

**AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
December 10, 2018**

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 – November 12, 2018**

NEW BUSINESS

- 1. Request approval of a Letter of Intent with the State of Illinois for the Barrington Road (Central Road to Algonquin Road) project.
- 2. Request authorization to award contract for Phase I engineering services of the Beverly Road *Invest in Cook* project to Civiltech Engineering, of Itasca, IL, at a cost not to exceed \$80,400.

REPORTS (INFORMATION ONLY)

- 1. Transportation Division Monthly Report
- III. President's Report**
 - IV. Other**
 - V. Items in Review**
 - 1. Discussion of parking permit program in the Washington Blvd and Alcoa Lane area (May, 2019).
- VI. Adjournment**

(Further details and information can be found in the agenda packet attached hereto and incorporated herein and can also be viewed online at www.hoffmanestates.org and/or in person in the Village Clerk's office).

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**

November 12, 2018

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 Koplín, Asst. Vlg. Mgr.-Dev. Services
Peter Gugliotta, Director of Planning
Kevin Kramer, Director of Econ. Dev.
Ryan Johnson, Management Analyst
Patrick Seger, Director of HRM
Ray Norton, Plan Examiner
Rachel Musiala, Finance Director
Ken Gomoll, Asst. Director of Public Works
Patti Cross, Asst. Corporation Counsel
Suzanne Ostrovsky, Asst. to Village Mgr.**

The Transportation & Road Improvement Committee meeting was called to order at 7:00 p.m.

II. Approval of Minutes – October 8, 2018

Motion by Trustee Gaeta, seconded by Trustee Arnet, to approve the Transportation & Road Improvement Committee meeting minutes from October 8, 2018. Voice vote taken. All ayes. Motion carried.

REPORTS (INFORMATION ONLY)

1. Transportation Division Monthly Report.

The Transportation Division Monthly Report was received and filed.

III. President's Report

Mayor McLeod provided details on his activities from November 5th through November 12th.

IV. Other

V. Items in Review

VI.

1. Discussion of parking permit program in the Washington Blvd. and Alcoa Lane area. (May, 2019).

VII. Adjournment

Motion by Trustee Gaeta, seconded by Trustee Arnet, to adjourn the meeting at 7:05 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

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

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of a Letter of Intent with the State of Illinois for the Barrington Road (Central Road to Algonquin Road) project

MEETING DATE: December 10, 2018

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: Request approval of a Letter of Intent (LOI) with the State of Illinois for the Barrington Road (Central Road to Algonquin Road) project.

DISCUSSION: IDOT is nearing completion of a Phase I preliminary engineering study of Barrington Road from Algonquin Road to Central Road. The basic scope of work is to reconstruct and widen Barrington Road from north of Mundhank Road to south of Algonquin Road to create a uniform four lane section with two through lanes in each direction. An off-street bicycle path will be provided on the west side of Barrington Road to connect the Algonquin Road path to the new sidewalk and path at Central Road which were built with the full interchange project. The project will also address drainage issues in the section to be widened as well improve pavement conditions on Barrington Road and provide dual left turn lanes on Barrington Road at the Algonquin Road intersection. Village staff served on the Community Advisory Group established by IDOT and its consultants to review the purpose and need for the project, identify issues of concern, and offer input on other issues.

During plan development, Village staff met with the project engineers to identify ways to provide pedestrian crossings on all four legs of the Barrington Road / Lakewood Boulevard intersection. As a result, IDOT plans now show full crossings at this intersection. The traffic signals will be modernized during construction and the Opticom equipment will need to be replaced at two other intersections. The Village is responsible for the cost of this emergency preemption system along with a share of the Barrington / Lakewood traffic signal under a prior maintenance agreement. As sidewalk and path in State right of way is a local agency responsibility, the Village will maintain the sidewalk and ramp connections located within municipal boundaries at the Barrington / Lakewood intersection. A public meeting was held on August 29,

DISCUSSION: (Continued)

2018 in South Barrington. The Village Board as well as the Bicycle and Pedestrian Advisory Committee were advised of the meeting, which was attended by Village staff. No major issues were reported by IDOT during the meeting.

A copy of the Letter of Intent prepared by IDOT is attached. Village Corporation Counsel reviewed the document which is similar to other IDOT projects. The document is acceptable as presented.

FINANCIAL IMPACT:

The terms of the Letter of Intent cover the local cost of the signal upgrades, Opticom replacement, and ongoing maintenance. The current estimated cost to the Village is approximately \$15,525 according to the information in the LOI. The project scope items are eligible for payment using Motor Fuel Tax Funds. At present, IDOT does not have construction programmed for a specific year. The State must first complete the final engineering construction plans as well as acquire right of way in the section of Barrington Road to be widened in South Barrington. When a construction timeline is established following completion of final plans, a refined local agency share amount will be available to be included in a future year of the Capital Improvements Program and annual budget. An intergovernmental agreement with the State will be prepared at a later date to incorporate updated quantities and costs. This is typically done closer to the time when IDOT is preparing to put the project out to bid for construction.

RECOMMENDATION:

Request approval of a Letter of Intent with the State of Illinois for the Barrington Road (Central Road to Algonquin Road) project.

Attachment



Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

October 24, 2018

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

Dear Mayor McLeod:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of Barrington Road from Central Road to Illinois Route 62 (IL 62) in the Villages of South Barrington and Hoffman Estates in Cook County. This improvement is included in the Department's FY 2019-2024 Proposed Highway Improvement Program. Current engineering efforts are targeted to enable a contract letting in the middle years of the multi-year program contingent upon plan readiness, land acquisition, and funding availability through future annual legislative appropriations. This will serve as a Letter of Intent between the Village of Hoffman Estates (Village) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of roadway widening and reconstruction to provide two lanes in each direction separated by a median, bicycle and pedestrian accommodations, and intersection and drainage improvements. A public meeting for the project was held on August 29, 2018. This scope of work was discussed in greater detail during coordination with the Village. The proposed roadway geometry is enclosed for your information.

Based on previous coordination with the Village, specific items identified by the Department requiring cost participation and/or maintenance by the Village include traffic signal modernization, emergency vehicle pre-emption (EVP) devices, and bicycle and pedestrian accommodations. Additional discussion regarding landscaped medians and utility relocation is included for your information.

Traffic Signal Modernization

Traffic signal modernization for the installation of new pedestrian signals is proposed at the intersection of Barrington Road and Tennis Club Lane/Lakewood Boulevard. The total cost of the traffic signal work at this intersection is \$30,000. As outlined in the attached Exhibit A, funds provided by the Federal Highway Administration (FHWA) may be used for 80% of the traffic signal costs with the Department, South Barrington, and Hoffman Estates sharing in the remainder of the cost, based on the percentage of approach leg jurisdiction. If federal funds are not used, the FHWA share will be assumed by the Department. The Village has jurisdiction of Lakewood Boulevard. Therefore, the cost of the traffic signals to the Village is \$1,725, including a 15% engineering fee, as outlined in the following table.

Location	Improvement	FHWA Cost	Division of Remaining Costs			Engineering Fee, 15%	Total Village Cost
			IDOT	South Village	Barr.		
Barrington Road at Tennis Club Lane/Lakewood Boulevard	Traffic Signal Modernization \$30,000	\$24,000 (80%)	\$3,000 (10%)	\$1,500 (5%)	\$1,500 (5%)	\$225	\$1,725
Total Village Costs- Traffic Signals							\$1,725

Energy and Maintenance Costs for Traffic Signals

Energy and maintenance costs will continue as outlined in the existing Master Agreement executed between the Village and the Department.

Emergency Vehicle Pre-Emption (EVP) Devices

There are emergency vehicle pre-emption (EVP) devices on the traffic signals at the intersections of Barrington Road at Tennis Club Lane/Lakewood Boulevard, Mundhank Road and IL 62 that are owned by the Village. The EVP devices at Mundhank Road and IL 62 may be impacted by the project. As the estimated cost to reinstate the EVP devices after the traffic signal modernization is \$6,900 per signalized intersection, including a 15% engineering fee, the total cost to the Village is \$13,800. The financial responsibility for the EVP devices for this improvement and any future improvements requiring modifications to the traffic signals, including maintenance and energy costs, shall be borne by the Village.

Bicyclist and Pedestrian Accommodations

As described in the attached Exhibit A, the Department is responsible for 100% of the cost for removal and replacement of existing sidewalk/paths affected by the roadway improvements. The proposed improvement is anticipated to upgrade the ADA ramps at the intersection of Barrington Road at Lakewood Boulevard. The Village must agree to accept long-term responsibility for the administration, control, reconstruction and maintenance of the ramps.

Landscaped Medians

If the Village chooses to upgrade the proposed grass medians to include additional landscape items, such as trees, the Village would need to agree to accept responsibility for the long-term maintenance of the landscaping in the medians, all within the municipal boundaries of the Village. The inclusion of trees on the landscaped median would not typically require local cost participation. Additional shrubs and perennials as well as other ornamental median or roadside features can be included with the project but may require some Village cost participation. The Department would work with the Village on the development of an enhanced landscape plan, noting the Village will be responsible for the future maintenance of all median and roadside landscaping within the Village limits. All proposed landscaping elements must be contained within the highway right-of-way.

The Honorable William D. McLeod
October 24, 2018
page three

Utility Relocation

Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The Village will be responsible for relocation of its facilities in conflict with the proposed improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain and fire hydrants as well as storm, sanitary, and/or combined sewers. Our investigation of the utility information that was provided to the Department in Phase I indicate no apparent Village utility conflicts. However, a more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs

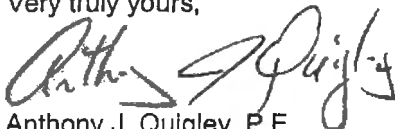
The estimated total cost responsibility for the Village, based on the available information collected during the Phase I process is approximately \$15,525 as outlined in the following table. However, this does not include the cost of utilities, which should be pursued independently by the Village.

Improvement	Village Cost	Engineering Fee (15%)	Total Village Cost
Traffic Signal Modernization	\$1,500	\$225	\$1,725
Emergency Vehicle Pre-emption Devices	\$12,000	\$1,800	\$13,800
Total Village Costs			\$15,525

At the end of this Letter of Intent, there is an area where you can state your concurrence to the cost participation items outlined above. This Letter of Intent will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the Village and the Department. Please return an original signed copy of this letter within 90 days so we may maintain our project schedule.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,



Anthony J. Quigley, P.E.
Region One Engineer

Attachments

cc: Mike Hankey
Patrick Fortunato

Project and Environmental Studies
Barrington Road from Mundhank Road to IL 62
Cook County

Concur with project scope:

- Yes
- No

Concur with traffic signal modernization scope, costs, and long-term maintenance:

- Yes
- No

Concur with EVP devices scope, costs, and long-term maintenance:

- Yes
- No

Concur with bicycle and pedestrian accommodations scope, and long-term maintenance:

- Yes
- No

Concur with landscaped medians long-term maintenance:

- Yes
- No

Name: _____

Signature: _____

Title: _____

Date: _____

Comments:

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented the Village of Hoffman Estates, for its consideration, a bicyclist and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by the Village of Hoffman Estates; therefore, be it

RESOLVED, That the Village of Hoffman Estates hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

Exhibit "A"

TRAFFIC SIGNAL PARTICIPATION

The cost participation associated with traffic signal installation, modernization, or relocation will be in accordance with 92 Ill. Adm. Code 544 "Financing of Traffic Control Signal Installations, Modernization, Maintenance, and Operation on Streets and Highway under State Jurisdiction."

Traffic signals may be installed only where conditions meet warrants established in the current Illinois Manual on Uniform Traffic Control Devices. If a new signal installation is warranted, it may be included within the roadway improvement.

Current IDOT policy requires that IDOT and Local Agency (ies) share the responsibility for installation, modernization, and relocation of traffic signals. The installation, modernization, and relocation of pedestrian signals associated with traffic signal improvements will also require the Department and Local Agency (ies) to share financial responsibility. The eligible share of the cost to each agency will be in proportion to the number of intersection approaches that the agency maintains. Generally, traffic signal costs are 80% Federal and 20% non-Federal based on established cost participation policy (90% Federal and 10% non-Federal for safety projects). IDOT will participate in the non-Federal portion for the State-owned legs of an intersection. At locations where all legs of an intersection are State-owned, IDOT will participate in 100% of the cost of the traffic signal installation, modernization, or relocation. Closely spaced new or modernized traffic signals within the improvement limits generally require signal coordination or hardware interconnection for the purpose of providing vehicle progression. IDOT will be financially responsible for 100% of coordination or interconnection costs.

IDOT will be financially responsible for 100% of the installation and modernization of traffic signals at ramp terminals of ramps connecting to or from a State highway.

The entire cost of installing push button ("Fire pre-emption") and emergency vehicle pre-emption equipment is the responsibility of the requesting local fire district or municipality.

The entire cost of installing, modernizing, relocating, maintaining and energizing private benefit signals is the responsibility of the private benefit agency being served by the traffic signals. However, IDOT will enter into a formal agreement for a private benefit signal installation only with the local jurisdictional or governmental agency.

It should be noted that an agency involved might voluntarily assume responsibility for another agency's share of the cost in order to expedite the installation or modernization.

When warrants are met for school crossing signals at public road intersections, the eligible share to each agency for the installation and modernization cost shall be split on a 50/50 basis or in proportion to the number of intersection approaches that each agency maintains.

TRAFFIC SIGNAL MAINTENANCE

At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will be responsible for the maintenance of the signals.

At intersections lying wholly or partially within the Corporate Limits of one or more municipalities, IDOT will assume the following costs for the maintenance of traffic signals on State highways within municipalities:

- (A) The total costs for all signals at the intersections of two or more State highways.
- (B) The total costs for all signals at the intersections along State highways that have an average daily traffic in excess of 35,000 vehicles per day as shown on the latest published edition of the traffic volume (AADT) map. The District Engineer will determine the limits of this section within the municipality.
- (C) The total costs for all signals located at the terminals of ramps connecting to or from a State highway.
- (D) At all other intersections IDOT and the municipalities will share in the cost of signal maintenance. The cost to the municipalities will be in proportion to the number of approaches that they maintain.

ENERGY CHARGES

The division of financial responsibility for the energy charges will be as follows:

- (A) At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will pay the energy charges for the operation of the signals.
- (B) At intersections lying wholly within the Corporate Limits of a municipality, IDOT and the municipality will share the energy charges according to the proportionate number of intersection approaches maintained by each agency.
- (C) At intersections lying partially within the Corporate Limits of one or more municipalities, the municipalities will be responsible for the energy charges.

Traffic Signal Master Agreements, consummated by IDOT, give municipality defined maintenance and energy responsibilities required for the operation of traffic signals. New traffic signal improvements shall contain maintenance and energy provisions in the improvement agreement adding the new traffic signals to said Master Agreement. Existing traffic signals to be modernized or relocated, shall contain maintenance and energy provisions in the improvement agreement indicating traffic signal maintenance and energy responsibilities for given traffic signal(s) shall continue to be as outlined in the Master Agreement. Certain circumstances, such as jurisdictional transfers of roadway segments affecting signalized intersections with the improvement limits, could result in a revision to maintenance and energy responsibilities contained in the Master Agreement for a given traffic signal(s). An amendment to the Master Agreement would be required.

IDOT does not share in maintenance costs for school crossing signals unless specified otherwise in the Master Agreement or if the school crossing signals are installed at public road intersections for which the maintenance costs shall be shared in proportion to the number of intersection approaches that each agency maintains.

PARKING LANES

If a new parking lane is added, IDOT will participate in 50% of the cost if the ADT is greater than 5,000 vehicles per day and if the pavement composition and lane width meets the IDOT criteria. The municipality would assume the total cost (100%) of the parking lane if the pavement composition or lane width does not meet IDOT criteria or if the ADT is less than 5,000 vehicles per day.

If an exclusive existing parking lane requires resurfacing, IDOT will participate in 50% of the milling and resurfacing costs for parking with lane widths equal to or less than the adjacent travel lanes. The municipality will assume the total cost (100%) of the milling and resurfacing costs for that portion of the parking that is greater than the width of the adjacent travel lane. The municipality will also assume 100% of any base repair cost for the entire width of the existing parking as well as any patching and curb and gutter repairs. If the municipality declines to participate, a very minimal amount of resurfacing would be done IDOT expense. (Minimal amount of resurfacing is defined as a taper across the parking lane ranging from approximately 1½ inch thick adjacent to the through lane to 1 inch or less adjacent to gutter line).

IDOT will assume the total cost (100%) associated with the milling and resurfacing of parking lanes when parking is eliminated during one or more peak hours.

The municipality is responsible for the total cost (100%) of reconstructing existing parking and any adjacent curb and gutter.

The State will not consider an improvement of a State-maintained highway unless the proposed parking or existing parking adjacent to the traffic lanes is parallel parking except as provided under Chapter 95 1/2 Art. 11-1304(c) (Illinois Revised Statutes).

Parking prohibition ordinances will be required through areas where there are no parking lanes.

ROADWAY MAINTENANCE

The State will assume the maintenance cost associated with the through traffic lanes, turning lanes, and the curb and gutter adjacent to these traffic lanes. The municipality will assume the maintenance cost associated with all other facilities including but not limited to items such as storm sewers, parkways, exclusive parking lanes, curb and gutter adjacent to the parking lanes, sidewalks, landscape features, appurtenances, etc.

UTILITY RELOCATION

Municipal utilities, installed by permit and requiring relocation, will be relocated at no expense to the Department.

Municipal utilities installed prior to the Department's assuming maintenance of the roadway will be relocated, if required, at IDOT expense.

The cost of any improvement to, or betterment of municipal utilities, would be the entire financial responsibility (100%) of the local agency.

ROADWAY LIGHTING

Existing highway lighting that is owned and maintained by the municipality, will be relocated and upgraded to current standards. New lighting, proposed by the municipality, may be incorporated into the total improvement plans.

The cost of the above work would be the entire financial responsibility of the local agency.

PEDESTRIAN AND BICYCLE FACILITIES

Sections 17 Bicycle and Pedestrian Accommodations and 48-2.04 Sidewalks of the IDOT Bureau of Design and Environment Manual establish the criteria to determine pedestrian and bicycle needs. Maintenance responsibilities as well as State and local agency participation toward the cost of these facilities included as part of a roadway construction contract on a State route shall be in accordance with Sections 5-03 and 5-05 of the Bureau of Design and Environment Manual as follows.

Maintenance Responsibilities – The Municipality will maintain any new or replacement sidewalks the Department provides in conjunction with the highway improvement project, excluding those constructed on structures. The Municipality will also maintain any bicycle paths associated with the State highway project other than that portion of the bicycle path carried on state structures. The State will assume the maintenance responsibilities for On-Road Bicycle Lanes or Wide Outside Lane and Widened Shoulders constructed as bicycle accommodations.

Cost Participation

1. New and Deteriorated Sidewalks – Use the criteria in Chapters 17 and 48 to determine the warrants for sidewalks. If these criteria are met and the Local Agency agrees to maintain the sidewalks, proportion the improvement costs associated with new or deteriorated sidewalks as follows:
 - a. New Sidewalks – Proportion the cost between the State and Local Agency at 80/20 for new sidewalks within the project termini or for short distances outside the project termini as may be required to connect sidewalks to significant pedestrian generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for sidewalk construction.
 - b. Deteriorated Sidewalks – The Local Agency will pay 100% of the cost to remove existing deteriorated sidewalks. Proportion the cost 80/20 between the State and Local Agency for deteriorated sidewalk replacement when associated with a highway project. Local Agency will pay 100% of the cost of decorative sidewalks.
 - c. Sidewalk Removal and Replacement – The State is 100% financially responsible for removing and replacing existing sidewalks if such a need is caused by the construction of an IDOT highway improvement.
2. Bicycle Accommodations – Use the criteria in Chapter 17 to determine the warrants for bicycle accommodations. If these criteria are met and the Local Agency agrees to maintain the bicycle accommodation as appropriate, proportion the improvement costs associated with the bicycle accommodations as follows:

- a. On-Road Bicycle Lanes – Proportion the cost 80/20 between the State and Local Agency for the construction of new on-road bicycle lanes as indicated by the facility selection criteria contained in Chapter 17.
 - b. Wide Outside Lanes and Widened Shoulders – The State will pay 100% of all costs for wide outside lanes or widened shoulders indicated for bicycle accommodation.
 - c. New Paths – Proportion the cost 80/20 between the State and Local Agency for construction of new paths within the project termini or for short distances outside the project termini as may be required to connect paths to significant bicycle traffic generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for path construction.
 - d. Path Removal and Replacement – The State is 100% financially responsible for removing and replacing existing paths if such a need is caused by the construction of an IDOT highway improvement.
 - e. Adjustment of Existing Paths – If an existing path requires adjustment due to an IDOT improvement, the State will pay 100% of the adjustment cost. The Department will construct the replacement in accordance with IDOT path criteria. The Local Agency is 100% financially responsible for path adjustments that are caused or initiated by a work request from the Local Agency.
 - f. Paths Above and Beyond Selection Criteria – If facility selection criteria for side paths are not met and the Local Agency still requests side path installation, the Local Agency is 100% financially responsible for all costs for installation of the path above those costs for the improvement identified in the selection criteria, including any necessary right-of-way and construction.
 - g. Paths on Structures - The State will pay 100% of all costs for bicycle and pedestrian accommodations on structures and approaches. The Local Agency will pay 100% of the cost difference of a separate bicycle and pedestrian structure if bicyclists and pedestrians could have been safely accommodated on the roadway structure, or request grade separation when at-grade crossings are considered safe.
3. Utility Adjustments and Other Items – Proportion the cost 80/20 between the State and Local Agency for reimbursable utility adjustments as defined in Chapter 6, Section 6-1.03 of the BDE Manual, as well as pedestrian barriers, retaining walls, and other collateral items that are required solely for pedestrian and bicycle accommodations not necessitated by the IDOT project. The Local Agency is responsible for 100% of the costs for right-of-way, utility adjustments, barriers, retaining walls, and other collateral items that are not required solely for the pedestrian and bicycle accommodations.
 4. Right-of-Way – Proportion the cost 80/20 between the State and Local Agency for right-of-way if acquired solely for sidewalk construction. Also, the Local Agency will pay 100% of the construction costs for sidewalks associated with the construction of on-system parking not necessitated by the IDOT project. The State will pay 100% for right-of-way if additional right-of-way is required to construct an IDOT-proposed highway cross section.
 5. Local Agency Does Not Accept Maintenance Responsibilities – If the Local Agency does not agree to maintain the sidewalk, the State will not construct it, even if it is

warranted. However, the State will take reasonable actions to not preclude future additions of sidewalk at such locations.

6. **Local Agency Does Not Choose To Participate** – If the local agency chooses not to participate financially in the bicycle or pedestrian accommodation, the Department will request that that local agency pass a local resolution indicating their non-participation and have this noted in the Phase I Project Report.

ADDITIONAL WORK

IDOT would be receptive to considering additional highway related work items suggested and paid for by the local agency for incorporation within the improvement, providing that the additional work items would not delay the implementation of the project. Such items could include lighting, over-size storm sewer, utilities, emergency vehicle pre-emption equipment etc.

The local agency may be expected to provide plans, specifications, and estimates for such additional work that is requested to be incorporated into the contract plans for the State-owned portion of the project. Said plans and specifications shall be of such quality to facilitate inclusion in the contract package and shall be available in a timeframe consistent with anticipated contract processing schedules and deadlines.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request authorization to award a contract for Phase I engineering services of the Beverly Road *Invest in Cook* project to Civiltech Engineering, of Itasca, IL, at a cost not to exceed \$80,400.

MEETING DATE: December 10, 2018

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: Request authorization for award of contract to Civiltech Engineering at a cost not to exceed \$80,400 for Phase I engineering services of the Beverly Road *Invest in Cook* project.

DISCUSSION: A project to identify a bicycle facility design on Beverly Road from Prairie Stone Parkway to Beacon Pointe Drive, along with resurfacing, was selected by the County to receive *Invest in Cook* funds earlier this year. The scope is a preliminary engineering study to reach design approval of these improvements. An Intergovernmental Agreement (IGA) with Cook County for the *Invest in Cook* project was approved at the October Committee meeting. The County Board approved the IGA that same month. The next step was to solicit interest from qualified engineering firms to provide the needed Phase I services.

Applicable State and Federal processes will be followed during Phase I in order to allow the project to compete for future federal funds. A requirement of this process for projects of this size is to follow Qualifications Based Selections (QBS) procedures when selecting a firm to provide these professional services. The Village's QBS policy was followed during the solicitation and evaluation of responding firms.

A Request for Qualifications to provide Phase I services was released on October 22 with a response date of November 6. Responses to questions received by the October 29 deadline listed in the RFQ were posted to the website. Fourteen firms replied with statements of interest and qualifications by the submittal deadline. Each of four Division staff individually reviewed and scored all proposals according to the criteria listed in the RFQ, which follow the Village's QBS process. The evaluation categories included project understanding, technical approach, firm experience / past

DISCUSSION: (Continued)

performance, staff capabilities, and specialized experience with projects on Illinois Tollway bridges.

Firms were required to be prequalified with IDOT, and were asked to demonstrate their experience and capability through work on similar projects. Each reviewer rated the responses from each firm independently before meeting as a group to discuss further. Based on the average scores among the four reviewers, Civiltech Engineering was rated as the top respondent. While many of the firms cited relevant experience and capability in one or more areas, Civiltech received the highest overall rating based on its experience on similar projects, technical approach, and staff capabilities. Civiltech has performed various engineering studies on other Village projects previously and has done a good job. Though not specifically required in the RFQ, the Village encourages respondents to consider including work to be performed by minority business enterprises (MBE). Two of Civiltech's subcontractors are certified by IDOT as MBE firms. As the highest rated firm, Civiltech was asked to submit a specific scope of work detailing their proposed tasks, hours, direct costs, labor costs, and subconsultants to be used. Staff negotiated with Civiltech to reduce the hours, eliminate some tasks deemed non-essential, and still meet the requirements of the Phase I scope of work. The attached contract form and proposal is the result of the negotiation process. As required in the IGA, a copy of the scope was provided to County staff to demonstrate consistency with the specifics of the Village's grant application. The contract was provided to Village legal staff for review as well.

FINANCIAL IMPACT:

The proposed 2019 budget for this project assumed a Phase I engineering cost of \$75,000. The *Invest in Cook* application also used this amount and upon approval of the grant, the County's contribution was set at \$60,000. The negotiated scope of services provided by Civiltech is \$80,400. The 2019 budget shows the local match coming from the Western Corridor Fund. Originally estimated as \$15,000 for the local match, the revised amount is \$20,400. The terms of the IGA stipulate the County will provide a portion of the funding at the time of contract award for the Phase I services to be followed by progress payments when invoiced by the Village. Since the project duration extends into 2020 to complete the Phase I work, some portion of the local match will not be due until then. As such, at this time no adjustment to the 2019 budget is needed. As the Phase I work nears completion, an appropriate amount from the Western Corridor Fund for the local match will be shown in the 2020 budget. There is sufficient balance currently available in this account to cover the local match as well as cover any contingencies that arise.

RECOMMENDATION:

Request authorization to award a contract for Phase I engineering services for the Beverly Road *Invest in Cook* project to Civiltech Engineering, of Itasca, IL, at a cost not to exceed \$80,400.

Attachment

Municipality Village of Hoffman Estates	L O C A L A G E N C Y	Preliminary Engineering Services Agreement	C O N S U L T A N T	Name Civiltech Engineering, Inc.
Township				Address 2 Pierce Place, Suite 1400
County Cook				City Itasca
Section				State IL 60143-1297

THIS AGREEMENT is made and entered into this _____ day of _____, 2018 between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION. Non-Motor Fuel Tax Funds, allotted to the LA by the State of Illinois, under the general supervision of the State Department of Transportation, hereinafter called the "DEPARTMENT", will be used entirely or in part to finance ENGINEERING services as described under AGREEMENT PROVISIONS.

Section Description

Name Beverly Road Bicycle Facility and Road Resurfacing

Route Beverly Road Length 0.41 Mi. - FT (Structure No. _____)

Termini Prairie Stone Parkway to Beacon Pointe Drive

Description:
Beverly Road resurfacing and bicycle facility between Prairie Stone Parkway and Beacon Pointe Drive

Agreement Provisions

The Engineer Agrees,

1. To perform or be responsible for the performance of the following engineering services for the LA, in connection with the proposed improvements herein before described, and checked below:
 - a. Make such detailed surveys as are necessary for the preparation of detailed roadway plans
 - b. Make stream and flood plain hydraulic surveys and gather high water data, and flood histories for the preparation of detailed bridge plans.
 - c. Make or cause to be made such soil surveys or subsurface investigations including borings and soil profiles and analyses thereof as may be required to furnish sufficient data for the design of the proposed improvement. Such investigations are to be made in accordance with the current requirements of the DEPARTMENT.
 - d. Make or cause to be made such traffic studies and counts and special intersection studies as may be required to furnish sufficient data for the design of the proposed improvement.
 - e. Prepare Army Corps of Engineers Permit, Department of Natural Resources-Office of Water Resources Permit, Bridge waterway sketch, and/or Channel Change sketch, Utility plan and locations, and Railroad Crossing work agreements.
 - f. Prepare Preliminary Bridge design and Hydraulic Report, (including economic analysis of bridge or culvert types) and high water effects on roadway overflows and bridge approaches.
 - g. Make complete general and detailed plans, special provisions, proposals and estimates of cost and furnish the LA with **one (1) copy of each document in both hardcopy and electronic format**. Additional copies of any or all documents, if required, shall be furnished to the LA by the ENGINEER at the ENGINEER's actual cost for reproduction.
 - h. Furnish the LA with survey and drafts in **duplicate** of all necessary right-of-way dedications, construction easement and borrow pit and channel change agreements including prints of the corresponding plats and staking as required.

- i. Assist the LA in the tabulation and interpretation of the contractors' proposals
 - j. Prepare the necessary environmental documents in accordance with the procedures adopted by the DEPARTMENT's Bureau of Local Roads & Streets.
 - k. Prepare the Project Development Report when required by the DEPARTMENT.
 - l. **Services as included and/or defined in the attached Scope of Services.**
2. That all reports, plans, plats and special provisions to be furnished by the ENGINEER pursuant to the AGREEMENT, will be in accordance with current standard specifications and policies ~~of the LA of the DEPARTMENT~~. It is being understood that all such reports, plats, plans and drafts shall, before being finally accepted, be subject to approval by the LA ~~and the DEPARTMENT~~.
 3. To attend conferences at any reasonable time when requested to do so by representatives of the LA ~~or the Department~~.
 4. In the event plans or surveys are found to be in error during construction of the SECTION and revisions of the plans or survey corrections are necessary, the ENGINEER agrees that the ENGINEER will perform such work without expense to the LA, even though final payment has been received by the ENGINEER. The ENGINEER shall give immediate attention to these changes so there will be a minimum delay to the CONTRACTOR.
 5. That basic survey notes and sketches, charts, computations and other data prepared or obtained by the ENGINEER pursuant to this AGREEMENT will be made available, upon request, to the LA ~~or the DEPARTMENT~~ without cost and without restriction or limitations as to their use.
 6. That all plans and other documents furnished by the ENGINEER pursuant to this AGREEMENT will be endorsed by the ENGINEER and will show the ENGINEER's professional seal where such is required by law.

The LA Agrees,

1. To pay the ENGINEER as compensation for all services rendered in accordance with this AGREEMENT according to the following method indicated by a check mark:
 - a. A sum of money equal to _____ percent of the awarded contract cost of the proposed improvement as approved by the DEPARTMENT.
 - b. A sum of money equal to the percent of the awarded contract cost for the proposed improvement as approved by the DEPARTMENT based on the following schedule:

Awarded Cost	Percentage Fees	
Under \$50,000	_____	(see note)
	_____	%
	_____	%
	_____	%

Note: Not necessarily a percentage. Could use per diem, cost-plus or lump sum.

2. To pay for all services rendered in accordance with this AGREEMENT at the actual cost of performing such work plus 1.48 percent to cover profit, overhead and readiness to serve - "actual cost" being defined as material cost plus payrolls, insurance, social security and retirement deductions. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at the ENGINEER's actual cost. Subject to the approval of the LA, the ENGINEER may sublet all or part of the services provided in section 1 of the ENGINEER AGREES.

"Cost to Engineer" to be verified by furnishing the LA ~~and the DEPARTMENT~~ copies of invoices from the party doing the work. The classifications of the employees used in the work should be consistent with the employee classifications for the services performed. If the personnel of the firm, including the Principal Engineer, perform routine services that should normally be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the work performed.

The total not to exceed contract amount of \$80,400.

3. That payments due the ENGINEER for services rendered in accordance with this AGREEMENT will be made as soon as practicable after the services have been performed in accordance with the following schedule:
 - a. Upon completion of detailed plans, special provisions, proposals and estimate of cost - being the work required by section 1 of the ENGINEER AGREES - to the satisfaction of the LA ~~and their approval by the DEPARTMENT~~, 90 percent of the total fee due under this AGREEMENT based on the approved estimate of cost.
 - b. Upon award of the contract for the improvement by the LA ~~and its approval by the DEPARTMENT~~, 100 percent of the total fee due under the AGREEMENT based on the awarded contract cost, less any amounts paid under "a" above.

By Mutual agreement, partial payments, not to exceed 90 percent of the amount earned, may be made from time to time as the work progresses.

4. That, should the improvement be abandoned at any time after the ENGINEER has performed any part of the services provided for in sections 1 and 3 of the ENGINEER AGREES and prior to the completion of such services, the LA shall reimburse the ENGINEER for the ENGINEER's actual costs plus 116.56 percent incurred up to the time the ENGINEER is notified in writing of such abandonment - "actual cost" being defined as in paragraph 2 of the LA AGREES.
 5. That, should the LA require changes in any of the detailed plans, specifications or estimates ~~except for those required pursuant to paragraph 4 of the ENGINEER AGREES, after they have been approved by the DEPARTMENT~~, the LA will pay the ENGINEER for such changes on the basis of actual cost plus 116.56 percent to cover profit, overhead and readiness to serve - "actual cost" being defined as in paragraph 2 of the LA AGREES. It is understood that "changes" as used in this paragraph shall in no way relieve the ENGINEER of the ENGINEER's responsibility to prepare a complete and adequate set of plans and specifications.
-

It is Mutually Agreed,

1. That any difference between the ENGINEER and the LA concerning their interpretation of the provisions of this Agreement shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA and a third member appointed by the two other members for disposition and that the committee's decision shall be final.
2. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at the ENGINEER's last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LA all surveys, permits, agreements, preliminary bridge design & hydraulic report, drawings, specifications, partial and completed estimates and data, if any from traffic studies and soil survey and subsurface investigations with the understanding that all such material becomes the property of the LA. The ENGINEER shall be paid for any services completed and any services partially completed in accordance with section 4 of the LA AGREES.
3. That if the contract for construction has not been awarded one year after the acceptance of the plans by the LA ~~and their approval by the DEPARTMENT~~, the LA will pay the ENGINEER the balance of the engineering fee due to make 100 percent of the total fees due under this AGREEMENT, based on the estimate of cost as prepared by the ENGINEER and approved by the LA ~~and the DEPARTMENT~~.
4. That the ENGINEER warrants that the ENGINEER has not employed or retained any company or person, other than a bona fide employee working solely for the ENGINEER, to solicit or secure this contract, and that the ENGINEER's has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the ENGINEER, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For Breach or violation of this warranty the LA shall have the right to annul this contract without liability.

IN WITNESS WHEREOF, the parties have caused the AGREEMENT to be executed in triplicate counterparts, each of which shall be considered as an original by their duly authorized officers.

Executed by the LA:

Village of Hoffman Estates of the
(Municipality/Township/County)

ATTEST:

State of Illinois, acting by and through its

By _____

By _____

Village Clerk

Title _____

(Seal)

RECOMMENDED FOR EXECUTION

Executed by the ENGINEER:

Civiltech Engineering, Inc.

Engineering Firm

2 Pierce Place, Suite 1400

Street Address

Itasca, IL 60143

City, State

ATTEST:

By Mary L Young

By JRV

Title VICE PRESIDENT

Title PRESIDENT

Note: Three (3) Original Executed Contracts – (2) Village of Hoffman Estates (1) Consultant

Attachment A

Scope of Services and Cost Estimate of Consultant Services

**Beverly Road Bicycle Facility and Road Resurfacing
Prairie Stone Parkway to Beacon Pointe Drive
Village of Hoffman Estates, Illinois**

SCOPE OF SERVICES

Phase I Engineering

The proposed improvement will include bicycle facilities and resurfacing of Beverly Road between Prairie Stone Parkway and Beacon Pointe Drive.

The Phase I Engineering for this project will include environmental and location-design studies needed to develop and refine geometric improvements, evaluate costs and impacts, and undertake coordination with jurisdictional agencies and the public. The primary objective of the Phase I Engineering Study is to develop a conceptual improvement plan which provides the desired level of safety and operation, minimizes impacts to adjacent properties, and which fulfills all of the requirements for processing and funding of this project by the Village of Hoffman Estates, The Cook County Department of Transportation and Highways, Illinois Department of Transportation (IDOT), the Illinois Tollway (Tollway), and the Federal Highway Administration (FHWA).

This Scope of Services assumes that this project will be processed as a **State Approved Categorical Exclusion** with the preparation of a Project Development Report. Following is the proposed scope of services for the Beverly Road Bicycle Facility and Road Resurfacing project:

Item 1 – Early Coordination and Data Collection – This work item will include collecting available existing information as follows:

- a. Collect and review previous studies and existing roadway plans.
- b. Collect Land Use, Zoning, Tollway, School District, Park District, etc. maps and plans.
- c. Obtain public and private utility atlases.
- d. Perform project area reconnaissance and prepare a photo log.
- e. Obtain recent digital aerial photography of study area at a scale of 1" = 50'.
- f. Prepare and process Environmental Survey Request forms. This includes photos of any buildings 40 years old or older (if necessary).
- g. Prepare Project Program Information (PPI) Form as per IDOT requirements.
- h. Prepare Initial Coordination Meeting Data Form (BLR 22410) as per IDOT requirements.

Item 2 – Field Survey – In order to develop accurate construction costs and right-of-way analysis, a complete design topographic survey will be conducted as part of the project.

This survey will include topographic information, cross sections and a drainage and utility survey. Cross sections will also be taken at all intersecting side streets, driveways, and tollway ramps to aid in the final design. The surveyors will recover as many property and/or other survey monuments as can be located for use in calculating the existing rights-of-way. The limits of the survey will extend a minimum of 10 feet beyond the right-of-way. We will input the existing

topographic survey information and develop plan base sheets at a scale of 1"=50'. Cross sections will be prepared at 50-foot intervals at high and low points along the roadway profile. Half width cross sections will be prepared at driveways and access points. Any updated existing utility information that has been obtained during the data collection phase will also be included in the base file.

Field survey will be performed by a subconsultant, Environmental Design, Inc. and a copy of their detailed proposal is contained in Attachment B.

Item 3 – Crash Analyses – In order to satisfy IDOT and FHWA requirements, it will be necessary to gather and review crash data for the study area to determine the existence of any safety hazards. It is assumed that due to the length of the project, the crash analyses will be updated once during the Phase I Study. Therefore, this work item will include:

- a. Collect 5 years of crash data from the Village.
- b. Tabulate data and plot collision diagrams.
- c. Prepare wet/dry crash analysis.
- d. Prepare roadway lighting warrant analysis.
- e. Identify High Accident Locations.
- f. Evaluate safety improvement needs, identify countermeasures and write crash analysis text.

Item 4 – Traffic Analyses – Traffic counts and capacity analyses will be required by IDOT at the two intersections at the project termini. Analyses will include determining peak hour counts, reducing and tabulating traffic data, and performing existing capacity analyses at the intersections of Beverly Road and Prairie Stone Parkway and Beverly Road and Beacon Pointe Drive.

The traffic analyses work item will include:

- a. Obtain 24-hour turning movement traffic counts using video counting units (VCU) at the following intersections:
 - Beverly Road and Prairie Stone Parkway
 - Beverly Road and I-90 off ramp.
 - Beverly Road and Beacon Pointe Drive
- b. Perform existing HCS 2010 intersection capacity analyses at each intersection.
- c. Reduce and tabulate traffic count data, determine A.M. and P.M. peak hours and peak hour usage, and prepare traffic volume exhibits.
- d. Analyze traffic signal warrants at the specified intersections.

Item 5 – Alternative Geometric Studies – It is anticipated that this item will include:

- a. Prepare detailed horizontal geometrics on topographic base sheets.
- b. Define vertical path and roadway geometrics including detailed analysis of proposed path and roadway cross sections.
- c. Determine right-of-way acquisition and grading easement limits.

- d. Develop maintenance of traffic and detour plan, if necessary.
- e. Prepare plan and profile exhibits.
- f. Submit geometrics to Village for review.

Item 6 – Subsurface Soils and Pavement Investigation – A factor which often contributes to project cost increases during the implementation of an improvement is the inaccuracy of cost estimates for pavement rehabilitation and treatment of unsuitable subgrade soils. We propose to use GSG Consultants, Inc. as a subconsultant to perform the soils survey for this project. If necessary, soil samples will be obtained along the proposed shared-use path alignment if an off-road path is selected. This work item will include the following tasks.

- a. Perform soil borings. (To be performed by subconsultant).
- b. Review Soils Report.
- c. Coordination with soils subconsultant.

A copy of GSG Consultants, Inc. detailed proposal is included in Attachment C.

Item 7 – Preliminary Environmental Site Assessment – As part of the environmental studies required for a Federal-aid project, it is necessary to perform a Special Waste Screening Analysis to determine if there are any sites located along the project area that may result in the need for further environmental investigation. If the results determine that the initial screening determined the potential presence of special waste, the need for a Preliminary Environmental Site Assessment (PESA) will be completed during preliminary engineering.

We propose to use Huff & Huff, Inc. as a subconsultant to perform the PESA studies for this project. A copy of their detailed proposal is included in Attachment D.

Item 8 – Wetland Study – A wetland investigation of the site, including an additional 100 feet outside the project corridor limits, as required by the August 2010 USACE Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region, Version 2.0 (Supplemental Wetland Manual). Proposed wetland field investigations would include all areas within the Project Corridor and any additional areas within 100 feet of the proposed roadway right-of-way. The additional investigation area ensures that all potential critical wetlands and high quality aquatic resources (HQAR), and their 100-foot buffer areas are identified within project corridor.

Proposed wetland survey services include the identification and delineation of all on-site wetlands, documentation of all adjacent wetlands, determination and delineation of wetland buffer areas, and determination of critical wetlands and HQARs. The proposed scope of work includes an off-site record/document review followed by an on-site investigation. Field investigation activities include on-site testing for the presence of hydric soils, hydrophytic vegetation, and sufficient hydrology. A floristic quality assessment (FQA) would be conducted for each identified wetland. Where appropriate, Huff and Huff would flag USACE “Waters of the U.S.” (WOUS) and potential isolated waters limits within the Project Corridor.

Submittal and coordination for the Wetland Impact Evaluation form is also included in this item.

We propose to use Huff & Huff, Inc. as a subconsultant to perform the wetland studies for this project. A copy of their detailed proposal is included in Attachment D.

Item 9 – Drainage Study – This item will include only a cursory review of the proposed cross sections and any potential drainage improvements necessary to develop a cost estimate.

The work item will include the following:

- a. Prepare General Location Drainage Map.
- b. Develop and document design criteria for the proposed drainage design.
- c. Address project compliance with the MWRD Watershed Management Ordinance and investigate green infrastructure for the proposed improvements.
- d. Review proposed path cross sections.
- e. Prepare a cost estimate for potential drainage improvements.

Item 10 – Structural Studies – A Bridge Condition Report (BCR) and a Type, Size, and Location (TS&L) will be prepared in accordance with IDOT and Tollway requirements for federally funded projects. The following items describe the anticipated scope of work:

- a. Visit the site to inspect the existing structure and prepare a BCR in accordance with IDOT's requirements. Verify the topographic survey data at the bridge.
- b. Prepare a TS&L proposed bridge sketch and Preliminary Bridge Design and Hydraulic Report to submit to IDOT.

Item 11 – Draft Project Development Report – This work task will involve integration of project data and engineering studies into a Draft Project Development Report that meets requirements as contained in BLR Form 22211. It is likely that the Tollway will review the Project Development Report. Specifically this work item will include the following:

- a. Prepare report exhibits, including a location map, a land use exhibit, existing and proposed typical sections.
- b. Prepare a detailed construction cost estimate for proposed improvements.
- c. Preparation and approval of Design Variance Form – BLR 22120.
- d. Write, proofread and edit the Draft PDR.
- e. Print, bind and deliver Draft PDR.
- f. Attend review meeting with IDOT and Village if required.

Item 12 – Agency Coordination – The efficiency and timeliness of executing a project can hinge on the level and frequency of coordination with applicable jurisdictional agencies. In order to avoid delays and costly multiple design revisions, we believe it will be helpful to have regular coordination meetings with all agencies involved.

- a. Kick-off meeting with Village and IDOT.
- b. Kick-off meeting with the Tollway.

- c. One additional Tollway coordination meeting.
- d. IDOT/FHWA Coordination Meeting.

All meetings will include preparation for, attendance at, and preparation of meeting minutes.

Item 13 – Public Involvement – The purpose of the public involvement process is to promote a proactive and responsive approach that seeks the input of all concerned stakeholders early and often, and that provides for appropriate input at key points in the project decision making process. For this scope of services, it is assumed that the process will include one public Information Meeting for this project. Following are the specific public involvement tasks that are anticipated:

Public Information Meeting (one meeting)

- a. Preparation of public meeting newspaper advertisements.
- b. Preparation of public meeting brochure, comment forms and sign-in sheets.
- c. Preparation of public meeting exhibits.
- d. Revisions to presentation materials based on comments from the Village.
- e. Attendance at public meeting.
- f. Disposition of public meeting comments.

Item 14 – Final Project Development Report – Based on the outcome of the draft report review and municipal input, the final Project Development Report will be prepared and printed. Design Approval would be requested from IDOT. This work item will include the following tasks:

- a. Revise draft PDR exhibits.
- b. Revise construction cost estimate for improvements.
- c. Revise draft PDR report, proofread and edit.
- d. Print, bind and deliver final PDR Report.

Item 15 – Supervision, Administration and Project Coordination – This item includes project setup, monthly invoicing and preparation of status reports, quarterly client coordination meetings as needed and in-house coordination meetings. This item also includes implementation of Civiltech's quality control/quality assurance in-house review process.

**Beverly Road Bicycle Facility and Road Resurfacing
Prairie Stone Parkway to Beacon Pointe Drive
Village of Hoffman Estates, Illinois**

**COST ESTIMATE OF CONSULTANT SERVICES
PHASE I ENGINEERING**

Task	Personnel & Hours											Total Hours	% of Hours	Labor Cost	
	Department Head	Project Manager	Project Engineer	Design Engineer	Chief Structural Engineer	Sr. Structural Engineer	Structural Engineer	Sr. Drainage Engineer	Drainage Engineer	Sr. Traffic Engineer	Traffic Engineer				Admin. Asst.
	\$70.00	\$55.25	\$38.50	\$29.50	\$70.00	\$40.00	\$30.00	\$70.00	\$32.00	\$44.50	\$31.25				\$20.00
1 Early Coordination and Data Collection	0	2	8	18	0	0	0	0	0	0	0	0	28	5.1%	\$ 950
2 Field Survey	0	4	0	8	0	0	0	0	0	0	0	0	12	2.2%	\$ 457
3 Crash Analysis	0	0	2	12	0	0	0	0	0	0	0	0	14	2.5%	\$ 431
4 Traffic Analysis	0	0	2	16	0	0	0	0	0	6	12	0	36	6.5%	\$ 1,191
5 Alternate Geometric Studies	0	2	26	54	0	0	0	0	0	0	0	2	84	15.2%	\$ 2,745
6 Geotechnical Studies	0	0	4	0	0	0	0	0	0	0	0	0	4	0.7%	\$ 154
7 Preliminary Environmental Site Assessment	0	2	0	0	0	0	0	0	0	0	0	0	2	0.4%	\$ 111
8 Wetland Investigation	0	2	0	0	0	0	0	0	0	0	0	0	2	0.4%	\$ 111
9 Drainage Studies	0	0	0	0	0	0	0	4	14	0	0	0	18	3.2%	\$ 728
10 Structural Studies	0	0	0	0	34	52	38	0	0	0	0	0	124	22.4%	\$ 5,600
11 Draft Project Development Report	0	4	28	40	0	0	0	0	2	0	0	4	78	14.1%	\$ 2,623
12 Agency Coordination	0	10	16	12	0	0	0	0	0	0	0	0	38	6.9%	\$ 1,523
13 Public Involvement	2	6	14	28	0	0	0	0	0	0	0	0	50	9.0%	\$ 1,837
14 Final Project Development Report	0	4	8	12	0	0	0	0	0	0	0	4	28	5.1%	\$ 963
15 Supervision, Administration & Project Coordination	0	36	0	0	0	0	0	0	0	0	0	0	36	6.5%	\$ 1,989
Sub-Total	2	72	108	200	34	52	38	4	16	6	12	10	554		
% of Hours	0.4%	13.0%	19.5%	36.1%	6.1%	9.4%	6.9%	0.7%	2.9%	1.1%	2.2%	1.8%		100.0%	
Total Cost	\$140	\$3,978	\$4,158	\$5,900	\$2,380	\$2,080	\$1,140	\$280	\$512	\$267	\$375	\$200			\$21,410
Multiplier*	2.48														\$53,088
Direct Costs (See Exhibit A-4)															\$1,729
Subconsultants (See Exhibit A-4)															\$25,582
Total Engineering Cost:															\$80,400

* Multiplier = (DL + OH + FF)
DL = Direct Labor
OH = Overhead = 116.56%
FF = Fixed Fee = 31.44%
where FF = 14.5%[DL + OH(DL)]

TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

MONTHLY REPORT DECEMBER 2018

ROAD PROJECTS

◆ **Barrington Road Interchange**

Most of the major work is complete. The light poles on Greenspoint Parkway have been installed. The contractor is working to complete the electrical connections for these, along with the path lights in the southeast quadrant and those in the underpass of the south ramp. Testing operations of all signal equipment must be conducted before these components can be accepted by IDOT. The contractor may need to use portions of the roadways to complete some of the remaining tasks. Drivers should remain alert for lane closures and workers near the roadway as the contractors finish various work items in the interchange area. Maintenance monitoring and punch list activities will follow the end of primary construction work. Reconciliation of all costs related to the interchange will require detailed reviews, which will occur once there is agreement on accepting all the improvements in the interchange area.

◆ **Roselle Road Interchange Westbound Entrance**

The new westbound ramp to I-90 from Central Road is now open and functions as the fourth ramp for the Roselle Road interchange. Cook County, in cooperation with the Illinois Tollway and Schaumburg, reconstructed Central Road as a part of the project. The road work involved building an extensive land bridge which required driving piles to support the road in areas with poor soils. The basic configuration for the entrance ramp from Central Road is shown in the illustration below. Information about the Central Road project can be found on the County's Construction webpage at <https://gis1.cookcountyl.gov/construction>.



◆ **Shoe Factory Road - Cook County**

The amendment to the intergovernmental agreement with Cook County to allow Civiltech to complete its design work was approved at the September Committee meeting and was sent to the County.

Presentation to the County Board was planned for November but has been shifted to December by the County. A supplement to the design engineering contract was approved and has been executed. To save some time, Civiltech was authorized to complete wetland delineation work before the end of the growing season in mid-October. Costs of this supplement will be shared by the County and Village in the same percentages as used for the original agreement. At present, completion of design work is expected in 2019 with the specific schedule dependent on the items included in the supplement along with time needed for various agency reviews. Construction could possibly begin as early as 2020, although there is nothing definite at this time as right-of-way needs still must be finalized and property rights acquired. The timing of construction will depend upon the duration of the right-of-way process, funding availability, programming of funds, and the County's approval of final plans.

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

A letter of intent with the State for the Village share of Opticom and signal improvements related to this project is on the December Committee agenda. The basic scope of the project is to widen Barrington Road to a consistent four lane cross-section between Mundhank Road and Algonquin Road. Drainage improvements along with pavement reconstruction and intersection modifications at Algonquin Road are included. In addition, an off-street path will be located on the west side of Barrington Road from Algonquin Road to Central Road. This segment will connect the Algonquin Road path to the path and sidewalk installed in the Barrington Road interchange area. IDOT incorporated changes requested by staff to provide pedestrian crossings on all legs of the Lakewood Boulevard intersection. Staff attended a public meeting towards the end of August and notified BPAC members of the open house. The study is nearing the end of the preliminary engineering stage which is expected to receive design approval in 2019. Phase II engineering will get underway later in 2019 with IDOT's target tentatively for construction in the next several years. Information on the project is on the State's website at www.idot.illinois.gov/projects/barrington-rd-at-IL-62.

GRANT PROJECTS

◆ **2018 *Invest in Cook* Grant Program – Beverly Road Bicycle Facility and Resurfacing**

The scope includes Phase I engineering for a bike facility on Beverly Road along with resurfacing between Prairie Stone Parkway and Beacon Pointe Drive. An intergovernmental agreement with Cook County for the work was approved by the County Board in October. Requests for Qualifications from engineering consultants have been reviewed using the Village Qualifications Based Selection process and a recommendation for award of contract is on the December Committee agenda. Engineering work could then begin in early 2019. The County program will provide \$60,000 of funding with the local share estimated at approximately \$20,000. Upon completion of Phase I, the goal is to seek County, State, or Federal funds for Phase II engineering and construction in a future call for projects.

◆ **2018 RTA *Access to Transit Program* – Central Road Bicycle Path**

The RTA advised Village staff that the application for construction of the Central Road bicycle path was not selected for funding. While RTA staff thought the concept was strong, they also felt that the project would be better positioned once Somerset is actively building. Only 10 of the 28 applications received were selected by RTA for submission to CMAP for the upcoming CMAQ program. The Village can now submit a separate application for CMAQ early next year with the call for projects.

The Village's current cooperative project with Cook County for the Phase I design of a path on the north side of Central Road should be complete for the initial design process in 2019. The proposed path would link to the existing trail in the Paul Douglas Forest Preserve and connect to the Pace Park-n-Ride entrance on Central Road. Employees of businesses near Central Road and residents to the

north would benefit from this project. This path would also establish connectivity with the Forest Preserve south of I-90 which is a goal of the Village bicycle plan and CMAP's regional Greenways planning efforts. Options for completing Phase II engineering and construction will be evaluated during the coming year.

◆ **Illinois Transportation Enhancement Program (ITEP) Grant Application**

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.

The Project Development Report was approved by IDOT, which signifies the completion of Phase I engineering. The IDOT Phase II kickoff meeting was held in October and an updated schedule was submitted to reflect an approach of phasing the work in two pieces. The east-west portion would proceed first to construction (targeted for late 2019 / early 2020) followed by the north-south segment assuming agreement with the railroad. IDOT is evaluating the request for phasing the work which was supported by their staff. Coordination with various parties continues in an attempt to come to an understanding with CN on the terms of the agreement. The minimum length of time for the path to be in place is one issue being discussed with the railroad. Additional consultant services for environmental analysis under the Tollway bridge and CN coordination are under review along with a revised proposal to complete Phase II for the Forest Preserve portion. The project partners were informed of the CN coordination and overall project status. Information on revised Phase II engineering scope and costs will be discussed with the project partners and then presented to the Committee. Revisions to the IGA with the Forest Preserve District and the Park District will be needed due to changes in project schedule and cost.

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

Four project segments submitted in 2016 to NWMC Technical Committee are on the B list. Given current funding levels, other programmed projects, and the timing of decisions on the distribution of STP funds, it appears unlikely these will be able to advance; however, if other projects fall behind, it may create an opportunity to move one or more into the program. There is a cost for the Village to start the Phase II engineering as a consultant would need to be retained to perform this work, and there is no certainty that room will be available in the program to move new projects in from the B list. At this time, no advance engineering work is being done which must be paid wholly by the Village for resurfacing projects. The pavement condition on some of these candidates will likely require resurfacing before they could be programmed through NWMC. Staff will closely monitor conditions and can be prepared to solicit proposals for engineering work if so directed. One of the four segments is Beverly Road from Prairie Stone Parkway to Beacon Pointe Drive which is now part of the Phase I engineering scope for the *Invest in Cook* grant.

BIKE / PEDESTRIAN PROJECTS

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

Planning will begin for 2019 activities. It is likely BPAC will look for other times of year to hold rides as turnout in July has been low, due in part to weather and holiday schedules. The group will work on the bicycle plan update. When feedback is received on the bicycle friendly community application, discussion will likely focus on ways to strengthen bicycling activities in the Village. The evaluation criteria include the 5 E's of the bike plan – engineering, education, enforcement,

encouragement, and evaluation. The findings from the LAB's process will help to focus future efforts for updating the comprehensive bicycle plan.

◆ **Central Road Bicycle Path Project**

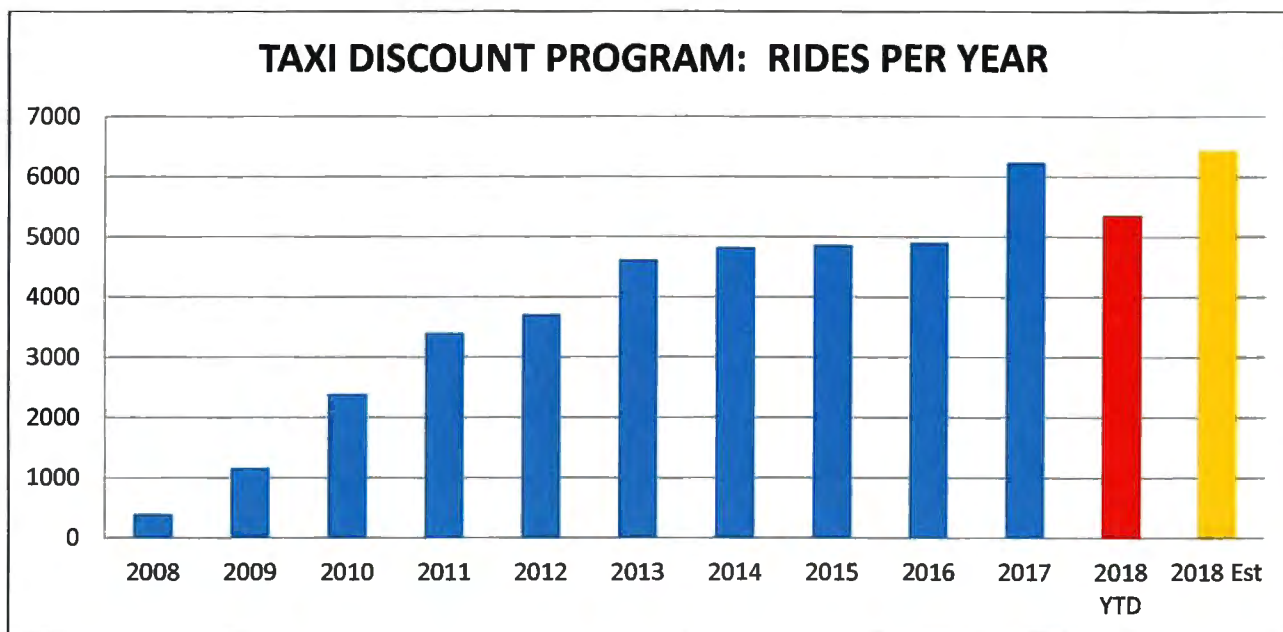
The County's design work is being coordinated with the Bystronic development on the southwest portion of the former AT&T property. Their site development plans include an extension of Eagle Way to Central Road with on-street bike lanes and sidewalk on the east side of Eagle Way. The County's engineering consultant creating the design for road reconstruction and the bike path has developed plans which were reviewed by the Village. Staff provided comments to the County which will require follow-up discussions. The Phase I path study is being conducted according to federal requirements, even though no federal funding is being used for this preliminary design. Satisfying all these requirements now will position the project to apply for future funding to assist with construction activities. The Village's share of the Phase I design is about \$65,000.

The basic concept is to align a path along the north side of Central Road from the Huntington Boulevard intersection linking to the Forest Preserve path on the east and to the Pace Park-n-Ride on the west. A portion of the path was constructed at the time of the Trumpf project according to the terms of the development agreement. Sensitive environmental areas and wetland impacts exist which will need to be addressed. Some property at the corner of the Claire's property will be needed for the Eagle Way path near the intersection and is a responsibility of the H90 ownership. A pedestrian crossing of Central Road near the curve where the Park-n-Ride entrance is located will require careful study and approval by Cook County. Coordination with the Forest Preserve will be required as the east end of the project will link to the existing Paul Douglas trail. The Forest Preserve supports the connection and is evaluating options for its alignment.

TRANSIT

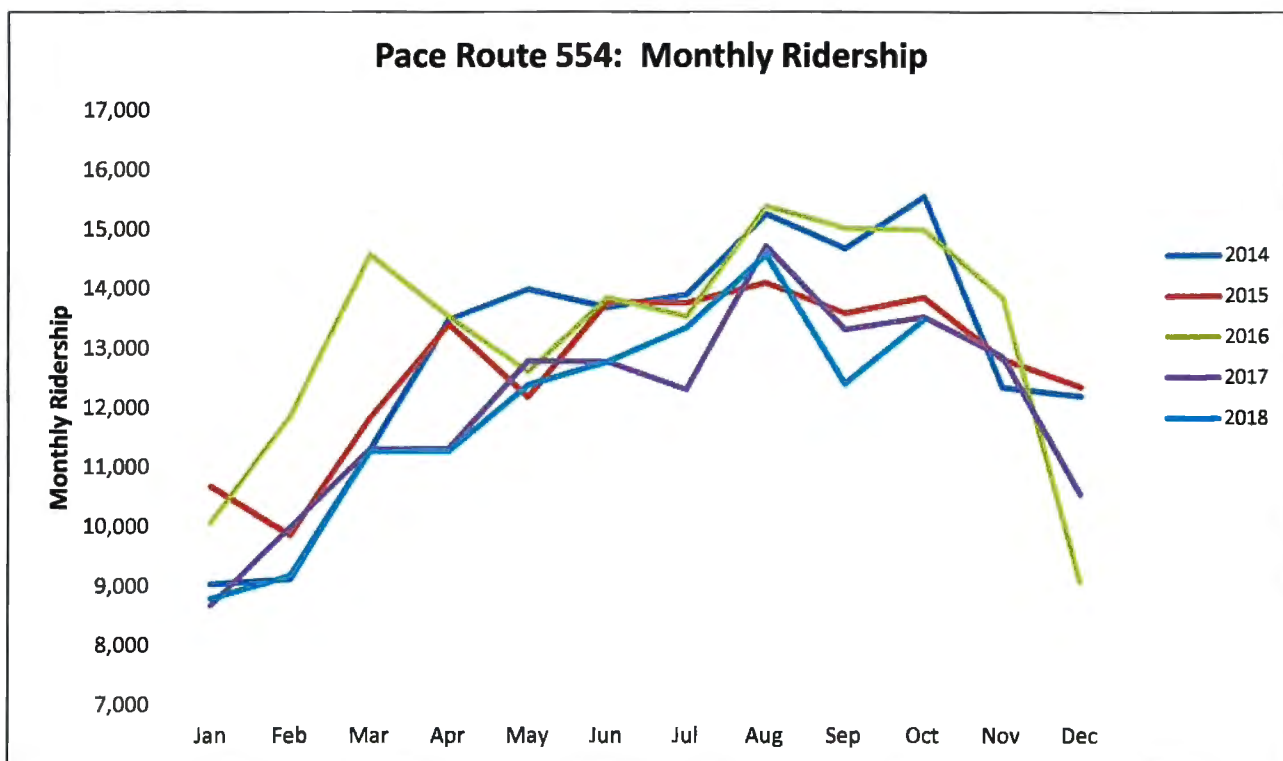
◆ **Taxi Discount Program**

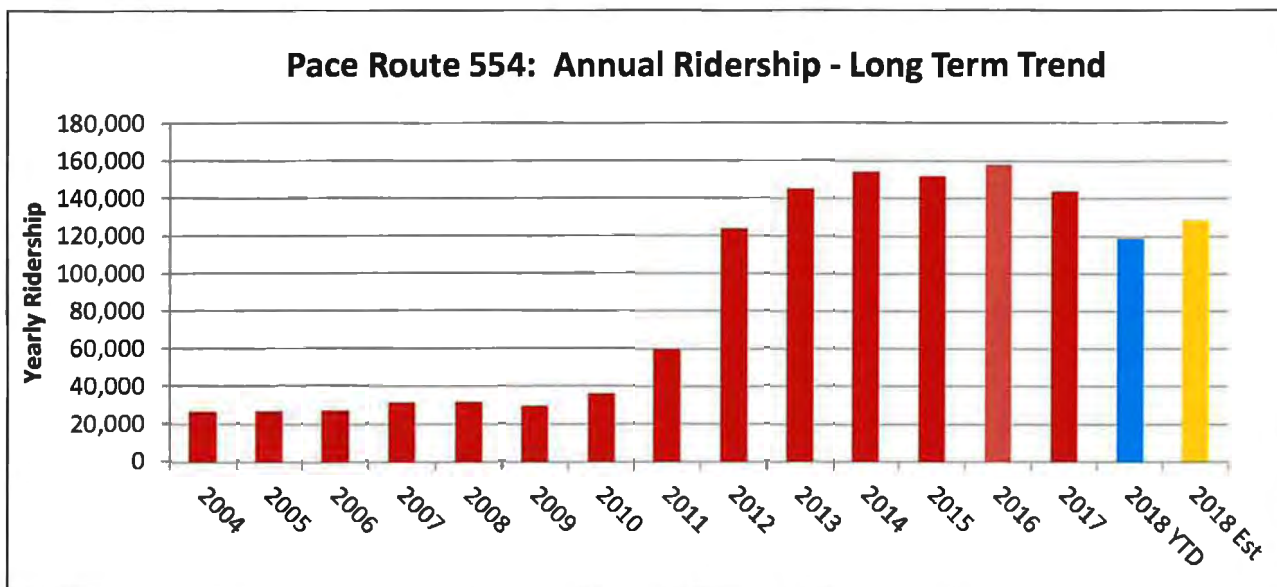
Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 671 residents have registered for the program. Information was sent in early September to all current registered users notifying them of the new Pace I-90 and local On-Demand services. Further review of the program registration following this mailing indicates the number of current eligible registrants totals 413 as some packets were returned. Staff continues to look for ways to promote and advertise the program. Estimated annual use for 2018 is expected to be slightly higher than last year.



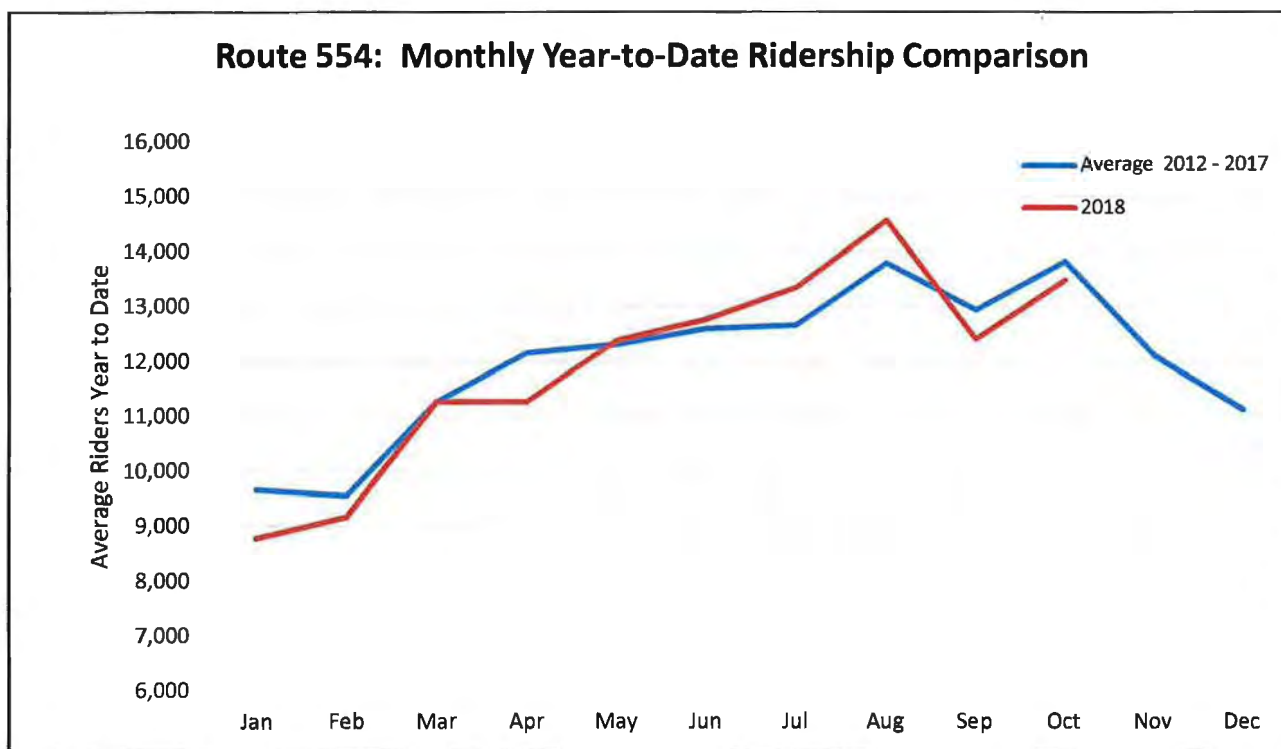
◆ **Pace Route 554**

The most recent data from October 2018 showed average weekday ridership of 538, along with a Saturday average of 277 riders per day. Pace is evaluating potential changes to Route 554 to link with the Barrington Road transit station served by the I-90 routes. Careful analysis must be done of any changes to Route 554 to determine potential gains and enhancements to ridership along with possible negative effects on current users. At this time, it is uncertain when a change might occur.





The year-to-date ridership by month on Route 554, based on historical average trends, is shown in the figure below. The current year’s pattern generally follows the average experience over the prior six years. Monthly ridership totals can vary based on the numbers of weekdays and Saturdays in given months, weather conditions, and other factors.

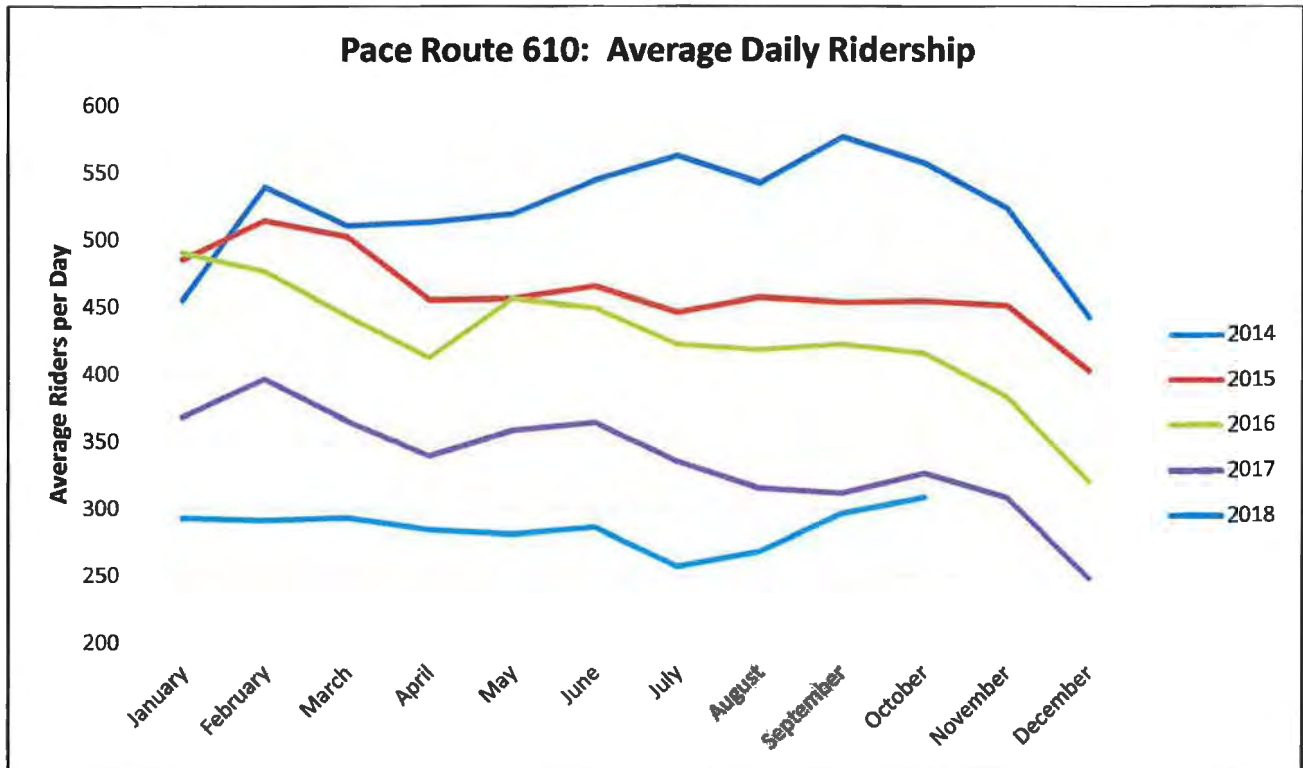


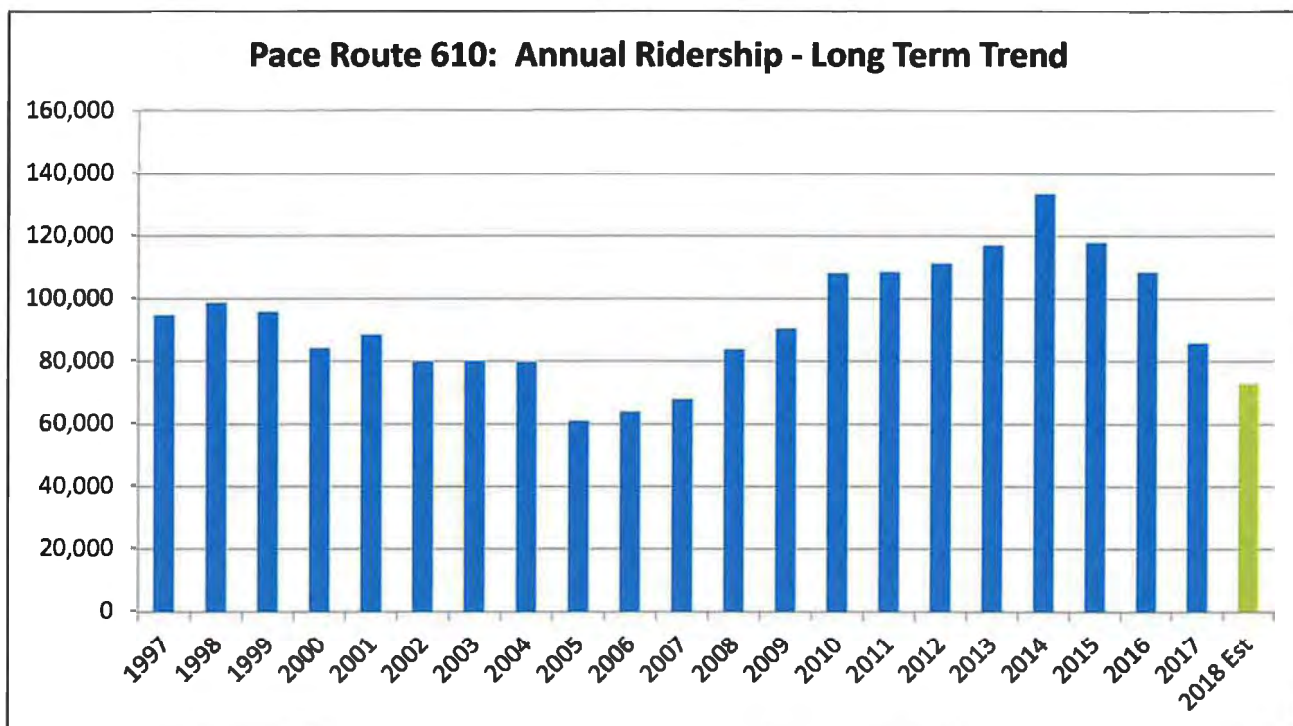
◆ **Pace Route 610 and Sears Centre Park-n-Ride Lot**

The charts below provide a history of Route 610 ridership over a number of years. The pattern of monthly ridership has flattened and reflects significantly lower levels of use than prior years. Some trips on Route 610 were eliminated or combined based on the low ridership experienced over the recent past. Route 610 now stops at the Barrington Road transit station. Usage will be monitored on Route 610 to gauge the impact of adding the stops at Barrington Road. The last few months indicate an

increasing trend in ridership possibly due to new riders using Route 610 for travel to and from the I-90 / Barrington Road station. These would be riders selecting Route 610 from several options to travel between Hoffman Estates and the Rosemont CTA station area,

The number of Park-n-Ride vehicles in the Sears Centre lot is generally in the range of 15 to 20 per day. In the fall of 2017, the occupancy in the Park-n-Ride had increased to about 25 to 30 per weekday. Pace plans to continue this Park-n-Ride as the performance of the new I-90 services is evaluated. 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 parkers, and the origins of their trips.





◆ **Pace Route 603, 605, 607 – I-90 Express Service**

As of August 13, 2018, these Pace routes now stop at the Barrington Road transit station along with Route 610. Data is available for a part of August through October 2018. Full months of data and comparison with ridership trends since the start of I-90 services at the Randall and IL 25 Park-n-Rides will be used to provide a better gauge of performance over time. Descriptions of each route are:

- Route 603: Elgin to Rosemont CTA Blue Line – weekday and Saturday
- Route 605: Randall Road Park-n-Ride to Rosemont CTA Blue Line – weekday and Saturday
- Route 607: Randall Road Park-n-Ride to Northwest Transportation Center – weekday and Saturday

Express buses on I-90 link to the Rosemont CTA Blue Line station and Northwest Transportation Center to the east and the Elgin Transportation Center and Randall Road Park-n-Ride to the west. Express service operates from about 5:30 a.m. to around 10:00 p.m. on weekdays and 7:00 a.m. to 7:00 p.m. on Saturdays. Service frequency is about every 10 to 15 minutes during weekday peak and 30 minutes off-peak. Data for the three newest I-90 are shown in the tables below.

Month	Route 603 – Average Weekday				Route 603 – Average Saturday		
	2016	2017	2018		2016	2017	2018
January	-	60	144		-	27	76
February	-	78	159		-	26	81
March	-	72	183		-	38	96
April	-	96	200		-	46	85
May	-	107	207		-	44	93
June	-	120	206		-	60	102
July	-	134	211		-	78	103

	Route 603 – Average Weekday				Route 603 – Average Saturday		
August	-	151	229		-	72	115
September	-	145	282		-	82	114
October	-	151	298		-	82	102
November	-	150			0	62	
December	25	141			19	76	

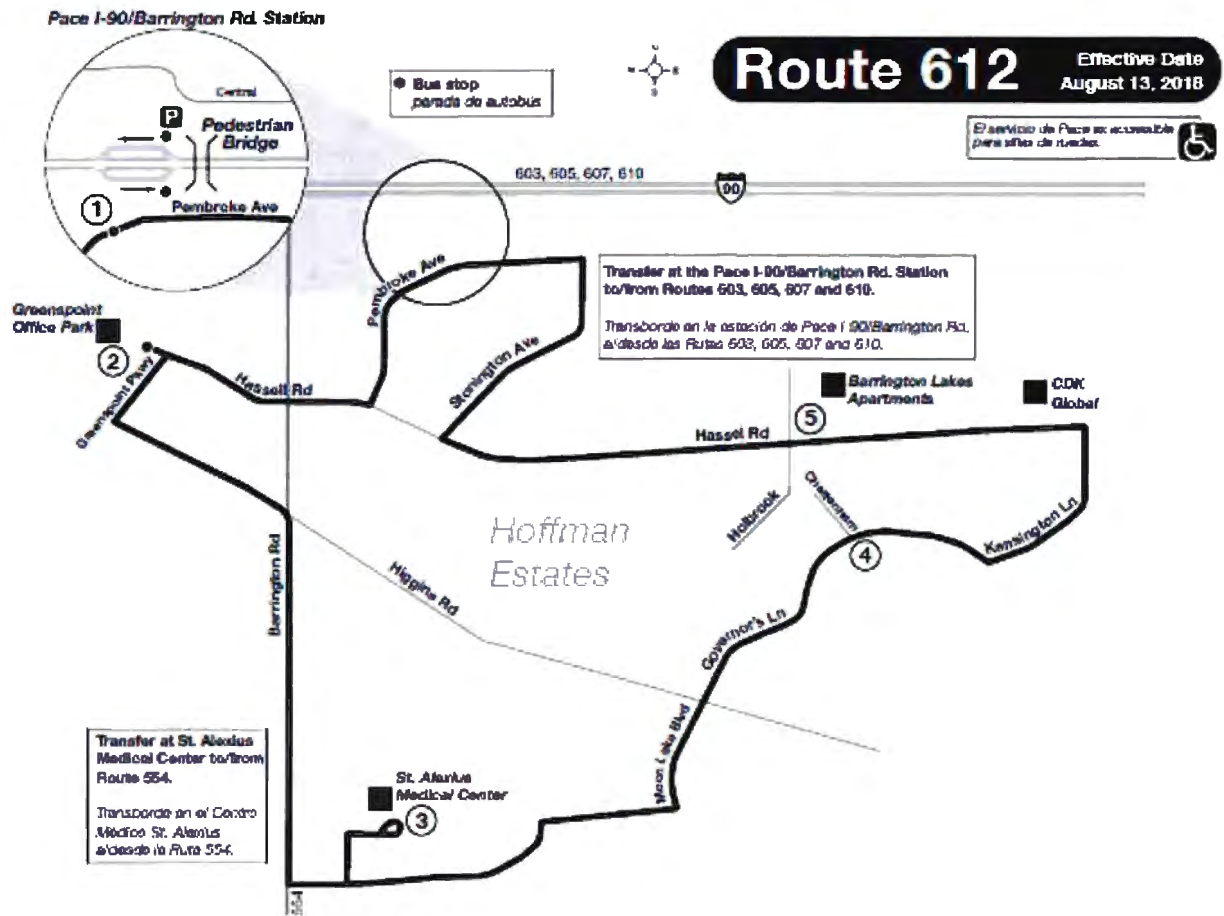
	Route 605 – Average Weekday				Route 605 – Average Saturday		
Month	2016	2017	2018		2016	2017	2018
January	-	68	236		-	12	33
February	-	88	243		-	15	36
March	-	105	256		-	18	41
April	-	115	269		-	28	55
May	-	142	276		-	30	58
June	-	154	272		-	37	62
July	-	193	303		-	24	66
August	-	202	329		-	34	69
September	-	233	363		-	36	73
October	-	242	357		-	38	64
November	-	235			0	42	
December	22	206			9	38	

	Pace Route 607 – Average Weekday				Pace Route 607 – Average Saturday		
Month	2016	2017	2018		2016	2017	2018
January		23	28			10	12
February		34	28			14	14
March		34	33			14	15
April		49	38			12	15
May		41	37			14	15
June		32	42			14	27
July		44	45			19	22
August		53	41			30	16
September		35	36			17	18
October		28	51			6	34
November		30			0	8	
December	16	35			6	11	

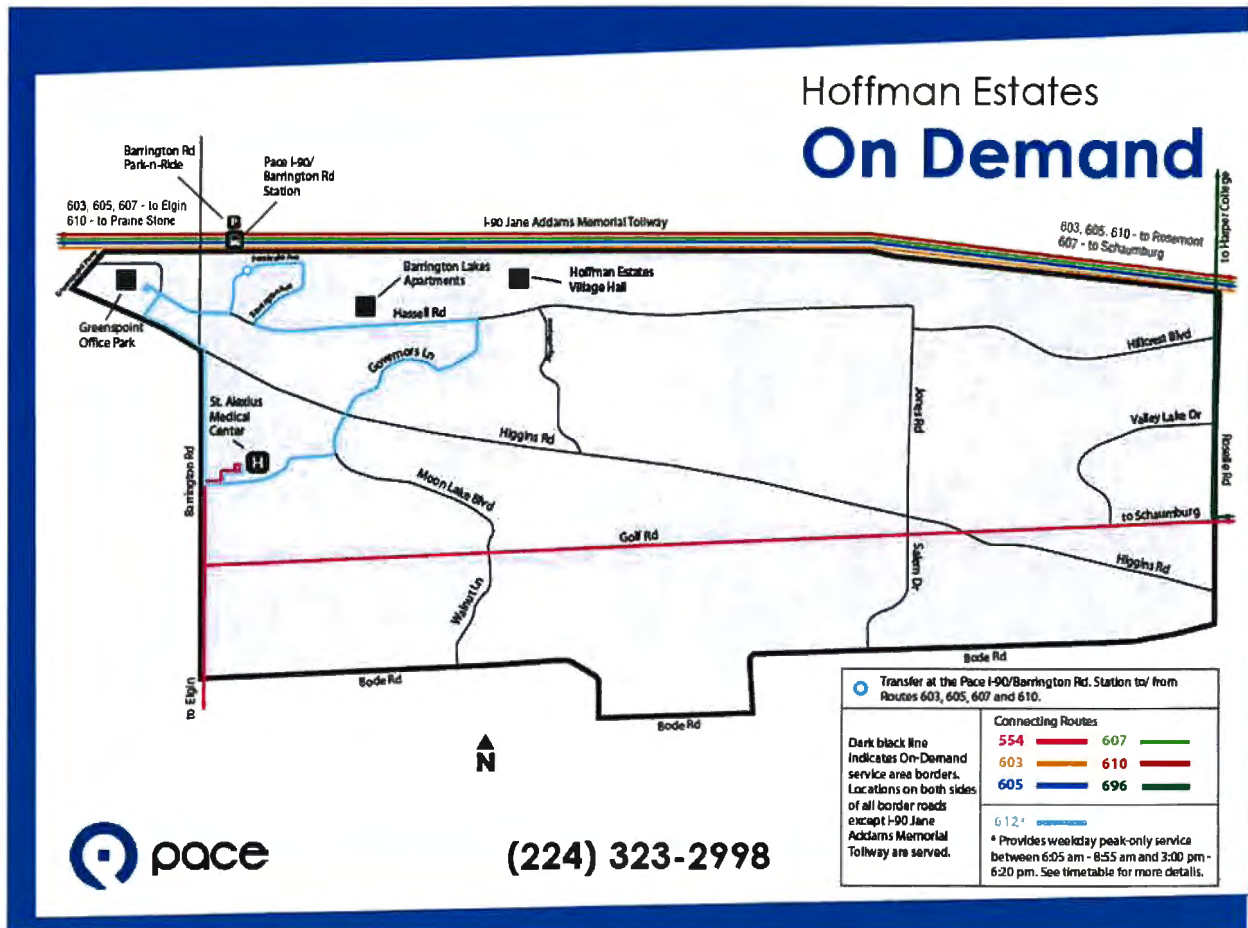
◆ **Pace Route 612 and Hoffman Estates On-Demand**

Pace Route 612 is a weekday circulator which operates from 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. The route connects residential and business areas along a fixed loop route south of the

Tollway to the Kiss-n-Ride on Pembroke Avenue for access to the Barrington Road station and the I-90 express routes. As this is a new route, the bus will stop at any location on the loop where it is safe to do so when a rider signals the driver.



Hoffman Estates On-Demand is a reservation based curb-to-curb service operating south of the Tollway. The area covered is bound by I-90, Roselle Road, Bode Road, and Barrington Road / Greenspoint. On-Demand operates during the midday from 9:00 a.m. to 3:00 p.m. on weekdays. The vehicle is lift-equipped and On-Demand is open to the general public. Timed stops are included at the Kiss-n-Ride once per hour to provide predictable connections to the Barrington Road station for transfers to / from the I-90 express routes. Standard Pace fares apply with reduced rates for those who qualify through the RTA program. Participants in the Village Taxi Discount Program were sent information about the On-Demand and I-90 services.



Data from Pace for October found about 5 trips per day made via On-Demand and an average of 8 trips per day on Route 612. Outreach noted below is intended to spread information about the On-Demand option. Contacts with businesses will continue to promote the availability of the Route 612 circulator.

Outreach

The November *Citizen* included an article highlighting the On-Demand service availability. In addition, staff made a presentation on Village transit options at a meeting on December 7 at the Schaumburg Township Library as part of a panel discussion. Staff has visited all the hotels surrounding the Barrington Road interchange along with a number of the larger apartment and condominium developments to provide information on the new I-90 and local Pace services. Pace staff is meeting with businesses near the Barrington Road station and is available upon request to hold onsite transit meetings to inform employees of their options. Articles have appeared in the *Citizen* over the last few months to offer an overview of all services. Also, as noted under the Taxi Discount Program summary, information was mailed to all registered participants in September. Finally, information is available on the Village website which links to the Pace page for detailed schedules and assistance with trip planning, plus notices were aired on the cable channel.

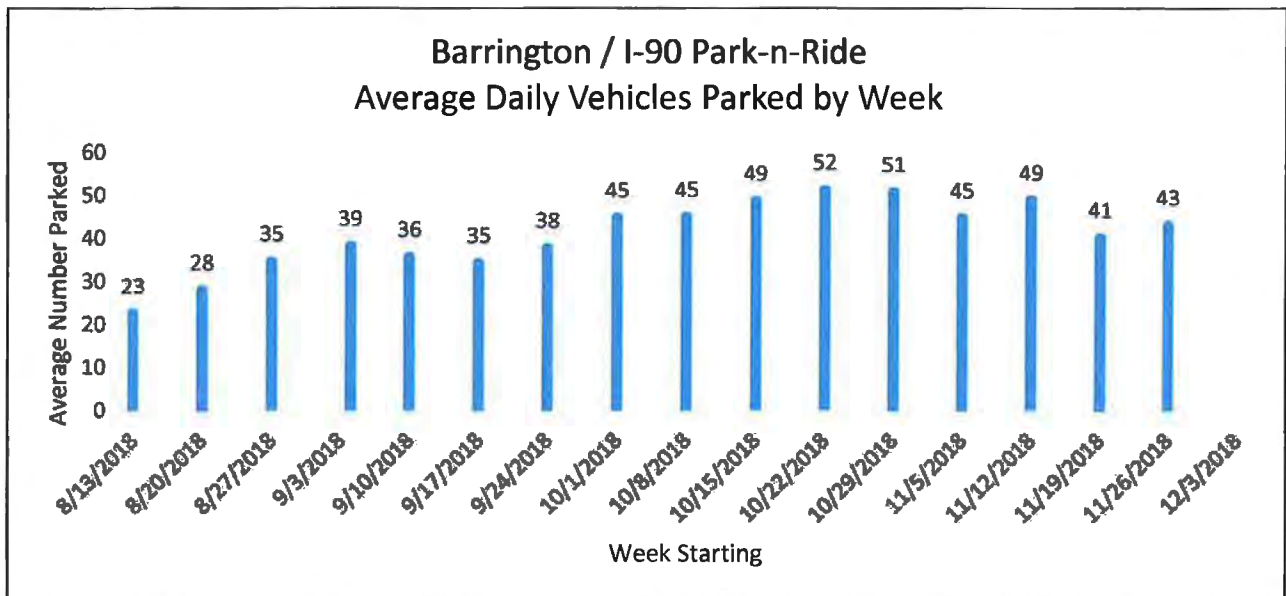
◆ **Transit Improvement Task Force**

An overview of the new I-90 routes, Route 612 and On-Demand operations, and potential changes to Route 554 were presented at the last meeting. The Task Force expressed appreciation to Pace for the scope of the changes and new transit offerings. The group reviewed how new options will become

available for residents and businesses south of the Tollway including potential access to the Higgins Education Center. Specific details such as the number of spaces in the Park-n-Ride, operating hours, pedestrian and bicycle connections, fares and transfers, along with other items were covered. Pace and Village staff will monitor levels of use for the I-90 and supporting services. An update meeting will be scheduled after several months to review and assess early performance measures.

◆ **Park-n-Ride / Kiss-n-Ride Plans**

The Park-n-Ride located on the north side of I-90 is opened with the startup of I-90 service in August. The parking lot provides 170 free parking spaces plus bicycle parking. Staff has conducted periodic counts of the number of vehicles and bicycles in the Park-n-Ride lot since service began in mid-August 2018. The most recent observations found on average 45 to 50 parked vehicles during the week around midday. Several bikes have been counted as well, along with some other drop-off vehicles. The average number of parked vehicles by week in the Park-n-Ride lot is shown in the graph below. The lower numbers during the last two data points reflect Thanksgiving week and last week’s snow event. Only 20 vehicles were parked on Monday, November 26 which brought the average for the week down considerably.



Pace recently issued the notice to proceed with construction to the contractor for the Kiss-n-Ride work. The Tollway is installing security equipment for the transit facilities. Pace installed temporary bus pads and shelters on Pembroke Avenue at the Kiss-n-Ride location. These will operate until the permanent Kiss-n-Ride construction is complete as the opening date is still to be determined.

Discussions were held with Pace regarding the limits of maintenance responsibilities, including a field meeting with Pace’s contractor. The Village’s obligations are generally the asphalt path areas leading to the transit facilities and the path lighting on south side leading to the Kiss-n-Ride. The agreement with the Tollway and IDOT for the interchange assigns maintenance for the sidewalks, paths, lighting, and railings on Barrington Road to the Village. Public Works plans for this work and will coordinate with Pace as needed. Following a review of operations over the first winter, options for partnering with Pace for contracted maintenance will be evaluated by Public Works.

COORDINATION

◆ **O'Hare Noise Compatibility Commission (ONCC)**

Runway 15/33 oriented to the northwest / southeast was decommissioned in late March 2018 to allow construction to begin on the final parallel runway and extension of another runway. The ONCC approved an interim fly quiet rotation plan which is basically the configuration used during Test 3 which ended in mid-October 2017. The City submitted information to the FAA which included a plan of environmental analyses of the interim runway rotation. It could be 12 to 18 months before any final approvals are received. The ONCC website should continue to be used for noise complaints. Discussion of adjusting headings for departures and arrivals, which requires FAA review and approval, has begun in the Commission's subcommittees.

◆ **Tri-County Access Plan**

The next meeting is planned for spring 2019. Staff attended several early working group sessions for the project, with the most recent one being in late August focusing primarily on environmental issues. The general concept for this analysis grew from prior studies looking at options for the extension of IL Route 53 in Lake County. The current Tri-County Access Plan scope is much broader. The effort is led by the Illinois Tollway, IDOT, and the Federal Highway Administration. The study area includes all of Lake County, a portion of eastern McHenry, and a small part of northern Cook County (which is why the Village is involved). The goals are to identify transportation challenges in the study area and evaluate various roadway, transit, and bike / pedestrian options to address these needs.

An Environmental Impact Statement is being prepared for the project. The study group began meeting in the spring 2018. Completion of the environmental phase is expected sometime near the end of 2021. As additional information becomes available, the Tri-County consultant team is available to make presentations to the Village if desired.

OTHER ACTIVITIES

- ◆ Traffic data, site plans, and inspections are ongoing for a variety of projects which are in the project development and review stage.
- ◆ Various smaller site modifications and permits for parking lot sealcoating, striping, patching are underway.
- ◆ Traffic data collection and analysis is ongoing to build the database.



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