



**AGENDA**  
**TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE**  
**Village of Hoffman Estates**  
**April 13, 2009**

**Immediately Following General Administration & Personnel Committee**

**Members: Ray Kincaid, Chairperson**  
**Gary Pilafas, Vice Chairperson**  
**Karen Mills, Trustee**

**I. Roll Call**

**II. Approval of Minutes – March 9, 2009**

**NEW BUSINESS**

1. Discussion regarding Surface Transportation Program grant application to reconstruct Hassell Road from Barrington Road to Fairway Court.
2. Review of request for parking restrictions on Hassell Road at Barrington Lakes Apartments.
3. Request approval of an Intergovernmental Agreement with Cook County Forest Preserve for Central Road Bike Path Project.
4. Request approval of an Intergovernmental Agreement with Schaumburg for Higgins Road CMAQ Bike Path Project.
5. Request authorization to:
  - A. Reallocate CDBG funds for use in the reconstruction and widening of Spring Mill Drive.
  - B. Award contract for the 2009 Street Revitalization Project to Arrow Road Construction (low bidder) at the revised amount of \$2,448,098.10.
  - C. Award contract for materials testing for the 2009 Street Revitalization Project to Applied GeoScience, Inc. in an amount not to exceed \$40,000.
6. Request authorization to award contract for the 2009 Crack Sealing Project to Denler, Inc. in an amount not to exceed \$100,000.
7. Request acceptance of Transportation Division Monthly Report.

**III. President's Report**

**IV. Other**

**V. Items in Review**

1. Discussion regarding lead agency for Barrington Road Interchange.

**VI. Adjournment**

*The Village of Hoffman Estates complies with the Americans with Disabilities Act (ADA). For accessibility assistance, call the ADA Coordinator at 847/882-9100.*

**TRANSPORTATION & ROAD IMPROVEMENT  
COMMITTEE MEETING MINUTES**

March 9, 2009

**I. Roll Call**

**Members in Attendance:**

**Ray Kincaid, Chairman  
Gary Pilafas, Vice-Chairperson  
Karen Mills, Trustee**

**Other Corporate Authorities  
in Attendance:**

**Trustee Cary Collins  
Trustee Jackie Green  
Trustee Anna Newell  
Mayor William McLeod**

**Management Team Members  
in Attendance:**

**Dan O'Malley, Deputy Village Manager  
Molly Norton, Asst. to Village Manager  
Arthur Janura, Corporation Counsel  
Mark Koplun, Asst. Vlg. Mgr., Dev. Services  
Don Plass, Director of Code Enforcement  
Mike Hankey, Director of Transportation  
Pete Gugliotta, Director of Planning  
Patrick Seger, Director of HRM  
Bruce Anderson, CATV Coordinator**

**Others in Attendance**

**Reporters from Daily Herald, Chicago Tribune**

The Transportation and Road Improvement Committee meeting was called to order 9:05 p.m.

**II. Approval of Minutes**

Motion by Trustee Collins, seconded by Trustee Mills, to approve the Transportation & Road Improvement Committee meeting minutes of February 16, 2009. Voice vote taken. All ayes. Motion carried.

Motion by Mayor McLeod, seconded by Trustee Pilafas, to approve the Special Transportation & Road Improvement Committee meeting minutes of February 23, 2009. Voice vote taken. All ayes (abstain Mills; Collins). Motion carried.

**NEW BUSINESS**

- 1. Request award of professional service contract for traffic signal design and inspection at Higgins Road and Prairie Stone Parkway to V3Companies, Woodridge, IL, at a cost not to exceed \$61,113.54.**

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

Trustee Kincaid inquired, and Mike Hankey responded that staff was not recommending the low bid because the V3 proposal was the most thorough, insightful and provided a reasonable estimate for hours of work and contract cost.

Motion by Trustee Collins, seconded by Trustee Pilafas, to award a professional service contract for traffic signal design and inspection at Higgins Road and Prairie Stone Parkway to V3Companies, Woodridge, IL, at a cost not to exceed \$61,113.54. Voice vote taken. All ayes (Nay: Kincaid). Motion carried.

**2. Request acceptance of Transportation Division Monthly Report.**

The Transportation Division Monthly Report was submitted to the Committee.

Motion by Trustee Mills, seconded by Trustee Collins, to accept Transportation Division monthly report. Voice vote taken. All ayes. Motion carried.

**III. President's Report**

**IV. Other**

Trustee Kincaid reported that he attended the recent Fleetwood Mac Concert at the Allstate Arena and it was very difficult to get off the tollway and through the parking in time for the concert.

**V. Items in Review**

- 1. Discussion regarding lead agency for Barrington Road interchange.

**VI. Adjournment**

Motion by Trustee Collins, seconded by Trustee Mills, to adjourn the meeting at 9:12 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:** Discussion regarding Surface Transportation Program grant application to reconstruct Hassell Road from Barrington Road to Fairway Court

**MEETING DATE:** April 13, 2009

**COMMITTEE:** Transportation and Road Improvement

**FROM:** Mike Hankey

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**PURPOSE:** Discuss the opportunity to submit a Surface Transportation Program (STP) funding application to reconstruct Hassell Road from Barrington Road to Fairway Court.

**BACKGROUND:** Hassell Road is a collector street, with a daily traffic ranging from 5,000 to 10,000 vehicles in the area of the project. This section of Hassell Road from Barrington Road to Fairway Court has a pozzalonic base and will continue to deteriorate until fully reconstructed. The western section of Hassell Road from Barrington Road to Huntington Boulevard is in very poor condition with a Pavement Condition Rating (PCR) of 57. The section of Hassell Road from Huntington Boulevard to Fairway Court currently has a good surface condition and a Pavement Condition Rating (PCR) of 89. While still in good condition, the pozzalonic base is showing the typical failure signs on this section of Hassell Road. There are also three large culvert crossings of Hassell Road which should be replaced with any reconstruction. Please refer to the attached map.

The Northwest Municipal Conference (NWMC) administers STP funds for a variety of construction projects each year. The program typically funds projects with 70% of the cost and 30% local match. The funds are available for construction and right of way acquisition costs only. The Village has used STP for previous projects such as Huntington Boulevard reconstruction in 1998 and is also proposing a project with the Village of Schaumburg on Bode Road. All candidate streets must be designated in the Federal Aid Urban System (FAUS). While Hassell Road is currently not a FAUS route, the NWMC and IDOT have a process to reclassify streets if they meet the FAUS criteria. Staff has started this procedural step to designate Hassell Road as a FAUS route, along with Jones Road and Hillcrest Boulevard.

**DISCUSSION:** As presented at the recent CIB meeting for the Capital Improvement Program, the Village has a long list of future reconstruction streets that need to be funded with limited resources.

**DISCUSSION: (Continued)**

With a street reconstruction back log of over \$27 million, it is important to identify alternate funding sources. Due to the local nature of most of the streets on this list, alternate funding sources like STP are not available on most Village streets. There are a few streets throughout the Village that are or could be eligible for STP funding; Hassell Road is one.

The NWMC Technical Committee selects STP projects using a set of criteria to rank projects for funding. The criteria are meant to promote projects that fulfill a set of goals to fund projects that impact the most residents, improve safety, air quality, pavement condition, congestion, intergovernmental cooperation, and the use of transportation control measures. A candidate project's rating can range from 30 to above 90, with selected projects typically having scores 70 and above. The Hassell Road STP rating could be improved by adding bicycle amenities into the scope of the project. This affects goals for air quality improvement and using a transportation control measure. Federal stimulus funds for transportation will allow some projects in the NWMC program to proceed. As a result, other projects like Hassell Road could be in position to move onto the program list. While the STP rating is estimated at 55, staff believes with the additional stimulus funding, this street could be selected.

Staff is seeking direction from the Village Board to proceed with an STP grant application. The NWMC is currently accepting STP applications, at which time the project would be presented to the NWMC Technical Committee for their recommendation.

**FINANCIAL IMPACT:**

There are no proposed financial impacts to the Village in 2009. Due to current Hoffman Estates budget constraints and if approved, Transportation and Engineering Division would provide all Phase I engineering documentation for the Hassell Road project. This would eliminate any direct project costs to the Village initially.

If the project is successful in acquiring STP funds, there would be Village costs associated with the project for the local match of the construction costs and Phase II & III Engineering Plan preparation and construction inspection. The cost for this project is estimated at \$3,100,000 for street reconstruction and \$1,200,000 for three culvert replacements for a total of \$4,300,000.

An estimate of future Village funds required for this project would be approximately \$1,300,000 since STP has a cap of \$3 million. These costs do not include future culvert design costs of approximately \$120,000. Design and construction engineering costs of approximately \$600,000 will be saved by doing this work by staff. It is anticipated that this project might be ready for STP funding in 2011 or 2012. This project is not currently in the 2009-2014 CIP as a STP project but was listed as a future reconstruction street. It could be included in next year's proposed CIP. It may be possible to fund this project with a future street project, depending on what the resurfacing need is that year. If STP funds are not secured, any design work would still be useful because Hassell Road will need to be reconstructed in the future anyway.

**RECOMMENDATION:**

Proceed with a FAUS reclassification request and STP application to reconstruct Hassell Road. If approved by the Village Board, a next step would also be to proceed with the applications.

Attachment





# Hassell Road Reconstruction Project Aerial

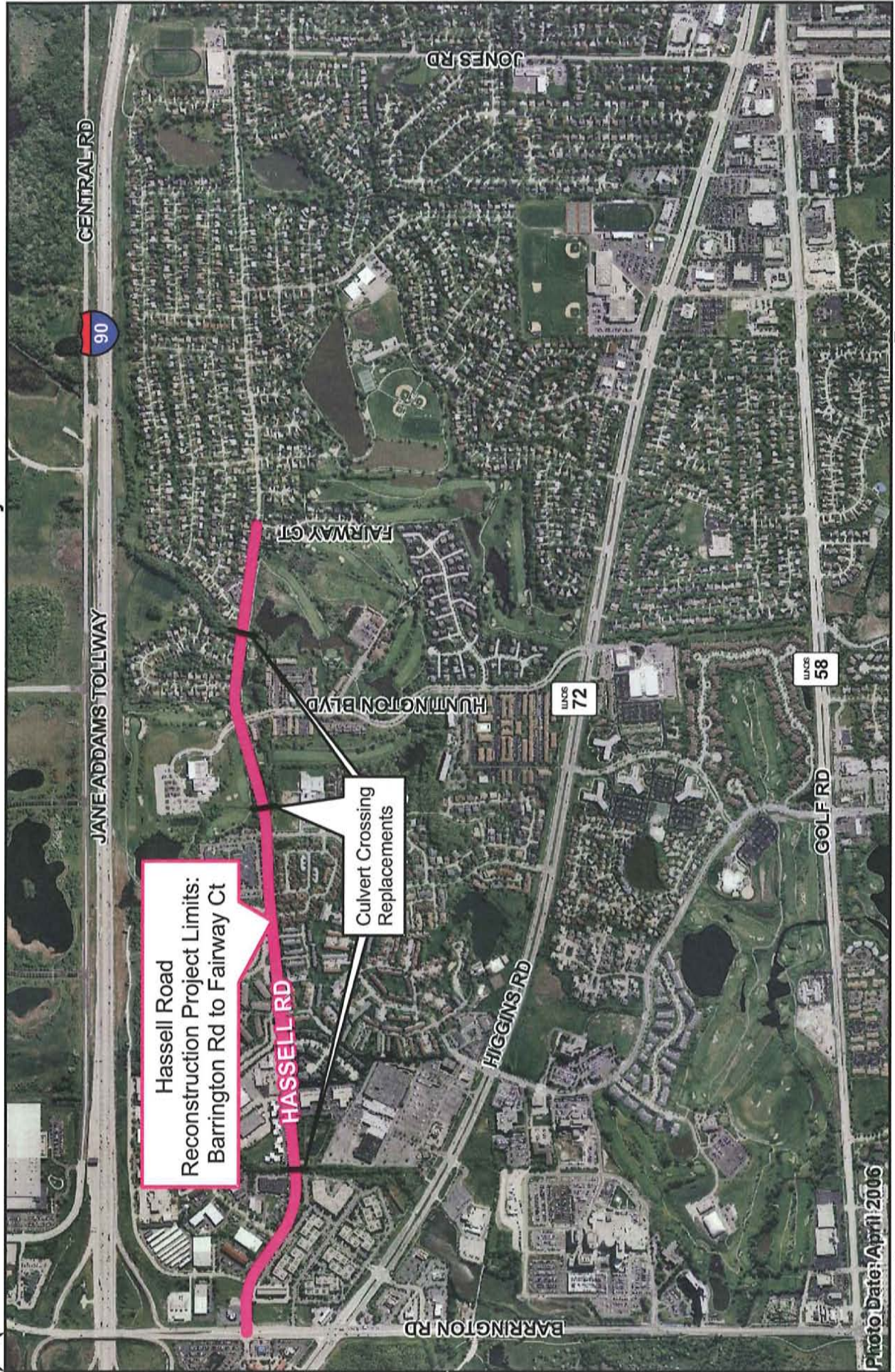


Photo Date: April 2006

1 in = 0.25 miles

Transportation and Engineering Division  
Village of Hoffman Estates  
April 13, 2009



**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Review of a request to change parking regulations on Hassell Road at the eastern Barrington Lakes Driveway

**MEETING DATE:** April 13, 2009

**COMMITTEE:** Transportation and Road Improvement

**FROM:** Nathan Roseberry

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**PURPOSE:** To address a request to restrict parking on the north side of Hassell Road near the eastern Barrington Lakes driveway.

**BACKGROUND:** Hassell Road is a four lane undivided collector road with a posted speed limit of 30 mph along the frontage of Barrington Lakes. Parking is currently permitted on both sides of Hassell Road. In 2005, the Village installed parking restrictions on either side of the western ADP driveway, directly to the east of the subject location based on a similar request.

**DISCUSSION:** To investigate if parking restrictions should be expanded on either side of the Barrington Lakes driveway; a visibility analysis was conducted using departure sight distance, a measurement for outbound traffic turning left and right onto Hassell Road. In addition, a crash history was conducted for the location to determine the type and occurrence of crashes in the past. The analyses used were the same used as a justification to install the no parking signs on either side of the ADP driveway.

(1) Evaluation of Visibility

Visibility was measured based on view obstructions along Hassell Road at the eastern Barrington Lakes Driveway. Visibility for outbound vehicles at the driveway is currently blocked if vehicles are parked cars along Hassell Road. A design speed of 35 mph was used for Hassell Road based on traffic counts. Based on the analysis completed for the parking regulations on either side of the driveway, the driver was assumed to move to a position where the front of the vehicle is near the edge of the parked vehicles. Based on the resultant sight triangles, parked vehicles within thirty (30) feet of the driveway would impede visibility for exiting traffic.

**DISCUSSION:** (Continued)

Also, note that "drivers are required to stop at stop signs and then move forward to a point where the driver can see conflicting traffic" according to Illinois Vehicle Code. Providing adequate visibility at least from this vantage point is needed.

**(2) Crash History**

The total number of recorded crashes was compiled over the past three years. There was one crash at the driveway in 2007. The crash was related to poor roadway conditions, not visibility.

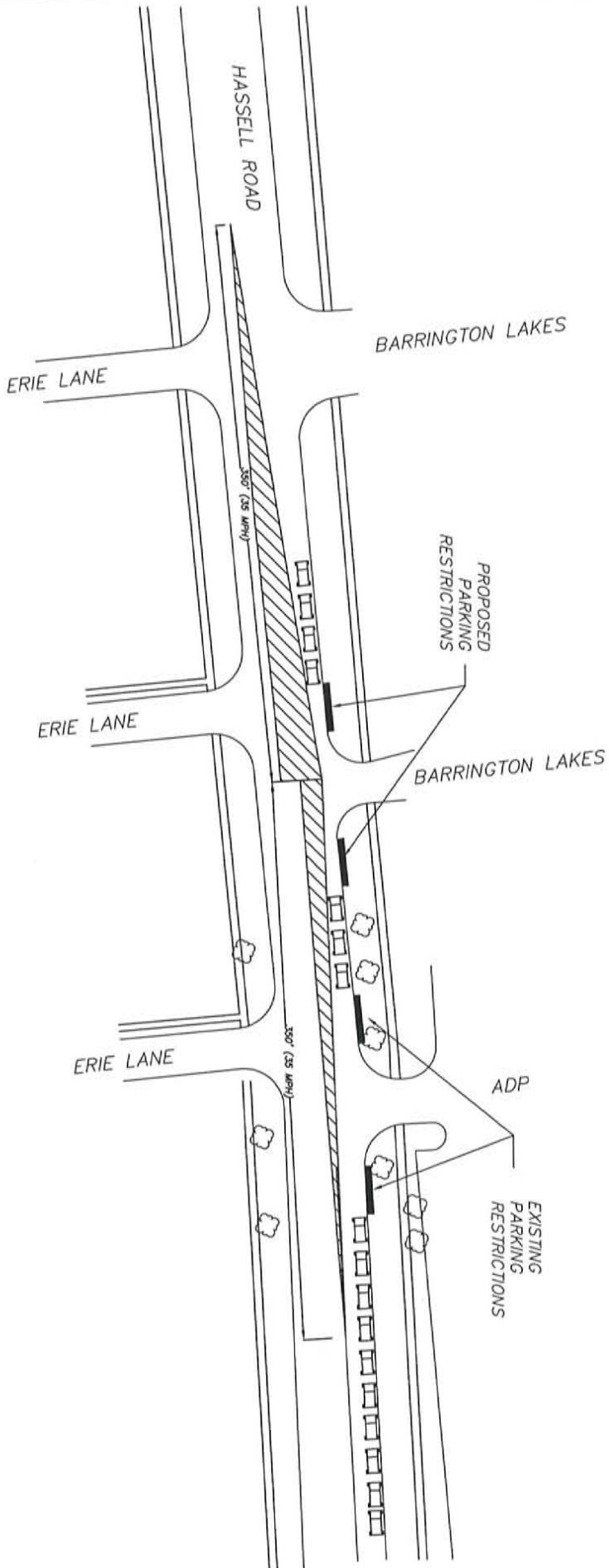
It is important to note that restricting parking within 30' of the Barrington Lakes driveway would result in a loss of two (2) parking spaces. Based on staff observations, up to four vehicles do park within this area near the driveway. There is however plenty of available curb space to park further to the west on Hassell Road where the parking demand is little to none.

**RECOMMENDATION:**

Restrict parking thirty (30) feet east and west of the eastern Barrington Lakes Driveway along the north side of Hassell Road.

Attachment





Barrington Lakes Hassell Rd Driveway	
Sight Visibility Analysis	
Scale: 1" = 100'	April 13, 2009
Village of Hoffman Estates	
Transportation Division	
Filename: Misc\TRANS\HassellRdADP.dwg	

VILLAGE OF HOFFMAN ESTATES

AN ORDINANCE AMENDING  
SECTION 6-2-1-HE-11-1302-A OF THE  
HOFFMAN ESTATES MUNICIPAL CODE

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Hoffman Estates, Cook and Kane Counties, Illinois, as follows:

Section 1: That Section 6-2-1-HE-11-1302-A, ADDITIONAL NO PARKING STREETS AND AREAS, of the Hoffman Estates Municipal Code be amended by adding sub-section 276, to read as follows:

276. On the north side of Hassell Road, thirty feet (30') east and west of the eastern Barrington Lakes driveway.

Section 2: That any person, firm or corporation guilty of violating any of the provisions of this Ordinance shall be fined not less than Ten Dollars (\$10.00) nor more than Five Hundred Dollars (\$500.00) for each offense.

Section 3: That the Village Clerk is hereby authorized to publish this ordinance in pamphlet form.

Section 4: That this Ordinance shall be in full force and effect immediately from and after its passage and approval.

PASSED THIS \_\_\_\_\_ day of \_\_\_\_\_, 2009

VOTE	AYE	NAY	ABSENT	ABSTAIN
Trustee Karen V. Mills	_____	_____	_____	_____
Trustee Cary J. Collins	_____	_____	_____	_____
Trustee Raymond M. Kincaid	_____	_____	_____	_____
Trustee Jacquelyn Green	_____	_____	_____	_____
Trustee Anna Newell	_____	_____	_____	_____
Trustee Gary J. Pilafas	_____	_____	_____	_____
Mayor William D. McLeod	_____	_____	_____	_____

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2009

\_\_\_\_\_  
Village President

ATTEST:

\_\_\_\_\_  
Village Clerk

Published in pamphlet form this \_\_\_\_\_ day of \_\_\_\_\_, 2009.



**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Request approval of an intergovernmental agreement with the Forest Preserve District of Cook County for the Central Road Bicycle Path Project

**MEETING DATE:** April 13, 2009

**COMMITTEE:** Transportation and Road Improvement Committee

**FROM:** Nathan Roseberry

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**PURPOSE:** An intergovernmental agreement with the Forest Preserve District of Cook County to construct a portion of the Central Road Bicycle Path Project on Forest Preserve Property.

**DISCUSSION:** The Village has applied for Illinois DNR Recreational Trail Grant Funds to construct a bicycle path on the north side of Central Road from West AT&T Drive to the Paul Douglas Forest Preserve Bicycle Path. If the Village is successful at acquiring funds, a portion of the project will need to be constructed in the Paul Douglas Forest Preserve, owned by the Forest Preserve District of Cook County (FPDCC).

A draft intergovernmental agreement with the FPDCC is attached. Village Corporation Counsel has reviewed this document. The agreement covers the design, construction, and maintenance of the pedestrian and bicycle facilities. The Village of Hoffman Estates is responsible for the design and construction of the entire project. The Forest Preserve would allow the construction of the path on their property and assume maintenance responsibility of the path upon completion of the construction. The scope of the intergovernmental agreement does not include any monetary clauses as all of the funds for the project would be the responsibility of the Village.

**FINANCIAL IMPACT:** There are no financial impacts to the Village. If the Village is successful in acquiring IDNR funds, the project will be funding 100% through the grant and contributions from McShane Companies, LLC.

**RECOMMENDATION:** Recommend approval of an intergovernmental agreement with the FPDCC for the Central Road Bicycle Path Project.

Attachment

**INTERGOVERNMENTAL AGREEMENT**  
**Central Road Bicycle Path at the**  
**Village of Hoffman Estates, Illinois.**

Agreement made this \_\_\_\_\_ day of \_\_\_\_\_, 200\_ between the Village of Hoffman Estates, herein after referred to as Village, and the Forest Preserve District of Cook County, herein after referred to as District.

**WITNESSETH:**

**WHEREAS**, the continued development and organization of the metropolitan areas has increased public awareness of the importance of maintaining open space and providing recreational opportunities for individuals throughout the metropolitan area; and

**WHEREAS**, Section 10 of Article VII of the Constitution of the State of Illinois authorizes and encourages units of local government to contract or otherwise associate among themselves and with the State to obtain or share services and to exercise, combine or transfer any power or function; and

**WHEREAS**, The Intergovernmental Cooperation Act, 5 ILCS 220/1 et seq., authorizes and encourages cooperative agreements between units of Illinois' state and local government; and

**WHEREAS**, the Village and the District are authorized to participate in the development of the Central Road Bicycle Path and execute this Intergovernmental Agreement by act of their duly constituted Boards and Council; and

**WHEREAS**, the Village has applied for Illinois DNR Recreation Trails Grant funding for the construction of the Central Road Bicycle Path from West AT&T Center Drive to the Paul Douglas Forest Preserve Path in the Village of Hoffman Estates, and;

**WHEREAS**, the purpose of this Intergovernmental Agreement is limited solely to construction of the path component on Paul Douglas Forest Preserve Property east of the Huntington Boulevard / Freeman Road intersection, herein after referred to as Path and operation and maintenance of the trail component included thereof;

**NOW, THEREFORE**, in consideration of the mutual promises, terms and conditions set forth herein, and in the spirit of intergovernmental cooperation, the Village and the District agree as follows:

1. **Incorporation of Preambles.** The preamble set forth above are incorporated herein and made a part thereof.
2. **Establishment of Central Road Bicycle Path.** In accordance with the intent of IDNR Recreational Trail Grant Program, the Village will design and construct the Path, and the District agrees to allow the Path to be



constructed on land presently owned, as is necessary for the completion of its construction.

3. **Lead Agency.** The Village agrees to act as the lead Agency for the construction of the Path.
4. **Engineering Services.** The Village and the District mutually agree to the following:
  - A. Cooperate in establishing criteria to be used in the design and construction of the Path.
  - B. Criteria for the path shall be minimum AASHTO standards and approved variances as may be necessary.
5. Neither the Village, nor the District shall act as agent for the other and shall solely be responsible for the commitment of their respective resources, allocation of funds and assignment of their personnel in fulfilling the objectives and obligation of this agreement.
6. **Access.** The District will coordinate and provide access for the portion the Path on the Paul Douglas Forest Preserve, owned by the District. The access will be maintained for construction and use of the Path.
7. **Transfer of Responsibility.** Upon completion of construction of the Path, and upon release of project and the Village accepting construction, such acceptance shall not be unreasonably withheld, the District will assume full responsibility for the maintenance and operation of the segment of Path located on District property.
8. **Cooperation.** If the District, or the Village has reason to believe that a violation of this Agreement has occurred or is occurring, written notice thereof specifying in detail the violation and the facts supporting the claim shall be served upon the party to this agreement that allegedly committed or is permitting such violation to occur. The District, and the Village agree to act in good faith and to cooperate with each other to resolve any disputes which may arise in the performance of this Agreement. The District, or the Village may use any legal action or proceeding, whether at law or in equity, to enforce any provision of this Agreement against the party and to recover any damages including but not limited to, reasonable attorney fees from said party.
9. **Transfers.** No Agency shall sell, assign or otherwise transfer its interest under this Agreement without the written approval of the other Agencies. The provisions set forth in this Agreement shall be binding upon and inure to the benefit of the approved successors and assigns of the District, and the Village.

10. **Obligation to Construct** If the Village is unable to secure available funding to construct the path through the current IL DNR grant program and other sources, the Village is not obligated to construct the path until such time as adequate funds are obtained
11. **Notices.** All notices given under this Agreement shall be in writing and shall be either (a) served personally during regular business hours; (b) served by facsimile transmission during regular business hours coupled with the mailing of the original in the U.S. Mail on the same day, postage prepaid, or (c) served by certified or registered mail, return receipt requested, properly addressed with postage prepaid and deposited in the United States Mail. Notices served personally or by facsimile transmission shall be effective upon receipt, and notices served by mail shall be effective upon receipt as verified by the United State Postal Service. Notices shall be served at the following addresses:

Forest Preserve District of Cook County  
Attn: Dave Kircher  
536 North Harlem Avenue  
River Forest, IL 60305  
Tel (708) 771-1172  
Fax (708) 771-1512

Village of Hoffman Estates  
Attn: the Honorable Mayor William D. McLeod  
Attn: James Norris, Village Manager  
Attn: Nathan Roseberry, P.E, Traffic Engineer  
1900 Hassell Road  
Hoffman Estates, IL 60169  
Tel (847) 252-5806  
Fax (847) 781-2679

12. **Execution.** The Village, and the District shall approve this Agreement by the execution of a separate signature page.
13. **Incorporation.** The provisions set forth herein represent the entire agreement between the Village, and the District and supersede any previous oral or written agreements, as it is the intent of the Village, and the District to provide for integration within the terms of this Agreement. No provision may be modified in any respect unless such modification is in writing and signed by each agency.

**IN WITNESS THEREOF**, the parties have entered into this Agreement as of the \_\_\_\_\_ day of \_\_\_\_\_, 200\_.



**SIGNATURE PAGE FOR INTERGOVERNMENTAL AGREEMENT  
PROVIDING FOR CONSTRUCTION OF AND  
ESTABLISHMENT OF THE CENTRAL ROAD BICYCLE PATH**

FOREST PRESERVE DISTRICT OF COOK COUNTY

By: \_\_\_\_\_  
President

Attest: \_\_\_\_\_  
Secretary

**SIGNATURE PAGE FOR INTERGOVERNMENTAL AGREEMENT  
PROVIDING FOR CONSTRUCTION OF AND  
ESTABLISHMENT OF THE CENTRAL ROAD BICYCLE PATH**

VILLAGE OF HOFFMAN ESTATES

By: \_\_\_\_\_  
Village President

Attest: \_\_\_\_\_  
Village Clerk



**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Request approval of an intergovernmental agreement with the Village of Schaumburg for the Higgins Road Pedestrian and Bicycle CMAQ Project

**MEETING DATE:** April 13, 2009

**COMMITTEE:** Transportation and Road Improvement Committee

**FROM:** Nathan Roseberry

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**PURPOSE:** An intergovernmental agreement with the Village of Schaumburg to for the local share component to construct the Higgins Road Pedestrian and Bicycle CMAQ Project.

**DISCUSSION:** The Village was successful in acquiring Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding to construct the Higgins Road Pedestrian and Bicycle Project. This is a joint project between the Villages of Hoffman Estates and Schaumburg to install missing gaps in the pedestrian network on Higgins Road that exist in both communities. The project limits include sections in Hoffman Estates and Schaumburg. The agreement at the time of grant application submittal was for each municipality to fund the 20% local share component of the improvements within their municipal boundary. This agenda item is presenting an intergovernmental agreement between both municipalities to execute those intentions.

A draft intergovernmental agreement with the Village of Schaumburg is attached. Village Corporation Counsel has reviewed this document. The agreement covers the design, construction, and maintenance of the pedestrian and bicycle facilities. The Village of Hoffman Estates is responsible for the design of the entire project. It is also responsible for the 20% local match of construction costs and maintenance of the following three sections.

- A. The sidewalk along the north side of Higgins Road in front of the Hoffman Lanes Bowling Alley.
- B. The sidewalk along the north side of Higgins Road between Roselle Road and Apple Street.
- C. The bicycle path along the north side of Higgins Road between Apple Street and the Village of Schaumburg boundary.

**DISCUSSION: (Continued)**

The Village of Schaumburg is responsible for the 20% local match for construction costs and the maintenance of the following section:

- A. The sidewalk along the south side of Golf Road from Higgins Road to the Frontage Road to the east.

The Village of Hoffman Estates budget included \$150,000 for this work in 2009. Schaumburg's proposed budget for their 2009 fiscal year contains \$25,000 as well. The total cost of the agreement will be based on final construction quantities and contract costs.

Hoffman Estates staff is currently preparing the construction drawings and specifications consistent with IDOT requirements. The tentative schedule is to let the project go for bid in September and complete construction this fall. Inspection would be done by Hoffman Estates staff. The Village of Schaumburg is expected to take this agreement to its Bicycle Advisory Committee in May 2009 and to their Village Board in June 2009. The agreement will be executed after approval by the Village of Schaumburg.

**FINANCIAL IMPACT:**

The Village budget for 2009 includes \$150,000 for this project as a part of the Capital Improvements Program under Pedestrian Improvements. The Village of Schaumburg also has included \$25,000 for their share of this work in the proposed 2009 fiscal year budget.

**RECOMMENDATION:**

Recommend approval of an intergovernmental agreement with the Village of Schaumburg for the Higgins Road Pedestrian and Bicycle CMAQ Project.

Attachment



**INTERGOVERNMENTAL AGREEMENT FOR  
THE HIGGINS ROAD PEDESTRIAN AND BICYCLE CMAQ PROJECT**

**THIS AGREEMENT** is entered into by and between the Village of Hoffman Estates (hereinafter called "Hoffman Estates") and the Village of Schaumburg, (hereinafter called "Schaumburg").

**WITNESSETH:**

**WHEREAS**, Schaumburg and Hoffman Estates are home rule municipalities and pursuant to the Illinois Constitution, Article VII, Section 8, have certain powers which they are expressing; and

**WHEREAS**, Section 10 of Article VII of the Illinois Constitution and Intergovernmental Cooperation Act and 5 ILCS 220/1 et. seq. allow and encourage intergovernmental cooperation; and

**WHEREAS**, a joint construction project for the provision of sidewalk and multi-use trail on the north side of Higgins Road and south side of Golf Road to fill in missing gaps, (hereinafter called "Project") may be approached more effectively and economically with Schaumburg and Hoffman Estates cooperating and using their joint efforts and resources.

**NOW, THEREFORE**, in consideration of the matters set forth, the mutual covenants and agreements contained in this agreement and other good and valuable consideration, Schaumburg and Hoffman Estates hereby agree as follows:

1. Hoffman Estates shall develop construction drawings and details for the Higgins Road Pedestrian and Bicycle Congestion Mitigation and Air Quality (CMAQ) Improvement Project as required by the State of Illinois.
2. Schaumburg will review and approve said construction drawings and details.
3. The project is 80% funded with CMAQ funds. The project is estimated to cost \$750,000.
4. Hoffman Estates is responsible for the 20% local share of all construction costs in the following sections of the project.
  - a. Sidewalk along the north side of Higgins Road from Station 361+00 to Station 366+00 which is estimated to cost \$100,000.
  - b. Sidewalk along the north side of Higgins Road from Station 371+00 to Station 375+25 which is estimated to cost \$50,000.
  - c. Bicycle Path along the north side of Higgins Road from Station 375+25 to Station 412+00 which is estimated to cost \$500,000.

5. Schaumburg is responsible for the 20% local share of all construction costs in the following section of the project.
  - a. Sidewalk along the south side of Golf Road from Station 819+75 to Station 826+25 which is estimated to cost \$100,000.
6. Schaumburg agrees to pay Hoffman Estates its share of the project work upon receipt and review of an invoice from Hoffman Estates for said work within 60 days.
7. This agreement shall become effective upon its execution by both Schaumburg and Hoffman Estates and will remain in full force and effect until the Project is complete.
8. This agreement shall be construed in accordance with the law and Constitution of the State of Illinois.

**IN WITNESS WHEREOF**, Schaumburg and Hoffman Estates have executed this Agreement on the \_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

VILLAGE OF SCHAUMBURG

BY: \_\_\_\_\_  
Al Larson, Village President

ATTEST:

\_\_\_\_\_  
Penny Dietrich, Village Clerk

VILLAGE OF HOFFMAN ESTATES

BY: \_\_\_\_\_  
William D. McLeod, Village President

ATTEST:

\_\_\_\_\_  
Bev Romanoff, Village Clerk



**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Request authorization to:

- A. Reallocate CDBG funds for use in the reconstruction and widening of Spring Mill Drive.
- B. Award contract for the 2009 Street Revitalization Project to Arrow Road Construction (low bidder) at the revised amount of \$2,448,802.30.
- C. Award contract for materials testing for the 2009 Street Revitalization Project to Applied GeoScience, Inc. in an amount not to exceed \$40,000.

**MEETING DATE:** April 13, 2009

**COMMITTEE:** Transportation and Road Improvement

**FROM:** Mike Hankey / Gary Salavitch

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**PURPOSE:** The purpose of this agenda item is to present the bids for the 2009 Street Revitalization Project and recommend approval of the following:

- A. Reallocate CDBG funds for the reconstruction of Spring Mill Drive.
- B. Award contract for the subject project.
- C. Award contract for materials testing.

**DISCUSSION:** *CDBG Fund Reallocation*

During 2006 and 2007, the Village's Community Development Block Grant (CDBG) program included a total allocation of \$183,000 for the Community Resource Center and for the Subsidized Taxi program. Because these programs have been determined to not be viable options under the CDBG program, the funds need to be redirected to other eligible project(s).

Spring Mill Drive is a local collector street that serves an area eligible for CDBG funding. The condition of the street is poor and the lane configuration needs to be improved near Higgins Road. With the pending completion of the new Police Department building, the need to reconstruct at least the northern portion of the street is critical in the short term. The final design for the first phase of road work was completed and included in the 2009 Street

**DISCUSSION: (Continued)**

Revitalization bid package as a possible alternative, pending the Village finding a funding source.

The quote from Arrow for the first phase of the Spring Mill project is \$99,409.30, which can be accommodated with the reallocation CDBG funds. With Committee direction, Planning Staff will proceed with the process to amend the CDBG Consolidated Plan and Action Plans to formally identify street reconstruction within eligible areas as potential projects and to specifically reallocate funds for Spring Mill Drive. The specific reallocation of other funds beyond the first phase of the Spring Mill project will occur later this year as part of the next Annual Action Plan. The balance of Spring Mill Drive may be included in future CDBG plans.

*2009 Street Revitalization Project*

Three bids were received on March 30, 2009 for this year's project. A copy of the proposed street list and map are attached. The project consists of street reconstruction, resurfacing, and sidewalk replacement on various streets. Options for additional work are also provided. The bid summary and budget summary are shown below:

Table 1: Bid Summary

<b>Company</b>	<b>Bid Proposal</b>
Arrow Road Construction	\$2,151,560.93
Plote Construction	\$2,197,410.27
J.A. Johnson Paving	\$2,197,777.78
Engineer's Estimate	\$2,294,594.25

Table 2: Budget Summary

<b>Fund Source</b>	<b>Approved Budget</b>	<b>Revised Budget</b>
MFT	\$1,230,000	\$1,230,000
Food & Beverage Tax	\$1,023,100	\$723,100
EDA Administration	\$400,000	\$400,000
Capital Improvement Fund Balance	\$75,000	\$75,000
Total Budget-x	\$2,728,100	\$2,428,100

x-Includes resurfacing/reconstruction, material testing, and crack sealing

**DISCUSSION: (Continued)****OPTIONAL WORK**

The low bidder for the project is under the Revised Budget amount by \$136,539. Because the low bid is less than the Revised Budget for this year's street project, four options are discussed below to spend street project funds up to the total amount available. The Revised Budget amount is less than the Approved Budget amount due to lower forecasted food and beverage revenues. The options included in this year's street project attempt to address needs in other areas of the Village.

**Spring Mill Drive Reconstruction**

Staff has proposed the reconstruction of Spring Mill Drive from the Aldi driveway to Oak Tree Court. With the construction of the Police Station, it is necessary to widen the street to accommodate left hand turns into the police site. Although the entire length of Spring Mill Drive is a candidate for reconstruction, reconstructing the section of Spring Mill Drive from the Aldi driveway to Oak Tree Court before the Police Station is completed will minimize inconvenience to the public when the Police Station is open. As part of the bid process, Arrow provided a quote of \$99,409.30 for this additional work. Staff is recommending the use of CDBG fund reallocation for this improvement, thus leaving the full \$136,539 available for the other options.

**Bus Stop Shelter Pads**

Staff offered the economies of the street project for the construction of three bus shelter pads in Prairie Stone. The locations were chosen based on ridership and the Pace bus route. The pads are located at the intersection of Prairie Stone Parkway and Sedge Boulevard, in front of Mary Kay on Forbs Avenue, and on the access road in front of GE. Pace will provide and maintain the shelters if the pads are constructed. There will be no advertising on the shelters. As part of the bid process, Arrow provided a quote of \$4,160.28 for this additional work. According to the POA, the costs will be covered by the adjacent businesses. In the event of costs exceeding the estimate, the POA may request the Village to pay the difference, which would be expected to be minimal. If this work is approved, 2009 street project funds could cover the cost if needed.

**Buttercreek Court Structural Overlay**

As part of the bid process, Arrow provided a quote of \$115,352.66 for this additional work. If this work is approved, 2009 street project funds could cover the cost. An option would be to delay this structural overlay to a later year, which may result in higher maintenance at this location in the interim and higher structural overlay costs in the future.



**DISCUSSION: (Continued)**

**Crimson Court Reconstruction**

As part of the bid process, Arrow provided a quote of \$78,319.13 for this additional work. If this work is approved, 2009 street project funds would only cover a portion of the cost. The balance of the funds could come from General Fund-Fund Balance. An option would be to delay this reconstruction to a later year, which may result in higher maintenance at this location in the interim and higher reconstruction costs in the future. The Village would benefit by reconstructing Crimson Court this year by taking advantage of the low bid price.

Table 3: Optional Work Summary Table

<b>Project</b>	<b>Low Bid Cost</b>
Spring Mill Drive (CDBG Funded)	\$99,409.30
Bus Stop Shelter Pads (By Businesses)	\$4,160.28
Buttercreek Court	\$115,352.66
Crimson Court	\$78,319.13
<b>Total Additional Work</b>	<b>\$297,241.37</b>

If Bus Stop Shelter Pads, Buttercreek Court, and Crimson Court were included in the street project, there would be a shortage of \$57,132.72 compared to the revised budget. Additional funds in this amount would be needed to complete this work.

If all the additional work is approved, the new contract amount would be as follows:

Table 4: Budget Summary Including Additional Work

<b>Item</b>	<b>Cost</b>	<b>Cumulative Remaining</b>
<b>Revised CIP Street Revitalization Budget</b>	<b>\$2,288,100.00</b>	
Resurfacing/Reconstruction - Base Bid	\$2,151,560.93	\$136,539.07
Bus Stop Shelter Pads (By Businesses)	\$4,160.28	\$136,539.07
Buttercreek Court	\$115,352.66	\$21,186.41
Crimson Court	\$78,319.13	(\$57,132.72)
<b>CDBG Fund Reallocation</b>	<b>\$99,409.30</b>	
Spring Mill Drive	\$99,409.30	\$0.00
<b>Total Contract Cost</b>	<b>\$2,448,802.30</b>	

**DISCUSSION: (Continued)**

To fund the additional work requests, the 2009 street project revised budget would need to be increased by \$57,132.72.

A bid summary has been placed in the Trustee's reading room. Arrow Road Construction has worked with the Village in a very good manner for six major contracts for the Village between 2001 and 2008. Arrow Road Construction has also completed other small private development projects in the Village.

*Material Testing*

Eight proposals for professional services were received for the testing portion of this year's street project. Please refer to the attached summary. An amount of \$40,000 was budgeted. To determine which firm would receive the contract, the hourly and daily costs were compared for several testing requirements. Applied GeoScience, Inc. of Schaumburg, Illinois, provides the lowest unit cost for asphalt field testing and asphalt and concrete plant inspection (75% of the total work) and the lowest cost for most other testing requirements. Applied GeoScience, Inc. has received the contract for the last ten years and has done an exceptional job.

**FINANCIAL IMPACT:**

The approved CIP budget of \$2,728,100, which includes resurfacing/reconstruction, material testing, and crack sealing, has been revised to \$2,428,100 by the Finance Department due to lower forecasted food and beverage revenues. If the CDBG allocation is approved and the other optional work is chosen, \$57,132.72 would have to be approved over the revised budget amount. The funds could come from the General Fund-Fund Balance. Any savings that occur on any MFT related costs would first be used to make up for the \$57,132.72 shortfall before any General Fund Balance is used. By completing all the optional work this year, the Village would be taking advantage of the low bid prices.

The 2009 revised budget includes \$40,000 for material testing, which is the upper limit of the proposed contract.

**RECOMMENDATION:**

Request authorization for the 2009 Street Revitalization Project for:

- A. Reallocate CDBG funds for use in the reconstruction and widening of Spring Mill Drive.
- B. Award contract to Arrow Road Construction (low bidder) at the revised amount of \$2,448,802.30.
- C. Award contract to Applied GeoScience, Inc. for materials testing in an amount not to exceed \$40,000.00.

Attachments

**2009 STREET REVITALIZATION PROJECT STREET LIST**

**BASE BID**

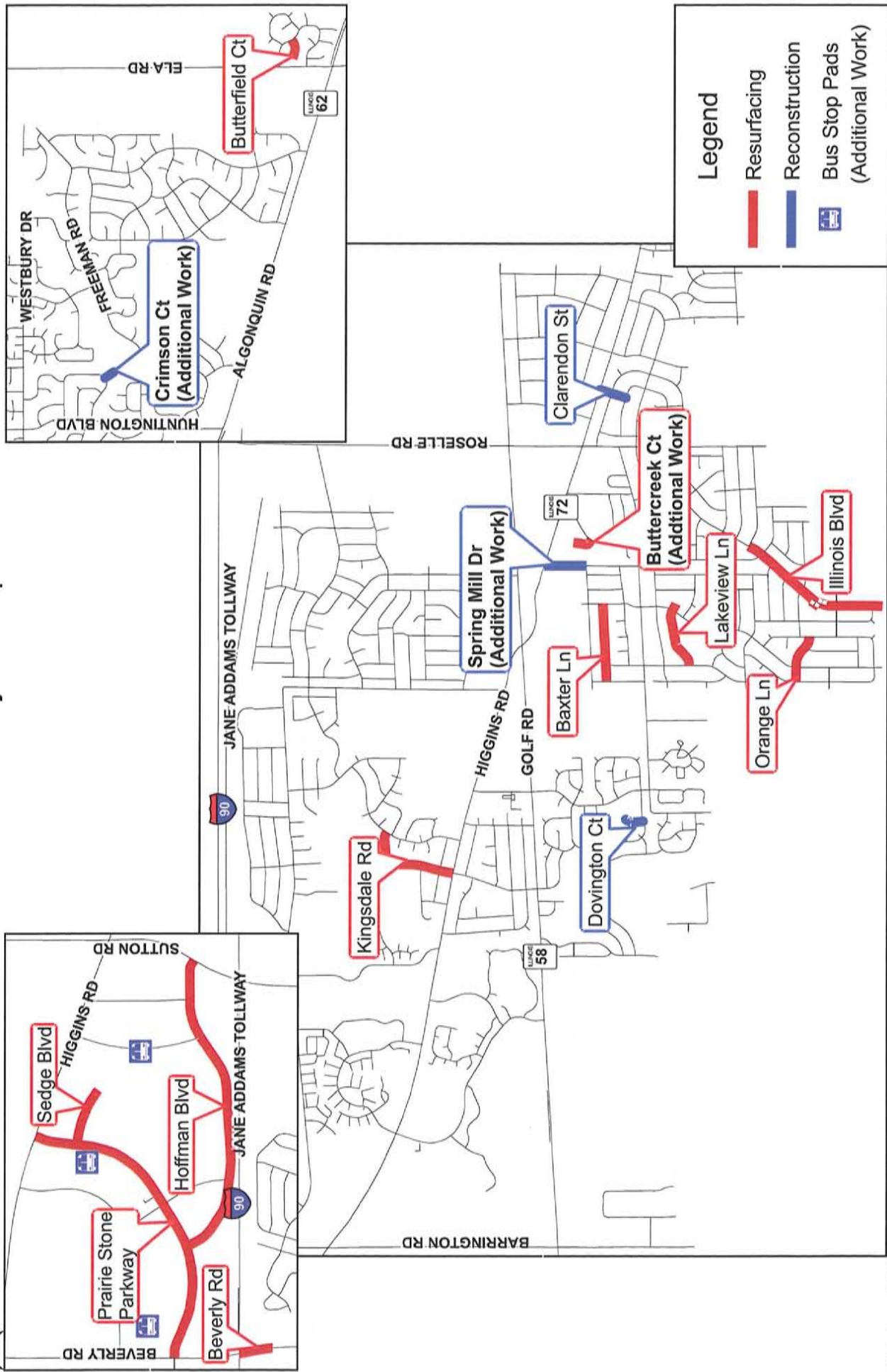
<b>STREET</b>	<b>BEGIN</b>	<b>END</b>	<b>TYPE OF WORK</b>	<b>LENGTH (FT)</b>
BAXTER LANE	WOODLAWN ST	WASHINGTON BLVD	RESURFACING	1,670
BEVERLY ROAD	BEACON POINTE DR	NORTHWEST TOLLWAY	RESURFACING	570
BUTTERFIELD COURT	WILSHIRE DR	END OF STREET	RESURFACING	333
CLARENDON STREET	CARTHAGE LANE	HIGGINS ROAD	RECONSTRUCTION	411
DOVINGTON COURT	DOVINGTON DRIVE	END OF STREET	RECONSTRUCTION	474
HOFFMAN BOULEVARD	SUTTON RD (IL RT 59)	PRAIRIE STONE PKWY	RESURFACING	6,700
ILLINOIS BOULEVARD	SCHAUMBURG RD	THACKER ST	RESURFACING	3,573
KINGSDALE ROAD	HIGGINS RD	GLEN LAKE RD	RESURFACING	2,035
LAKEVIEW LANE	WESTERN ST	WASHINGTON BLVD	RESURFACING	1,280
ORANGE LANE	PLEASANT ST	WESTVIEW ST	RESURFACING	912
PRAIRIE STONE PKWY	BEVERLY RD	HIGGINS RD	RESURFACING	6,854
SEDGE BOULEVARD	PRAIRIE STONE PKWY	END OF STREET	RESURFACING	519

**ADDITIONAL WORK**

<b>STREET</b>	<b>BEGIN</b>	<b>END</b>	<b>TYPE OF WORK</b>	<b>LENGTH (FT)</b>
BUTTERCREEK COURT	GRAND CANYON PKWY	END OF STREET	STRUCTURAL OVERLAY	749
CRIMSON COURT	CRIMSON DRIVE	END OF STREET	RECONSTRUCTION	305
SPRING MILL DRIVE	OAK TREE COURT	HIGGINS ROAD	RECONSTRUCTION	300
BUS STOP SHELTER PADS			BUS STOP SHELTER PADS	



# 2009 Street Revitalization Project Map - With Additional Work



1 inch = 3,000 feet

Transportation and Engineering Division  
 Village of Hoffman Estates  
 April 13, 2009

**2009 STREET REVITALIZATION PROJECT MATERIAL TESTING**

Consultants	Portland Cement Concrete (P.C.C.) Estimates				Asphalt Estimates				Laboratory Testing			
	Plant inspections	Field inspection	Laboratory Testing	Plant inspections	Field inspection	Field inspection	Field inspection	Asphalt Content	Air Void Bulk Specific Gravity	Maximum Specific Gravity		
	Daily inspections	Cylinder pick-up	Concrete Cylinders	Daily inspections	Technician	Pavement Core	Technician					
Soil and Material Consultants, Inc.	\$90.00 / hour \$540.00 / day min.	\$90.00 / hour	\$20.00 / each	\$90.00 / hour \$540.00 / day min.	\$90.00 / hour \$450.00 / day min.	\$100.00 / each	\$90.00 / hour \$450.00 / day min.	\$200.00 / each	\$320.00 / each	\$140.00 / each		
Chicago Testing Laboratory, Inc.	\$82.90 / hour \$663.00 / day	\$47.00 / trip	\$14.99 / each	\$82.90 / hour \$663.00 / day	\$80.90 / hour \$647.00 / day	\$99.99 / each/hour	\$80.90 / hour \$647.00 / day	\$154.00 / each	\$199.00 / each	\$129.00 / each		
Professional Service Industries, Inc.	\$82.00 / hour \$656.00 / day	\$66.00 /hour	\$22.35 / each	\$82.00 / hour \$656.00 / day	\$77.00 / hour \$616.00 / day	\$189.40 / each	\$77.00 / hour \$616.00 / day	\$126.00 / each	\$92.40 / each	\$98.00 / each		
AECOM	\$106.25 / hour \$650.00 / day	\$35.00 / trip	\$18.00 / each	\$106.25 / hour \$650.00 / day	\$94.63 / hour \$757.04 / day	\$132.50 / each	\$94.63 / hour \$757.04 / day	\$150.00 / each	\$65.00 / each	\$100.00 / each		
Construction & Geotechnical Material Testing, Inc.	\$50.00 / hour \$400.00 / day	\$40.00 / trip	\$11.00 / each	\$50.00 / hour \$400.00 / day	\$48.00 / hour \$384.00 / day	\$75.00 / each	\$48.00 / hour \$384.00 / day	\$50.00 / each	\$95.00 / each	\$50.00 / each		
Applied GeoScience, Inc	\$40.00 / hour \$300.00 / day	\$15.00 / hour	\$10.00 / each	\$45.00 / hour \$330.00 / day	\$45.00 / hour \$330.00 / day	\$72.00 / each	\$45.00 / hour \$330.00 / day	\$45.00 / each	\$85.00 / each	\$45.00 / each		
SEECO Consultants, Inc.	\$104.00 / hour \$832.00 / day	\$83.00 / hour	\$20.00 / each	\$104.00 / hour \$832.00 / day	\$104.00 / hour \$832.00 / day	\$276.00 / each	\$104.00 / hour \$832.00 / day	\$155.00 / each	\$295.00 / each	\$120.00 / each		
H.H. Holmes Testing Laboratories, Inc. *	\$83.00 / hour \$664.00 / day	65.00 / trip	\$14.00 / each	\$83.00 / hour \$664.00 / day	\$83.00 / hour \$664.00 / day	\$150.00 / each	\$83.00 / hour \$664.00 / day	\$200.00 / each	\$100.00 / each	\$100.00 / each		

Note: Day is considered 8 hours

\* Administrative costs not included

**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** 2009 Crack Sealing Project Award of Contract  
**MEETING DATE:** April 13, 2009  
**COMMITTEE:** Transportation and Road Improvement  
**FROM:** Gary Salavitch

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**PURPOSE:** The purpose of this agenda item is to present the bids and recommend the award of contract for the 2009 Crack Sealing Project.

**BACKGROUND:** The Village typically awards a contract for preventive maintenance crack sealing each fall on various streets throughout the Village. The purpose of the crack sealing is to keep water out of the roadway base and subbase. Sealing cracks also prevents future cracks from occurring. A recent analysis of streets receiving this treatment indicates that this preventive maintenance measure does extend the life of a typical street. This treatment is an important component of the Pavement Management System. The 2009 adjusted budget allocates \$100,000 for preventive maintenance. Anticipating increased work loads and varying prices, this project was let for spring work versus the fall in the possibility of receiving favorable bids.

**DISCUSSION:** Four bids were received on March 30, 2009 for this year's project. Denler, Inc. provided a bid unit price of \$0.353 per linear foot, which would route, clean and seal approximately 200,000 linear feet of pavement cracks. The table below is a summary of the qualified bid results received for the 2009 project. The 2009 crack sealing unit costs have been very competitive compared to previous projects.

**2009 CRACK SEALING BIDS**  
(Based on an Estimated 200,000 LF of Crack Sealing)

Contractor	Unit Costs	Total Estimated Costs
Denler, Inc.	\$0.353 per LF	\$ 70,600
Behm Pavement Maintenance, Inc.	\$0.409 per LF	\$ 81,800
SKC Construction, Inc.	\$0.441 per LF	\$ 88,200
Freehill Asphalt, Inc.	\$0.799 per LF	\$159,800



**DISCUSSION: (Continued)**

References were checked for Denler, Inc. per Village procedure and found to be acceptable. Public Works will inspect all routing of the cracks and ensure that there is no excessive crack filling material being used. The Development Services Department is recommending the 2009 Crack Sealing Project contract be awarded to Denler, Inc., Mokena, Illinois, in an amount not-to-exceed \$100,000.

**FINANCIAL IMPACT:**

The budget for this project is \$100,000. The contract work will continue during this calendar year until the cost of \$100,000 is met for crack sealing or all the streets on the list are sealed. While the base bid specification estimated 200,000 lineal feet of crack sealing, with the favorable bid it may be possible to do additional streets until the need is met. The actual project costs will be different from the total estimated costs in the table above because only an estimate of the amount of cracks to be sealed is listed for reference in the table.

**RECOMMENDATION:**

Recommend award of the 2009 Crack Sealing Project contract to Denler, Inc. of Mokena, Illinois, in an amount not-to-exceed \$100,000.

Attachment



**TRANSPORTATION DIVISION  
DEPARTMENT OF DEVELOPMENT SERVICES**

**MONTHLY REPORT  
March 2009**

**New Developments**

**Reviewing traffic data and site plans for:**

Barrington Square Mall	JCL Bioassay
Baymont Hotel Renovations	Prairie Stone Parcel 8
Cabela's Outlots (Saddle Room)	Prairie Stone Parcel 23
Heidner Property	Village Police Station Site
Huntington Woods Corporate Center	Yorkshire Woods II

**Ongoing Coordination**

**Barrington Road Interchange**

- Tollway expected to complete first phase of draft master plan for Northwest Tollway in the near term. This should provide guidance on next steps for interchange plans.
- Meeting with Tollway executives held on January 5, 2009. Coordination will occur with Tollway and IDOT on next steps.

**Northwest Tollway (I-90) Corridor Study**

- Next meeting expected in several months.

**O'Hare Noise Compatibility Commission**

- No new information.

**Pace HOT Line Bus Service (Route 557)**

- The most recent ridership data provided by Pace is from March 2009. The monthly total was 1,296 riders. This is a significant increase over March 2008.
- Average daily ridership was 59 in March 2009. This continues a pattern of higher daily ridership and is comparable to the averages seen before the large decrease in 2008.
- Monthly totals vary due to the number of weekdays in the month and seasonal variations in transit ridership.
- Companies agreed to continue funding of HOT Line in 2009.



**Pace Route 554**

- Pace instituted a new route in January 2009. The Hanover Park Metra Station is now on the route and a portion of the route in Streamwood on Irving Park Road was eliminated. Ridership can be affected during such changes and it may take several months for trends to emerge.
- Most recent ridership data provided by Pace for Route 554 was for January 2009. Average daily use was 85 riders.
- Depending on ridership, Pace will evaluate the possibility of assuming the cost of route, but not likely before 2011 or 2012.

**Roselle Road Traffic Signal**

- The signal analysis reports have been submitted to IDOT and Cook County requesting their review and approval of a new traffic signal.
- IDOT has deferred to Cook County on the signal installation. IDOT does not favor a signal, and instead prefers turn restrictions. But, if acceptable to Cook County, IDOT will not object to a new signal.
- Right of way documents for temporary and permanent easements received from consultant.

**STAR Line**

- Metra anticipates submitting to Federal Transit Administration in the fall.

**Taxi Discount Program**

- Registration continues with identification cards and coupons sent to residents. To date, a total of 170 residents have registered for the program. Another 16 applications are pending due to scheduling of permanent identification photos.
- Information on program registration provided on Village website.
- Mailing distributed to a sampling of over 2,000 residents in the CDBG district in February.
- Working on contacts for potential additional providers. One company is Spanish speaking while the other operates lift-equipped vehicles.

**Transit Information**

- Keeping log of public transit related requests, inquiries, phone calls, etc.
- Public transit information provided on Village website. Information recently expanded to include more links and a map of transit services in the Village.
- Staff is developing an informational brochure on transit services offered in the Village.

**Prairie Stone Traffic Management**

- Event planning and coordination with Police Department, Standard Parking, and Sears Centre staff continues for Sears Centre.

**Traffic Studies / Other**

- Additional information has been included on the website for engineering services as well as posting new transportation data.
- Village ADT Map posted to website.
- Prepared three CMAQ applications; two for bike projects, one for diesel emissions reduction.
- With Planning Division, worked on a Department of Natural Resources grant application for bicycle path on Central Road.
- Submitted lists to various agencies and representatives for project needs in Hoffman Estates.

**Village Projects****Neighborhood Speed Watch Program**

- Several residents are considering speed watch. No sites are currently scheduled.

**Pavement Management System and Street Revitalization**

- 2008 Project is complete. Work underway on punch list items.
- 2009 Project bids were received on March 30<sup>th</sup>. Pending Village Board Approval, work is anticipated to begin in early May.

**Shoe Factory Road - Cook County**

- Cook County has affirmed their support for the original alignment and features in the Annexation Agreement. The County will determine the western limits of the improvements at which time Phase II engineering can start.

**Higgins Road Pedestrian / Bicycle Project**

- Project awarded full approval for CMAQ Federal Grant funding. Staff met with IDOT and FHWA staff. Staff is preparing engineering plans.

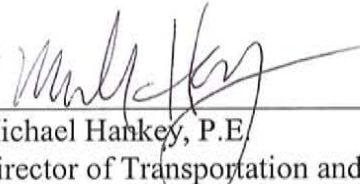
**Bicycle Planning**

- Public meeting open house schedule has been set for May 7<sup>th</sup>, May 9<sup>th</sup> and May 14<sup>th</sup> at three locations throughout the Village. Information on the schedule is posted on the Village website and was included in the April Citizen newsletter. Staff is working on the information to be presented at the meetings and further advertisements of the meetings.
- Developing GIS database of surrounding bicycle facilities.
- Gathering bicycle plans from surrounding communities.
- Assessing possible bicycle facilities along specific streets in the Village.
- Keeping log of bicycle related requests, inquiries, phone calls, etc.

- Met with Kane County, Village of Schaumburg, Hoffman Estates Park District, and Chicagoland Bicycle Federation League of Illinois Bicyclists, Village of Streamwood, and the City of Elgin to discuss Bike Planning.
- Posted bike planning material on Village website.
- Met with Tollway staff on under crossing of I-90 along railroad right of way. Tollway concurred with concept design.

**CN Purchase of EJ&E**

- STB approval of transaction became effective on January 23, 2009.
- Federal court refused request for a stay of the STB discussion.
- Several appeals pending in Federal Court.
- CN will provide information on expected date of increase in freight traffic when available.



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