

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
February 11, 2019

7:00 p.m. – Helen Wozniak Council Chambers

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 – January 14, 2019**

NEW BUSINESS

- 1. Request approval of a supplement to the engineering contract with TranSystems, Inc., for additional Phase I and II services on the Shoe Factory Road / I-90 bicycle and pedestrian project in an amount not to exceed \$60,831.
- 2. Review of request for turn restrictions on Rosedale Lane at Eisenhower Junior High School.

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**

January 14, 2019

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
Dan O'Malley, Deputy Village Manager
Art Janura, Corporation Counsel
Mark Koplin, Asst. Vlg. Mgr.-Dev. Services
Peter Gugliotta, Director of Planning
Mike Hankey, Director of Transportation
Patti Cross, Asst. Corporation Counsel
Bruce Anderson, CATV Coordinator
Suzanne Ostrovsky, Asst. to Village Mgr.
Matthew Galloway, Administrative Intern**

The Transportation & Road Improvement Committee meeting was called to order at 7:04 p.m.

II. Approval of Minutes

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve the Transportation & Road Improvement Committee meeting minutes from December 10, 2018. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

- 1. Request approval of two IDOT resolutions to appropriate Motor Fuel Tax Funds for:**
 - a. 2019 street revitalization project in an amount not to exceed \$2,030,000; and**
 - b. 2019 traffic signal maintenance and Opticom repairs in an amount not to exceed \$105,000.**

Item summary sheet from Mike Hankey was presented to Committee.

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve two IDOT resolutions to appropriate Motor Fuel Tax funds for: 1) 2019 street revitalization project in an amount not to exceed \$2,030,000; and 2) 2019 traffic signal maintenance and Opticom repairs in an amount not to exceed \$105,000. 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

IV. Other

V. Items in Review

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

VI. Adjournment

Motion by Trustee Gaeta, seconded by Trustee Arnet, to adjourn the meeting at 7:06 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of a supplement to the engineering contract with TranSystems, Inc., for additional Phase I and II services on the Shoe Factory Road / I-90 bicycle and pedestrian project in an amount not to exceed \$60,831.

MEETING DATE: February 11, 2019

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: Request approval of a supplement to the TranSystems design contract for ITEP funded Shoe Factory Road path project.

DISCUSSION: The project scope consists of two path components. The first is the design and construction of an east-west off-road bicycle path on Shoe Factory from IL 59 to the CN tracks. The east-west section is an unpaved earth / gravel wheel track through the Forest Preserve. The project scope is to grade and pave this section. The second part is a new off-road north-south path west of the railroad tracks to connect the existing Shoe Factory Road path to Prairie Stone. A general area map showing the locations of the segments is attached.

The project was selected for federal Transportation Enhancement Funding as a part of the 2012 call for projects. The Village partnered with the Forest Preserve District and Hoffman Estates Park District on the funding application. The total project cost was estimated as \$845,000 with a federal share of \$676,000. The local share of 20% of the total project cost is approximately \$169,000. The Forest Preserve would pay half this cost with the Village and Park District splitting the remainder. The ITEP grant includes Phase I and II engineering along with construction and construction engineering.

The Village hired TranSystems, Inc. to prepare the Phase I and II engineering. The partners entered into an Intergovernmental Agreement which outlined roles, responsibilities, and cost sharing. TranSystems began work on Phase I engineering in late 2013. They provided additional support services during Phase I beyond what was originally planned, primarily due to information needed for coordination with the railroad.

Phase I engineering was approved in May 2018 after lengthy and

DISCUSSION: (Continued)

complicated coordination with the railroad and IDOT. While the north-south portion still requires approval from the railroad, the east-west segment can proceed to Phase II final engineering and construction. However, due to the need for increased Phase I scope tasks and the time elapsed since the engineering work began, additional Phase II tasks are now required. TranSystems prepared a supplement request, attached, which summarizes these items. The cost for these supplemental services is \$60,831. While these costs would be paid upfront, the federal grant would reimburse 80% of the total project cost, including this supplement.

Following a Phase II kickoff meeting with IDOT last fall, the State agreed to stage the design and construction of the project into two parts. The initial phase is completing the design of the east-west piece with the target of a September 2019 construction letting. The design of the north-south piece would advance if and when agreement is reached with the railroad. Splitting the project allows the east-west portion to proceed first with the goal of utilizing funds while still available. Should the north-south portion advance at some point later than this fall, additional funds would need to be requested through IDOT or another call for projects to complete its design and construction. Both the Forest Preserve and Park District support moving ahead with the initial stage of work. The partner agencies have received comments from the public about the need to complete the east-west path, as conditions along its length can be difficult to traverse; and some cyclists ride on Shoe Factory Road which is not desirable given the road and shoulder width, along with the travel speeds of vehicles. Paving the east-west path in the Forest Preserve strengthens connections in the Shoe Factory Road corridor, including those to the Village bicycle system.

Village staff reviewed the supplement request and TranSystems modified its scope to remove some items, reducing costs, while still being able to satisfy IDOT requirements for project components. In order to meet the IDOT letting schedule TranSystems, must work continuously and diligently from now through the summer to meet IDOT dates for submitting plans and documents. Given the very tight schedule, the recommendation is for the Village to approve the supplement to allow TranSystems to work uninterrupted on the Phase II design of the east-west section of the path. An amendment to the agencies' IGA would follow to reflect the change in the project costs, staging, and schedule. All engineering costs will be reimbursed 80% through the grant. The Village and its partners will reconcile cost amounts closer to the bid opening. IDOT has approved the revisions to the project cost phases and schedule. The Park District has funds budgeted this year and the Forest Preserve has funds in its 2020 budget plan. Once the revised IGA is complete and the project is bid, the Village, as lead agency, will work with the agency partners and IDOT to ensure that federal funds are spent as intended and all reimbursements are made.

FINANCIAL IMPACT:

The cost sharing ratio under the IGA is 80% federal funds with the local match of 20% to be split as follows: 50% Forest Preserve, 25% Park District, and 25% Village. The supplement request of approximately \$61,000 consists of about \$15,000 in additional Phase I tasks and \$45,000 for Phase II items. Ultimately, the cost would be split along the same lines as noted for the local match. A majority of the Phase II increase is for the work of the environmental subconsultant to meet IDOT and regulatory agency requirements regarding wetland areas. The following table summarizes the original cost shares for the original TranSystems engineering contract (Phase I and II) along with the estimated supplemental engineering costs to complete design of the initial east-west stage. The

FINANCIAL IMPACT: (Continued)

table also shows the total project costs for completing design and construction of the east-west path section. As final engineering and construction of the north-south component would be future costs, the agency shares are less than what was included in the grant and IGA. Should the north-south portion advance, further discussion will be needed regarding funding assistance, grants and local cost participation.

Summary of Estimated Project Costs

Item	Estimated Cost	Federal Share	Forest Preserve	Village	Park District
Original Phase I & II Engineering	\$ 83,594	\$ 66,875	\$ 8,359	\$ 4,180	\$ 4,180
Supplement - Phase II East-West Section	\$ 60,831	\$ 48,665	\$ 6,083	\$ 3,042	\$ 3,042
Revised Engineering Total	\$ 144,425	\$ 115,540	\$ 14,443	\$ 7,221	\$ 7,221
Construction East-West Section	\$ 370,000	\$ 296,000	\$ 37,000	\$ 18,500	\$ 18,500
Construction Engineering & Permits	\$ 40,000	\$ 32,000	\$ 4,000	\$ 2,000	\$ 2,000
Total for East-West Section	\$ 554,425	\$ 443,540	\$ 55,443	\$ 27,721	\$ 27,721
Original Proposal	\$ 845,000	\$ 676,000	\$ 84,500	\$ 42,250	\$ 42,250


RECOMMENDATION:

Request approval of a supplement to the engineering contract with TranSystems, Inc., for additional Phase I and II services on the Shoe Factory Road / I-90 bicycle and pedestrian project in an amount not to exceed \$60,831.

Attachments

Hoffman Estates – ITEP 2012 – Poplar Creek Path and I-90 Undercrossing Project Location Map



Local Public Agency Village of Hoffman Estates	L O C A L A G E N C Y	 Illinois Department of Transportation Preliminary Engineering Services Agreement For Federal Participation	C O N S U L T A N T	Consultant TranSystems Corporation
County Cook				Address 1475 East Woodfield Road, Ste. 600
Section 13-00091-00-BT				City Schaumburg
Project No. TE-00D1(922) & TE-00D1(923)				State IL
Job No. P 91-287-13 & D 91-287-13				Zip Code 60173-9600
Contact Name/Phone/E-mail Address Al Wenderski 847-252-5802 alan.wenderski@hoffmanestates.org	Contact Name/Phone/E-mail Address Brian L. Fairwood 847-407-5280 blfairwood@transystems.com			

THIS AGREEMENT is made and entered into this _____ day of _____, 2019 between the above Local Public Agency (LPA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the PROJECT. Federal-aid funds allotted to the LPA by the state of Illinois under the general supervision of the Illinois Department of Transportation (STATE) will be used entirely or in part to finance engineering services as described under AGREEMENT PROVISIONS.

Project Description

Name Poplar Creek Trail (Shoe Factory Rd Bike) Route Off-System Length 2.37 mi Structure No. _____

Termini IL Route 59 (Sutton Road) to IL Route 72 (Higgins Road)

Description Provide Phase I and II engineering services for upgrades to the existing Poplar Creek Trail, the construction of new trail from Shoe Factory Road, under the Jane Addams Tollway (I-90) to Hoffman Blvd., and new bike signage in the Prairie Stone Business Park.

Agreement Provisions

I. THE ENGINEER AGREES,

1. To perform or be responsible for the performance, in accordance with STATE approved design standards and policies, of engineering services for the LPA for the proposed improvement herein described.
2. To attend any and all meetings and visit the site of the proposed improvement at any reasonable time when requested by representatives of the LPA or STATE.
3. To complete the services herein described within 720 calendar days from the date of the Notice to Proceed from the LPA, excluding from consideration periods of delay caused by circumstances beyond the control of the ENGINEER.
4. The classifications of the employees used in the work should be consistent with the employee classifications and estimated man-hours shown in EXHIBIT A. If higher-salaried personnel of the firm, including the Principal Engineer, perform services that are indicated in Exhibit A to be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the payroll rate for the work performed.
5. That the ENGINEER is qualified technically and is entirely conversant with the design standards and policies applicable for the PROJECT; and that the ENGINEER has sufficient properly trained, organized and experienced personnel to perform the services enumerated herein.
6. That the ENGINEER shall be responsible for the accuracy of the work and shall promptly make necessary revisions or corrections resulting from the ENGINEER's errors, omissions or negligent acts without additional compensation. Acceptance of work by the STATE will not relieve the ENGINEER of the responsibility to make subsequent correction of any such errors or omissions or for clarification of any ambiguities.
7. That all plans and other documents furnished by the ENGINEER pursuant to this AGREEMENT will be endorsed by the ENGINEER and will affix the ENGINEER's professional seal when such seal is required by law. Plans for structures to be built as a part of the improvement will be prepared under the supervision of a registered structural engineer and will affix structural engineer seal when such seal is required by law. It will be the ENGINEER's responsibility to affix the proper seal as required by the Bureau of Local Roads and Streets manual published by the STATE.
8. That the ENGINEER will comply with applicable federal statutes, state of Illinois statutes, and local laws or ordinances of the LPA.

9. The undersigned certifies neither the ENGINEER nor I have:
- a. employed or retained for commission, percentage, brokerage, contingent fee or other considerations, any firm or person (other than a bona fide employee working solely for me or the above ENGINEER) to solicit or secure this AGREEMENT,
 - b. agreed, as an express or implied condition for obtaining this AGREEMENT, to employ or retain the services of any firm or person in connection with carrying out the AGREEMENT or
 - c. paid, or agreed to pay any firm, organization or person (other than a bona fide employee working solely for me or the above ENGINEER) any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the AGREEMENT.
 - d. are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency,
 - e. have not within a three-year period preceding the AGREEMENT been convicted of or had a civil judgment rendered against them for commission of fraud or criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property,
 - f. are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (e) and
 - g. have not within a three-year period preceding this AGREEMENT had one or more public transactions (Federal, State or local) terminated for cause or default.
10. To pay its subconsultants for satisfactory performance no later than 30 days from receipt of each payment from the LPA.
11. To submit all invoices to the LPA within one year of the completion of the work called for in this AGREEMENT or any subsequent Amendment or Supplement.
12. To submit BLR 05613, Engineering Payment Report, to the STATE upon completion of the project (Exhibit B).
13. Scope of Services to be provided by the ENGINEER:
- Make such detailed surveys as are necessary for the planning and design of the PROJECT.
 - Make stream and flood plain hydraulic surveys and gather both existing bridge upstream and downstream high water data and flood flow histories.
 - Prepare applications for U.S. Army Corps of Engineers Permit, Illinois Department of Natural Resources Office of Water Resources Permit and Illinois Environmental Protection Agency Section 404 Water Quality Certification.
 - Design and/or approve cofferdams and superstructure shop drawings.
 - Prepare Bridge Condition Report and Preliminary Bridge Design and Hydraulic Report, (including economic analysis of bridge or culvert types and high water effects on roadway overflows and bridge approaches).
 - Prepare the necessary environmental and planning documents including the Project Development Report or Environmental Assessment, State Clearinghouse, Substate Clearinghouse and all necessary environmental clearances.
 - Make such soil surveys or subsurface investigations including borings and soil profiles as may be required to furnish sufficient data for the design of the proposed improvement. Such investigations to be made in accordance with the current Standard Specifications for Road and Bridge Construction, Bureau of Local Roads and Streets Administrative Policies, Federal-Aid Procedures for Local Highway Improvements or any other applicable requirements of the STATE.
 - Analyze and evaluate the soil surveys and structure borings to determine the roadway structural design and bridge foundation.
 - Prepare preliminary roadway and drainage structure plans and meet with representatives of the LPA and STATE at the site of the improvement for review of plans prior to the establishment of final vertical and horizontal alignment, location and size of drainage structures, and compliance with applicable design requirements and policies.
 - 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.
 - Complete the general and detailed plans, special provisions and estimate of cost. Contract plans shall be prepared in accordance with the guidelines contained in the Bureau of Local Roads and Streets manual. The special provisions and detailed estimate of cost shall be furnished in quadruplicate.
 - Furnish the LPA with survey and drafts in quadruplicate all necessary right-of-way dedications, construction easements and borrow pit and channel change agreements including prints of the corresponding plats and staking as required.

II. THE LPA AGREES,

1. To furnish the ENGINEER all presently available survey data and information
2. To pay the ENGINEER as compensation for all services rendered in accordance with this AGREEMENT, on the basis of the following compensation formulas:

Cost Plus Fixed Fee CPFF = 14.5%[DL + R(DL) + OH(DL) + IHDC], or
 CPFF = 14.5%[DL + R(DL) + 1.4(DL) + IHDC], or
 CPFF = 14.5%[(2.3 + R)DL + IHDC]

Where: DL = Direct Labor
 IHDC = In House Direct Costs
 OH = Consultant Firm's Actual Overhead Factor
 R = Complexity Factor

Specific Rate (Pay per element)
Lump Sum _____

3. To pay the ENGINEER using one of the following methods as required by 49 CFR part 26 and 605 ILCS 5/5-409:

With Retainage

- a) **For the first 50% of completed work**, and upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LPA, monthly payments for the work performed shall be due and payable to the ENGINEER, such payments to be equal to 90% of the value of the partially completed work minus all previous partial payments made to the ENGINEER.
- b) **After 50% of the work is completed**, and upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LPA, monthly payments covering work performed shall be due and payable to the ENGINEER, such payments to be equal to 95% of the value of the partially completed work minus all previous partial payments made to the ENGINEER.
- c) **Final Payment** – Upon approval of the work by the LPA but not later than 60 days after the work is completed and reports have been made and accepted by the LPA and the STATE, a sum of money equal to the basic fee as determined in this AGREEMENT less the total of the amounts of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.

Without Retainage

- a) **For progressive payments** – Upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LPA, monthly payments for the work performed shall be due and payable to the ENGINEER, such payments to be equal to the value of the partially completed work minus all previous partial payments made to the ENGINEER.
- b) **Final Payment** – Upon approval of the work by the LPA but not later than 60 days after the work is completed and reports have been made and accepted by the LPA and STATE, a sum o money equal to the basic fee as determined in this AGREEMENT less the total of the amounts of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.

4. The recipient shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31U.S.C. 3801 et seq.).
5. To certify by execution of this AGREEMENT that the selection of the ENGINEER was performed in accordance with the Local Government Professional Services Selection Act 50 ILCS 510, the Brooks Act 40USC 11, and Procurement, Management, and Administration of Engineering and Design related Services (23 CFR part 172). Exhibit C is required to be completed with this agreement.

III. IT IS MUTALLY AGREED,

1. That no work shall be commenced by the ENGINEER prior to issuance by the LPA of a written Notice to Proceed.
2. That tracings, plans, specifications, estimates, maps and other documents prepared by the ENGINEER in accordance with this AGREEMENT shall be delivered to and become the property of the LPA and that basic survey notes, sketches, charts and other data prepared or obtained in accordance with this AGREEMENT shall be made available, upon request, to the LPA or to the STATE, without restriction or limitation as to their use.

3. That all reports, plans, estimates and special provisions furnished by the ENGINEER shall be in accordance with the current Standard Specifications for Road and Bridge Construction, Bureau of Local Roads and Streets Administrative Policies, Federal-Aid Procedures for Local Highway Improvements or any other applicable requirements of the STATE, it being understood that all such furnished documents shall be approved by the LPA and the STATE before final acceptance. During the performance of the engineering services herein provided for, the ENGINEER shall be responsible for any loss or damage to the documents herein enumerated while they are in the ENGINEER's possession and any such loss or damage shall be restored at the ENGINEER's expense.
4. That none of the services to be furnished by the ENGINEER shall be sublet, assigned or transferred to any other party or parties without written consent of the LPA. The consent to sublet, assign or otherwise transfer any portion of the services to be furnished by the ENGINEER shall not be construed to relieve the ENGINEER of any responsibility for the fulfillment of this agreement.
5. To maintain, for a minimum of 3 years after the completion of the contract, adequate books, records and supporting documents to verify the amounts, recipients and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records and supporting documents related to the contract shall be available for review and audit by the Auditor General and the STATE; and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the STATE for the recovery of any funds paid by the STATE under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.
6. The payment by the LPA in accordance with numbered paragraph 3 of Section II will be considered payment in full for all services rendered in accordance with this AGREEMENT whether or not they be actually enumerated in this AGREEMENT.
7. That the ENGINEER shall be responsible for any and all damages to property or persons arising out of an error, omission and/or negligent act in the prosecution of the ENGINEER's work and shall indemnify and save harmless the LPA, the STATE, and their officers, agents and employees from all suits, claims, actions or damages of any nature whatsoever resulting there from. These indemnities shall not be limited by the listing of any insurance policy.
8. This AGREEMENT may be terminated by the LPA 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 LPA all drawings, plats, surveys, reports, permits, agreements, soils and foundation analysis, provisions, specifications, partial and completed estimates and data, if any from soil survey and subsurface investigation with the understanding that all such material becomes the property of the LPA. The LPA will be responsible for reimbursement of all eligible expenses to date of the written notice of termination.
9. This certification is required by the Drug Free Workplace Act (30ILCS 580). The Drug Free Workplace Act requires that no grantee or contractor shall receive a grant or be considered for the purpose of being awarded a contract for the procurement of any property or service from the State unless that grantee or contractor will provide a drug free workplace. False certification or violation of the certification may result in sanctions including, but not limited to, suspension of contract or grant payments, termination of a contract or grant and debarment of the contracting or grant opportunities with the State for at least one (1) year but no more than five (5) years.

For the purpose of this certification, "grantee" or "contractor" means a corporation, partnership or other entity with twenty-five (25) or more employees at the time of issuing the grant, or a department, division or other unit thereof, directly responsible for the specific performance under a contract or grant of \$5,000 or more from the State, as defined in the Act.

The contractor/grantee certifies and agrees that it will provide a drug free workplace by:

- a. Publishing a statement:
 - (1) Notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance, including cannabis, is prohibited in the grantee's or contractor's workplace.
 - (2) Specifying the actions that will be taken against employees for violations of such prohibition.
 - (3) Notifying the employee that, as a condition of employment on such contract or grant, the employee will:
 - (a) abide by the terms of the statement; and
 - (b) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction.
- b. Establishing a drug free awareness program to inform employees about:
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's or contractor's policy of maintaining a drug free workplace;
 - (3) Any available drug counseling, rehabilitation and employee assistance program; and
 - (4) The penalties that may be imposed upon an employee for drug violations.
- c. Providing a copy of the statement required by subparagraph (a) to each employee engaged in the performance of the contract or grant and to post the statement in a prominent place in the workplace.
- d. Notifying the contracting or granting agency within ten (10) days after receiving notice under part (B) of paragraph (3) of subsection (a) above from an employee or otherwise receiving actual notice of such conviction.
- e. Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program by,
- f. Assisting employees in selecting a course of action in the event drug counseling, treatment and rehabilitation is required and indicating that a trained referral team is in place.
- g. Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act.

10. The ENGINEER or subconsultant shall not discriminate on the basis of race, color, national origin or sex in the performance of this AGREEMENT. The ENGINEER shall carry out applicable requirements of 49 CFR part 26 in the administration of DOT assisted contracts. Failure by the ENGINEER to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination of this AGREEMENT or such other remedy as the LPA deems appropriate.
11. When the ENGINEER is requested to complete work outside the scope of the original AGREEMENT, a supplemental AGREEMENT will be required. Supplements will also be required for the addition or removal of subconsultants, direct costs, the use of previously unspecified staff, and other material changes to the original AGREEMENT.

Agreement Summary

Prime Consultant:	TIN Number	Agreement Amount
TranSystems Corporation	43-0839725	\$35,691.00
Sub-Consultants:	TIN Number	Agreement Amount
Huff & Huff	36-3044842	\$25,140.00
Sub-Consultant Total:		\$25,140
Prime Consultant Total:		\$35,691
Total for all Work:		\$60,831

Executed by the LPA:

Village of Hoffman Estates

(Municipality/Township/County)

ATTEST:

By: _____
 _____ Clerk

By: _____
 Title: _____

(SEAL)

Executed by the ENGINEER:

ATTEST:

By: _____
 Title: _____

By: _____
 Title: _____

Exhibit A - Preliminary Engineering

Route: _____
 Local Agency: _____
 (Municipality/Township/County)
 Section: _____
 Project: _____
 Job No.: _____

*Firm's **approved rates** on file with IDOT'S Bureau of Accounting and Auditing:

Overhead Rate (OH) 0.00 %
 Complexity Factor (R) 0.00
 Calendar Days _____

Method of Compensation:

- Cost Plus Fixed Fee 1 14.5%[DL + R(DL) + OH(DL) + IHDC]
- Cost Plus Fixed Fee 2 14.5%[DL + R(DL) + 1.4(DL) + IHDC]
- Cost Plus Fixed Fee 3 14.5%[(2.3 + R)DL + IHDC]
- Specific Rate
- Lump Sum

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-Hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
See Attached									
Totals		0.00							

Scope of Services – Phase I Preliminary Engineering Services Supplemental Items

1. **Coordination and Alignment Studies (80 hrs)**

A. Coordination with the following agencies was needed throughout Phase I above and beyond what was included in the original project

1. CN Railroad – Two meetings were held with the CN Railroad. These meetings occurred on January 7, 2015 and July 1, 2015. Follow up coordination with the CN Railroad was completed on a monthly basis for several months. Effort included preparing exhibits for coordination and inclusion in agreements. (48 hrs)

2. Tollway – The original contract assumed that the retaining wall under the I-90 bridge would be designed and constructed under a separate contract as part of the Tollway's bridge replacement. The actual Tollway project removed the old pier to the top of the crash wall and graded a flat space between the pier and the new bridge abutment but completed no other work. The path alignment within the Tollway ROW was added to this project. Alignment studies were completed in coordination with the Railroad coordination to minimize the footprint on the Railroad right-of-way. The studies included evaluating potential wall and fencing locations to minimize right-of-way impacts. (32 hrs)

2. **Agency Coordination (16 hrs)**

A. Conduct meetings with the Village and Park District throughout project duration. Two meetings were included in the original scope. Three meetings were held from the beginning of the project to the current date on November 20, 2013, June 19, 2014 and September 3, 2015. (1 additional meeting) (8 hrs)

B. An additional FHWA/IDOT Coordination meeting was attended to discuss the Railroad coordination and obtain approval of proposed design and any variances. Include preparation of agenda and forms for the meeting. One meeting was included in original scope. (1 additional meeting) (8 hrs)

Scope of Services – Phase II Final Design Engineering Services Supplemental Items

Phase II Design Plans will be prepared for the East-West portion of the proposed bike path within the Forest Preserve. The path will begin at the Illinois Route 59 intersection and continue west along the existing trail alignment until it ties into the existing Shoe Factory Road railroad crossing. No additional hours have been included for Phase II efforts to complete contract plans for the second portion of the path from the Shoe Factory Road Railroad crossing to the north under the Tollway and into Prairie Stone. Additional hours will be needed to complete this portion of the project due to dividing the project into two contracts. Additional permitting will be needed for this portion of the path. All associated work within the Railroad ROW would require additional hours as this area had been excluded from the original project scope.

1. Environmental Studies (44 hrs)

- A. Prepare an Addendum Environmental Survey Request Form to obtain an updated biological resource signoff due to clearance expiration. *(16 hrs)*
- B. Update wetland delineations, investigations, and report due to expiration. (4 hrs TranSystems coordination) *(See Huff and Huff scope)*
- C. Upon completion of the wetland delineation and report, Wetland Impact Evaluation Forms and exhibits will be updated and submitted to IDOT for review and approval. *(16 hrs)*
- D. Submit the wetland delineation report to the Corps of Engineers for Jurisdictional Determination and permit authorization, outlining permitting requirements. *(See Huff and Huff scope)*
- E. Perform a new Preliminary Environmental Site Assessment due to time expiration. Preparation of a new Preliminary Site Investigation (PSI) report and CCDD determination due to time expiration. (8 hrs TranSystems coordination) *(See Huff and Huff scope)*

2. Permitting and Coordination (84 hrs)

- A. Metropolitan Water Reclamation District of Greater Chicago Permit processing. This effort was excluded from the original contract. A stormwater and wetland permit are anticipated for the path within the Forest Preserve. This effort includes only permitting associated with this section of the project. One meeting is anticipated. *(60 hrs TranSystems and See Huff and Huff scope for wetland permitting effort)*
- B. USACE Section 404 Permit and North Cook County Soil & Water Conservation District – A Section 404 permit is anticipated due to wetland impacts within the Forest Preserve section of the path. A regional permit is anticipated. Coordination, exhibit preparation, and review of the permit are included in this scope. Submittal to the North Cook County Soil & Water Conservation District is anticipated. Any permit fees will be paid for by the Village. The USACE Section 404 permit will be prepared by Huff and Huff. (24 hrs TranSystems and See Huff and Huff scope)

3. Project Coordination (0 hrs)

- A. Field Review – A field visit is required to verify the existing conditions as the survey was completed several years ago. One visit for 2 people anticipated. (8 hrs)
- B. Project Coordination Meetings – Two meetings (1 IDOT, 1 Local) were included in the original scope. Two additional coordination meetings are anticipated. (16 hrs)
- C. North-South Bike Path Credit – The original Phase II scope included plan sheet preparation for the north-south portion of the bike path from the Shoe Factory Road railroad crossing into Prairie Stone. As this portion of the path would be built at a later date, this work has been excluded from the scope and a credit is noted here. (-24 hrs)

4. Project Administration (24 hrs)

- A. Project Management including invoicing and project status reports for 2 hours per month x 12 months (24 hrs)

Assumptions:

- 1. No additional hours have been included for Phase II efforts to complete contract plans for the second portion of the path from the Shoe Factory Road Railroad crossing to the north under the Tollway and into Prairie Stone. Additional hours will be needed to complete this portion of the project due to dividing the project into two contracts. Additional permitting will be needed for this portion of the path. All associated work within the Railroad ROW would require additional hours as this area had been excluded from the original project scope.
- 2. No Geotechnical services will be required.
- 3. No trees were picked up with the topographic survey during Phase I. It is anticipated that construction limits will be determined and a field visit will be used to estimate tree removal and tree pruning necessary. No Tree Survey was completed based on the original scope. It is assumed that Cook County Forest Preserve District will sign the final plans and that any tree removal and clearing necessary for the improvements will be discussed with the Forest Preserve District.
- 4. No utility conflicts are anticipated, and no coordination meetings are included in the scope and hours.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Review of a request to modify turn restrictions on Rosedale Lane near Eisenhower Junior High School

MEETING DATE: February 11, 2019

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey and Joseph Weesner

PURPOSE: To review a request to modify turn restrictions on Rosedale Lane near Eisenhower Junior High School.

BACKGROUND: Dwight D. Eisenhower Junior High School is a 7th and 8th grade school in Schaumburg School District 54. The school is located at 800 Hassell Road, on the northeast corner of the intersection with Rosedale Lane. Hassell Road is a major collector street with a width of 37 feet, measured from back of curb, and a speed limit of 25 mph. Currently, parking is allowed on both sides of Hassell Road west of the school. Along the frontage of the school, parking is restricted on part of the south side and stopping, standing, and parking are restricted on the north side of Hassell Road. Parking is also restricted in the curve where Hassell Road changes to Jones Road at the east side of the school property. Rosedale Lane is classified as a local street with a posted speed limit of 20 mph. Parking is prohibited on the east side of Rosedale Lane at all times.

Some discussion with the school about traffic issues, including parking on Hassell Road, have occurred over the years; as a result, changes to parking regulations had been made. A school crossing at the curve on the east side of the school was relocated to the front of the school in August 2015. Curb extensions and a marked crosswalk west of the curve were constructed by the Village on Hassell Road, and parking lot modifications were done by the school.

DISCUSSION: Staff at Eisenhower School recognized that parents arriving at school to pick up and drop off their students were exacerbating traffic congestion on the roads around the school, increasing the difficulty for students crossing those roads on their way to and from school, and having an adverse impact on bus operations. In May 2018, a student crossing Rosedale Lane was struck by a vehicle whose view of the student was restricted by another vehicle that was occupying the crosswalk on Rosedale. This accident provided the impetus for the

DISCUSSION: (Continued)

school to investigate traffic circulation issues and how these could be addressed. School staff worked with the Hoffman Estates Police Department School Resource Officer to prepare a plan to separate parent and bus traffic. This plan directed parents to the parking lot on the west side of the school and reserved the parking lot on the south side of the school, along Hassell Road, for bus traffic. Parents were advised of this revised circulation plan via letters mailed during the summer; see the attachments for a sample letter. The revised circulation plan was implemented in August, at the beginning of the 2018-19 school year.

At the Coffee with the Board meeting held on January 19, 2019, a petition was presented by members of Girl Scout Troop 41663, which counts several Eisenhower students among its members, and was signed by 10 parents and school staff; the petition is included as an attachment. The petition requested that right turns be prohibited from westbound Hassell Road onto Rosedale Lane, and that the restriction be in effect on school days during certain time periods.

After reviewing the petition, Village staff contacted the school principal to learn more about the circulation revisions and the concerns that drove the school to implement them. The principal was helpful, providing significant background and sharing observations of parent behavior since the revisions went into effect. She related that most parents follow the circulation plan; however, some parents choose to ignore the school's request. Village staff scheduled a school visit during the morning drop-off to observe traffic and parent behavior. This visit confirmed the information and observations shared by the principal, namely that most parents do follow the route requested by the school but that some parents do not. Short-term but significant congestion on Hassell Road at the intersection with Rosedale Lane was also observed; there was also significant congestion on Rosedale Lane from Hassell Road north to the parking lot entrance.

Village and school staff discussed the potential effectiveness of a right turn restriction from Rosedale Lane into the west parking lot. As a reference, the group briefly discussed the circulation revisions that were made at Whiteley Elementary School in 2014, with Village staff noting that the situation at Whiteley was similar to the current case at Eisenhower, where the majority of parents followed the requested route. Posting the proposed right turn restriction sign on Rosedale Lane would have two benefits: it would provide an immediate and visible reminder to parents that they should not be traveling north on Rosedale to access the parking lot, and it will allow HEPD officers to cite repeat offenders. The proposed right turn restriction at the parking lot entrance would also minimize inconvenience to neighborhood residents on Rosedale Lane who would otherwise be affected by a turn restriction from Hassell Road onto Rosedale Lane. Village and school staff discussed the timing of the sign posting and any subsequent enforcement. Village staff will coordinate with school staff and HEPD to allow the school to notify parents of the new restrictions, allow HEPD to have an officer available to provide verbal warnings for a short period of time (a few days to a week or two), and to have an officer available as needed if citations are necessary. The principal noted that the benefits of the suggested turn restriction and the suggested process for its implementation sounded reasonable. Parents of the Girl Scouts have been notified of the preliminary findings and the time and date of the Committee meeting.

Staff recommends a turn restriction at the north entrance to the parking lot on the west side of Eisenhower Junior High School. Right turns from northbound Rosedale Lane are proposed to be

DISCUSSION: (Continued)

restricted into the parking lot; this will support the school's existing traffic plan. Turns are proposed to be restricted on school days from 7:00 AM to 8:00 AM and from 1:30 to 2:30 PM. A draft ordinance is attached. Village staff will coordinate with school and Police Department staff to monitor the turn prohibition to verify its effectiveness.

RECOMMENDATION:

1. Restrict right turns from Rosedale Lane into the parking lot on the west side of Eisenhower Junior High School. This restriction will be in effect only on school days from 7:00 AM to 8:00 AM and from 1:30 to 2:30 PM.
2. Install or revise parking, stopping and standing restriction signs to clarify and emphasize the existing parking restrictions near intersections, crosswalks, and fire hydrants on Rosedale Lane and Hassell Road adjacent to Eisenhower Junior High School.

A draft ordinance for item 1 is attached for the February 18, 2019 Village Board meeting.

Attachments



SCHOOL DISTRICT 54

Ensuring Student Success

Dwight D. Eisenhower Junior High School
800 W. Hassell Road
Hoffman Estates, Illinois 60169

Phone 847/357-5500
FAX 847/357-5501
TTY 847/357-5076
<http://eisenhower.sd54.org>

Heather Wilson, Principal
Amy Houllhan, Assistant Principal

Parking and Student Drop Off

As you are finalizing routines for the school year I would like to ask you to adhere to a few parking lot or drop off guidelines.

- Please remember not to park or turn around in private driveways on Ashley Road or in the surrounding neighborhoods.
- The East parking lot and the main driveway are reserved for bus traffic only. Please do not try to pull into either of these driveways to drop off.
- Parents may drop students off in the West parking lot. This is a drop and go lane. In order to keep cars moving parents may not park for an extended period of time in the driveway. **Also, in order to keep the traffic pattern moving, we ask that you not turn down Rosedale Lane to enter into the parking lot. Instead, please proceed to Carling Road and then turn onto Rosedale Lane and enter the west parking lot entrance.** By doing this we can ensure that cars trying to leave the parking lot will not be blocked by cars trying to turn onto Rosedale to enter the parking lot. A map is attached to help you visualize the traffic pattern that we are asking you to follow.



Dear Village Board,

January 2019

It has come to our attention that parents are turning onto Rosedale Ln by Eisenhower Jr High, from Hassell Rd during school drop-off and pick-up, while it specifically states in the student handbook and in the band and orchestra parent letters not to do that. The school also gives specific directions to not do that in the beginning of the year. Because of this, a student was hit by a car and was injured with a fractured arm last school year. Also teachers and parents are annoyed because it disrupts the flow of traffic. We are hoping that this petition will motivate you to construct a "Do Not Turn from 7:00am-7:40am and 1:30pm-4:30pm on school days" signs on the corner of Rosedale Ln by Eisenhower Jr high school on Hassell Rd, like the signs near Churchill Elementary School. So that way when they do turn the wrong way then you can give them suitable consequences. This way they can learn from their mistakes and also keep us safe as a community.

Thanks for your consideration.

Troop 41663 and the undersigned concerned community members



Picture of sign by Churchill



Picture of traffic backing up onto Hassel Rd from Rosedale Ln heading south

Adult Signature	Adult Printed Name	Phone or Email
	Michael Cohen	MichaelCohen@SD54.org
	Lori Mobley	lorimobley@sd54.org
	Michelle Peacock	MichellePeacock@sd54.org
	Carmen Bustamante	Carmenbustamante@sd54.org

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January 2019

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Thanks for your consideration.

Troop 41663 and the undersigned concerned community members



Picture of sign by Churchill



Picture of traffic backing up onto Hassell Rd from Rosedale Ln heading south

Adult Signature	Adult Printed Name	Phone or Email
	Karen Murphy	LMAKLM@comcast.net
	Robbin Podlin	robbinpodlin@gmail.com
	Evangeline Tuohy	evangelinetuohy@sds4.org
	Laura Rutigliano	laurarutigliano@sds4.org
	TARIQ ZAWAHIR	tariq94@yahoo.com



Eisenhower Junior High School and vicinity



Detail of Eisenhower Junior High School and proposed sign location



Proposed Sign Assembly On Rosedale Lane

ORDINANCE NO. _____ - 2019

VILLAGE OF HOFFMAN ESTATES

AN ORDINANCE AMENDING
SECTION 6-2-1-HE-11-801.1, RIGHT TURNS PROHIBITED,
OF THE HOFFMAN ESTATES MUNICIPAL CODE

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

Section 1: That Section 6-2-1-HE-11-801.1, RIGHT TURNS PROHIBITED, of the Hoffman Estates Municipal Code be amended to add sub-section 12 to read as follows:

HE-11-801.1 RIGHT TURNS PROHIBITED. Right turns are prohibited at the following locations:

- 12. At the Rosedale Lane entrance to the parking lot on the west side of Dwight D. Eisenhower Junior High School on school days from 7:00 a.m. to 8:00 a.m. and from 1:30 p.m. to 2:30 p.m.

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

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

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

PASSED THIS _____ day of _____, 2019

VOTE	AYE	NAY	ABSENT	ABSTAIN
Trustee Karen V. Mills	_____	_____	_____	_____
Trustee Anna Newell	_____	_____	_____	_____
Trustee Gary J. Pilafas	_____	_____	_____	_____
Trustee Gary G. Stanton	_____	_____	_____	_____
Trustee Michael Gaeta	_____	_____	_____	_____
Trustee Karen Arnet	_____	_____	_____	_____
President William D. McLeod	_____	_____	_____	_____

APPROVED THIS _____ DAY OF _____, 2019

Village President

ATTEST:

Village Clerk

Published in pamphlet form this _____ day of _____, 2019.

TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

FEBRUARY 2019 MONTHLY REPORT

ROAD PROJECTS

◆ **Barrington Road Interchange**

The major work is finished. The Tollway plans to work towards closing out items needing attention in the spring. The contractor is working to complete the electrical connections for Greenspoint Parkway which is now planned for the week of February 11. The path lights in the southeast quadrant and those in the underpass of the south ramp are being addressed by Pace. Maintenance monitoring and punch list activities will follow the end of primary construction work. IDOT personnel will be involved with inspections and acceptance of all items under State jurisdiction in the Barrington Road right of way. Drivers should remain alert for lane closures and workers near the roadway as the contractors finish various work items in the interchange area. 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.

The interchange project has been awarded recognition by the American Public Works Association Suburban Chapter and by the American Council of Engineering Companies. Award presentations will take place over the next several months. The Village's partnership with IDOT, the Illinois Tollway, Pace, St. Alexius, and its consultant Crawford, Murphy, Tilly was a key factor in the project's success and basis for this recognition.

◆ **Roselle Road Interchange Westbound Entrance**

The new westbound ramp to I-90 from Central Road is 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. The issue with the traffic signal heads at the entrance ramp was addressed by the County. Information about the Central Road project can be found on the County's Construction webpage at <https://gis1.cookcountyil.gov/construction>.



◆ Shoe Factory Road - Cook County

The basic scope is to widen and reconstruct Shoe Factory Road from east of Beverly Road to Essex Drive. An additional through lane in each direction will be provided, along with dual left turn lanes on Shoe Factory Road at Beverly Road. The curve at Rohrsen Road will be flattened and the intersection reconstructed. Beverly Road will be reconstructed and widened from Beacon Pointe Drive to Shoe Factory Road to provide two through lanes in each direction, and dual right turn lanes at Shoe Factory Road. Landscape medians and roadway lighting are included as is a new off-road path on the north side of Shoe Factory and west side of Beverly Road. A new kickoff meeting was held the week of February 4 with the County, Village and Civiltech Engineering. Civiltech has begun various plans revisions and other regulatory reviews to get Phase II work moving again. At present, completion of design work is expected in late 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 2021 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 was approved in December 2018. 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 Village staff to provide pedestrian crossings on all legs of the Lakewood Boulevard intersection. 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, and a consultant contract was approved in December 2018. Civiltech has begun preliminary engineering work with an IDOT kickoff meeting in January and a meeting with the Tollway planned for early February. The County grant program provides \$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 under construction. 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 Transportation Alternatives Program

(TAP) funds in March 2019. Application requirements are under review to determine if sufficient work will have been completed on Phase I in order to apply for the TAP program.

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 complete 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 in 2018, which signifies the completion of Phase I engineering. The IDOT Phase II kickoff meeting was held in October 2018 and an updated schedule was submitted to reflect an approach of phasing the work in two pieces. The plan is for the east-west portion to proceed first to construction (targeted for late 2019 / early 2020), followed by the north-south segment assuming agreement with the railroad. IDOT has approved this request for phasing the work. Coordination with various parties continues in an attempt to come to an understanding with CN on the terms of the agreement. Additional consultant services for environmental analysis under the Tollway bridge and CN coordination are presented this month to the Committee. The project partners were informed of the supplement and overall project status. 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 still 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 since a consultant would be needed to perform this design 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; this design work 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 with a meeting to be held in the near future. 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 more 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 needed 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.

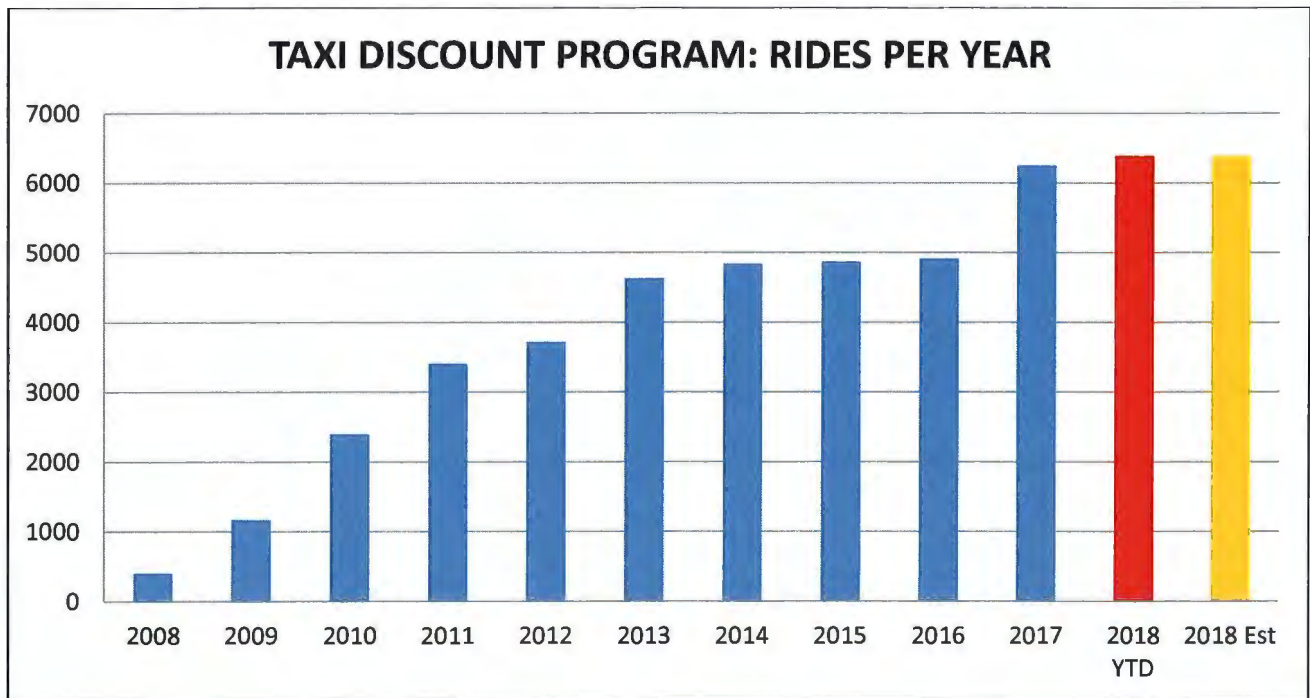
◆ **Roselle Road / Central Road Bicycle Path and Overpass**

The Village of Schaumburg is the lead agency for a project to construct a new bicycle path on the west side of Roselle Road from Hillcrest Boulevard into the Forest Preserve north of Central Road. A main component of this work is a bicycle bridge overpass of Central Road on the west leg of the Roselle Road intersection. Construction is underway for the bridge abutments both north and south of Central Road. Space for the bicycle path crossing the Tollway was included with the Roselle Road bridge constructed with the mainline and interchange projects. The project is expected to be complete later in 2019.

TRANSIT

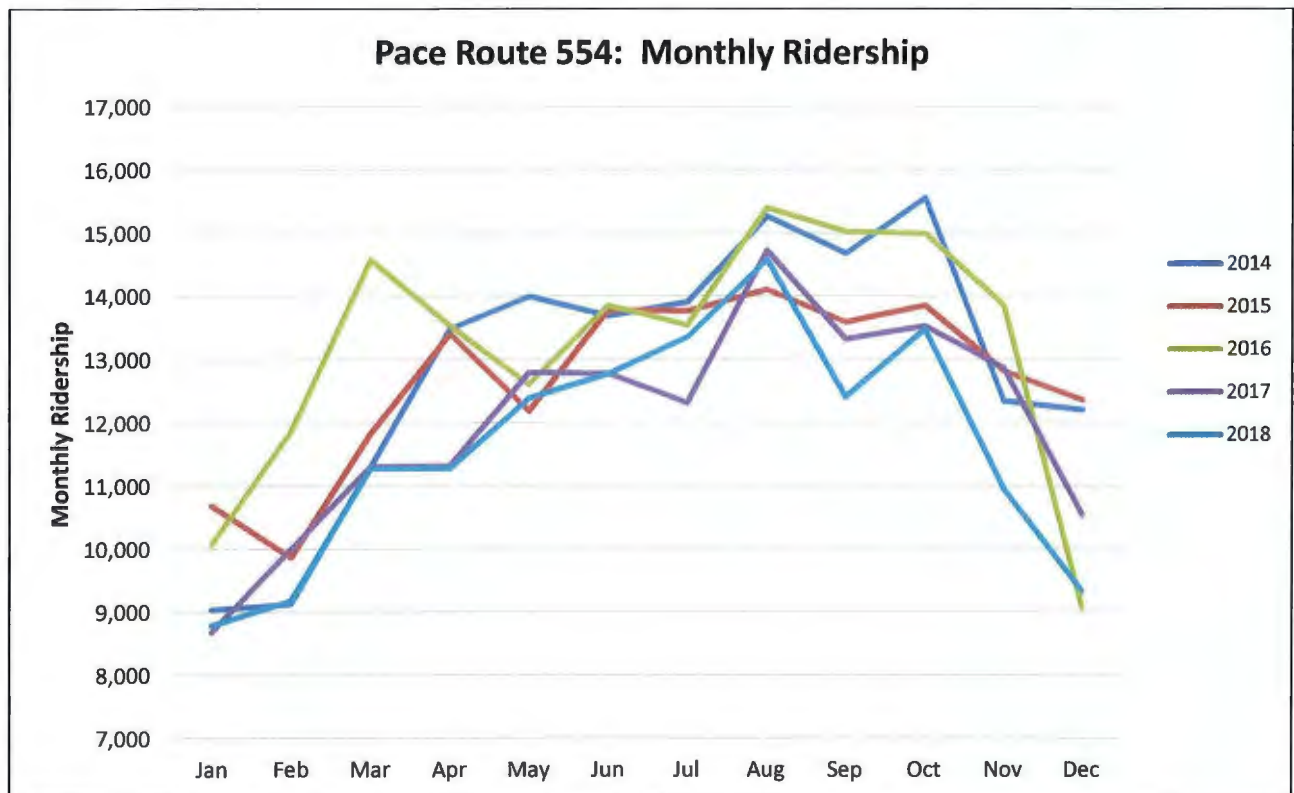
◆ **Taxi Discount Program**

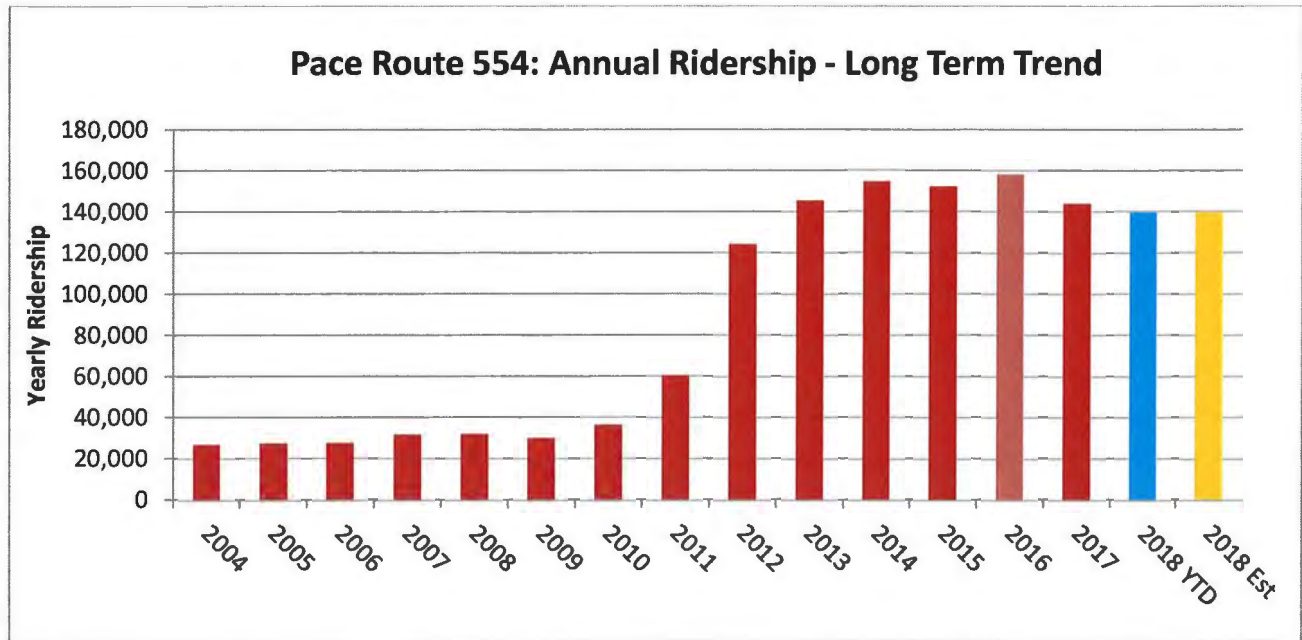
Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 674 residents have registered for the program. Further review of the program registration indicates the number of current eligible registrants totals 415. Information was sent in early September to all current registered users notifying them of the new Pace I-90 and local On-Demand services. Staff continues to look for ways to promote and advertise the program. Estimated annual use for 2018 is expected to be very close to last year.



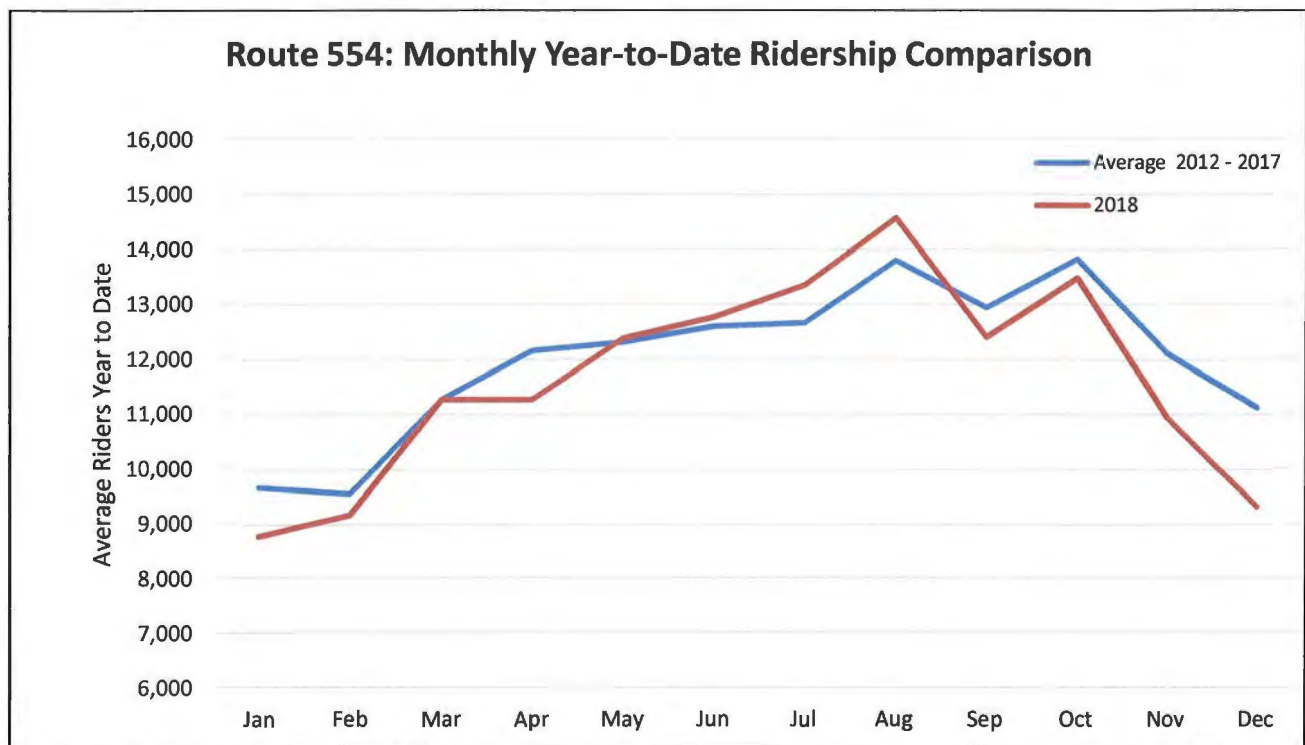
◆ **Pace Route 554**

The most recent data from December 2018 showed average weekday ridership of 495, 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 if and 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. Individual monthly ridership varies based on the numbers of weekdays and Saturdays in given months, weather conditions, and other factors.

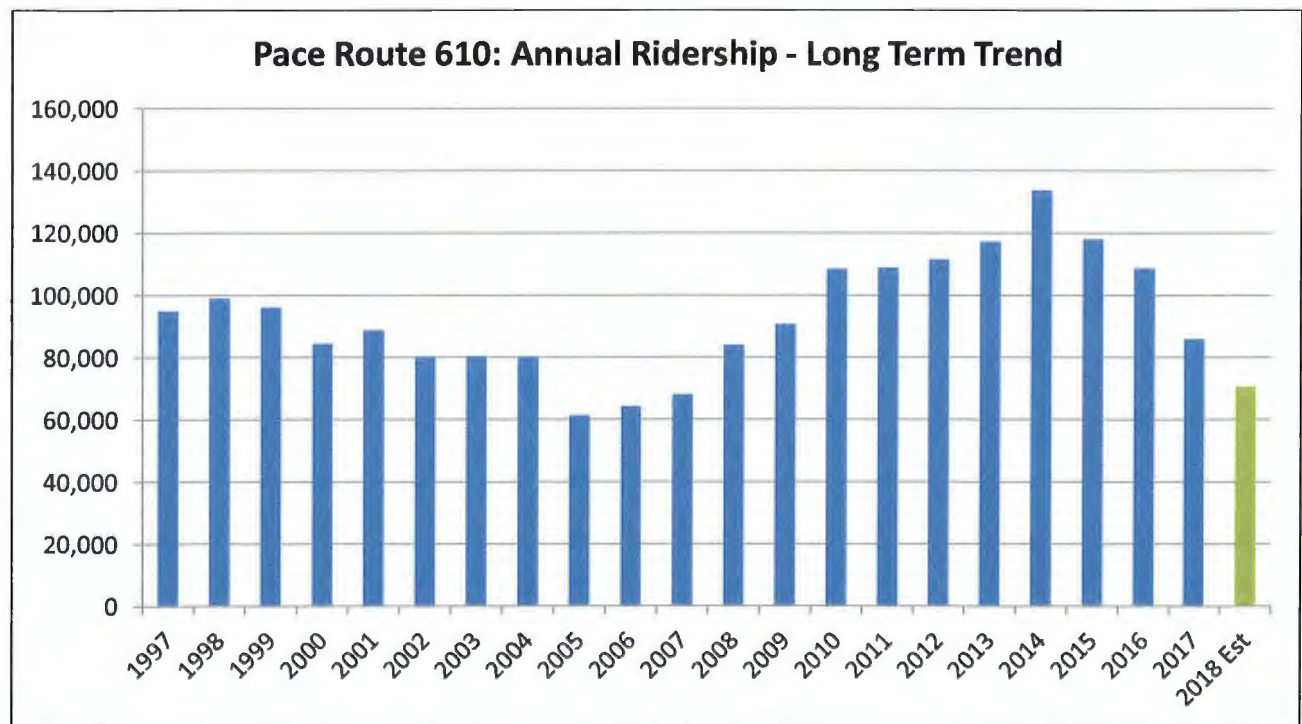
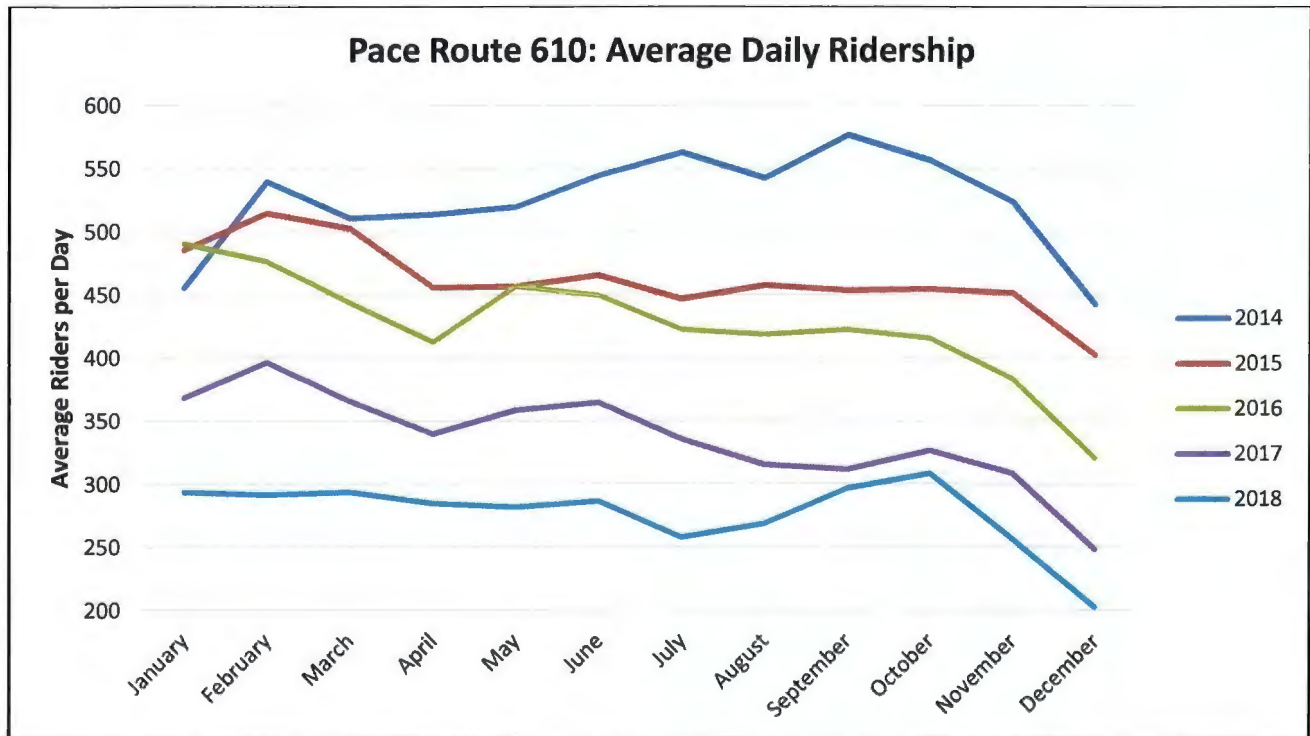


◆ **Pace Route 610 and Sears Centre Park-n-Ride Lot**

The charts below provide a history of Route 610 ridership over a number of years. The pattern reflects significantly lower levels of use than prior years. Some trips on Route 610 were eliminated or combined in 2018 based on the low ridership experienced over the recent past. Route 610 also 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 as well as other changes.

The number of Park-n-Ride vehicles in the Sears Centre lot has recently been in the range of 10 to 15 per day. Pace plans to continue this Park-n-Ride while 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 randomly 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 began servicing the Barrington Road transit station along with Route 610. Data is available for a part of August through December 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 – weekdays and Saturday
- Route 605: Randall Road Park-n-Ride to Rosemont CTA Blue Line – weekdays and Saturday
- Route 607: Randall Road Park-n-Ride to Northwest Transportation Center – weekdays and Saturday

Express buses on I-90 link to the Rosemont CTA Blue Line station and Schaumburg 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 periods and 30 minutes off-peak. Data for the three newest I-90 are shown in the tables.

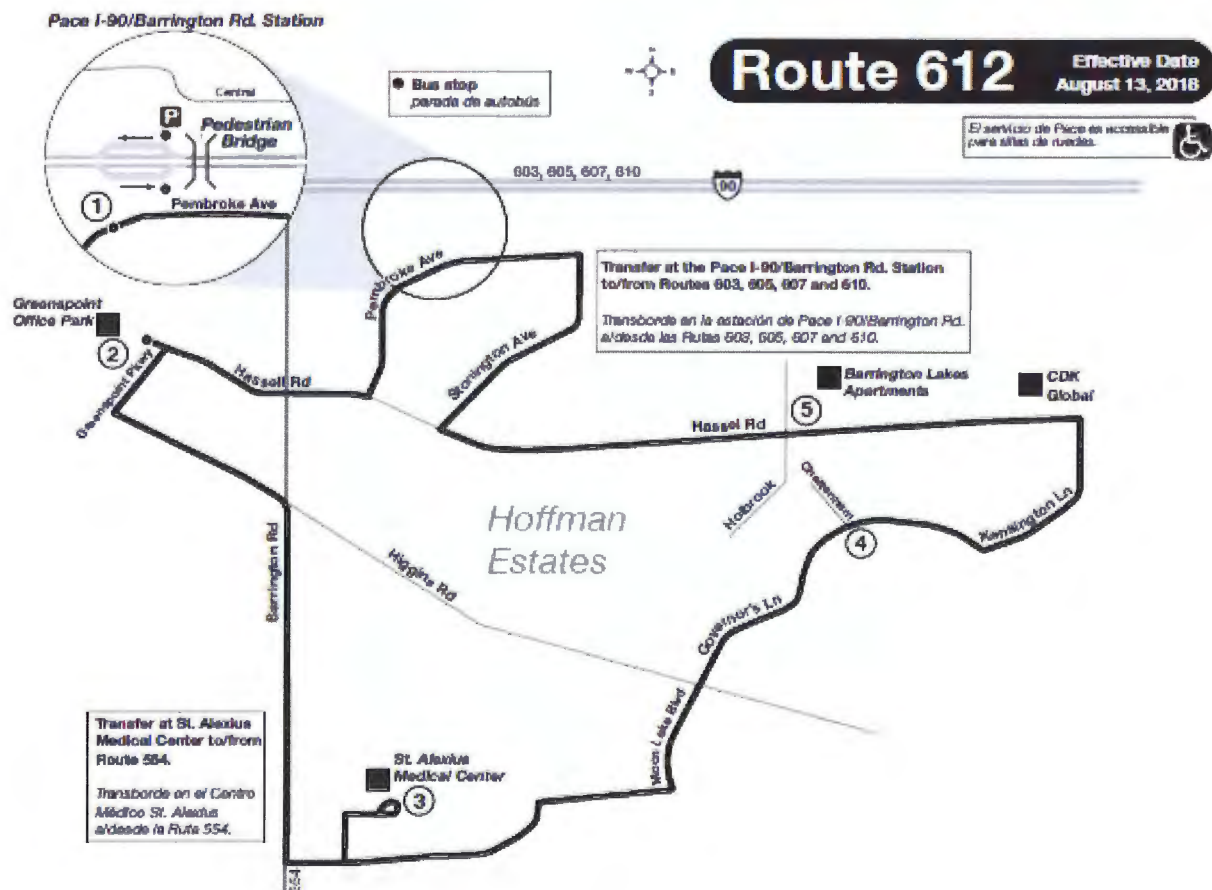
Month	Route 603 – Average Weekday				Route 603 – Average Saturday		
	2016	2017	2018		2016	2017	2018
January	-	60	144		-	27	76
February	-	78	159		-	26	81
March	-	72	183		-	38	96
April	-	96	200		-	46	85
May	-	107	207		-	44	93
June	-	120	206		-	60	102
July	-	134	211		-	78	103
August	-	151	229		-	72	115
September	-	145	282		-	82	114
October	-	151	298		-	82	102
November	-	150	276		0	62	105
December	25	141	249		19	76	104

Month	Route 605 – Average Weekday				Route 605 – Average Saturday		
	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	310		0	42	51
December	22	206	286		9	38	61

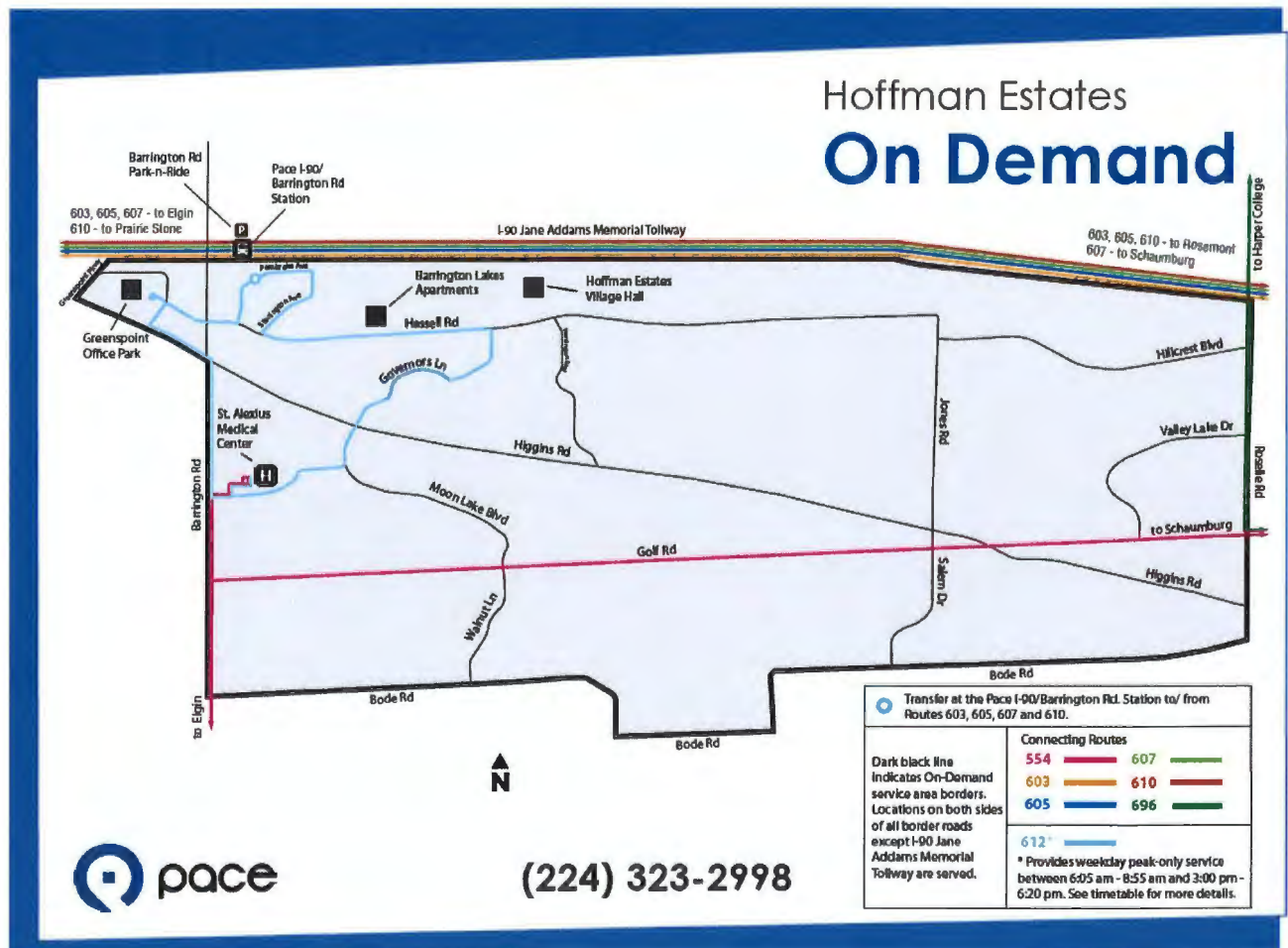
Month	Route 607 – Average Weekday			Route 607 – Average Saturday		
	2016	2017	2018	2016	2017	2018
January		23	28		10	12
February		34	28		14	14
March		34	33		14	15
April		49	38		12	15
May		41	37		14	15
June		32	42		14	27
July		44	45		19	22
August		53	41		30	16
September		35	36		17	18
October		28	51		6	34
November		30	52	0	8	16
December	16	35	55	6	11	25

◆ **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 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 December found about 4 trips per day made via On-Demand and an average of 7 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 February Citizen contained an article about the RTA Trip Planner tool as well as the mapping available via the Village web portal for public transportation options. The article mentioned the I-90 services and On-Demand option. 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 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

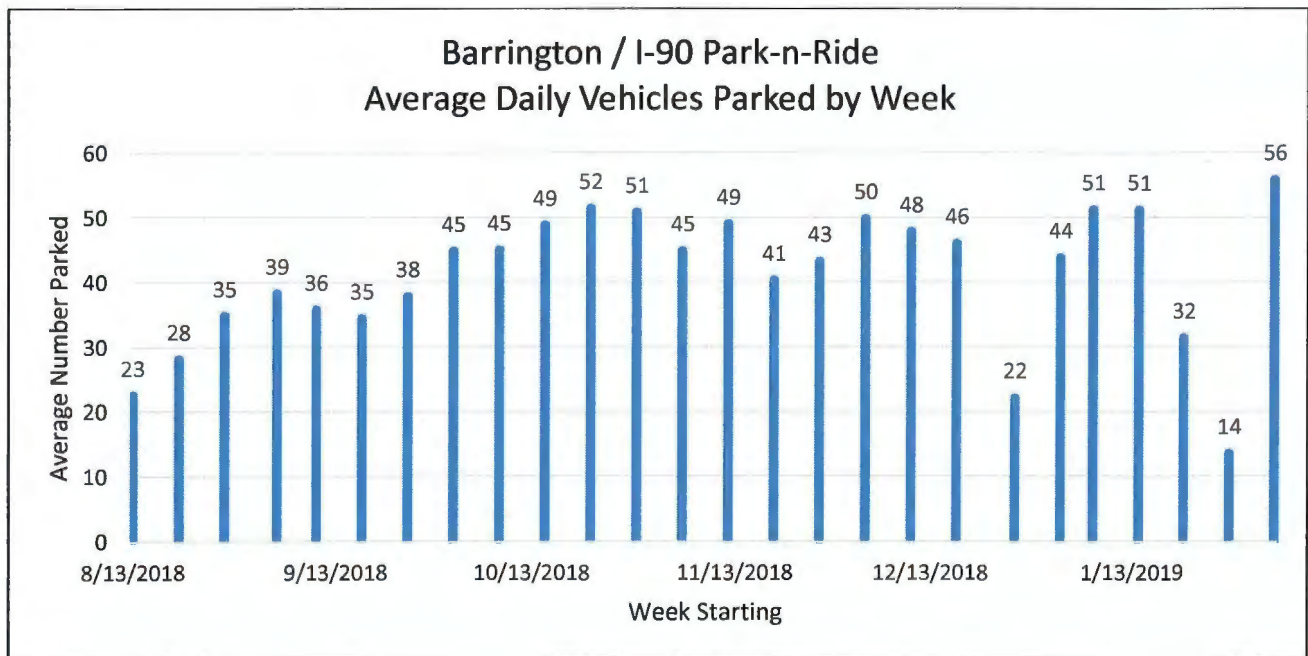
services. Pace staff is meeting with businesses near the Barrington Road station and is available upon request to hold onsite transit meetings to inform employees of their options. Articles have appeared in the *Citizen* over the last few months to offer an overview of all services and will continue to feature articles on the benefits of these programs. 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**

A meeting will be scheduled in coming months for the group to review performance of the new services. Pace and Village staff will monitor levels of use for the I-90 and supporting services. Continued implementation of the RTA sponsored transit plan will be a focus of the group discussion.

◆ **Park-n-Ride / Kiss-n-Ride Plans**

The Park-n-Ride located on the north side of I-90 opened with the startup of I-90 service to Barrington Road in August 2018. 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 50 parked vehicles during the middle of the week around midday. Some passenger drop-offs and pickups, as well as walking trips to the station, have been observed. The average number of parked vehicles by week in the Park-n-Ride lot is shown in the graph below. Severe weather in January and February had significant impacts on transit use along with typically lower levels of ridership in December. These effects are reflected in ridership data and parking lot utilization at the Park-n-Ride.



Pace issued the notice to proceed with construction to the contractor for the Kiss-n-Ride work. The contractor will start work in the spring. 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)**

The following information is taken from documents posted to the O'Hare Noise Compatibility Commission (ONCC) website – www.oharenoise.org. 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.

The FAA is currently conducting a Written Re-Evaluation of the O'Hare Modernization Environmental Impact Statement for the Proposed Interim Fly Quiet Runway Rotation Plan. The ONCC oversaw three Fly Quiet Runway Rotation Plan tests over the last two years to collect data on proposed runway configurations that could provide near-term relief to the highest impacted communities surrounding O'Hare. In December 2017, the ONCC recommended that the Test 3 be submitted to the FAA for a Proposed Interim Fly Quiet Runway Rotation Plan. As the diagonal runway 15/33 was decommissioned in March 2018, flight approach and departures are not aligned to the northwest. In the Re-evaluation, FAA will examine the potential effects of Proposed Interim Fly Quiet on key environmental aspects, including noise, air quality, and environmental justice. It is important to note that, if approved, the Proposed Interim Fly Quiet would be implemented soon after FAA approval through January 2021, when Runway 9R/27L is closed for extension construction. Runway construction, maintenance, and/or pavement rehabilitation would impact the Proposed Interim Fly Quiet during the 2019 and 2020 construction seasons. It is not anticipated that the Proposed Interim Fly Quiet would occur during construction periods.

◆ **Tri-County Access Plan**

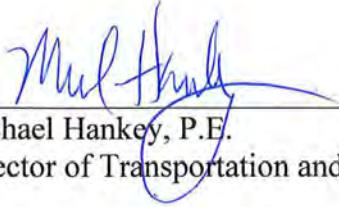
The next meeting is planned for spring 2019. Staff attended several early working group sessions for the project, with the most recent one being in late August focusing primarily on environmental issues. The general concept for this analysis grew from prior studies looking at options for the extension 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. The main input from the Village so far has been to encourage the team to investigate various transit options to connect within the larger study area.

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