Hoffman Estates from any and all costs, claims and liabilities to be incurred in connection with the construction of the Bike Path upon conveyance to Hoffman Estates of the bike path in accordance with the terms hereinafter set forth.

NOW THEREFORE, in consideration of the promises and the mutual covenants, conditions and agreements hereinafter set forth, the adequacy and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

Section 1. Preambles. The foregoing Preambles are hereby incorporated into this Intergovernmental Agreement as if fully restated in this Section.

Section 2. Conveyance. In consideration of the obligations of Hoffman Estates as hereinafter set forth, Schaumburg hereby conveys and grants to Hoffman Estates any right Schaumburg may have in the Bike Path.

Section 3. Schaumburg's Obligations.

- (a) Schaumburg has paid all costs in connection with the construction of Bike Path.
- (b) Schaumburg has constructed the Bike Path to the standards required of Hoffman Estates.

Section 4. Hoffman Estates' Obligations.

- (a) Hoffman Estates accepts the non-exclusive easement to maintenance, repair and use the Bike Path.

Section 5. Notices. All notices or demands required or desired to be furnished pursuant to the terms of this Intergovernmental Agreement shall be in writing, delivered personally or by national overnight courier, either of which method of service shall constitute proper delivery:

To Schaumburg: Village Clerk
Village of Schaumburg
101 Schaumburg Court
Schaumburg, IL 60193

With a copy to: Rita Elsner, Assistant Village Attorney
Village of Schaumburg
101 Schaumburg Court
Schaumburg, IL 60193

To Hoffman Estates: Village Clerk
Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169

With a copy to: Village Manager
Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169

Any address provided herein may be changed by written notice to the other persons set forth above. All notices given in conformity herewith shall be deemed received and effective on the date of personal delivery or, if given by national overnight courier, two (2) days following deposit with the national overnight courier in conformance with this Section.

Section 6. No Other Agreement. This Intergovernmental Agreement contains all of the terms and conditions agreed upon by the Parties hereto and no other prior agreements, or otherwise, regarding the conveyance of a non-exclusive easement shall be deemed to exist to bind both Villages.

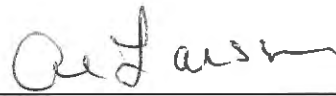
Section 7. Amendment. This Intergovernmental Agreement cannot be amended or terminated except by written instrument signed by all the Parties hereto.

Section 8. Indemnification. Schaumburg shall hold harmless and indemnify Hoffman Estates from any and all costs, claims and liabilities of any kind incurred in connection with the use, maintenance, construction or regulation of the Bike Path.

Section 9. Multiple Counterparts. This Intergovernmental Agreement may be executed in multiple counterparts, each of which shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have caused this Intergovernmental Agreement to be executed on or as of the day and year first above written.

Village of Schaumburg, a municipal corporation

By: 
Village President

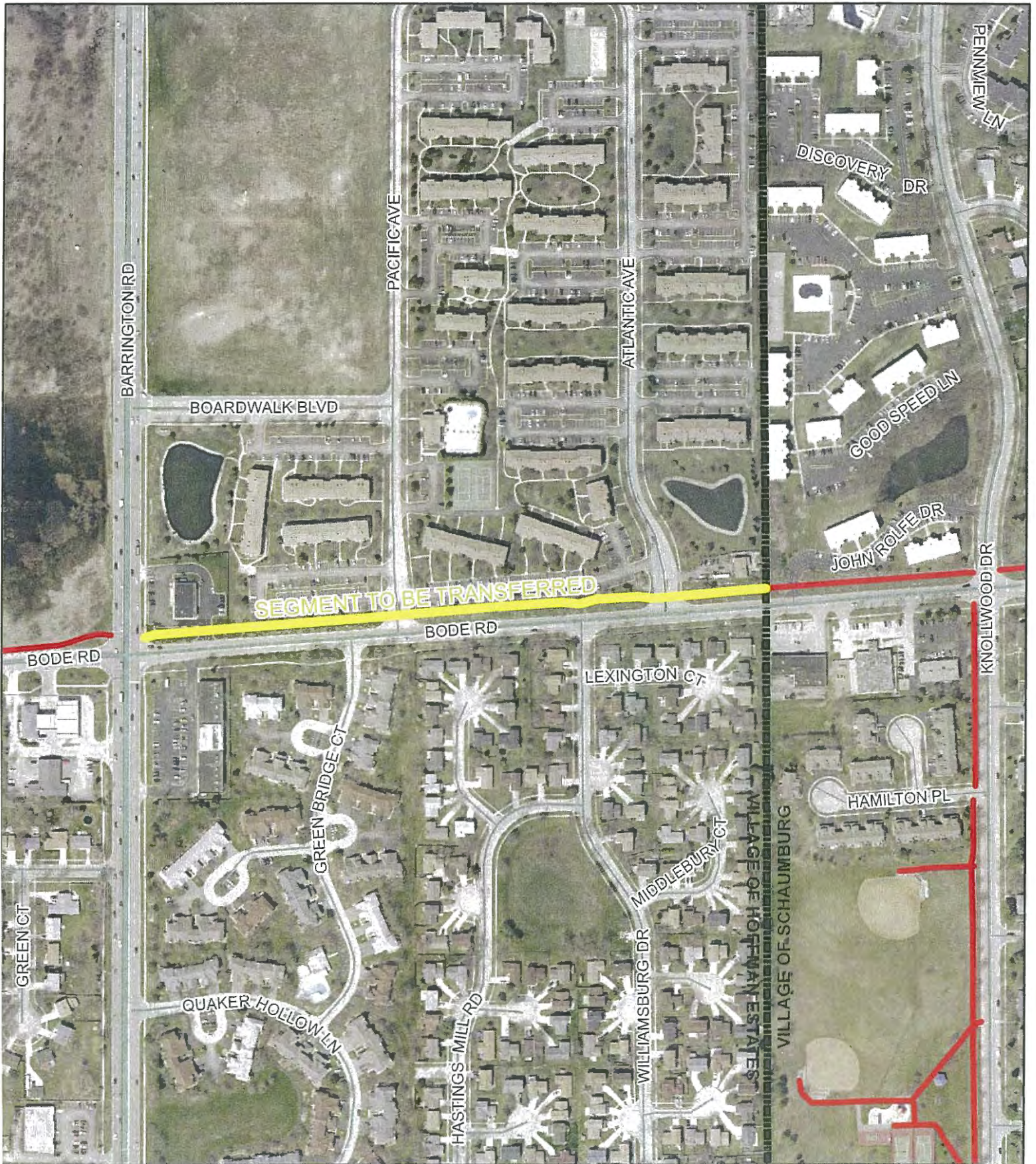
Attest: 
Deputy Village Clerk

Village of Hoffman Estates, a municipal corporation

By: _____
Village President

Attest: _____
Village Clerk

Bode Road Bike Path - Jurisdictional Transfer



TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

MONTHLY REPORT SEPTEMBER 2017

ROAD PROJECTS

◆ **Barrington Road Interchange**

The Tollway opened the eastbound exit ramp to Barrington Road on August 31. Tolling is now operational at all the Barrington Road ramps. The Village's consultant for the interchange design, Crawford, Murphy, and Tilly provided many of the images shown below.



Looking west toward Barrington Road along I-90:

1. New eastbound exit ramp
2. Portion of final westbound exit ramp configuration still under construction
3. Pedestrian way with westbound exit ramp above – connects Park-n-Ride area to Pace I-90 stop under construction
4. Park-n-Ride area
5. Pace I-90 express bus stop
6. Pace pedestrian overpass, elevator / stair tower buildings



Looking west from Barrington Road along new exit ramp from eastbound I-90



Looking west on I-90 from Barrington Road

1. Inside shoulder and Flex lane for Pace buses
2. Eastbound travel lanes
3. Outside shoulder
4. Bus lane leading to Barrington Road station



Looking west on I-90 from Barrington Road

1. Eastbound exit ramp to Barrington Road
2. Eastbound bus access road connection from exit ramp



Looking west towards Barrington Road from future Kiss-n-Ride

1. Barrington Road
2. Alignment of path connecting Kiss-n-Ride area to Barrington Road
3. Eastbound entrance ramp to I-90
4. Pedestrian way under ramp leading to Barrington Road station
5. Kiss-n-Ride area



Looking north from Kiss-n-Ride Area through pedestrian way

1. Eastbound entrance ramp
2. Pedestrian overpass building for Barrington Road station



View of pedestrian overpass and buildings from Kiss-n-Ride area



View of pedestrian overpass and buildings from Park-n-Ride area

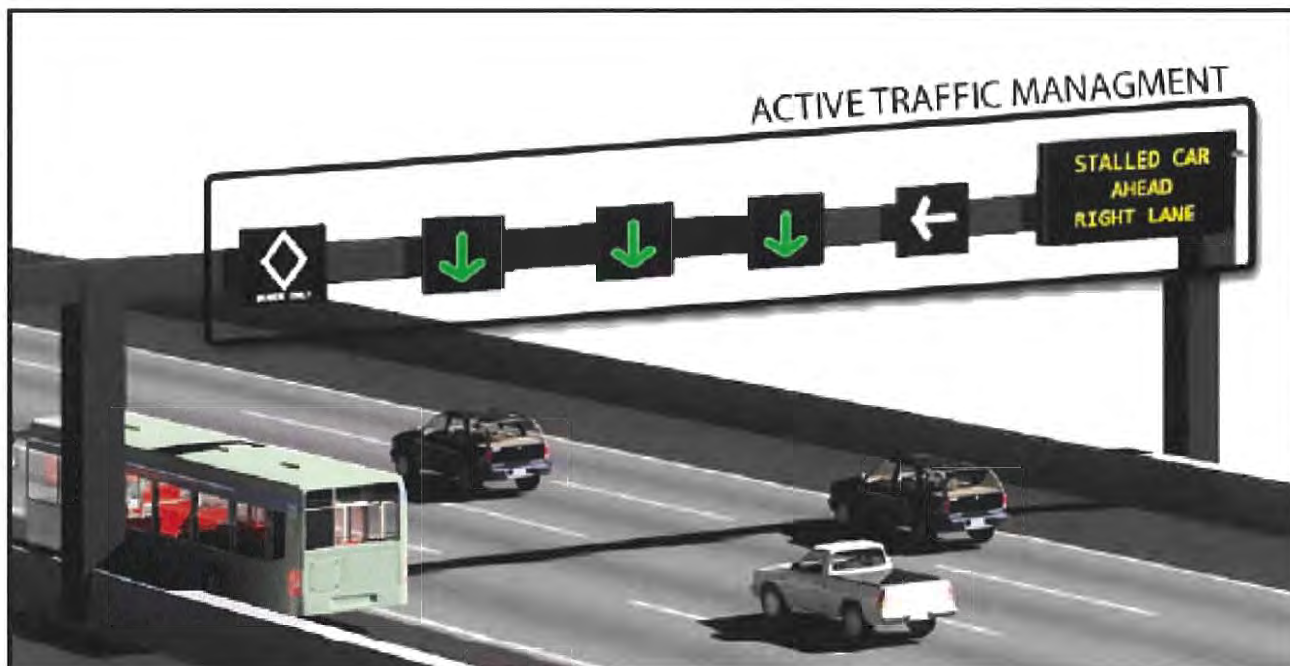
The Tollway contractors have a number of work items to complete on Barrington Road and Greenspoint Parkway. Retaining wall along the east side of Barrington Road south of I-90 is nearly done although railing on the top of the wall still must be completed. Paving the new northbound lanes on Barrington Road south of the bridge is advancing. North of I-90, storm sewer work is ongoing in the median of Barrington Road. Sections of the inside lanes north of the bridge are being completed area by area. Sidewalk on the west side of Barrington Road is nearing completion. Earthwork has started for the bicycle path in the southeast quadrant of the interchange. This is part of the path system to provide north-south connectivity on the Barrington Road bridge over I-90 as well as creating links to the Pace facilities and local street network. Greenspoint Parkway has been paved up to the binder level and is open to two-way traffic. The north half of the western section is still closed as the Tollway contractors have been using this area for access and storage. The condition of this section will be assessed to see what repairs are needed to address damage which occurred during construction activities.

The pedestrian way under the westbound exit ramp is in place. Earthwork for the rest of the westbound exit ramp will occur next, to be followed by paving over the pedestrian structure. Additional pavement removal and replacement will be done in the median area south of the bridge to Hassell Road. Lane shifts and closures are needed to allow the contractors to complete paving work. 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. 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 mid-September. Another sign truss will be placed over the lanes on the westbound exit. When these trusses are placed over live traffic lanes, the contractors need to completely close the roadways to place these structures. Full closures occur overnight and the contractor is coordinating with the Village Police Department and the State Police.

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. 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.

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

Traffic is using all lanes on I-90, although there are still some periodic lane closures for remaining work. Tollway staff is working on the implementation of the Smart Road corridor technology which will be phased beginning in September. The system consists of roadway sensors and overhead changeable message signs to control lane use and notify motorists of road or traffic conditions. Information on travel times, road conditions, construction, incidents, etc. is 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. Displays positioned over the left shoulder 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.



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



Smart Road Lane Control Signals west of Barrington Road

1. Testing the "Red X" indicating the shoulder cannot be used

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.

A separate project will make changes to Central Road to add the new westbound entrance ramp of the Roselle Road interchange. The basic concept is shown in the illustration below. 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, only utility work has started. As the road will be reconstructed as far west as Ela Road, Central Road 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 undertake 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. However, the County staff needs to complete its updated review of the plans first and then the supplement request will be adjusted as needed. 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 2018 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.

◆ **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, with the goal of developing an initial design and addressing any environmental issues. 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. On a related item, South Barrington was approved for funds through the Invest in Cook grant program to construct a bicycle path on the west side of Barrington Road from Algonquin Road to Central Road. 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.

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

IDOT modified 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 are now allowed only on a protected green left turn arrow. The State made 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.

GRANT PROJECTS

◆ **Bode Road Surface Transportation Program Project**

Only project closeout and final project documentation remains to be done 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. CN is currently assessing the IDOT requirements for the license agreement. TranSystems is preparing information to submit the Phase I documents to IDOT for review in the fall. Assessment of some plant species was done over the summer with a report to be submitted in the near future. 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 once environmental work is complete.

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

The contractor is completing the surface layer on Bode Road. Signal detector work will be done later at the Roselle Road intersection following coordination with Cook County. Curb extensions were installed at the Washington Boulevard and Grand Canyon Parkway intersections. Storm sewer replacement identified as part of the Stormwater Management Program was completed at the intersection of Bode and Washington. Incorporating this work into the STP project meant that some federal funding could be used as the storm sewer work is a component of the street project. Ciorba Group was hired by the Village and is performing the Phase III engineering inspection and documentation. Resurfacing on Harmon Boulevard has begun with curb, driveway apron, and sidewalk work taking place now.

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. In addition discussion continues at the Council and regional level on the future funding distribution for STP funds. A meeting is scheduled in September for the NWMC Technical Committee to discuss the status and next steps. All four Village projects submitted last fall 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 2019 and 2020, 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. The County released its list of projects selected for this round which did not include the Village project. There is some talk that additional funds could be available from the County for this first cycle which could be announced later this year. Invest in Cook is expected to be an annual program so there should be an opportunity to apply again for this or other programs.

BIKE / PEDESTRIAN PROJECTS

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

The Community Bike Ride was held on July 2 which was led by BPAC members. A BPAC meeting was scheduled on June 14 but due to a lack of a quorum only general discussion occurred. 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. This request is on this month's Committee agenda.

◆ **Central Road Bicycle Path Project Proposal**

The County's engineering consultant has completed some field work with other tasks to be finished in coming months. A variety of supporting information and documents were 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. The IDOT kickoff meeting was held last month with no major changes to the scope needed.

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.

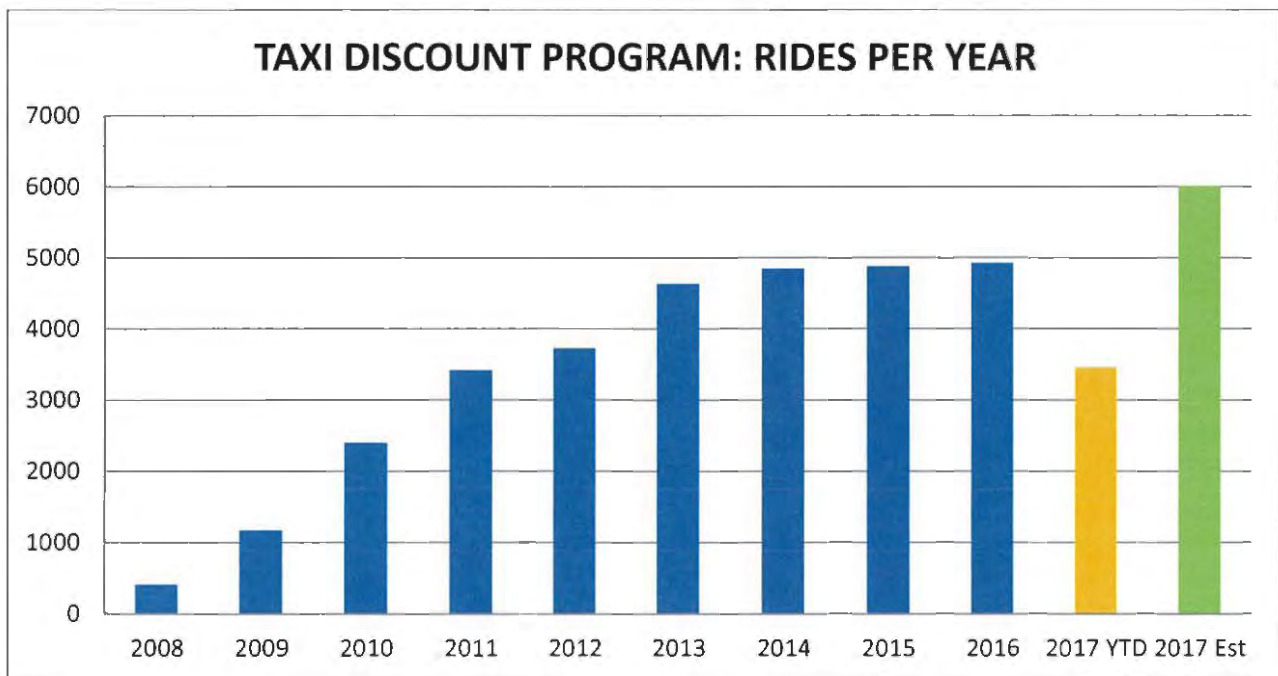
◆ **Huntington Boulevard Right-of-Way Bicycle Path Project Proposal**

As noted above, an application for Phase I engineering was submitted for the *Invest in Cook* program but not selected for this round of projects. Other means to complete the Phase I engineering will be investigated. The concept is to make use of the vacant public right-of-way for Huntington Boulevard as the alignment for a path between Higgins and Golf Roads would be investigated in more detail, along with a path extension west on Higgins Road to Volid Drive. 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

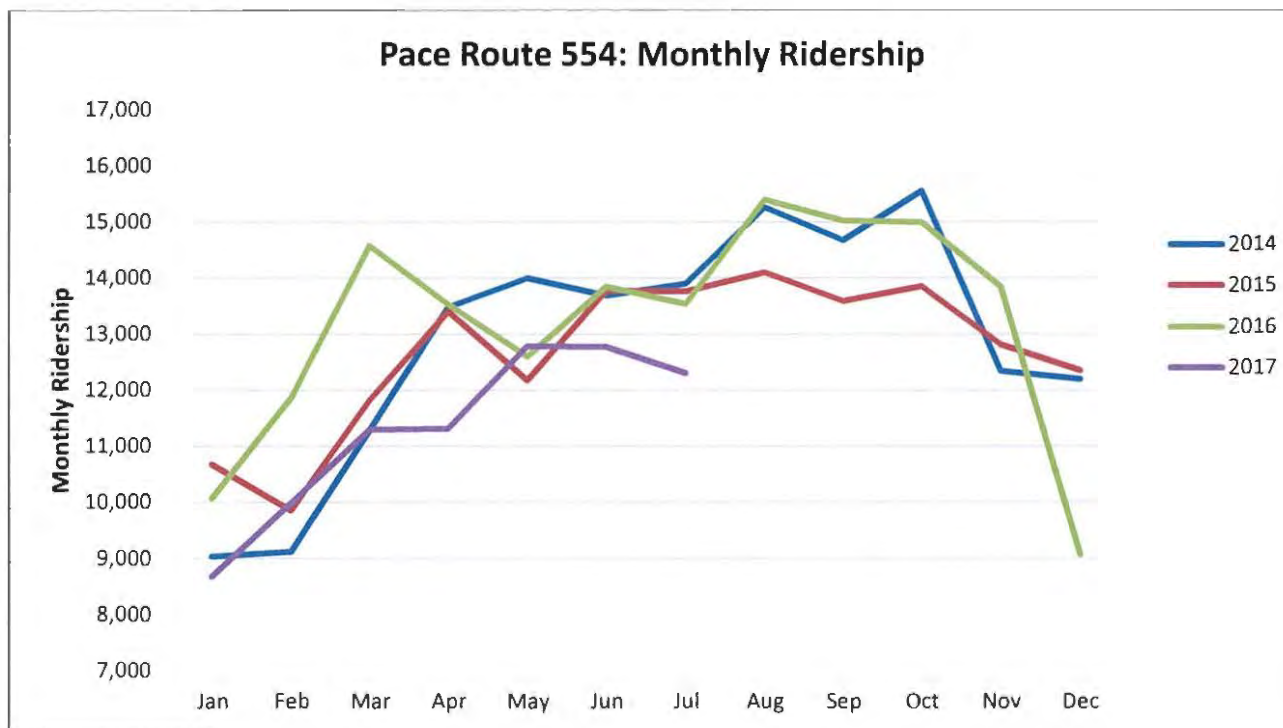
◆ **Taxi Discount Program**

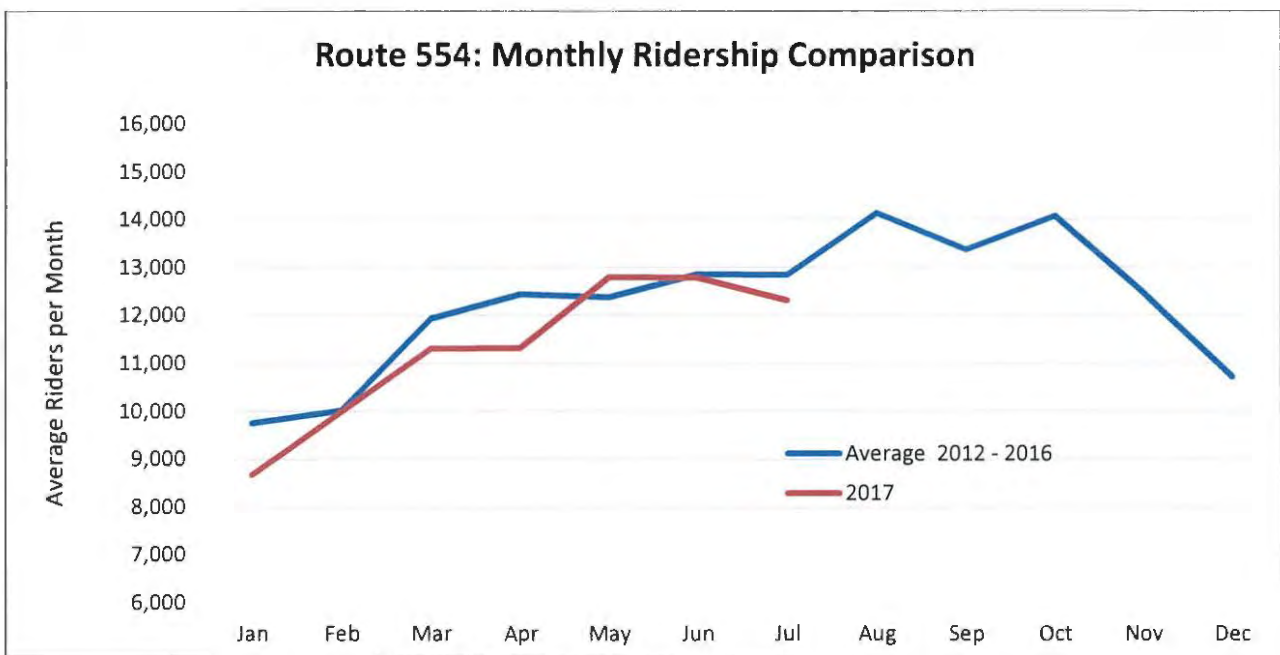
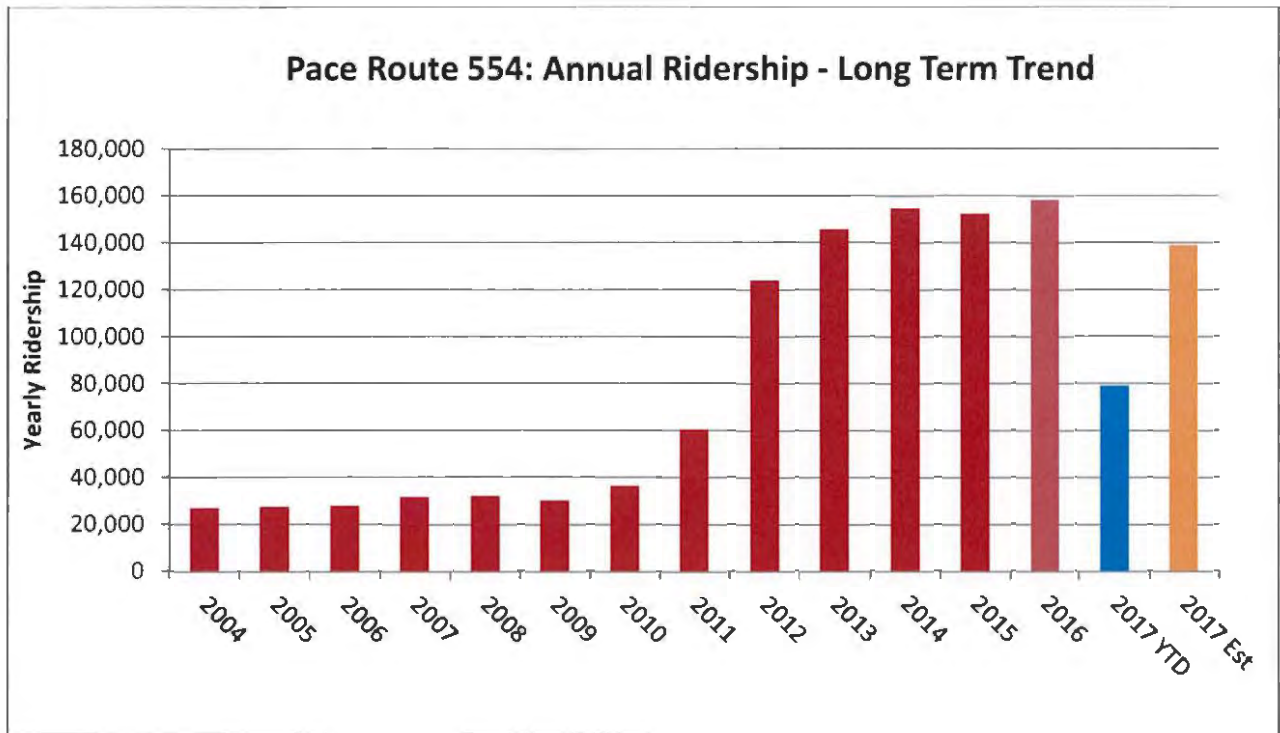
The new coupons, valued at \$7 each, are being distributed to program registrants and the new income criteria have been in effect since early last year. Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 591 residents have registered for the program; further review of the program registration indicates the number of current eligible registrants totals 379. Coupons redeemed to date in 2017 total 3,462. As shown in the chart below, usage had leveled over the last several years while the current 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 change 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 July 2017 showed average weekday ridership of 543, along with a Saturday average of 289 riders per day. The drop in ridership mirrors an overall trend seen on other Pace routes especially compared to usage seen in 2014 (see figures below). 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. The monthly pattern of usage follows historical trends although at lower absolute numbers of riders as shown in the figure below.

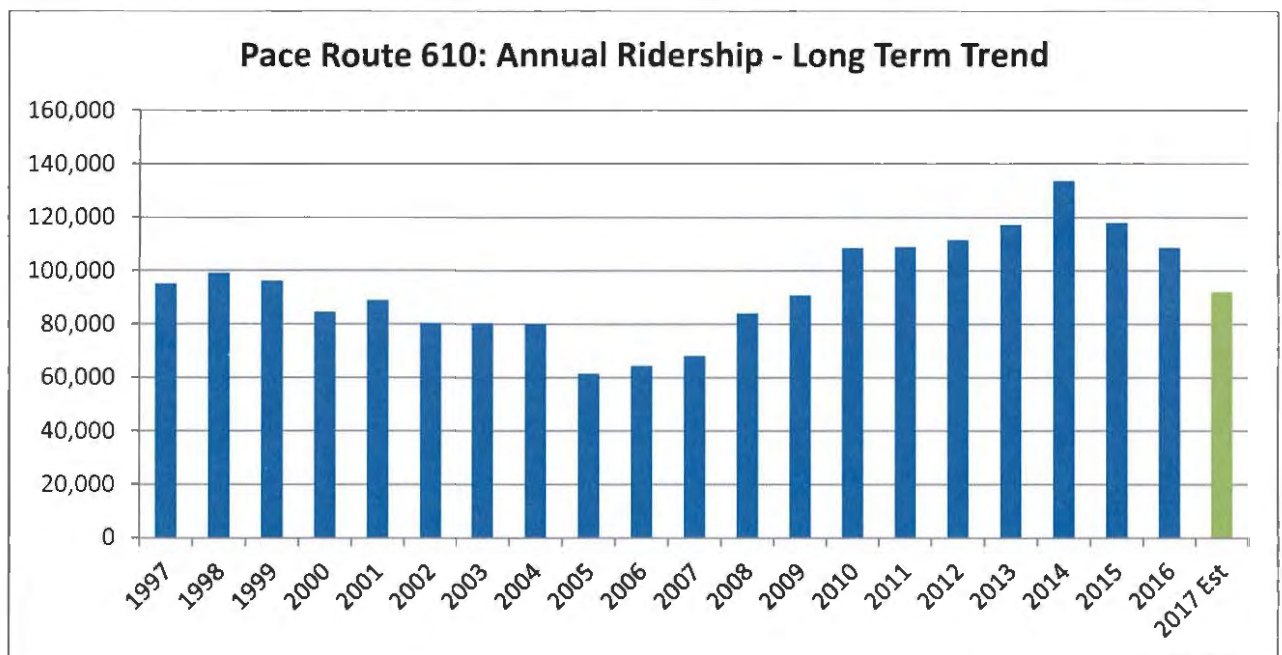
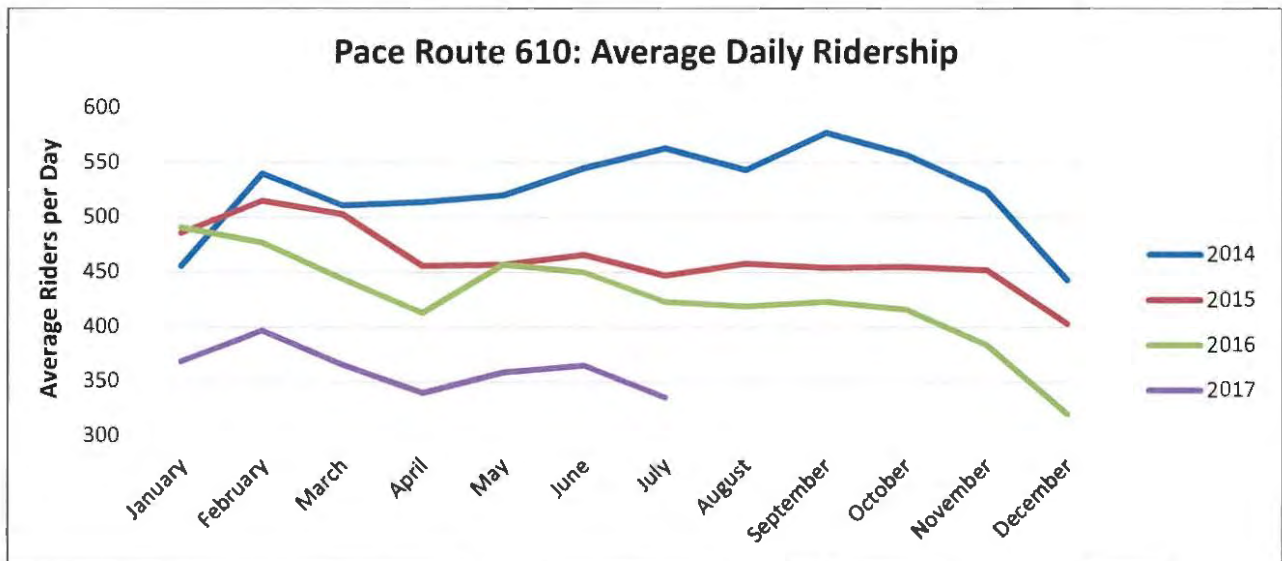




◆ **Pace Route 610 and Sears Centre Park-n-Ride Lot**

The charts below provide a history of Route 610 ridership over a number of years. The pattern of monthly ridership variations is similar to prior years although at significantly lower levels of 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 plans 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**

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 awarded the contract to Plote Construction 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 their ComEd easement.

Pace initiated new I-90 based express service on I-90 beginning with the stop at Randall Road. Park-n-Ride stations at IL 25 and Barrington Road will be the other stops for the express bus operations. Components of the transit facilities at Barrington Road were included 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. And as noted elsewhere the Park-n-Ride / Kiss-n-Ride and pedestrian overpass are separate contracts being done by Pace and the Illinois Tollway, respectively.

◆ **Pace I-90 Pedestrian Overpass**

The overpass structure is essentially complete. However, it is not expected to open until the connecting areas to the north and south are complete.

◆ **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 analysis focuses 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 3 of the nighttime runway rotation plan started on July 23 and will continue through mid-October. Test 3 does not include runway 15/33 oriented to the northwest as part of the nighttime rotation plan. The City plans to decommission this runway in 2018. 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. The email complaint system implemented 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 August. The meeting featured a panel discussion focused on providing services with limited resources. 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