

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

**Immediately Following Special Village Board Meeting**

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

- I. Roll Call**
- II. Approval of Minutes – October 9, 2017**

**NEW BUSINESS**

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

**TRANSPORTATION & ROAD IMPROVEMENT  
COMMITTEE MEETING MINUTES**

October 9, 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  
Art Janura, Corporation Counsel  
Dan O'Malley, Deputy Village Manager  
Mark Koplin, Asst. Village Mgr.-Dev. Services  
Peter Gugliotta, Director of Planning  
Kevin Kramer, Econ. Dev. Coordinator  
Mike Hankey, Director of Transportation  
Patrick Seger, Director of HRM  
Monica Saavedra, Director of HHS  
Joe Nebel, Director of Public Works  
Bev Romanoff, Village Clerk  
Suzanne Ostrovsky, Asst. Village Mgr.  
Bruce Anderson, CATV Coordinator**

The Transportation & Road Improvement Committee meeting was called to order at 7:09 p.m.

**II. Approval of Minutes**

Motion by Trustee Stanton, seconded by Trustee Gaeta, to approve the Transportation & Road Improvement Committee meeting minutes from September 11, 2017. Voice vote taken. All ayes. Motion carried.

**NEW BUSINESS**

- 1. Request approval of a change order in the amount of \$13,765.50 for the 2017 surface patching project contract with J.A. Johnson Paving Co., Arlington Heights, IL, for a total revised amount not to exceed \$159,656.25.**

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

Motion by Trustee Gaeta, seconded by Trustee Arnet, to approve a change order in the amount of \$13,765.50 for the 2017 surface patching project contract with J.A. Johnson Paving Co., Arlington Heights, IL, for a total revised amount not to exceed \$159,656.25. 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 Stanton, 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 7:11 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

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Debbie Schoop, Executive Assistant

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Date

# TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

## MONTHLY REPORT NOVEMBER 2017

### ROAD PROJECTS

#### ◆ Barrington Road Interchange

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



#### Looking west toward Barrington Road along I-90:

1. 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

The Tollway contractors have made progress towards completing a number of items on Barrington Road; however, a fair amount of work remains on Greenspoint Parkway. Northbound Barrington Road was shifted to new concrete pavement in the center to allow the contractors to finish the northeast corner of Hassell Road. Signal work and the channelizing island at this corner constitute the majority of work to be done at this location. Median curb and paving on both sides of the bridge must still be

completed. The majority of the path alignment has been graded with some yet to be done just south of the eastbound entrance ramp. The path alignment and construction in the area of the Kiss-n-Ride including the connection to Pembroke will be part of the Pace project. 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 had the surface layer placed with street lighting and parkway work including sidewalk not done yet. The north half of Greenspoint Parkway 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 photos below were provided by TECMA Associates, the construction engineers hired by the Illinois Tollway for the interchange work.



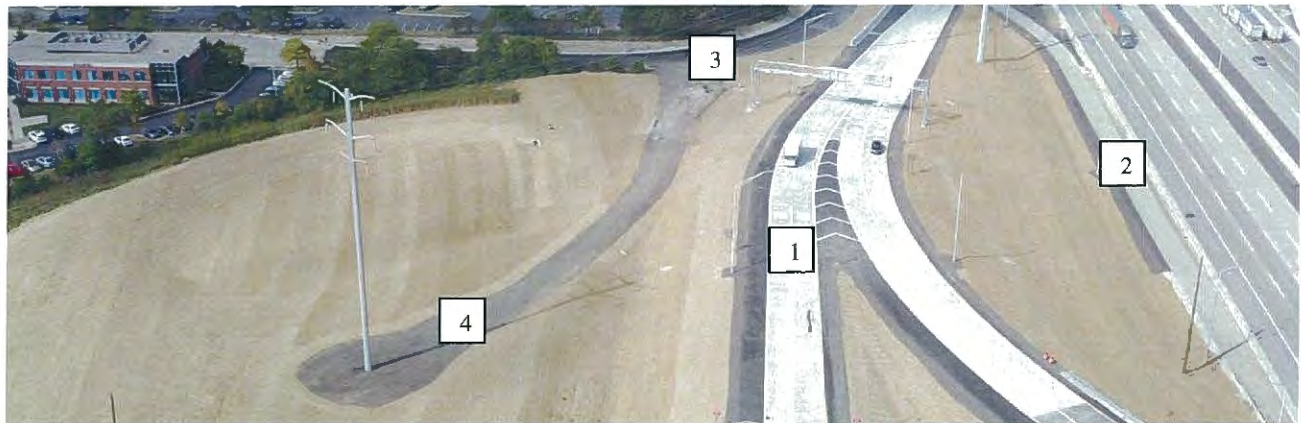
#### **Northeast Quadrant of Interchange – Looking east from Barrington Road**

1. Pedestrian overpass of I-90
2. Westbound exit ramp to Barrington Road
3. Pace Park-n-Ride area
4. Express bus station and bus ramp
5. Hilton Garden Inn



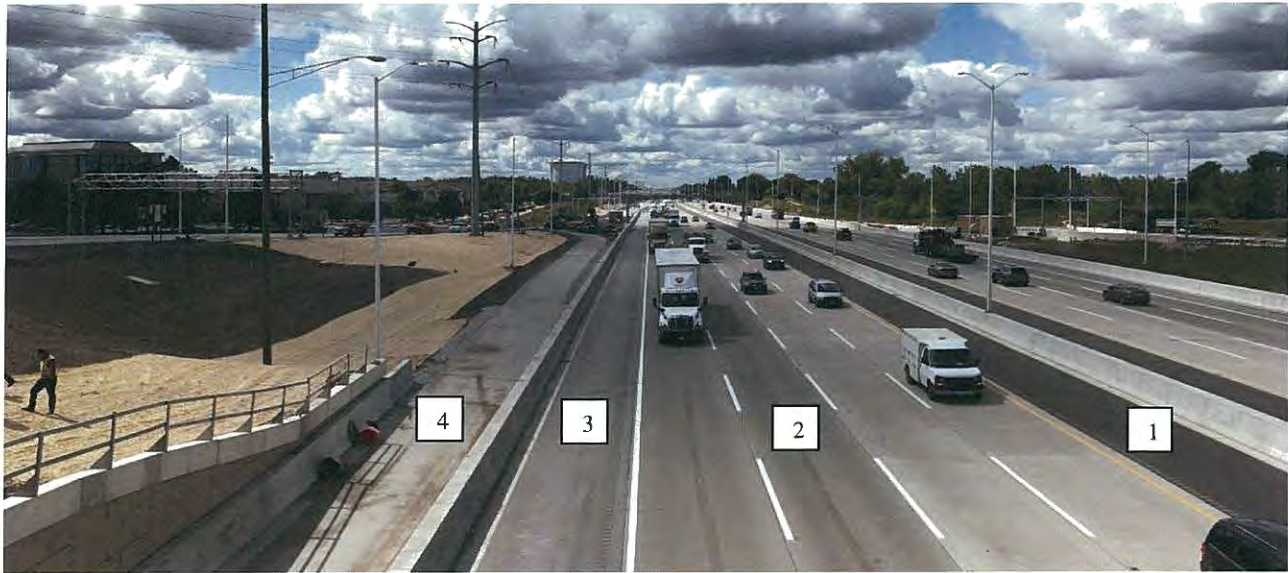
**Southeast Quadrant of Interchange – Looking east from Barrington Road**

1. Pedestrian overpass of I-90
2. Eastbound entrance ramp from Barrington Road
3. Alignment of path from Barrington Road connecting to pedestrian way and Kiss-n-Ride
4. Kiss-n-Ride
5. Express bus station and bus access road



**Southwest Quadrant of Interchange – Looking west from Barrington Road**

1. Eastbound exit ramp to Barrington Road
2. Bus ramp and access to express bus station
3. Greenspoint Parkway
4. Access road to ComEd tower



**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 express bus station



**Looking east from Barrington Road**

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



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



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





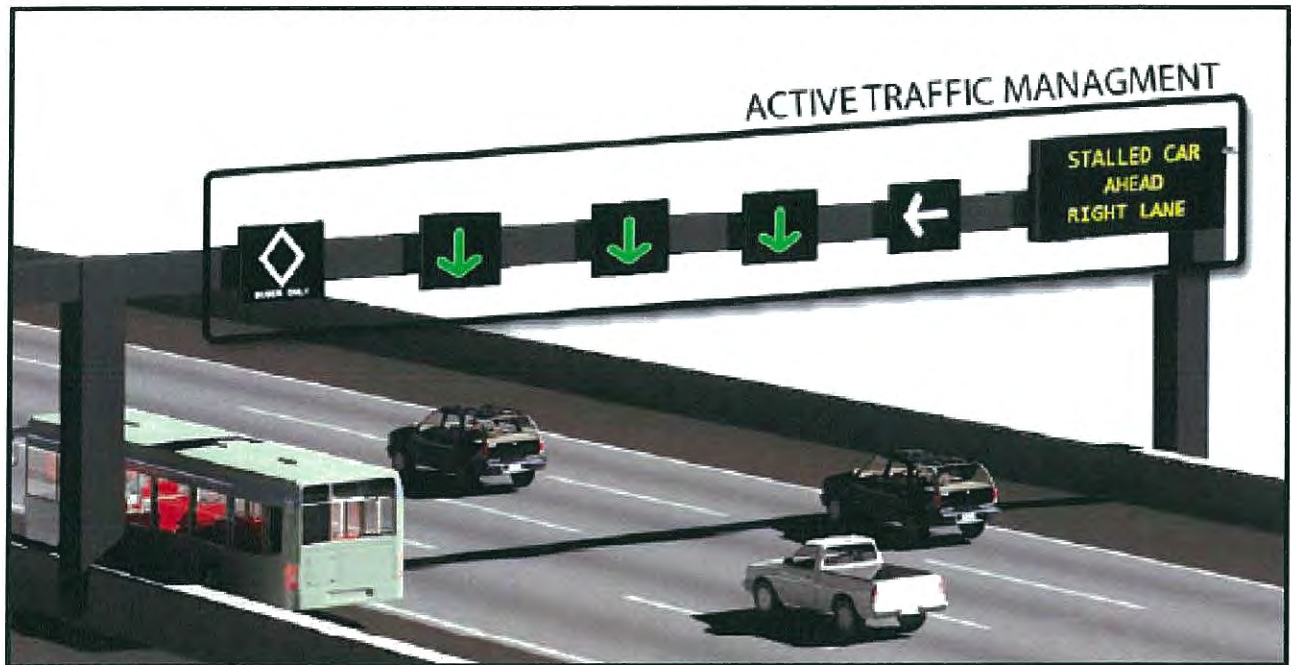
**View of pedestrian overpass and buildings from Park-n-Ride area**

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 through Pace contracts. The sidewalk / 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. Other pieces of the pedestrian and path system also must be completed.

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

Traffic is using all lanes on I-90. The Tollway's SmartRoad system is operational. Recently, westbound traffic on I-90 has been informed of ramp construction at Barrington Road using the overhead messages. An example is shown in the photograph below. Information on travel times, road conditions, construction, incidents, etc. is communicated to motorists via the overhead signs. Each lane has an overhead display which is 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 Illinois Tollway posts information on its webpage ([www.illinoistollway.com](http://www.illinoistollway.com)) for the I-90 construction work.



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



**Smart Road Lane Control Signals – westbound I-90 approaching Barrington Road**

1. Message Box – advising of ramp work at Barrington Road
2. Yellow Arrow – caution when traveling in or near this lane
3. Green Arrow – lane open for use

**Roselle Road Bridge and Interchange:** The majority of work has been completed. Some landscaping work remains.

A separate project is making 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 this effort. Central Road is closed during construction with a detour for through traffic using Ela, Roselle, and Algonquin Roads. The project is expected to last until at least spring 2018. A list of businesses affected by the Central Road closure was provided to the County and its consultants.



#### ◆ Shoe Factory Road - Cook County

The appraisals for parcels needed for the road work were updated so that the County could 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. County staff provided comments to Civiltech based on their review of the plans so Civiltech can update the supplement request 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 before 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 further coordination could occur over the coming months. The timing of construction will depend upon the duration of the right-of-way process, funding availability, Cook County's programming of funds, and the County's approval of final plans.

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

IDOT has completed the work with only punchlist items remaining. The scope included shoulder widening, plus shoulder and centerline rumble strips to address a history of run-off-the-road crashes. The project also upgraded traffic signals on Golf Road at IL 59 and Bartlett Road and added a southbound right turn lane on IL 59 at Golf Road. The Village's red light camera vendor is waiting on approval from 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 now expected in 2018. 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 multi-year part 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 continues with lane closures to facilitate the work. The scope also includes some curb replacement in both median and outside edges of the roadway.

## **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: A request for a time extension to complete the engineering and construction of the project was submitted to IDOT. A separate request for additional federal funds was also sent to IDOT. CN continues its review of language in the agreement based on feedback from IDOT on requirements for federal grant projects. TranSystems is preparing information to submit the Phase I documents to IDOT for review. Assessment of some plant species was done over the summer with a report to be submitted with IDOT the other documents. Property easements and accommodations for the path are ongoing. 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 finishing pavement striping on Bode Road. Signal work will be done later at the Roselle Road intersection following coordination with Cook County. Harmon Boulevard is complete with landscaping and other miscellaneous items remaining to be done. Ciorba Group was hired by the Village and is performing the Phase III engineering inspection and documentation.

For the 2016 STP project, 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. These have been placed in a second tier of projects behind reconstruction and major intersection work on the Council's list of projects. At this time, it is unlikely that resurfacing projects will advance any time soon given the number of cost of all projects listed by NWMC. A lot of higher priority projects would need to move to later years in order for the second tier projects to advance. 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

Two other streets were submitted to the Conference for reclassification into the federal route program. Rohrssen Road between Shoe Factory Road and Golf Road was recently reclassified as a federal aid route. The scope of work could include shoulder work to accommodate bicycle lanes and some pedestrian improvements. Gannon Drive between Golf and Higgins Roads was also submitted but no decision on reclassification has been made as of this time.

◆ **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 late this year but at this stage nothing has occurred. 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 next BPAC meeting is to be determined. Staff first needs to advance components of the bicycle plan update and prepare for the broader discussion of provisions for pedestrians and linkages to transit facilities. Future meeting topics could also include 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.

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

The County's engineering consultant is completing various environmental reports and is developing an initial set of plans for review. A variety of documents were provided to the County to assist in the design effort. The Phase I study is being 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 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 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**

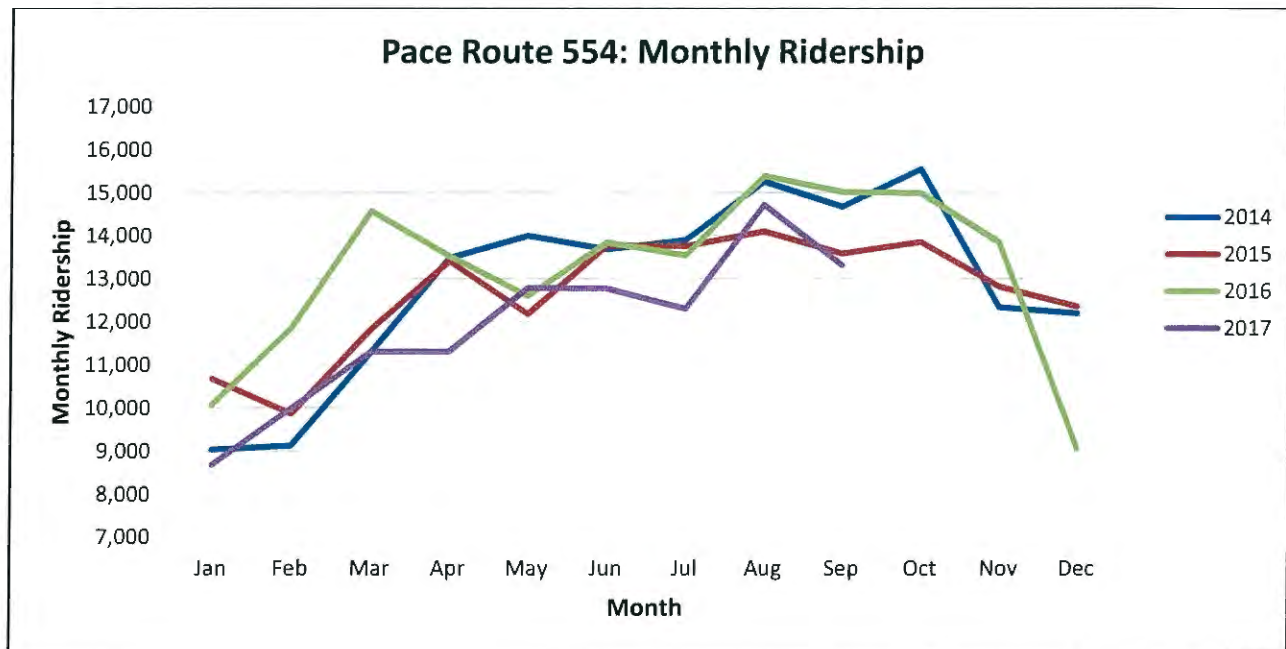
### **◆ Taxi Discount Program**

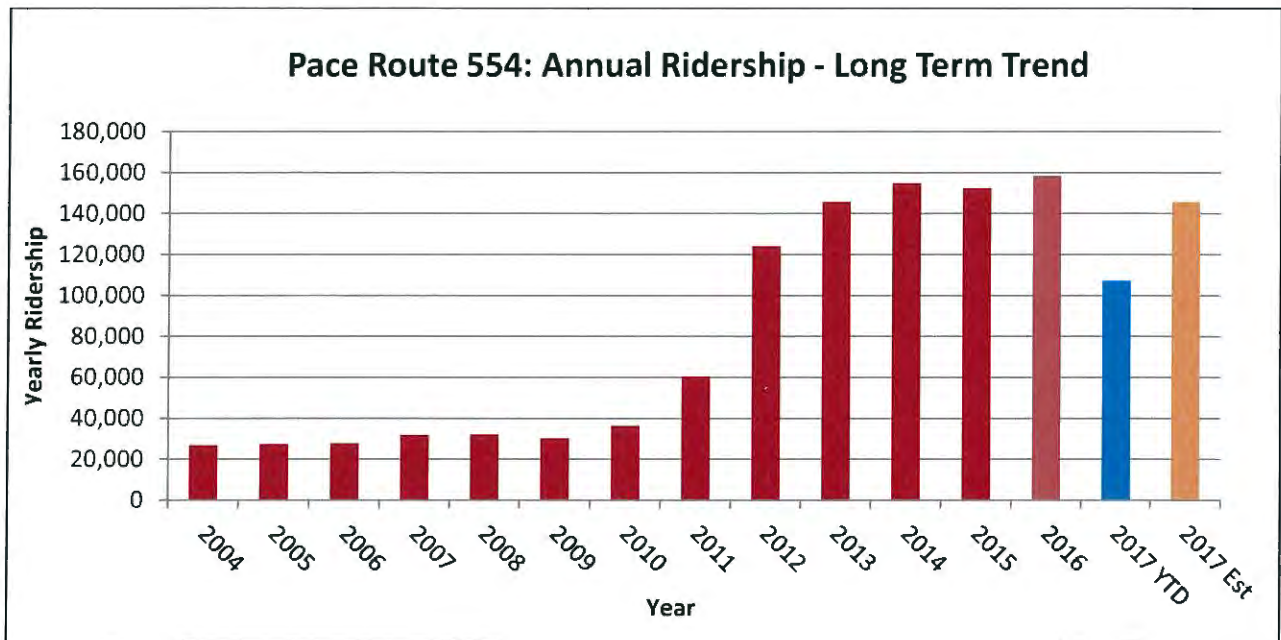
Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 597 residents have registered for the program; further review of the program registration indicates the number of current eligible registrants totals 381. Coupons redeemed to date in 2017 total 4,806. As shown in the chart below, coupon usage in 2017 is predicted to be notably higher than preceding years. It appears the higher use is mainly attributable to the increase in the number registered for the program.



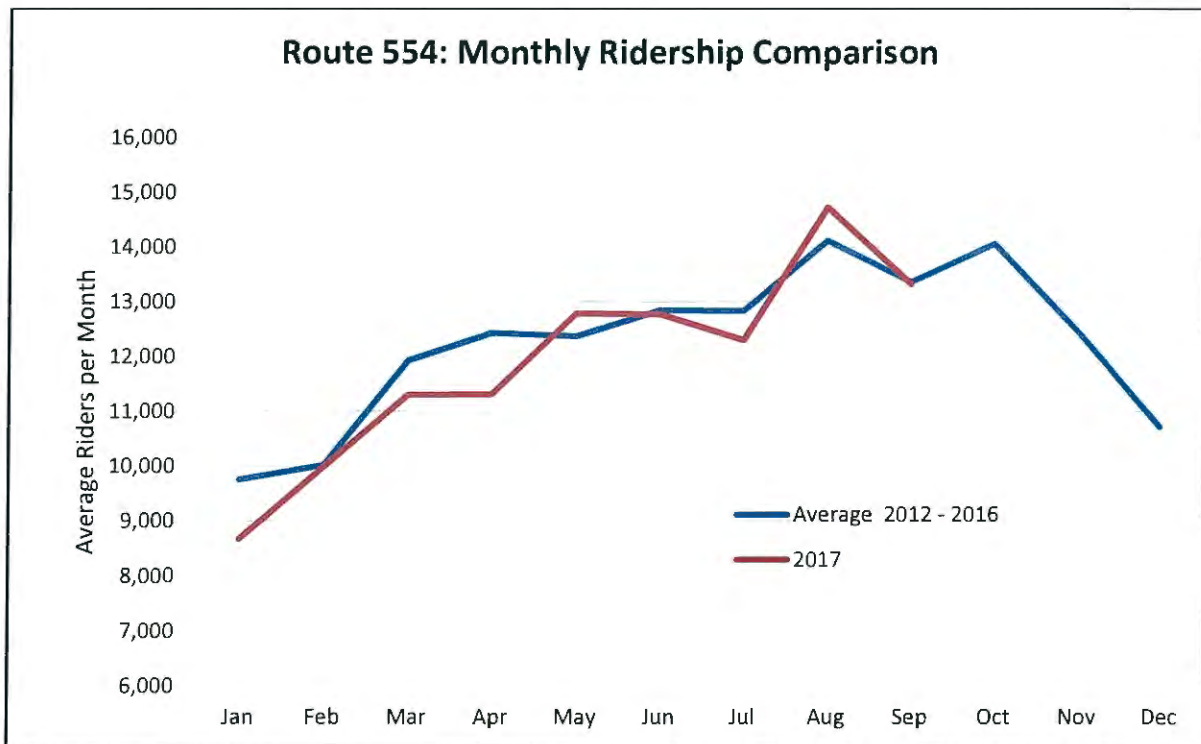
◆ **Pace Route 554**

The most recent data from September 2017 showed average weekday ridership of 579, along with a Saturday average of 348 riders per day. The drop in ridership to date in 2017 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 analysis must be done to determine potential gains and enhancements to ridership along with possible negative effects on current users.





The monthly pattern of usage follows historical average trends although at generally lower numbers of riders per month as shown in the figure below.

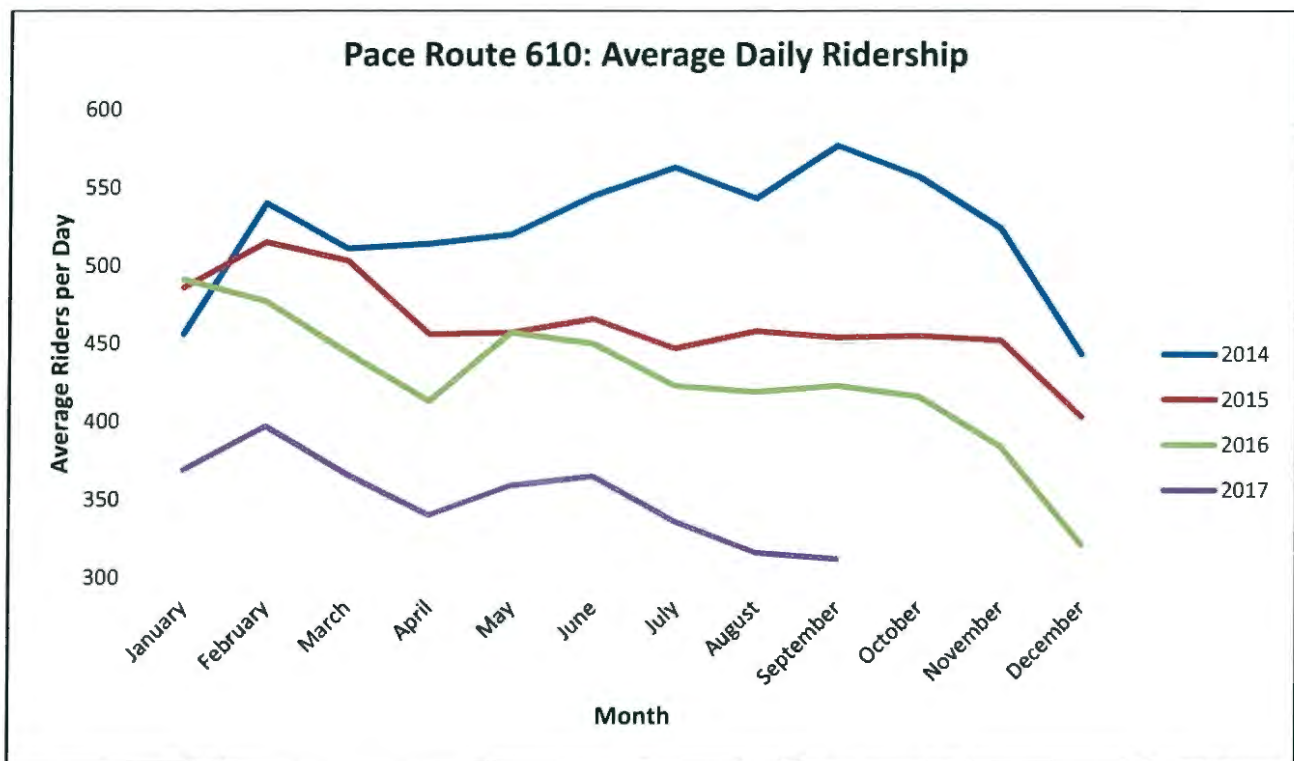


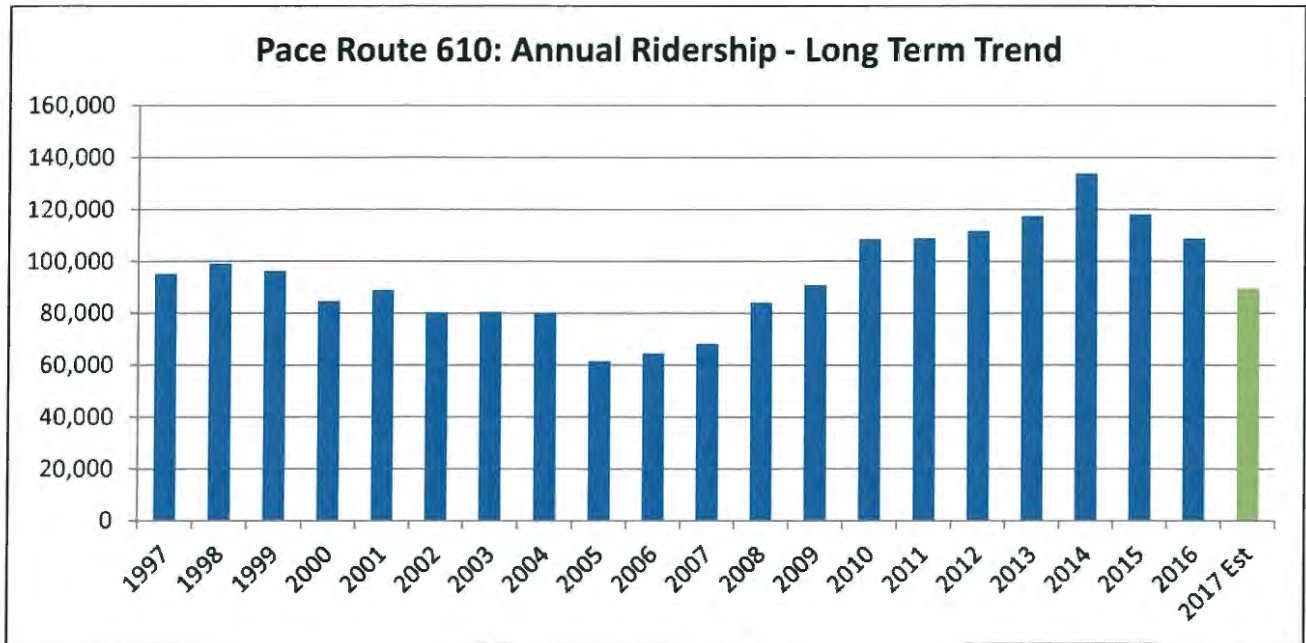


◆ **Pace Route 610 and Sears Centre Park-n-Ride Lot**

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 use trends on comparable types of routes over the last year. 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 has increased recently to between 25 to 30 parked vehicles per weekday. Previously there had been between 15 to 20 per day. 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**

Information is needed from Pace before scheduling the next meeting. 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**

Construction is well underway for the Park-n-Ride on the north side of I-90. Underground detention, storm sewer, and retaining wall work is ongoing. Discussion with Pace continues regarding access easements with ComEd for the Kiss-n-Ride on Pembroke Avenue. ComEd is to finalize documents and requirements needed to complete this process. 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. When Pace has completed its work on the operating schedule and has an opening date for the Park-n-Ride, information will be distributed to residents and businesses.

**◆ 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. 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 ended in early October. Test 3 did 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. The City and ONCC staff will evaluate findings from all three runway rotation tests to help determine what interim fly quiet plan should be implemented. The email complaint system implemented by the ONCC should continue to be used for comments.

**◆ CMAP ON TO 2050 Plan Development**

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. 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**

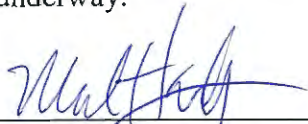
The Greenways Plan was created in the 1990s to identify corridors for pedestrian and bicycle travel to complement waterways, park, and Forest Preserves. Comments were provided for areas located in the Village. Primary corridors of interest include the updated facilities along Barrington Road to be built 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 closed on November 6 for CN to make repairs. A detour route is posted via IL 58, IL 72, and Beverly Road. The work is expected to last about one week. CN used advance notice signs to advise motorists of the road closure. Information about the road closure was placed on the Village website.
- ◆ Traffic data, site plans, and inspections are ongoing for a variety of projects which are in the early stages of project development and review.
- ◆ Various smaller site modifications and permits for parking lot sealcoating, striping, patching are underway.



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Michael Hankey, P.E.

Director of Transportation and Engineering Division