

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
September 9, 2019

Immediately Following General Administration and Personnel

Members:	Karen Mills, Chairperson	Anna Newell, Trustee
	Gary Stanton, Vice Chairperson	Gary Pilafas, Trustee
	Karen Arnet, Trustee	Michael Gaeta, Trustee
		William McLeod, Mayor

- I. Roll Call**
- II. Approval of Minutes – August 5, 2019**

NEW BUSINESS

- 1. Request approval of an agreement with Wetlands Mitigation of Illinois, LLC for wetland mitigation credits for the Shoe Factory Road bicycle path project.
- 2. Review of request for handicapped parking space on Somersworth Place.
- 3. Request authorization to award contract for the 2019 Preventative Maintenance project to Patriot Pavement Maintenance, of Des Plaines, IL (low bid) in an amount not to exceed \$275,000

REPORTS (INFORMATION ONLY)

- 1. Transportation Division Monthly Report

- III. President's Report**
- IV. Other**
- V. Items in Review**

- 1. Discussion of review of Wisconsin Central Ltd.'s proposed railroad track extension between Shoe Factory Road and Spaulding Road.

- 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.

Village of Hoffman Estates

**TRANSPORTATION & ROAD IMPROVEMENT
COMMITTEE MEETING MINUTES**

**DRAFT
August 5, 2019**

I. Roll Call

Members in Attendance:

**Trustee Karen Mills, Chairperson
Trustee Gary Stanton, Vice Chairperson
Trustee Karen Arnet
Trustee Anna Newell
Trustee Michael Gaeta
Mayor William D. McLeod**

Via Phone:

Trustee Gary Pilafas

**Management Team Members
in Attendance:**

**James Norris, Village Manager
Dan O'Malley, Deputy Village Manager
Arthur Janura, Corporation Counsel
Mark Koplin, Asst. Vlg. Mgr.-Dev. Services
Peter Gugliotta, Director of Planning
Rich Englund, Deputy Fire Chief
Ted Bos, Police Chief
Kathryn Cawley, Asst. Police Chief
Pete Gugliotta, Dir. Planning, Bldg and Code
Kevin Kramer, Economic Dev. Director
Mike Hankey, Dir. Transportation and Eng.
Patti Cross, Asst. Corporation Counsel
Patrick Seger, Director HRM
Richard Signorella, CATV Coordinator
Bev Romanoff, Village Clerk
Fred Besenhoffer, Director IS
Anthony Fashoda, Finance Director
Kelly Kerr, Assistant Public Works Dir.
Monica Saavedra, Director of HHS
Suzanne Ostrovsky, Asst. to Village Mgr.
Matthew Galloway, Administrative Intern**

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

II. Approval of Minutes – July 8, 2019

Motion by Trustee Gaeta, seconded by Trustee Stanton, to approve the Transportation & Road Improvement Committee meeting minutes from July 8, 2019. Roll call vote taken. All ayes. Motion carried.

NEW BUSINESS

- 1. Request approval of the following two agreements with IDOT for the Shoe Factory Road Bicycle Path Project:**
 - a. Local Public Agency Agreement; and**
 - b. Construction Engineering Services Agreement**

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

Mr. Hankey provided comments.

Motion by Trustee Gaeta seconded by Trustee Mills to approve two agreements with IDOT for the Shoe Factory Road Bicycle Path Project: a. Local Public Agency Agreement; and b. Construction Engineering Services Agreement. Roll call vote taken. All ayes. Motion carried.

- 2. Request authorization to award a contract for Phase II Engineering services on the 2020 Surface Transportation Program resurfacing project to Civiltech Engineering, Inc., of Itasca, IL in an amount not to exceed \$64,312.78.**

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

Mr. Hankey provided comments.

Motion by Trustee Gaeta seconded by Trustee Arnet to award a contract for Phase II Engineering services on the 2020 Surface Transportation Program resurfacing project to Civiltech Engineering, Inc., of Itasca, IL in an amount not to exceed \$64,312.78. Roll call vote taken. All ayes. Motion carried.

REPORTS (INFORMATION ONLY)

- 1. Transportation Division Monthly Report.**

The Transportation Division Monthly Report was received and filed.

Trustee Stanton notes a resident complaint of large driving trucks on Gannon. Mr. Hankey made a note and will look into it.

- III. President's Report**
- IV. Other**
- V. Items in Review**
- VI. Adjournment**

Motion by Trustee Gaeta, seconded by Trustee Arnet, to adjourn the meeting at 7:12 p.m.
Roll call 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 an agreement with Wetland Mitigation of Illinois, LLC for wetland mitigation credits for the Shoe Factory Road bicycle path project.

MEETING DATE: September 9, 2019

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: Request authorization to approve an agreement with Wetlands Mitigation of Illinois, LLC for the Shoe Factory Road bicycle path project.

DISCUSSION: The project scope is to pave a bicycle path in the Forest Preserve from IL 59 to the CN railroad tracks. The Illinois Transportation Enhancement Program (ITEP) will provide 80% of the project costs. As part of the design, a small area of wetlands will be impacted by construction. IDOT requires that mitigation be provided for instances like this. One of the project approvals for the path project is to compensate for the wetland impacts by purchasing wetland credits. The process requires an agreement and payment of a fee for the impacts. Wetlands Mitigation of Illinois, LLC was identified as the wetland bank to use through the IDOT process. The project cost for the wetland credits is \$3,600. The path project is on the IDOT construction letting for September 20, 2019. The wetland agreement and fee is a condition of the project award to enable construction to occur. The agreement prepared by Wetlands Mitigation is attached.

FINANCIAL IMPACT: The project costs are paid with 80% ITEP funds through a Village application from 2012. The local share is split among the Forest Preserve District, Hoffman Estates Park District, and the Village. Each agency is budgeting for its portion of the local share. The Village cost could come from either the Prairie Stone Capital Project funds or the special MFT distribution from Cook County. The net cost to the Village is about \$200. An agreement for the County MFT funds was approved earlier this year and specifically includes the Shoe Factory Road path project.

RECOMMENDATION: Request approval of an agreement with Wetlands Mitigation of Illinois, LLC for wetland mitigation credits for the Shoe Factory Road bicycle path project.

WETLAND CREDIT AGREEMENT

THIS WETLAND CREDIT AGREEMENT (“Agreement”) is made and entered into this 31st day of July, 2019, (the “Effective Date”) by and between WETLANDS MITIGATION OF ILLINOIS, LLC an Illinois Limited Liability Corporation (“Seller”) and the Village of Hoffman Estates Illinois (“Purchaser”).

WITNESSETH:

WHEREAS, Purchaser has applied to the U.S. Army Corps of Engineers (“Permitting Agencies”) for a permit to allow the discharge of clean non-toxic fill material into 0.016 acres of a wetland within the Poplar Creek Trail in Hoffman Estates, Illinois (“Project”). Project Number assigned by the COE is LRC-2019-00375.

WHEREAS, as a condition to the issuance of a permit from the Permitting Agencies Purchaser is required to compensate for said wetland impacts and elects to do so through the purchase of wetland credits in the Sellers’ Squaw Creek Wetland Mitigation Bank (“Wetland Bank”).

WHEREAS, the Permitting Agencies have determined that Purchaser shall be required to purchase a total of 0.024 acres of wetland credit due to the proposed impacts to the wetlands resulting from the development of the Project.

WHEREAS, the Project is located in the Fox River watershed and the Wetland Bank is also located in the same watershed, in Lake County, Illinois.

NOW, THEREFORE, for and in consideration of the mutual covenants herein contained and other good and valuable consideration, the receipt and sufficiency of which are hereby mutually acknowledged, it is agreed as follows:

1) RECITALS: The recitals are hereby incorporated by this reference.

2) COMPENSATION: Purchaser shall, subject to the terms and conditions hereinafter provided, pay to the Seller the sum of THREE THOUSAND SIX HUNDRED DOLLARS (\$3,600 = "Purchase Price") for 0.024 wetland credits from the Wetland Bank. The Purchase Price is derived from the unit cost of \$150,000 per wetland credit/acre. Purchase Price shall be paid in the following manner:

a.) Upon execution of this agreement, Purchaser shall pay Seller the Purchase Price as stated herein, \$3,600. Payments shall be made to WETLANDS MITIGATION OF ILLINOIS, LLC. If the balance of the Purchase Price is not paid by the end of the fifth business day after receiving the Permit Approval Notification the balance of the Purchase Price will accrue interest at the rate of ten percent (10%) per annum. Upon payment of Purchase Price Seller shall notify Permitting Agencies that 0.024 acres of wetland credit have been secured from the Wetland Bank.

b.) REQUIRED AMOUNT OF CREDITS: Should the wetland credits required by the Permitting Agencies be increased or decreased from the time of Agreement execution to the time Purchase Price has been paid, the Agreement shall be modified to reflect an adjusted Purchase Price based on the same price per acre as originally set out in this Agreement, if Seller has such credits available.

c.) TERMINATION: If after one hundred and twenty (120) days after the Effective Date Purchaser has not received the Project Permit, then at any time thereafter until Purchaser receives the Project Permit either party may

terminate this Agreement by written notice to the other party. If the Agreement is terminated by Seller, Seller shall return the Earnest Money to Purchaser.

3) SELLERS PERFORMANCE INDEMNITY: In consideration of Payment of the Purchase Price, Seller affirms that it has sufficient wetland credits released by the Permitting Agencies in the Wetland Bank to satisfy the wetland credits required by Purchaser and hereby does sell such credits to Purchaser. Purchaser shall have no obligation to perform any of the responsibilities or assume any liabilities of Seller now or hereafter as set forth by the Permitting Agencies in the development and maintenance of the Wetland Bank.

4) NOTICES: Any notices required or permitted hereunder shall be sufficiently given if delivered by overnight courier, by United States mail, return receipt requested, or by facsimile to the parties hereto as follows:

If to Seller: Land and Water Resources, Inc.
9575 West Higgins Road, Suite 901
Rosemont, IL 60018
Attn: Mr. John H. Ryan
Phone: 847-692-7170
Fax: 847-939-5214
jryan@lawrinc.com

With a copy to: EcoLogic Planning,
4250 W. Tanglewood Drive
Bloomington, In. 47404
Phone: (812) 935-7078
Fax: (812) 935-7079
ecologicpl@bluemarble.net

If to Purchaser:

Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169
Attn: Michael Hankey
Phone: 847- 252-5801
Michael.hankey@hoffmanestes.org

Any notice given pursuant hereto by overnight courier shall be effective as of delivery; any notice given pursuant hereto by United States mail, return receipt requested, shall be effective as of the third business day following its posting and any notice given pursuant hereto by facsimile shall be effective as of receipt of confirmation by the sending party.

5) PRIOR AGREEMENTS: This Agreement shall supersede any and all prior understanding and agreements between the parties hereto, whether written or oral, with respect to the subject matter hereof and may be amended only by a written instrument executed by or on behalf of both Seller and Purchaser.

6) APPLICABLE LAW: Seller and Purchaser shall be contractually bound to this Agreement, which shall be governed by the laws of the state of Illinois and subject to the requirements of any applicable federal law or regulation. Changes in federal, state or local laws, which might have otherwise impacted this Agreement shall not be enforced retroactively after execution of this Agreement. Each party shall be held harmless for damages sustained by the other party as a result of changes in federal, state or local laws or their interpretation or enforcement.

7) SUCCESSORS AND ASSIGNS: This Agreement shall inure to the benefit of and be binding upon the successors and assigns of Seller and Purchaser, as the case may be, and their respective successors and assigns. Neither party hereto shall assign any interest hereunder without the prior written approval of the other first hand.

8) CONTRACT ACCEPTANCE: This Agreement is null and void if not executed within thirty (30) days of the effective date on first draft of Agreement, or date first draft of Agreement was sent to Purchaser. This time limitation shall be extended only upon written approval by all parties to this Agreement.

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

PURCHASER:

Village of Hoffman Estates

By: _____

Michael Hankey

SELLER:

Wetlands Mitigation of Illinois, LLC

By: _____

John H. Ryan, Manager

By: _____

Steven A. Weller, Manager

Information needed for applicants to use wetland banks

Applicant Name: Village of Hoffman Estates
Address : 1900 Hassell Road
City : Hoffman Estates, IL
Zip : 60169
Contact person: Michael Hankey
Phone : 847-252-5801
Fax : _____
Email : michael.hankey@hoffmanestates.org

Project Information:

Name : Poplar Creek Trail
Community : Village of Hoffman Estates
Location : Shoe Factory Road and IL 59
Watershed : Poplar Creek / Fox River
County : Cook
Impact acreage: 0.016
Credit need : 0.024
Permit # : LRC-2019-00375 (USACE)

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Review of request for handicapped parking space on Somersworth Place

MEETING DATE: September 9, 2019

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey / Joseph Weesner

PURPOSE: To review resident request for designating on-street handicapped accessible parking spaces on Somersworth Place in Barrington Square.

DISCUSSION: A resident of 2169 Somersworth Place has requested a review of designating an on-street handicapped space in close proximity to their home (exhibit attached). The resident requesting the handicap space has a handicapped placard from the State of Illinois. The resident is aware the handicapped space would not be exclusively for their use; anyone with a valid permit could use it. In addition, a valid Barrington Square parking hangtag would have to be displayed to occupy the space between 6:00 p.m. and 6:00 a.m. There are 42 parking spaces and 21 units on Somersworth Place.

The topic of on-street handicapped parking has been requested and reviewed previously by the Village Board in Barrington Square and other locations. Ten on-street handicapped parking spaces have been approved and installed to date. Two on Sutherland Place and one on Whittingham Lane in 2018, one on Islandview Court in 2015, one on Georgetown Lane in 2014, one on Sutherland Place in 2012, one on Danbury Place in 2010, one on Somersworth Place in 2008 (removed in 2013), one on Nottingham Lane east of Rosedale in 2007, and one on Kensington Lane in 2005 just north of Governors Lane (removed in 2014). These requests are handled on a case-by-case basis. It was determined that future requests should continue to be handled on a case-by-case basis.

The Illinois Accessibility Code (IAC) is the State document which governs the locations and design of handicap accommodations. The IAC is restricted to commercial (i.e. places of business, hospitals, and retail) and multi-family residential in excess of three stories. For these uses, a minimum number of handicap spaces are required, each with its own access aisle.

DISCUSSION: (Continued)

A previous review by the Capital Development Board of reasonable accommodations applicable to an area such as Barrington Square provided an interpretation of these requirements. For uses outside of those above, the IAC prescribes “reasonable accommodations” be provided for each accessibility request. For handicap parking, the access aisle or depressed curb ramp need not be installed adjacent to a handicap space if the person requesting does not require them.

In this case the requestors do not require either of these recommendations. The residences on Somersworth Place are classified as attached single family. For these uses, the IAC only can recommend reasonable accommodations be provided.

As noted during the most recent request, surveys done by the Northwest Municipal Conference of other communities’ practices regarding on-street handicapped parking requests were reviewed in the past. Of those responding to the survey, five indicated they have designated handicapped parking on residential streets. Most have a condition of an annual review of the continued need for the sign. These programs have been in place for at least 8 years, with two in the 25 to 30 year range. The number of spaces designated range from less than 10 community-wide to 101 in one case. Some charge a fee of \$30 for the first year with an annual fee of \$20 thereafter. Documentation of the eligibility for handicapped parking is required. Some do not distinguish between temporary and permanent disability.

If approved, it is recommended these requests continue to be handled on a case-by-case basis. An annual review of the need for the handicapped signs would be required. For example if a resident moves, a sign would then be removed.

RECOMMENDATION:

Designate, with signing, a 9-foot wide handicapped parking space on-street at 2169 Somersworth Place. The space shall be provided without an access aisle or depressed curb ramp. An annual review of the continued need for the sign will be required.

Attachments

Proposed Location of On-Street Handicapped Parking Space near 2169 Somersworth Place



Reserved Parking Signs
a Proposed

ORDINANCE NO. _____ - 2019

VILLAGE OF HOFFMAN ESTATES

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

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

Section 1: That Section 6-2-1-HE-11-1302-A, ADDITIONAL NO PARKING STREETS AND AREAS, of the Hoffman Estates Municipal Code be amended by adding sub-section 305, to read as follows:

305. On the southwest side of Somersworth Place, adjacent to 2169 Somersworth Place, where specifically designated and marked as reserved parking for persons with disabilities, except for vehicles authorized by law to park in said reserved areas.

Section 2: That the Village Clerk is hereby authorized to publish this ordinance in pamphlet form.

Section 3: 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.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request authorization to award contract for the 2019 Preventative Maintenance Project to Patriot Pavement Maintenance, of Des Plaines, IL (low bid) in an amount not to exceed \$275,000

MEETING DATE: September 9, 2019

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey / Alan Wenderski

PURPOSE: Present the bids for the 2019 Preventative Maintenance Project and recommend approval of award of contract.

BACKGROUND: The 2019 Street Revitalization Project presented to the Capital Improvements Board included surface patching and crack sealing components. Surface patching is a low level maintenance treatment that can extend pavement life in a cost effective manner. A street in relatively good condition that has isolated areas where the surface asphalt is in poor condition (potholes, cold patched areas, raveling, etc.), is a candidate for surface patching. Surface patching addresses these isolated areas by grinding only the distressed areas and repaving. Surface patching is localized and helps to extend the time before the street needs to be resurfaced. The purpose of crack sealing as a preventive maintenance treatment is to keep water out of the roadway base and subbase. Sealing cracks also helps to prevent future cracks from occurring.

An ongoing analysis of streets receiving surface patching and/or crack sealing indicates that these preventive maintenance measures do extend the life of a typical street in a cost effective manner.

Sealcoating parking lots of Fire Station 21, 22, and 23 is also included in the Preventative Maintenance Project. The pavement of all three lots is still very serviceable and they have not received a seal coat treatment for more ten years.

DISCUSSION: On September 3, 2019, one bid was received for the 2019 Preventative Maintenance Project. The engineer's estimated cost to complete all the work was \$270,619. The list of street locations is attached for reference. The bid summary is shown in the table below:

DISCUSSION: (Continued)

Bidder	Bid Cost
Patriot Pavement Maintenance	\$248,804

Patriot Pavement Maintenance submitted the lowest qualified bid of \$248,804. Patriot Pavement Maintenance satisfactorily completed the 2016 Crack Sealing Project for the Village.

As the quantities required to complete the crack sealing and surface patching are just estimated at this point it is typical that actual quantities required to complete the work will vary. To account for typical quantity variations, it is recommended to award the contract for approximately 10% over the low bid to an amount (\$275,000). The 2019 budget for surface patching and crack sealing is \$300,000.

FINANCIAL IMPACT:

Including an approximate 10% contingency, the not to exceed amount of \$275,000 is below the budgeted amount of \$300,000.

RECOMMENDATION:

Request authorization to award contract for the 2019 Preventative Maintenance Project to Patriot Pavement Maintenance of Des Plaines, IL (low bid) in an amount not to exceed \$275,000.

Attachments



Village of Hoffman Estates

2019 Crack Seal List

STREET	BEGIN	END	AREA	LENGTH (ft)
ALDER DR	WHISPERING TRLS	WHISPERING TRLS DR	N	2,702
COTTONWOOD TRL N	1800 COTTONWOOD	WESTBURY DR	N	1,452
DOVER CT	HUNTINGTON BLVD	END OF THE ST	N	357
JADE LN	OLMSTEAD DR	DIAMOND DR	N	641
SHOREWOOD CT	SHOREWOOD DR	END OF THE ST	N	728
WHISPERING TRAILS DR (N)	ALGONQUIN RD	HUNTINGTON BLVD	N	4,226
WHISPERING TRAILS DR (S)	ALGONQUIN RD	HUNTINGTON BLVD	N	3,277
ASPEN ST	ASTER LN	END OF THE ST	S	1,548
BASSWOOD ST	HIGGINS RD	GOLF RD	S	2,870
CHELTENHAM PL	GOVERNORS LN	END OF THE ST	S	659
DARLINGTON CIR N	JOHN DR (E)	1110 DARLINGTON CIR	S	375
GEORGETOWN LN	GEORGETOWN LN	KENSINGTON LN	S	165
GRANTHAM PL	SMETHWICK LN	END OF THE ST	S	675
ISLANDVIEW CT	GOVERNORS LN	END OF THE ST	S	368
JEFFERSON RD	HIGHLAND BLVD	DURHAM LN	S	1,288
ROSEDALE LN	HASELL RD	HASELL RD	S	6,277
SMETHWICK LN	GOVERNORS LN	WELLINGTON PLACE	S	375
WELLINGTON PL	SMETHWICK LN	END OF THE ST	S	307
WILLIAMSBURG DR (N)	GOVERNORS LN	END OF THE ST	S	740
WILLIAMSBURG DR (S)	GOVERNORS LN	END OF THE ST	S	1,413
PRAIRIE STONE PKWY *	BEVERLY RD	HIGGINS RD	W	6,933

* Longitudinal Joints ONLY



Village of Hoffman Estates

2019 Surface Patching List

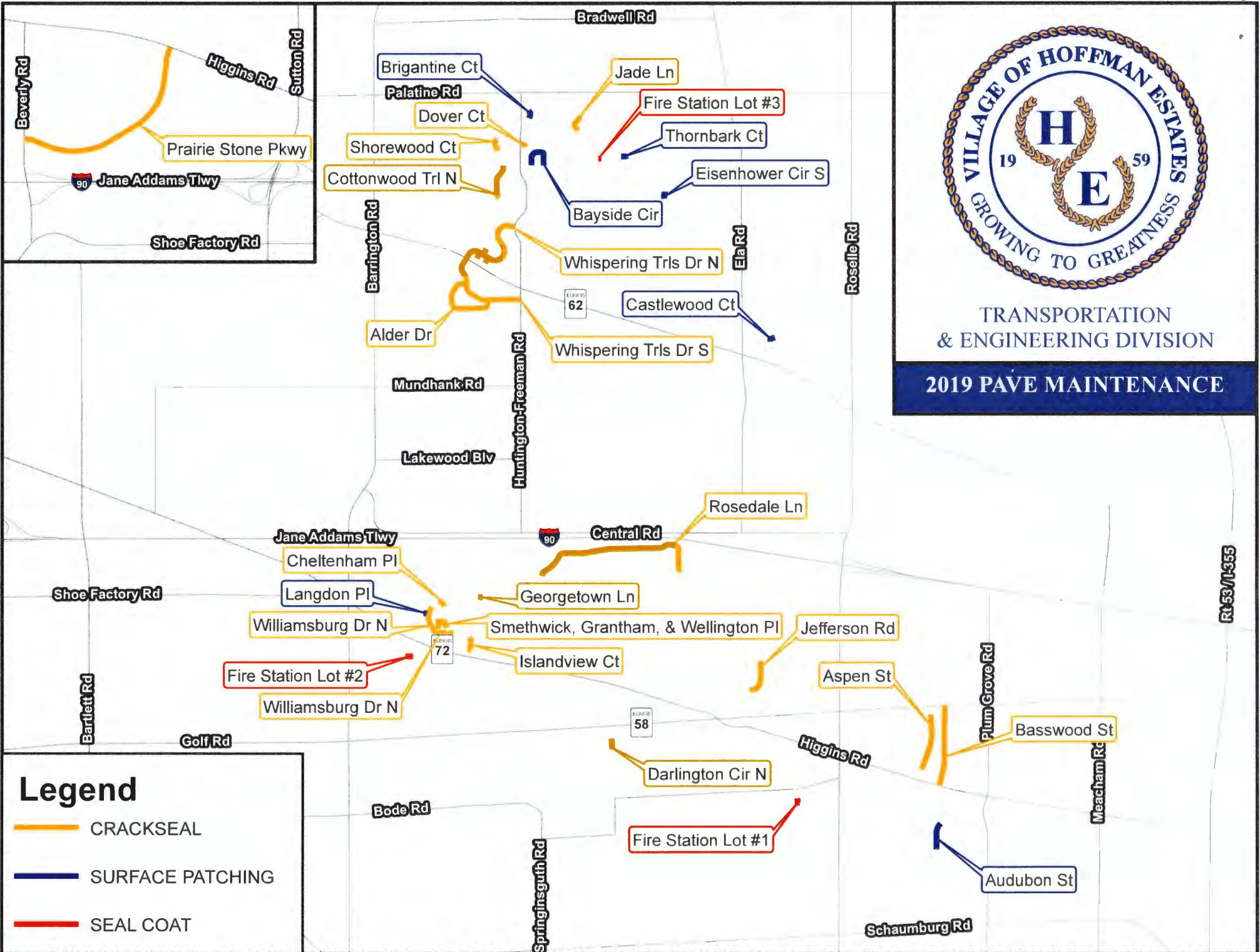
STREET	BEGIN	END	MAP	TOTAL PROPOSED PATCHING AREA (SY)
AUDUBON ST	THACKER ST	ABERDEEN ST	S	1,035
BAYSIDE CIR	WESTBURY DR	WESTBURY DR	N	244
BRIGANTINE CT	BRIGANTINE LN	END OF STREET	N	156
CASTLEWOOD CT	WILSHIRE DR	END OF STREET	N	568
EISENHOWER CIR (S)	FREEMAN RD	END OF STREET	N	275
LANGDON PL	WILLIAMSBURG DR	END OF STREET	S	286
THORBARK CT	THORBARK DR	END OF STREET	N	353

Patching Total (SY): 2,916



TRANSPORTATION
& ENGINEERING DIVISION

2019 PAVE MAINTENANCE



Legend

- CRACKSEAL
- SURFACE PATCHING
- SEAL COAT

RT 53/1355

TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

SEPTEMBER 2019 MONTHLY REPORT

ROAD PROJECTS

◆ **Barrington Road Interchange**

As the work is finished, the Tollway will move towards closing out items needing attention. Village Public Works and Transportation / Engineering staff created a punch list of items which need to be addressed by the contractor. The construction project manager will coordinate these items. Some cleanup work of the interchange area has occurred and the pedestrian signal in the northeast corner of the Barrington / Hassell Road intersection has been relocated due to damage from turning vehicles. The path lights in the southeast quadrant and those in the pedestrian underpass of the south ramp are being addressed by Pace. 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.

An article in the publication *Roads and Bridges* magazine from August 2019 featured the Barrington Road interchange as an example of multimodal planning and construction. The article can be found in the August 2019 edition. The Barrington Road interchange ramp design, bicycle and pedestrian improvements, and transit components were recognized with a National Honor Award for Engineering Excellence at the American Council of Engineering Companies (ACEC) ceremony in Washington DC. Representatives from the Village, Crawford Murphy Tilly, Pace, and the Illinois Tollway were presented the national award. The project was one of just 20 nationwide receiving the honor designation which emphasizes innovation, technical, economic, and social values. The interchange project has also been awarded recognition by the American Public Works Association (APWA), APWA Chicago Metro chapter. The APWA Suburban chapter presentation took place in February, while the APWA Chicago Metro award was received on March 15. ACEC (Illinois chapter) selected the interchange and transit work as a project of honor. In addition, from among 40 plus projects, the interchange and transit work at Barrington Road received the highest award from Illinois ACEC which is known as the Lincoln Grand Conceptor. 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.

◆ **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 Rohrssen Road will be flattened, with the Shoe Factory alignment shifting north, and the intersection reconstructed. White Oak Lane will become a right in / right out intersection when the median is installed on Shoe Factory Road. 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. Landscaped 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. The Shoe Factory Road path will complete connectivity along the corridor.

Civiltech continues work on various plan revisions and other regulatory reviews to advance Phase II work to the pre-final plan stage. Evaluation of the drainage accommodations for interim conditions on private property has been conducted. Coordination with a representative of the new bank owning the vacant property at Shoe Factory and Beverly was held to discuss project status and drainage

easements on the property. General concurrence on the drainage concepts from the bank is still being sought. The property ownership recently changed again as a result of a merger of banks. This has slowed the coordination process for private development issues. At present, completion of design work is expected by early 2020 with the specific schedule dependent on the items included in the supplement along with time needed for various agency reviews. Utility coordination will be reinitiated once the plans are more developed. Construction could possibly begin as early as 2021 since right-of-way still must be finalized and property rights acquired, which is likely to occur during 2020. Coordination with adjacent property owners will be needed as right-of-way and easement needs are refined. 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. When the plans are closer to a final stage, the County will begin work on the intergovernmental agreement for construction, construction inspection, and maintenance.

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

The project is in the late stages of Phase I engineering and is listed in the State's multi-year plan. Phase II engineering and land acquisition is anticipated in the next year. 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 path segment will connect the Algonquin Road path to the bicycle and pedestrian facilities 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. IDOT's multi-year program shows 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. Civiltech is completing preliminary engineering work, which most recently have involved field surveys. No major issues were raised in coordination meetings with IDOT and the Illinois Tollway. The consultant is completing the Environmental Survey Request (ESR) to IDOT and received the 2050 traffic projections from CMAP. Civiltech crews have also completed the existing traffic data collection and are collecting the survey on Beverly Road for the preparation of the preliminary plans. Intersection and roadway capacity analyses are underway. Alternative geometric solutions are being evaluated which will form the basis to select a preferred option for the path alignment.

The basic concept for the bicycle accommodation is an off-street path on the west side of Beverly Road which will involve modifications to the travel lanes over the bridge as well as changes to the median along with shoulder and grading on the west side. 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 future calls for projects.

◆ **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 east-west portion of the project is advancing as the initial phase of construction.

The east-west portion of the project is listed on the September 20, 2019 IDOT construction letting. IDOT will then analyze bids received to identify the lowest qualified bidder leading to a contract for construction. This process can take sixty days or more after the letting, so construction will begin in 2020. There have been no new developments or discussions with CN for an agreement to allow construction of the north-south section of path. Revisions to the IGA with the Forest Preserve District and the Park District will be needed due to changes in project schedule and costs. Adjustments to the funding and timing are also being processed through IDOT. Once these items are resolved, the IGA can be created before construction work begins next year.

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

Four project segments submitted in 2016 to NWMC Technical Committee are on a tentative list of projects which may compete for funding. However, given other programmed projects, the timing of decisions on the distribution of STP funds, and reduced funding levels, it is unknown if these will be able to advance. If other projects fall behind, an opportunity may arise to move one or more resurfacing segments into the active program. Other communities' projects are in a similar state.

Civiltech Engineering is beginning Phase II design on Jones Road from Rosedale Lane to Highland Boulevard and Salem Drive from Bode Road south to the Village limits. Survey work on the streets is underway. Completion of Phase II plans and documents could position these street sections to move forward to construction in 2020 if funds are available through the NWMC STP plan. If successful, the target would be an IDOT letting in Spring or Summer 2020.

Originally sections of Huntington Boulevard and Beverly Road were part of the Village's STP requests in 2016. However, the pavement condition on Huntington Boulevard from Westbury Drive to Palatine Road requires resurfacing next year so the decision was made to include it in the annual street project scope proposed for 2020. Another of the original 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.

Staff serves on the STP project methodology subcommittee. This group has released an updated rating methodology for public comment which reflects new requirements from CMAP driven by federal performance measurement initiatives. CMAP is expected to act on this and methods from other councils this fall.

BIKE / PEDESTRIAN PROJECTS

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

An update on numerous bicycle projects in the Village and region was provided to the Committee. Planning will begin for future 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 – Huntington Boulevard to Pace Park-n-Ride

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 as required by the development agreement. Sensitive environmental areas and wetland impacts exist which will need to be addressed. A pedestrian crossing of Central Road near the curve where the Park-n-Ride entrance is located requires careful study. Coordination with the Forest Preserve is needed as the east end of the project will link to the existing Paul Douglas trail. The Forest Preserve supports the connection and has identified its preferred alignment.

Cook County included design of this path with its project to reconstruct Central Road. 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. Some property at the corner of the Claire's property is needed for the Eagle Way extension near the new intersection at Central Road and is a responsibility of the H90 ownership. As part of the 2019 street project scope, sidewalk was installed on the west side of Eagle Way from Lakewood Boulevard to the Siemens / Claire's driveways. 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 cost of the Phase I design for the bicycle path is about \$65,000.

◆ 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 over Central Road on the west leg of the Roselle Road intersection. Most work on the bridge is complete and the contractor is now building the approaches to the bridge. Space for the bicycle path crossing the Tollway was included with the Roselle Road bridge constructed with the mainline and interchange projects. The contractor is doing earthwork for the path on the west side of Roselle Road both north and south of I-90. The Roselle Road path will connect to the Hillcrest Boulevard bike route. The project is expected to be complete later in 2019. The need for multiple crossings of the Tollway was one of the main comments from the public during development of the bicycle plan.



Looking north – Bike Bridge over Central Road



Looking south along path connector adjacent to bike bridge over Central Road



Roselle Road path construction
 Looking south towards Hillcrest, west side of Roselle – south of I-90

TRANSIT

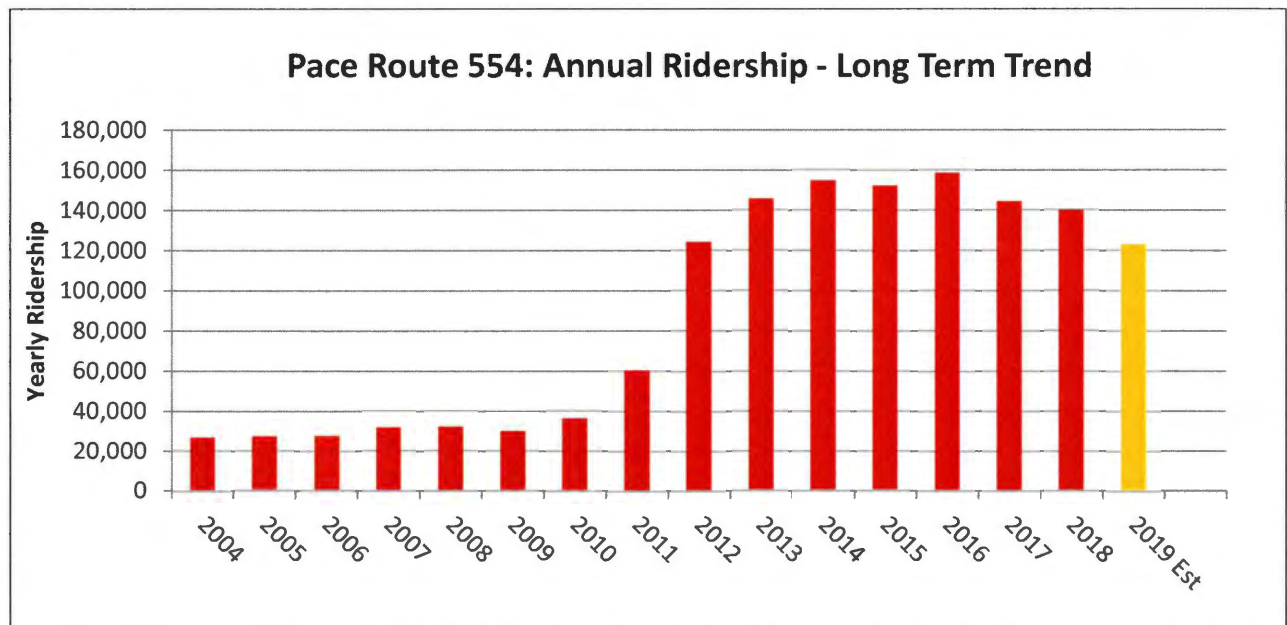
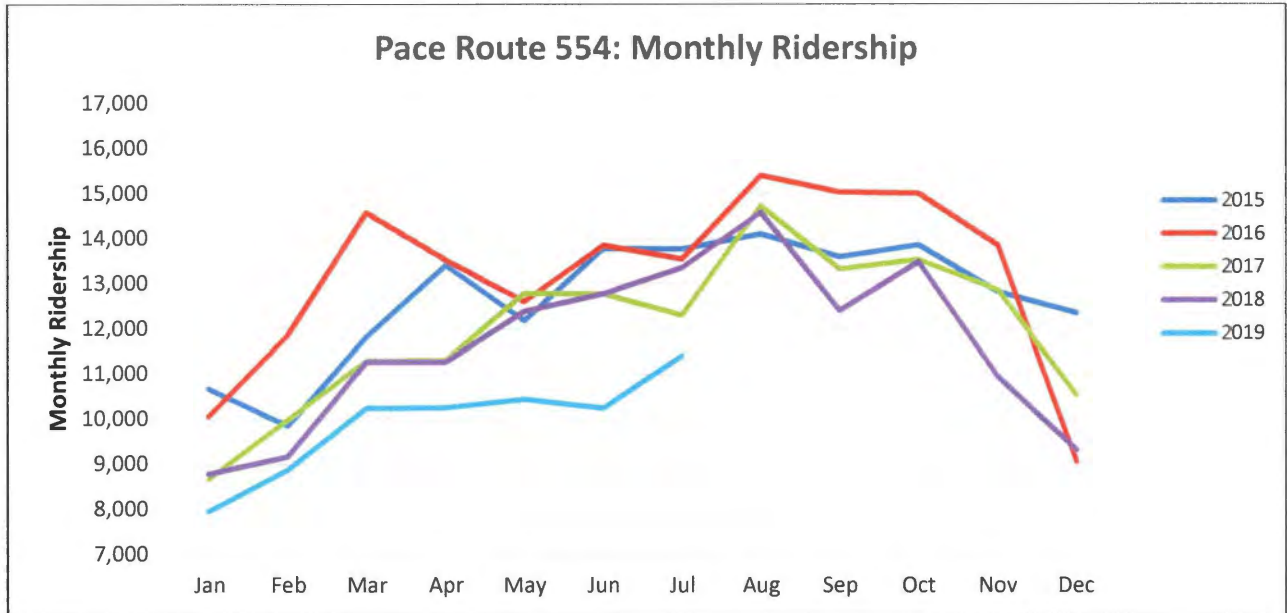
◆ **Taxi Discount Program**

Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 699 residents have registered for the program. Further review of the program registration indicates the number of current eligible registrants totals 415. Staff continues to look for ways to promote and advertise the program. The graph below shows historical use as well as year-to-date ridership in 2019. The ridership increases in 2017 and 2018 were due to a combination of higher registrations resulting from promotion of the program and the increase to a coupon value of \$7.00 effective at the start of 2017. The extreme weather in January and February of 2019 resulted in lower use during those months which in turn may reduce the annual ridership total. However, the projection for 2019 is similar to the number of rides provided in 2018 suggesting stronger demand during months not affected by adverse weather.



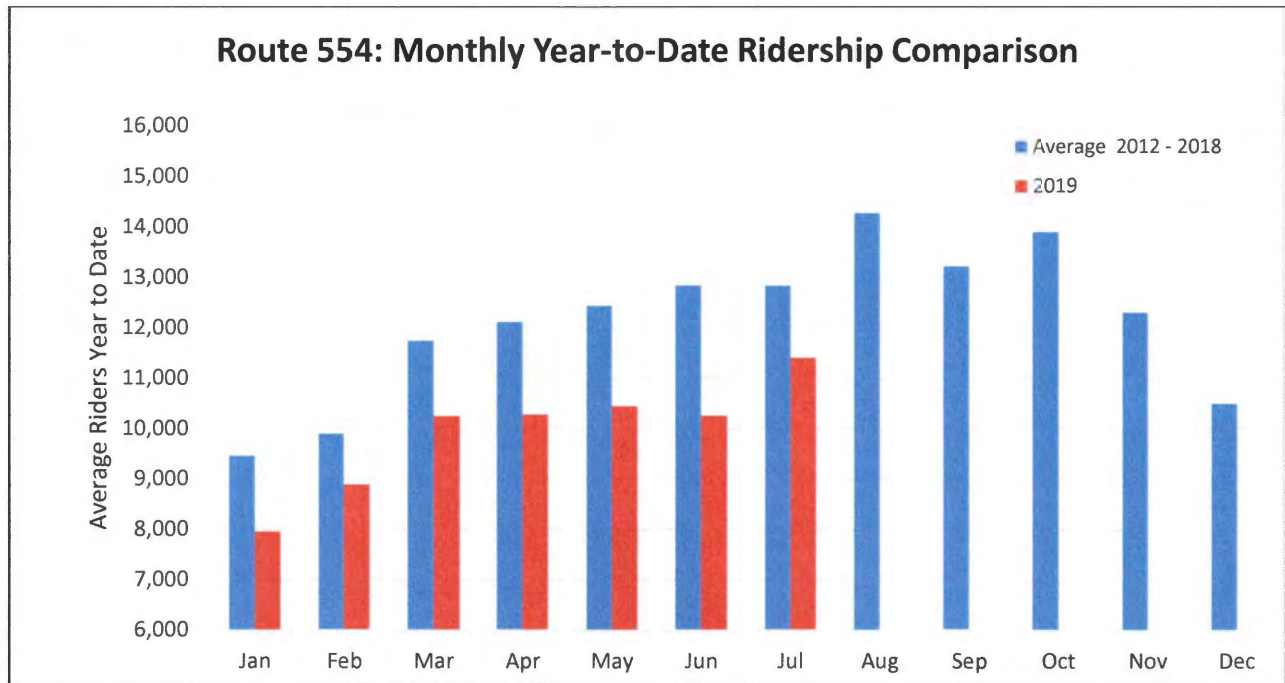
◆ **Pace Route 554**

The most recent data from July 2019 showed average weekday ridership of 470, along with a Saturday average of 267 riders per day. The extreme weather during January and February was a major factor resulting in lower ridership numbers during those months and will affect total ridership this year. Pace is still 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 data, is shown in the figure below for 2012 through 2018 along with year to date use in 2019. Overall, the 2019 pattern generally follows the average experience over the prior years, although at noticeably lower levels.

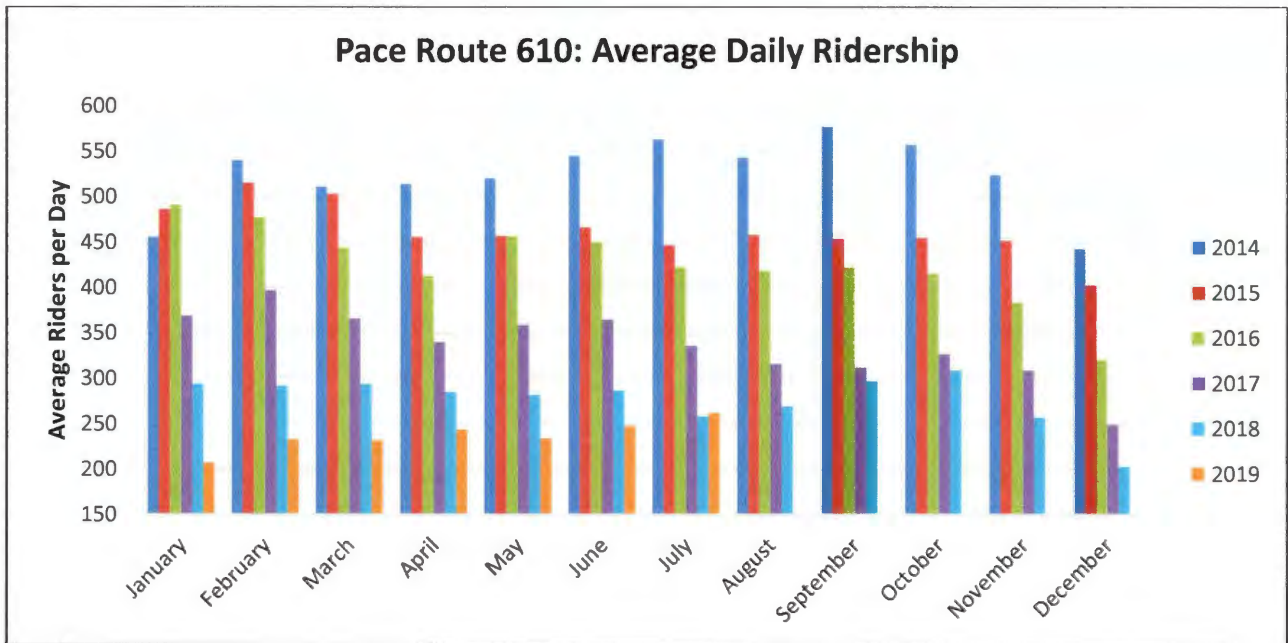
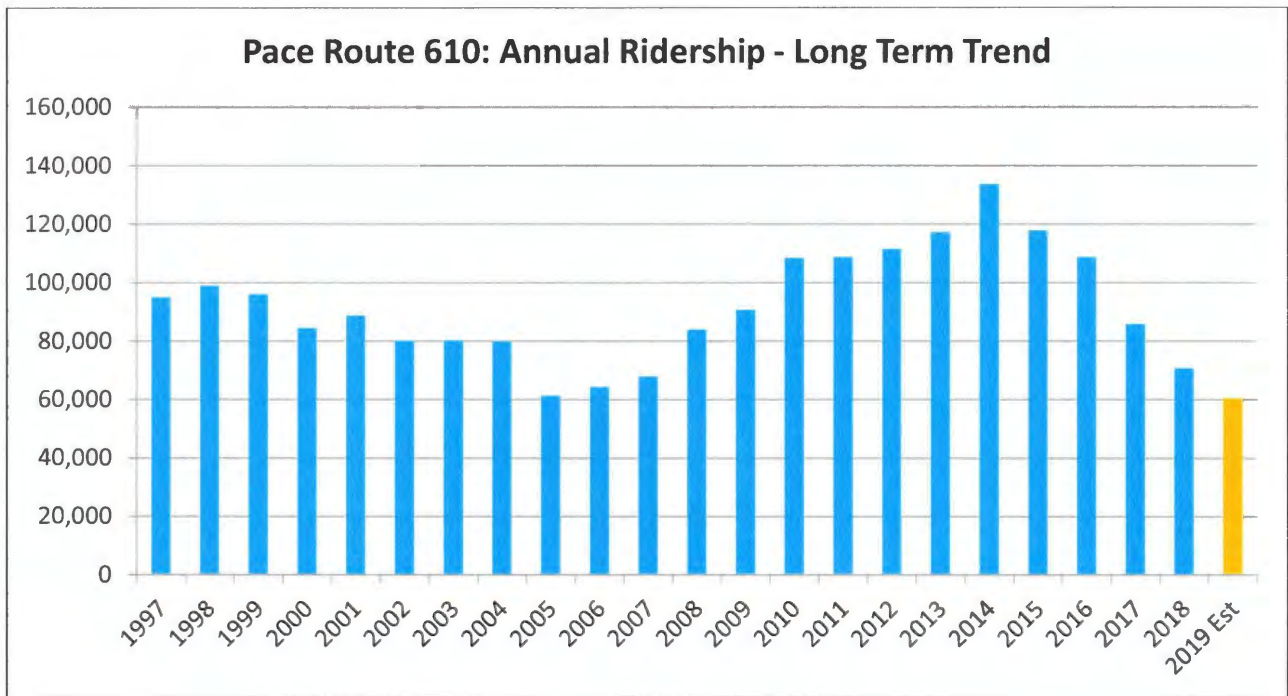
Individual monthly ridership varies based on the numbers of weekdays and Saturdays in given months, weather conditions, and other factors.



◆ **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, a trend which has persisted over the last few years. Some trips on Route 610 were eliminated or combined in 2018 based on the low ridership experienced over the recent past; further modifications may be needed based on the ridership level. 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 is typically around 10 per day. Pace plans to continue this Park-n-Ride while the performance of the new I-90 services is evaluated. 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**

On August 13, 2018, the Pace routes noted below began servicing the Barrington Road transit station along with Route 610. 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 stopping at Barrington Road 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 routes are shown in the tables. Since opening of the Barrington Road station, weekday ridership is substantially higher particularly on Routes 603 and 605 compared to the same month in prior years. Service at the Barrington Road / I-90 station began in August 2018 – the table highlights the months since startup at Barrington Road to allow for comparisons.

Month	Route 603 – Average Weekday					Route 603 – Average Saturday			
	2016	2017	2018	2019		2016	2017	2018	2019
January	-	60	144	234		-	27	76	93
February	-	78	159	269		-	26	81	91
March	-	72	183	275		-	38	96	109
April	-	96	200	296		-	46	85	115
May	-	107	207	305		-	44	93	113
June	-	120	206	306		-	60	102	114
July	-	134	211	312		-	78	103	112
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	

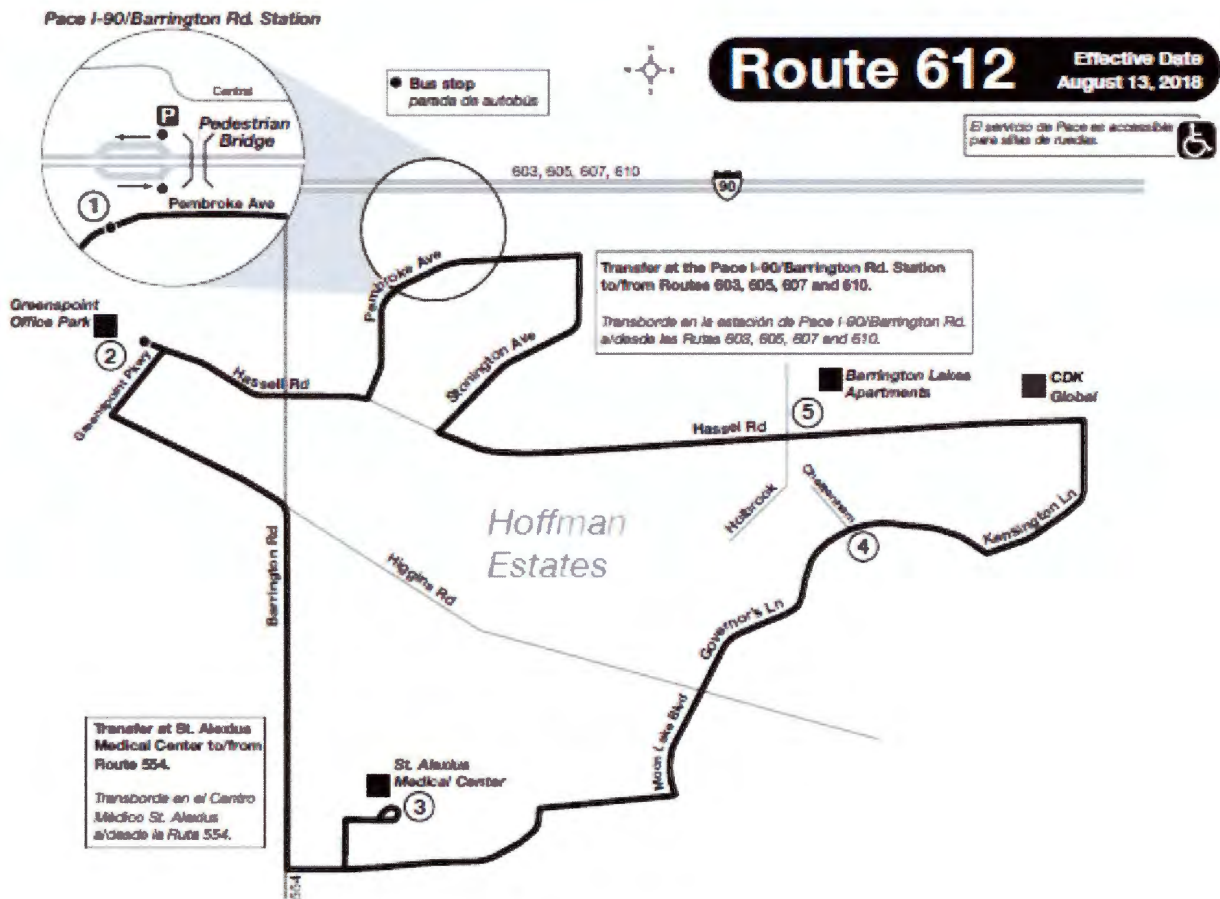
Month	Route 605 – Average Weekday					Route 605 – Average Saturday			
	2016	2017	2018	2019		2016	2017	2018	2019
January	-	68	236	287		-	12	33	45
February	-	88	243	330		-	15	36	49
March	-	105	256	324		-	18	41	64
April	-	115	269	349		-	28	55	68
May	-	142	276	337		-	30	58	63
June	-	154	272	338		-	37	62	60
July	-	193	303	330		-	24	66	63
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	2019		2016	2017	2018	2019
January	-	23	28	55		-	10	12	13
February	-	34	28	66		-	14	14	21
March	-	34	33	55		-	14	15	22

	Route 607 – Average Weekday					Route 607 – Average Saturday			
April	-	49	38	79		-	12	15	17
May	-	41	37	67		-	14	15	20
June	-	32	42	74		-	14	27	23
July	-	44	45	72		-	19	22	23
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	

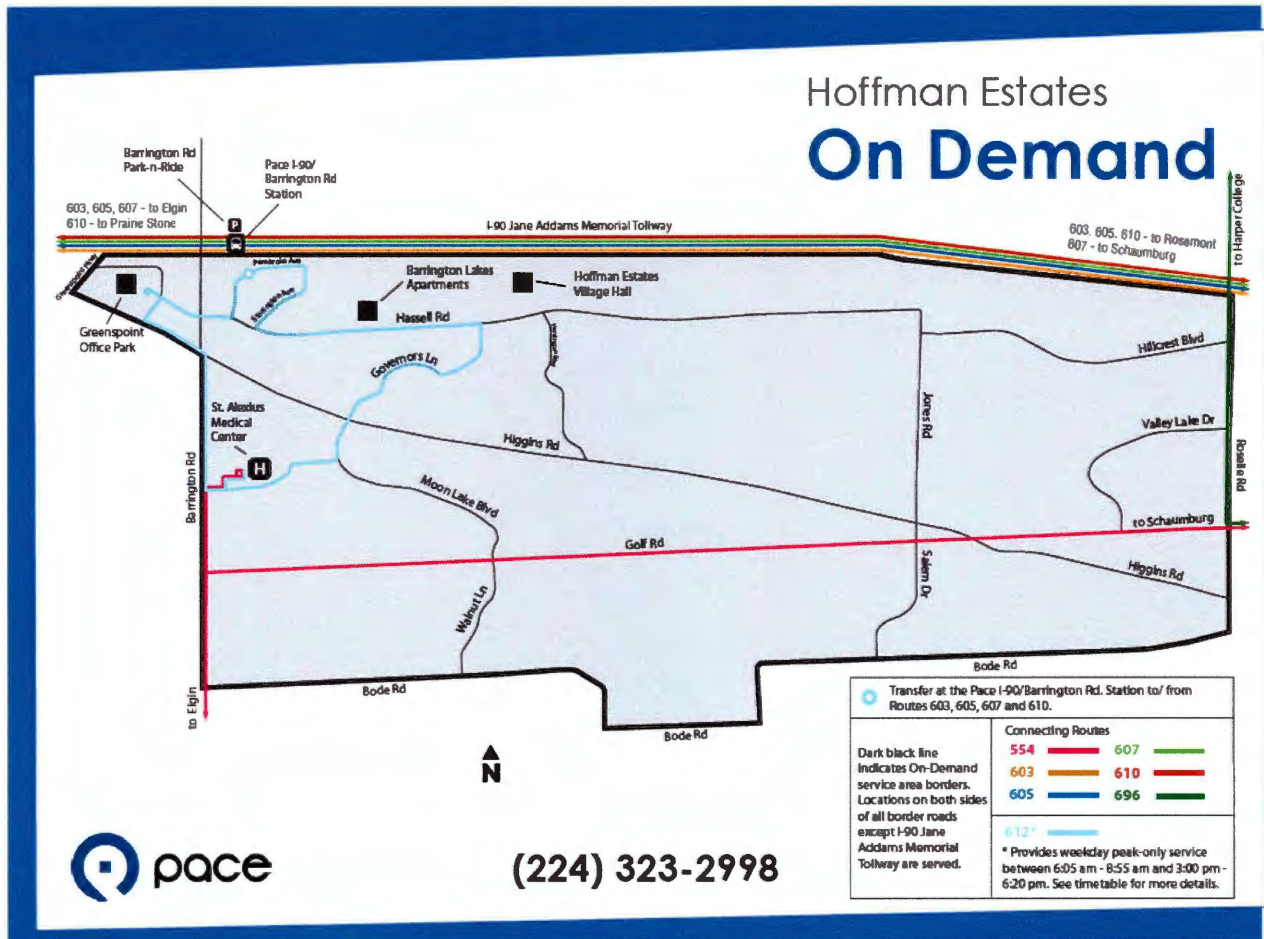
◆ **Pace Route 612 and Hoffman Estates On-Demand**

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 Tax Discount Program were sent information about the On-Demand and I-90 services.



Data from Pace for July 2019 found on average about 8 trips per day made via On-Demand and an average of 9 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

A presentation to the Chicago Section of the American Planning Association was held at Village Hall in mid-May. The interchange development process and associated transit services were the topics of discussion. Village representatives, joined by Illinois Tollway and Pace staff, provided an overview of the evolution of the interchange design, incorporation of transit features, and economic development opportunities in the area of the interchange and transit station at Barrington Road. In April, a meeting with hotel representatives was held at Village Hall. Pace services were one topic of conversation and information on the various routes was shared. Individual visits to each hotel in the Barrington Road corridor were done last fall to present information on the I-90 services at Barrington Road.

An article on transit was in the June *Citizen* covering the On-Demand operation and the I-90 routes. The February 2019 *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 also mentioned the

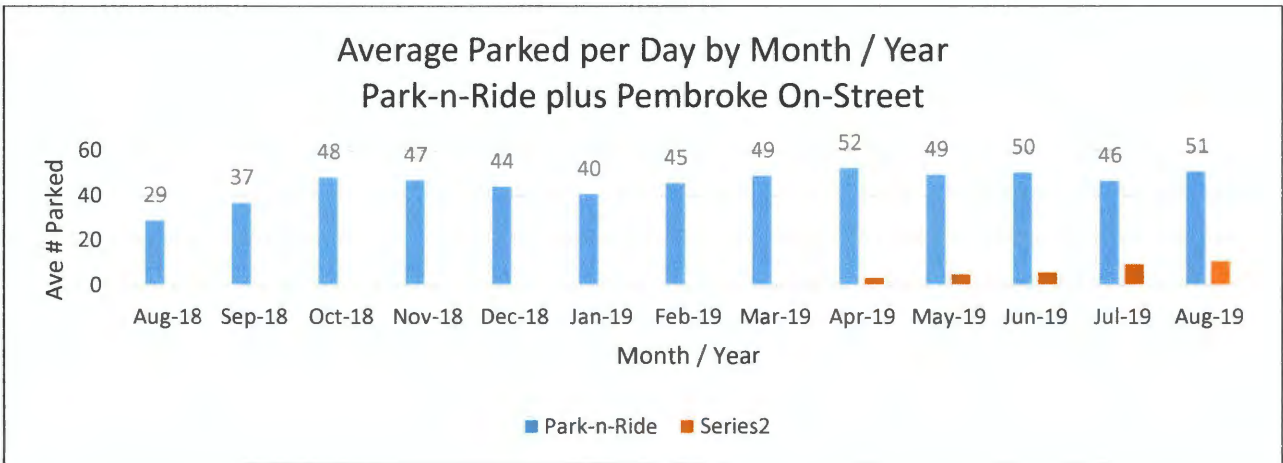
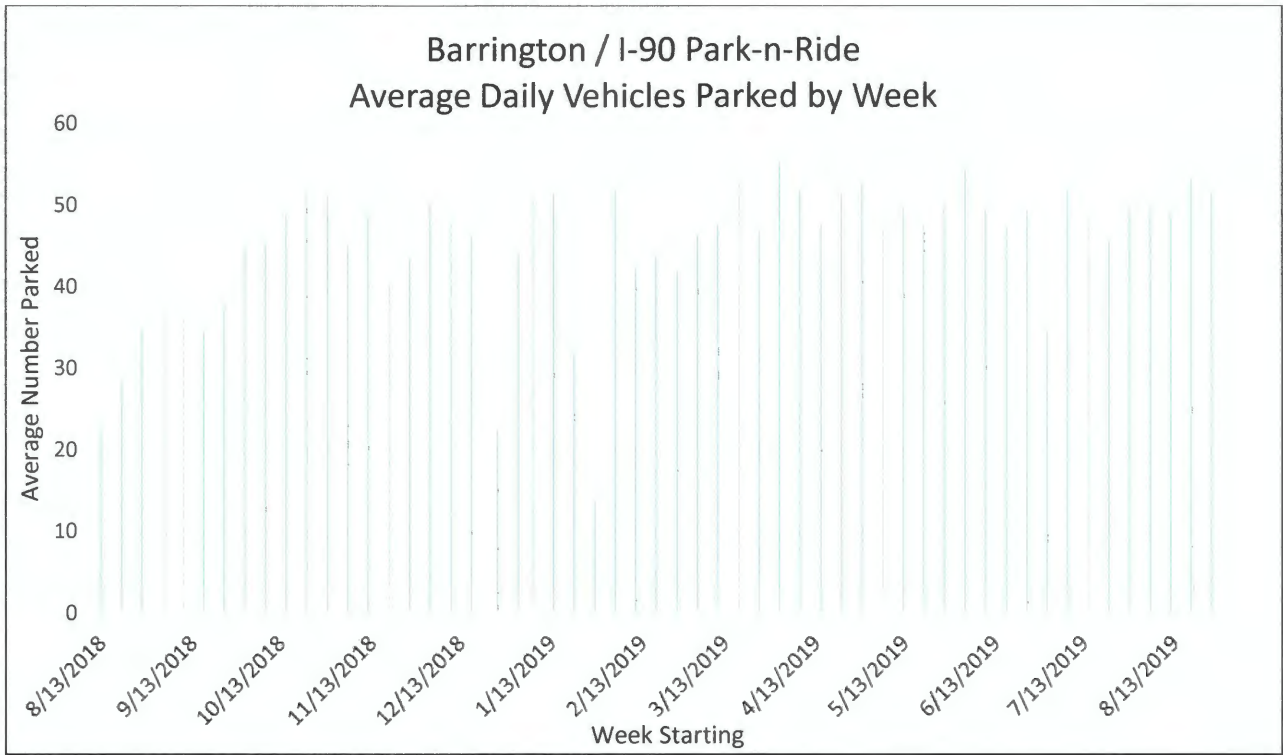
I-90 services and On-Demand option. The November 2018 *Citizen* included an article highlighting the On-Demand service availability. In addition, staff made a presentation on Village transit options at a meeting last December at the Schaumburg Township Library as part of a panel discussion. Staff visited 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 on-site transit meetings to inform employees of their options. Information on the new Pace routes was mailed to all registered participants of the Taxi Discount Program in September 2018. 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. Discussion of performance, options for changes, etc. will be discussed. 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 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 a general average of about 50 parked vehicles on a typical weekday. Mondays and Fridays have lower a number of parkers with higher and more consistent levels of use on Tuesday through Thursday. Some passenger drop-offs and pickups, as well as walking trips to the stations, have been observed. The average number of parked vehicles by week in the Park-n-Ride lot is shown in the graph below followed by a graph of average monthly use. Some parked vehicles of transit users have also been seen on Pembroke Avenue. Drop-offs and pick-ups have been observed on Pembroke too; these will be better served when the Kiss-n-Ride is complete. Severe weather in January and February had significant impacts on transit use throughout the system. These effects are reflected in ridership data and parking lot utilization at the Park-n-Ride. The Village is also coordinating with Pace for construction of a pedestrian crossing on Central Road at the Park-n-Ride entrance to link to the Claire's property. Pace submitted a plan to Cook County permits for review and approval.



Pace’s contractor is nearing completion of the Kiss-n-Ride. Lighting, shelter installation, signing, guardrail, and finishing work still remain. Pace installed temporary bus pads and shelters on Pembroke Avenue last fall at the Kiss-n-Ride location. These will remain in service until the permanent Kiss-n-Ride opens. With the Village’s street project, new sidewalk will be installed on the north side of Pembroke Avenue from the Kiss-n-Ride east to Stonington Avenue and curb ramping will be provided where the path connects to the street.



Pace Kiss-n-Ride Construction – Looking southeast towards Pembroke Avenue

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 after the first winter, options for partnering with Pace for contracted maintenance will be evaluated by Public Works.

COORDINATION

◆ Canadian National – Army Corps of Engineers Permit Application

The Army Corps of Engineers sent a comment letter to the railroad listing all the items which need to be addressed as part of the permit review. Many of items were raised by the Village in previous correspondence to the Army Corps. CN has until mid-September to respond to Army Corps comments. Direct contact between the railroad and commenters has not occurred as far as is known by Village staff. The Army Corps letter was posted to the Village website and notices of its availability were sent to those signed up for the email list. CN previously held a public meeting at Timber Trails School on May 30 to hear comments from residents and other interested parties on their proposal to extend a second track south of Shoe Factory Road. The Village sent notices via mail and email to residents to advise of the meeting and its purpose. CN also notified those who submitted comments to the Army Corps of Engineers on the current permit application. The meeting was well attended and many attendees spoke of their concerns regarding noise, vibration, safety, drainage, environment, etc.

CN's application for an Army Corps permit to extend the siding track south of Shoe Factory Road to create a second mainline track is still under review. Village staff reviewed CN's plans and posted information on the railroad's proposal to the Village website. The Village submitted technical comments to the Army Corps as did many others. Residents were encouraged to review the railroad's proposal, submit their comments to the Army Corps, and contact their elected federal officials. Plans obtained from CN are available for viewing at Village Hall. More information can be found at

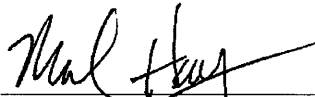
www.hoffmanestates.org/cn. A number of residents have taken advantage of this opportunity. Staff also attended a meeting held at Hanover Township offices last month at which CN representatives heard comments from the public.

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

The latest information can be found on 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.

OTHER ACTIVITIES

- ◆ Traffic data, site plans, and inspections are ongoing for a variety of projects which are in the project development and review stage.
- ◆ Assistance is being provided on reviews of the proposals for the Barrington Road interchange subarea planning study.
- ◆ 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