

*This meeting is being held via telephonic attendance.*

**AGENDA  
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE  
Village of Hoffman Estates  
June 8, 2020**

**Immediately Following General Administration and Personnel**

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

- I. Roll Call**
- II. Approval of Minutes – May 11, 2020**

**NEW BUSINESS**

- 1. Request approval of a:
  - a. third amendment to the Intergovernmental Agreement with Cook County for Shoe Factory Road improvements in an amount of \$266,214.40; and
  - b. third supplement to the Village Phase II design services contract with Civiltech Inc. in the amount of \$203,888.60, for a total not to exceed amount for Phase II design services of \$1,166,795.80.

**REPORTS (INFORMATION ONLY)**

- 1. Transportation Division Monthly Report
- III. President's Report**
  - IV. Other**
  - V. Items in Review**
  - 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](http://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**

May 11, 2020

**I. Roll Call**

**Members in Attendance:**

**Karen Mills, Chair, via Electronic Attendance  
Gary Stanton, Vice-Chair  
Karen Arnet, Trustee, via Electronic Attendance  
Anna Newell, Trustee, via Electronic Attendance  
Gary Pilafas, Trustee, via Electronic Attendance  
Michael Gaeta, Trustee  
Mayor William D. McLeod**

**Management Team Members  
in Attendance:**

**James Norris, Village Manager  
Arthur Janura, Corporation Counsel  
Dan O'Malley, Deputy Village Manager  
Peter Gugliotta, Director of Dev. Services  
Rachel Musiala, Director of Finance  
Patti Cross, Asst. Corporation Counsel**

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

**II. Approval of Minutes**

Motion by Trustee Gaeta, seconded by Trustee Arnet, to approve the Transportation & Road Improvement Committee meeting minutes from April 13, 2020. Roll call vote taken. All ayes. Motion carried.

Motion by Trustee Gaeta, seconded by Trustee Stanton, to approve the Special Transportation & Road Improvement Committee meeting minutes from April 20, 2020. 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.

Mike Hankey addressed the Committee and reported that the Village received an email that IDOT will be doing a distribution of bond funds to be used like MFT funds for street reconstruction. The amount is \$3.4 million to the Village over 3 years, with the first check of \$570,000 being sent to us this week. The Village will have 5 years to spend the funds. Mr. Norris stated that the Village could add Carthage Lane back in if IDOT approves.

There was also discussion about Pace bus routes being reduced or suspended at this time.

**III. President's Report**

Mayor McLeod reported that there is still time for everyone to respond to the census. He reported that on May 5 he attended a drive-by birthday for 7 year old resident Mikayla Ananevicz, on May 6 he virtually attended the NWMC Executive Board meeting, as well as teleconferencing calls with the National League of Cities, Rep. Crespo's weekly call with the hospital, Gov. Pritzker, Cook County Board and Mayor Lightfoot's office.

**IV. Other**

**V. Items in Review**

**VI. Adjournment**

Motion by Trustee Gaeta, seconded by Mayor McLeod, to adjourn the meeting at 7:15 p.m. Roll call vote taken. All ayes. Motion carried.

Minutes submitted by:

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Debbie Schoop, Executive Assistant

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Date

**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Request approval of:

- a. **third amendment to the Intergovernmental Agreement with Cook County for Shoe Factory Road improvements in an amount of \$266,214.40; and**
- b. **third supplement to the Village Phase II design services contract with Civiltech Inc. in the amount of \$203,888.60, for a total not to exceed amount for Phase II design services of \$1,166,795.80.**

**MEETING DATE:** June 8, 2020

**COMMITTEE:** Transportation and Road Improvement Committee

**FROM:** Michael Hankey

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**PURPOSE:** Request approvals of a third amendment to the Intergovernmental Agreement with Cook County and third supplement to the Civiltech design contract for Shoe Factory Road Improvements.

**BACKGROUND:** The Shoe Factory / Beverly Road project being done with Cook County has a very long and complex history. Civiltech was retained by the Village to prepare Phase I and II engineering plans for various improvements to Shoe Factory Road and Beverly Road. The project limits on Shoe Factory Road are from Essex Drive to east of Beverly Road while the work on Beverly Road extends from Shoe Factory Road to Beacon Pointe Drive. The scope of changes includes reconstruction of existing pavement, additional through and turn lanes, landscaped medians, roadway lighting, sidewalk, bicycle path, utility relocations, and drainage improvements. The road work is tied to the Development Agreement originally for University Place and as subsequently amended for the Laufenberger property.

Phase I engineering plans were completed and approved by the County over 10 years ago. Phase II design has gone on for an extended period of time due to additional alignment reviews desired by the County, associated land use discussions, the recession, and a lengthy litigation process regarding the subdivision bond which was a significant portion of the developer's overall obligation for the non-County share of the road design and construction. Following settlement of the litigation in 2018, Civiltech restarted the Phase II design work and now is near completion of final plans. However, due to the time which has elapsed a number of updates and revisions

**BACKGROUND: (Continued)**

to the plans and specifications are required. A third supplement to the Civiltech contract is necessary for completion of the project plan documents. The second contract supplement was approved by the County and Village Boards in 2018. At that same time, an amendment to the intergovernmental agreement (IGA) between the County and Village was approved. With the third supplement to the contract, another IGA amendment is needed.

**DISCUSSION:**

There are two documents presented for review and approval. The first action requested is the third amendment to the IGA with Cook County which covers Phase II design. The second item is the Civiltech supplement for the additional scope of services needed to complete the design plans.

*Third Amendment to IGA*

County staff reviewed the supplemental scope of services prepared by Civiltech and provided comments as did Village staff. The resulting agreement on the scope and distribution of costs and responsibilities provided the framework for the County to draft the third amendment to the original IGA. The IGA amendment includes the costs of prior right of way appraisals which were completed by the Village and for which the County owes the Village a share. The scope, responsibilities, and cost sharing in the amendment reflect the agreement reached between County and Village technical staffs. Approval of the amendment will allow Civiltech to complete its design work and provides the means for the Village to invoice the County for its share of engineering costs. The third amendment to the IGA was reviewed by the County. Village legal staff was provided a copy of the amendment which follows the format of the previously approved amendments. Assuming approval by the Village Board, the amendment will then go to the County Board for its approval in July.

*Third Supplement to Civiltech Design Engineering Contract*

Following discussions with both County and Village staff, Civiltech prepared a third supplemental contract request in March 2020. The scope of work incorporates all County and Village input to this point needed to prepare construction plans and to assist the County with right of way acquisition. Specific items included in the scope include environmental documentation: soil testing; drainage revisions; quantity and plan revisions; review and updating of the pre-final plans, final plans, specifications; additional coordination meetings; previously completed appraisals and review appraisals; and assistance with agreements. Note that the Supplement 3 amount (\$203,888.60) for the Civiltech contract is different than the Amendment 3 amount for the IGA (\$266,214.40). The reason is that the Village paid \$62,325.60 to Civiltech for work they did on right of way appraisals and review of the appraisals. Civiltech has been paid for this work but the County owes the Village a share of this cost which is why the IGA amount for additional design services is higher. As the current design contract is at its limit for the plan development scope of services, the supplement is necessary to allow Civiltech to complete these required tasks.

**FINANCIAL IMPACT:**

The cost sharing ratio was based on items included in the third supplement. The non-County share being funded through developer contributions is about 38% for the third supplement. There are sufficient funds in the Western Corridor account, which includes the Developer's project guarantees, to cover the non-County share of the supplement. The overall project cost will be

**FINANCIAL IMPACT: (Continued)**

determined once right of way acquisition is complete and after the project construction is accepted. It is very likely that the amount of project guarantees will not be sufficient to pay the non-County share of the construction costs. Additional contributions from the landowners of undeveloped property will be required. But until the final plans are complete and updated engineering costs are determined, it is difficult to estimate what that amount will be. Staff has had discussions with representatives of the property owner to advise that there will likely be additional funds required to build the road project.

**RECOMMENDATION:**

Request approval of:

- a. third amendment to the Intergovernmental Agreement with Cook County for the Shoe Factory Road improvements in an amount of \$266,214.40; and
- b. third supplement to the Village Phase II design services contract with Civiltech Inc. in the amount of \$203,888.60, for a total not to exceed amount for Phase II design services of \$1,166,795.80.

Attachments

## THIRD AMENDMENT TO INTERGOVERNMENTAL AGREEMENT

THE COUNTY OF COOK

SHOE FACTORY ROAD

West of Essex Drive to

East of Beverly Road

Section: 06-A6202-01-EG

THE VILLAGE OF HOFFMAN ESTATES

This Third Amendment to Intergovernmental Agreement ("THIRD AMENDMENT") is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2020, by and between the County of Cook, a body politic and corporate of the State of Illinois, acting by and through its Department of Transportation and Highways, (hereinafter called the "COUNTY"), and the Village of Hoffman Estates, (hereinafter called the "VILLAGE"), a municipal corporation of the State of Illinois, individually referred to as "PARTY," and collectively to as "PARTIES."

### RECITALS

**WHEREAS**, the COUNTY and the VILLAGE entered into an Intergovernmental Agreement ("AGREEMENT") on December 19, 2006, First Amendment to Intergovernmental Agreement on November 1, 2012 ("FIRST AMENDMENT"), and Second Amendment to Intergovernmental Agreement on December 12, 2018 ("SECOND AMENDMENT") to establish the responsibilities and costs associated with design engineering services for improvements along Shoe Factory Road from west of Essex drive to east of Beverly Road (herein referred to as the "Project"), (incorporated herein as "EXHIBIT B"); and

**WHEREAS**, the PARTIES wish to amend certain financial provisions in the AGREEMENT as additional scope was identified for the PROJECT, including the following: preparation and submittal of an Environmental Survey Request to the Illinois Department of Transportation and additional soil testing; drainage plan revisions; quantity calculation and plan revisions for Rohrssen Road; additional review and updating of the pre-final and final plans, special provisions and quantities; additional coordination meetings; assistance in the preparation of agreements; and previously completed appraisals and review appraisals.

**WHEREAS**, the COUNTY, by virtue of its powers as set forth in the Counties Code, 55 ILCS 5/1-1 et seq., and the Illinois Highway Code, 605 ILCS 5/1-101 et seq., is authorized to enter into this THIRD AMENDMENT; and

**WHEREAS**, the VILLAGE, by virtue of its powers as set forth in the Illinois Municipal Code, 65 ILCS 5/1-1-1 et seq., is authorized to enter into this THIRD AMENDMENT; and

**WHEREAS**, this THIRD AMENDMENT is further authorized under Article VII, Section 10 of the Illinois Constitution and by the provisions of the Intergovernmental Cooperation Act, 5 ILCS 220/1 et seq.

**NOW, THEREFORE**, in consideration of the aforementioned recitals and the mutual covenants contained herein, the PARTIES hereto agree as follows:

- A. All provisions contained in the original AGREEMENT, FIRST AMENDMENT and SECOND AMENDMENT that are not in conflict with the terms of this THIRD AMENDMENT shall remain in full force and effect.

- B. Article 1, Subsection i of the AGREEMENT is hereby stricken and replaced with the following:

Article 1. "The Village shall". Subsection i:

- i. Bill the COUNTY on a progressive basis for the COUNTY's share of the cost of design engineering for the PROJECT (estimated COUNTY share \$790,064.87) less all amounts previously paid by the COUNTY to the VILLAGE.

- C. Article 2, Subsection b of the AGREEMENT is hereby stricken and replaced with the following:

Article 2. "The COUNTY shall". Subsection b.

- b. Pay its share of the cost of design engineering for the PROJECT less all amounts previously paid by the COUNTY to the VILLAGE as specified in 1.i., within ninety (90) days of invoice by the VILLAGE.

- D. A Revised Funding Breakdown is incorporated into this THIRD AMENDMENT and the AGREEMENT and is attached hereto as REVISED EXHIBIT A. The Revised Funding Breakdown is only an estimate and does not limit the financial obligations of the PARTIES as described herein.

- E. In the event there is a conflict between the terms contained in this document and the attached EXHIBITS, the terms included in this document shall control.

- F. This THIRD AMENDMENT shall become effective upon proper execution by authorized signatories of the PARTIES and shall remain in effect until the AGREEMENT is terminated by both PARTIES in writing.

- G. This THIRD AMENDMENT may be executed in two (2) or more counterparts, each of which shall be deemed an original and all of which shall be deemed one and the same instrument.

- H. This THIRD AMENDMENT shall be binding upon and inure to the benefit of the PARTIES hereto and their respective successors and assigns.

- I. The introductory recitals included at the beginning of this THIRD AMENDMENT are agreed to and incorporated into this THIRD AMENDMENT.

- J. Relocation costs will not be included in this THIRD AMENDMENT and likely be handled with a separate agreement directly with the utilities companies.

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THIRD AMENDMENT TO INTERGOVERNMENTAL AGREEMENT  
SHOE FACTORY ROAD  
West of Essex Drive to east of Beverly Road  
Sections: 06-A6202-01-EG

**IN WITNESS WHEREOF**, the COUNTY and VILLAGE have caused this AMENDMENT to be executed by their respective officials on the dates as shown.

EXECUTED BY THE VILLAGE OF HOFFMAN ESTATES:

\_\_\_\_\_  
William D. McLeod  
Mayor

This \_\_\_\_ day of \_\_\_\_\_ A.D. 2020. (SEAL)

ATTEST: \_\_\_\_\_  
Village Clerk

EXECUTED BY COUNTY:

\_\_\_\_\_  
Toni Preckwinkle  
President  
Cook County Board of Commissioners

This \_\_\_\_ day of \_\_\_\_\_ A.D. 2020. (SEAL)

ATTEST: \_\_\_\_\_  
County Clerk

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RECOMMENDED BY:

APPROVED AS TO FORM:  
Kimberly M. Foxx, State's Attorney

\_\_\_\_\_  
John Yonan, P.E.  
Superintendent  
County of Cook  
Department of Transportation and Highways

\_\_\_\_\_  
Assistant State's Attorney

**EXHIBIT A**  
**Funding Breakdown**

<b>ITEM</b>	<b>ESTIMATED TOTAL COST</b>	<b>VILLAGE SHARE</b>	<b>COUNTY SHARE</b>
Original Agreement Design Engineering costs (12-19-06), First Amendment Design Engineering costs (11-1-12), and Second Amendment Design Engineering costs (12-12-18)	\$962,907.20	\$338,717.27	\$624,189.93
Additional Design Engineering costs (6-01-20)	\$266,214.40	\$100,339.46	\$165,874.94
<b>TOTAL</b>	<b>\$1,229,121.60</b>	<b>\$439,056.73</b>	<b>\$790,064.87</b>

## INTERGOVERNMENTAL AGREEMENT

THE COUNTY OF COOK

SHOE FACTORY ROAD  
west of Essex Drive to  
east of Beverly Road  
Section: 06-A6202-01-EG

THE VILLAGE OF HOFFMAN ESTATES

**This Agreement**, made and entered into by and between the COUNTY OF COOK, a body politic and corporate of the State of Illinois, hereinafter called "COUNTY", and the VILLAGE OF HOFFMAN ESTATES, a body politic and corporate in the State of Illinois, hereinafter called "VILLAGE".

### WITNESSETH

**Whereas**, the COUNTY is desirous of improving Shoe Factory Road from west of Essex Drive to east of Beverly Road, hereinafter PROJECT; and,

**Whereas**, the VILLAGE is requesting that certain additional improvements be made along Shoe Factory Road in coordination with planned/anticipated adjacent land uses; and,

**Whereas**, it is in the mutual best interest of the parties hereto to incorporate their work into a single improvement; and,

**Whereas**, the VILLAGE has offered to be the lead for design engineering of the PROJECT, as outlined in a Letter of Understanding dated July 19, 2006 and incorporated herein by reference, said PROJECT to be constructed by the COUNTY is described as: the reconstruction and widening of Shoe Factory Road from approximately 1,100 feet west of Essex Drive to approximately 1,000 feet east of Beverly Road, including the relocation of the Shoe Factory Road intersection with Rohrssen Road to the north by approximately 150 feet; the reconstruction and widening of approximately 1,200 feet of Beverly Road to the north of Shoe Factory Road; and, the reconstruction and widening of approximately 800 feet of Rohrssen Road to the south of Shoe Factory Road. The intersection improvements are generally described as follows:

Shoe Factory Road/Beverly Road:

- 2 westbound through lanes (1 through lane, 1 shared through/right turn lane)
- dual southbound right turn lanes
- dual eastbound left turn lanes and a second northbound receiving lane
- new traffic signal installation

Shoe Factory Road/Rohrssen Road:

- 2 westbound through lanes and 1 westbound left turn lane
- 2 eastbound through lanes and 1 eastbound left turn lane
- northbound exclusive right turn lane
- new traffic signal installation

The proposed roadway improvements will provide 2-12' lanes in each direction, separated by a roadway median (physical, landscaped or flush) with B-6.24 curb and gutter and enclosed drainage system, street lighting, signing, pavement marking, landscaping and traffic control as may be required; and,

**Whereas**, the COUNTY and the VILLAGE, by this instrument, desire to establish their respective obligations and responsibilities toward design engineering of the PROJECT.

**Now, Therefore,** in consideration of the mutual covenants contained herein and the above recitals and other good and valuable considerations, the parties hereto agree as follows:

- 1) The VILLAGE shall:
  - a) secure COUNTY approval of an engineering consultant contract proposal (estimated cost \$428,469.00) to prepare construction design plans, estimates and specifications and right-of-way requirements and documents as further described herein, including temporary and permanent easements, in a format acceptable to the COUNTY, for the PROJECT;
  - b) pay thirty-four (34%) percent of the cost for design engineering for the PROJECT, (estimated VILLAGE share \$145,679.00);
  - c) have the COUNTY participate in plan development and review of plan submittals by VILLAGE consultant and await COUNTY approval of Final plans before closing its contract with the design engineer;
  - d) as part of plan development, delineate new right-of-way and easements required for the PROJECT, including the accommodation of relocated utilities and storm water conveyance, make the necessary surveys, prepare plats and legal descriptions to secure these parcels and subject to COUNTY review and approval. The VILLAGE will secure right-of-way from parcels within the control of existing/planned developments (north of Shoe Factory Road between Essex Drive and Beverly Road). For other parcels outside the VILLAGE, delineate new right-of-way required for the PROJECT, including temporary easements, and subject to COUNTY review and approval, make the necessary surveys and prepare plats and legal descriptions for COUNTY use in securing these right-of-way parcels. Bill the COUNTY for sixty-six (66%) percent of the costs for said right-of-way work, based upon COUNTY approved expenditures by VILLAGE;
  - e) require that necessary storm water detention for the PROJECT be provided for in offsite detention ponds to be built as part of planned developments. Drainage easements, for the purpose of conveying roadway drainage to the detention ponds and/or overflow routes, will be granted to/secured by the VILLAGE, at no expense to the COUNTY. The VILLAGE, or its designee, will be responsible for maintaining the detention ponds, conveyance sewers/structures and overflow routes necessary to accommodate storm drainage of Shoe Factory Road improvements. If VILLAGE designee, the VILLAGE will ensure maintenance and operation of the ponds and appurtenances as a condition of site approval, including easements;
  - f) dedicate to the COUNTY any right-of-way needed from VILLAGE owned parcels, at no expense to COUNTY;
  - g) provide to the COUNTY the approved Final construction plans, estimates, bill of materials and specifications, said submittal to consist of the original tracings and sixty (60) copies of plans suitable for use in securing bids, engineer's estimate, and specifications other than COUNTY's (the VILLAGE will retain all supporting backup documents);
  - h) pay for its share of the cost for design engineering for VILLAGE infrastructure included in the PROJECT, said items including, but not limited to, new street lighting along Beverly Road, sidewalk, water main, bike path, tree planting and sanitary sewer;

- i) bill the COUNTY for sixty-six (66%) percent of the PROJECT design engineering costs (estimated COUNTY share \$282,790.00) as follows: the first (equal to 50% of COUNTY share), thirty days after VILLAGE approval of the design engineering contract; and on a progressive basis thereafter, following expenditure of the initial 50% of COUNTY share;
  - j) pay to COUNTY one hundred (100%) percent of the right-of-way acquisition costs for new PROJECT right-of-way secured by COUNTY along the east side of Rohrssen Road, upon notice from the COUNTY following award of the PROJECT; and,
  - k) coordinate and control public notification of the PROJECT scope, timing and duration.
- 2) The COUNTY shall:
- a) approve VILLAGE's design engineering contract proposal, review and approve plans prepared by the VILLAGE;
  - b) pay sixty-six (66%) percent of the PROJECT design engineering costs (estimated COUNTY share \$282,790.00) as specified in 1.i. hereinbefore, when invoiced by the VILLAGE;
  - c) review and approve VILLAGE's right-of-way and temporary easement acquisitions, plats and legal descriptions, and legal fees; and, following receipt and approval of itemized expenses, pay sixty-six (66%) percent of VILLAGE's costs for preparation of plats and legal descriptions, including legal fees, said payments to be made when invoiced by VILLAGE;
  - d) secure necessary PROJECT right-of-way from parcels not within VILLAGE, at no expense to VILLAGE, following receipt of final plats and legal descriptions from VILLAGE;
  - e) secure necessary PROJECT right-of-way required along the east side of Rohrssen Road, at VILLAGE expense, following receipt of final plats and legal descriptions from VILLAGE;
  - f) bill the VILLAGE for one hundred (100%) percent of the right-of-way acquisition costs incurred for PROJECT right-of-way along the east side of Rohrssen Road; and,
  - g) assist the VILLAGE with the determination, evaluation, coordination and/or relocation of utilities impacted by the PROJECT, including verification/confirmation of "prior rights". Utilities within the public right-of-way impacted by the PROJECT will be required to relocate at utility expense.
- 3) The COUNTY and the VILLAGE further agree that their respective successors and assigns shall be bound by the terms of this Agreement.

**(Signature Page Follows)**

IN WITNESS WHEREOF, the COUNTY and VILLAGE have caused this Agreement to be executed by their respective officials on the dates as shown.

EXECUTED BY COUNTY:

Todd A. Jones  
President  
Board of County Commissioners  
Cook County, Illinois

EXECUTED BY  
VILLAGE OF HOFFMAN ESTATES:

William D. McLeod  
William D. McLeod  
President

ATTEST: David Orr  
APPROVED BY BOARD OF  
COOK COUNTY COMMISSIONERS

ATTEST: Virginia Mary Hoyle  
Village Clerk

This 19<sup>th</sup> day of December, 2006.

This 27<sup>th</sup> day of November, 2006.

COM \_\_\_\_\_  
(SEAL)

(SEAL)

RECOMMENDED BY:  
Wally K...  
Superintendent of Highways

APPROVED AS TO FORM:  
Richard Devine, State's Attorney  
By: M. Costello  
Assistant State's Attorney

I, DAVID D. ORR, County Clerk of Cook County, in the State of Illinois, aforesaid and keeper of the records and files of said Cook County, do hereby certify that The Board of Commissioners of the County of Cook, at their regular meeting held on December 19, 2006, passed the following Resolution:

**RESOLUTION**

**RESOLVED**, that the President of the Board of Commissioners of Cook County, Illinois, on behalf of the County of Cook, is hereby authorized and directed by the Members of said Board, to execute by original signature or his authorized signature stamp, two (2) copies of an Intergovernmental Agreement between the County and the Village of Hoffman Estates, attached, wherein the Village will direct the preparation of construction design plans, estimates and specifications and right-of-way requirements and documents for an improvement of Shoe Factory Road (County Highway A62) from west of Essex Drive to east of Beverly Road; the County of Cook will pay sixty-six (66%) percent of the design engineering costs (total estimated cost \$428,469.00) under County Section: 06-A6202-01-EG (County estimated cost \$282,790.00); and, the Department of Highways is authorized and directed to return an executed copy of this Resolution with Agreement to the Village of Hoffman Estates.

All of which appears from the record and files of my office.

**IN WITNESS WHEREOF**, I have hereunto set my hand and affixed the SEAL of said County at my office in the City of Chicago, in said County, this 19<sup>th</sup> day of December A.D. 2006.

APPROVED BY BOARD OF  
COOK COUNTY COMMISSIONERS

(SEAL)

DEC 19 2006

COM



COUNTY CLERK

**FIRST AMENDMENT TO INTERGOVERNMENTAL AGREEMENT**

THE COUNTY OF COOK

VILLAGE OF HOFFMAN ESTATES

SHOE FACTORY ROAD  
west of Essex Drive to  
east of Beverly Road  
Section: 06-A6202-01-EG

**This FIRST AMENDMENT to Intergovernmental Agreement**, is made and entered into by and between the COUNTY OF COOK, a body politic and corporate of the State of Illinois, hereinafter called "COUNTY" and the VILLAGE OF HOFFMAN ESTATES, a municipal corporation in the State of Illinois, hereinafter called "VILLAGE". The COUNTY and the VILLAGE are collectively referred to as the "PARTIES"

**WITNESSETH**

**Whereas**, the PARTIES entered into an Intergovernmental Agreement for design engineering for improvements along Shoe Factory Road from west of Essex Drive to east of Beverly Road (hereinafter called PROJECT), which was effective on December 19, 2006, hereinafter referred to as "AGREEMENT";

**Whereas**, the AGREEMENT specified the costs and obligations for design engineering for the improvements, originally estimated to cost the COUNTY Two Hundred Eighty-Two Thousand Seven Hundred Ninety Dollars (\$282,790.00) as its participatory sixty-six (66%) percent share; and

**Whereas**, the COUNTY has requested additional design engineering services related to the PROJECT which are not included in the original AGREEMENT. The additional engineering services shall include, but are not limited to: concept plan development, meetings, supplemental cost estimating, 2010 alignment alternatives review, (interim) drainage design, right-of-way coordination, various plan revisions, supplemental survey and right-of-way documents; and

**Whereas**, the VILLAGE intends to expand the scope of work in the consultant engineering agreement to include said additional engineering services; and

**Whereas**, the VILLAGE and COUNTY desire to amend the AGREEMENT to modify the original cost estimate to account for the additional engineering services, and such additional services are estimated to cost a total of One Hundred Thirty-Eight Thousand Seven Hundred Twenty-Six and 20/100 Dollars (\$138,726.20); and

**Whereas**, the COUNTY's share of the additional engineering services shall be Eighty Thousand Two Hundred Thirty and 01/100 Dollars (\$80,230.01); and

**Whereas**, the total estimated cost to the COUNTY under the AGREEMENT is now Three Hundred Sixty-Three Thousand Twenty and 01/100 Dollars (\$363,020.01); and

**Whereas**, the COUNTY previously issued payments to the VILLAGE under the AGREEMENT and these additional payments shall reduce the COUNTY'S total payment obligation; and

**Now, Therefore**, in consideration of the promises and mutual undertakings herein set forth, the parties agree to amend the AGREEMENT as follows:



**It is mutually agreed that the above Recitals are incorporated herein and made part hereof.**

**I. MODIFICATIONS TO AGREEMENT**

**The following modification is made to Article 1. "The VILLAGE shall".**

- **Subsection i.** is amended to read as follows:
  - i. bill the COUNTY on a progressive basis for its share of the cost of design engineering for the PROJECT (estimated COUNTY share \$363,020.01) less all amounts previously paid by the COUNTY to the VILLAGE;

**The following modification is made to Article 2. "The COUNTY shall".**

- **Subsection b.** is amended to read as follows:
  - b. pay its share of the cost of design engineering for the PROJECT less all amounts previously paid by the COUNTY to the VILLAGE as specified in 1.i., within ninety (90) days of invoice by the VILLAGE;

**The following exhibit provision is added to the AGREEMENT as Article 4., as follows:**

4. A Supplement No. 1 Summary Table (dated June 11, 2012) is incorporated and attached hereto as Exhibit A. The Summary Table is only an estimate and does not limit the financial obligations of the Parties as described in Articles 1. and 2. herein.

**The following termination provision is added to the AGREEMENT as Article 5., as follows:**

5. This AGREEMENT shall be effective when approved and executed by the PARTIES on the date last signed on the execution page. This AGREEMENT shall be in effect for thirty-six (36) months after proper execution, unless the PARTIES mutually agree to extend the term in writing.

**II. EFFECT OF FIRST AMENDMENT**

This First Amendment forms a part of and supplements the requirements of the AGREEMENT. All other provisions of the AGREEMENT not specifically addressed in this First Amendment shall remain in effect and unaltered. This First Amendment is subject to all terms and conditions applicable to the AGREEMENT except as expressly provided in this First Amendment. The COUNTY and VILLAGE agree that their respective successors and assigns shall be bound by the terms of this First Amendment.

**III. EFFECTIVE DATES OF AMENDMENT/DURATION OF AGREEMENT**

This Amendment shall be effective upon proper execution by authorized signatories of the parties and shall continue in effect until the AGREEMENT expires or is terminated.

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FIRST AMENDMENT TO AGREEMENT  
SHOE FACTORY ROAD  
west of Essex Drive to east of Beverly Road  
Section: 06-A6202-01-EG

IN WITNESS WHEREOF, the COUNTY and VILLAGE have caused this Amendment to be executed by their respective officials on the dates as shown.

EXECUTED BY VILLAGE OF HOFFMAN ESTATES:

William D. McLeod  
William D. McLeod, President

This 11<sup>th</sup> day of Sept. A.D. 2012.

ATTEST: Jean Roman  
Village Clerk

(SEAL)

EXECUTED BY COUNTY:

Toni Preckwinkle  
Toni Preckwinkle  
President  
Board of County Commissioners

This 1<sup>st</sup> day of November A.D. 2012.

ATTEST: David Orr  
County Clerk

(SEAL)

APPROVED BY BOARD OF  
COOK COUNTY COMMISSIONERS

NOV 01 2012

COM \_\_\_\_\_

RECOMMENDED BY:

John Gunn  
Superintendent of Highways

APPROVED AS TO FORM:

Anita Alvarez, State's Attorney

By: Julia Cherny  
Assistant State's Attorney

I, DAVID D. ORR, County Clerk of Cook County, in the State of Illinois aforesaid and keeper of the records and files of said Cook County, do hereby certify that The Board of Commissioners of The County of Cook, at their regular meeting held on November 1, 2012, passed the following Resolution:

**12-R-  
RESOLUTION**

**Sponsored by**

**THE HONORABLE TONI PRECKWINKLE**

**PRESIDENT OF THE COOK COUNTY BOARD OF COMMISSIONERS**

**RESOLVED**, by the members of The Board of Commissioners of Cook County, Illinois, on behalf of the County of Cook, to authorize and direct its President to execute, by original signature or his authorized signature stamp, two (2) copies of a First Amendment to Intergovernmental Agreement with the Village of Hoffman Estates, said Amendment attached, wherein the Village is Lead Agency for design engineering along Shoe Factory Road and said Agreement is amended to increase the County's participatory share of costs for the design engineering, not to exceed \$363,020.01 (originally estimated as \$282,790.00), Section: 06-A6202-01-EG; and, the Department of Highways is directed to take the necessary actions called for under the terms of the Amendment and is further directed to return one executed copy of said Amendment with this Resolution attached to the Village of Hoffman Estates to evidence the formal Agreement hereby resulting, and be bound by the terms thereof on behalf of the County.

All of which appears from the records and files of my office.

**IN WITNESS WHEREOF** I have hereunto set my hand and affixed the SEAL of said County at my office in the City of Chicago, in said County, this 1<sup>st</sup> day of November A.D. 2012.

(SEAL)



County Clerk



EXHIBIT A

Shoe Factory Road Phase II Engineering Supplement No. 1 Summary Table  
June 11, 2012

<u>Item No.</u>	<u>Item Description</u>	<u>Village Share</u>	<u>County Share</u>	<u>Total</u>
A1	Concept Plan Development		\$ 14,967.65	\$ 14,967.65
A2	Meetings	\$ 1,796.71	\$ 10,785.29	\$ 12,582.00
A3	Supplemental Cost Estimating	\$ 2,546.53	\$ 4,943.27	\$ 7,489.80
A4	2010 Allgnment Alternatives Review		\$ 8,475.30	\$ 8,475.30
A5	Drainage Design	\$ 10,052.10	\$ 10,052.10	\$ 20,104.20
A6	Right-of-Way Coordination	\$ 2,790.72	\$ 5,417.28	\$ 8,208.00
A7	Various Plan Revisions	\$ 3,547.80	\$ 3,153.60	\$ 6,701.40
B1	Supplemental Survey	\$ 8,609.32	\$ 8,609.32	\$ 17,218.64
B2	Right-of-Way Documents	\$ 29,153.01	\$ 13,826.20	\$ 42,979.21
	<b>Total:</b>	<b>\$ 58,496.19</b>	<b>\$ 80,230.01</b>	<b>\$ 138,726.20</b>

## SECOND AMENDMENT TO INTERGOVERNMENTAL AGREEMENT

THE COUNTY OF COOK

SHOE FACTORY ROAD

West of Essex Drive to

East of Beverly Road

THE VILLAGE OF HOFFMAN ESTATES

Section: 06-A6202-01-EG

This Second Amendment to Intergovernmental Agreement ("AMENDMENT") is entered into this 12 day of DEC., 2018, by and between the County of Cook, a body politic and corporate of the State of Illinois, acting by and through its Department of Transportation and Highways, (hereinafter called the "COUNTY"), and the Village of Hoffman Estates, (hereinafter called the "VILLAGE"), a municipal corporation of the State of Illinois, individually referred to as "PARTY," and collectively to as "PARTIES."

### RECITALS

**WHEREAS**, the COUNTY and the VILLAGE entered into an Intergovernmental Agreement ("AGREEMENT") on December 19, 2006 and First Amendment to Intergovernmental Agreement on November 1, 2012 to establish the responsibilities and costs associated with a design engineering services for improvements along Shoe Factory Road from west of Essex Drive to east of Beverly Road (herein referred to as the "PROJECT"), (incorporated herein as "EXHIBIT B"); and

**WHEREAS**, the PARTIES wish to amend certain financial provisions in the AGREEMENT as additional scope was identified for the PROJECT, including traffic update, land acquisition coordination, plat of highway revisions, preparation of final plans, special provisions, estimates, traffic signal plans for Shoe Factory Road and Essex Drive, project coordination and permits, utility coordination, Metropolitan Water Reclamation District permitting, wetland report and drainage calculation revisions; and

**WHEREAS**, a cooperative AMENDMENT is appropriate and such an AMENDMENT is authorized under Article VII, Section 10 of the Illinois Constitution and the Intergovernmental Cooperation Act, 5 ILCS 220/1 *et seq.*; and

**NOW, THEREFORE**, in consideration of the aforementioned recitals and the mutual covenants contained herein, the PARTIES hereto agree as follows:

### AGREEMENT

- A. All provisions contained in the original AGREEMENT that are not in conflict with this AMENDMENT shall remain in full force and effect.
- B. Article 1, Subsection i of the AGREEMENT is hereby stricken and replaced with the following:

Article 1. "The Village shall". Subsection i:

- i. Bill the COUNTY on a progressive basis for its share of the cost of design engineering for the PROJECT (estimated COUNTY share \$624,189.93) less all amounts previously paid by the COUNTY to the VILLAGE.

- C. Article 2, Subsection b of the AGREEMENT is hereby stricken and replaced with the following:

Article 2. "The COUNTY shall". Subsection b.

- b. Pay its share of the cost of design engineering for the PROJECT less all amounts previously paid by the COUNTY to the VILLAGE as specified in 1.i., within ninety (90) days of invoice by the VILLAGE.
- D. A Revised Funding Breakdown is incorporated into this AMENDMENT and the AGREEMENT and is attached hereto as REVISED EXHIBIT A. The Revised Funding Breakdown is only an estimate and does not limit the financial obligations of the PARTIES as described herein.
- E. In the event there is a conflict between the terms contained in this document and the attached EXHIBITS, the terms included in this document shall control.
- F. This AMENDMENT shall become effective upon proper execution by authorized signatories of the PARTIES and shall remain in effect until the AGREEMENT is terminated by both PARTIES in writing.
- G. This AMENDMENT may be executed in two (2) or more counterparts, each of which shall be deemed an original and all of which shall be deemed one and the same instrument.
- H. This AMENDMENT shall be binding upon and inure to the benefit of the PARTIES hereto and their respective successors and assigns.
- I. The introductory recitals included at the beginning of this AMENDMENT are agreed to and incorporated into this AMENDMENT.
- J. EFFECT OF SECOND AMENDMENT

This Second Amendment forms a part of and supplements the requirements of the AGREEMENT. All other provisions of the AGREEMENT not specifically addressed in this Second Amendment shall remain in effect and unaltered. This Second Amendment is subject to all terms and conditions applicable to the AGREEMENT except as expressly provided in this Second Amendment. The COUNTY and VILLAGE agree that their respective successors and assigns shall be bound by the terms of this Second Amendment.

**THE REMAINDER OF THIS PAGE IS INTENTIONALLY BLANK**

SECOND AMENDMENT TO INTERGOVERNMENTAL AGREEMENT  
SHOE FACTORY ROAD  
west of Essex Drive to east of Beverly Road  
Section: 06-A6202-01-EG

IN WITNESS WHEREOF, the COUNTY and VILLAGE have caused this AMENDMENT to be executed by their respective officials on the dates as shown.

EXECUTED BY THE VILLAGE OF HOFFMAN ESTATES:

William D. McLeod  
William D. McLeod  
Mayor

This 19<sup>th</sup> day of September A.D. 2018.

(SEAL)

ATTEST: B. Remaroff  
Village Clerk

EXECUTED BY COUNTY:

Toni Preckwinkle  
Toni Preckwinkle  
President  
Cook County Board of Commissioners

This 12 day of DEC. A.D. 2018

APPROVED BY THE BOARD OF  
COOK COUNTY COMMISSIONERS

DEC 12 2018

COM. \_\_\_\_\_

(SEAL)

ATTEST: Kenneth Garberough  
County Clerk

RECOMMENDED BY:

John Yonan  
John Yonan, P.E.  
Superintendent  
County of Cook  
Department of Transportation and Highways

APPROVED AS TO FORM:

Kimberly M. Fbxx, State's Attorney

Kimberly M. Fbxx  
Assistant State's Attorney

*KAREN A. YARBROUGH*

I, \_\_\_\_\_, County Clerk of Cook County, in the State of Illinois aforesaid and keeper of the records and files of said Cook County, do hereby certify that The Board of Commissioners of The County of Cook, at their regular meeting held on December 12, 2018, passed the following Resolution:

**18-R-  
RESOLUTION**

**Sponsored by**

**THE HONORABLE TONI PRECKWINKLE**

**PRESIDENT OF THE COOK COUNTY BOARD OF COMMISSIONERS**

**RESOLVED**, by the members of The Board of Commissioners of Cook County, Illinois, on behalf of the County of Cook, to authorize and direct its President to execute, by original signature or his authorized signature stamp, two (2) copies of a Second Amendment to Intergovernmental Agreement with the Village of Hoffman Estates, said Amendment attached, wherein the Village is Lead Agency for design engineering along Shoe Factory Road and said Agreement is amended to increase the County's participatory share of costs for the design engineering, not to exceed \$624,189.93 (originally estimated as \$363,020.01), Section: 06-A6202-01-EG; and, the Department of Transportation and Highways is directed to take the necessary actions called for under the terms of the Amendment and is further directed to return one executed copy of said Amendment with this Resolution attached to the Village of Hoffman Estates to evidence the formal Agreement hereby resulting, and be bound by the terms thereof on behalf of the County.

All of which appears from the records and files of my office.

APPROVED BY THE BOARD OF  
COOK COUNTY COMMISSIONERS

DEC 12 2018

COM \_\_\_\_\_

(SEAL)

**IN WITNESS WHEREOF** I have hereunto set my hand and affixed the SEAL of said County at my office in the City of Chicago, in said County, this 12<sup>th</sup> day of December A.D. 2018.

*Karen A. Yarbrough*

County Clerk



**REVISED EXHIBIT A**

**Funding Breakdown**

<b>ITEM</b>	<b>ESTIMATED TOTAL COST</b>	<b>VILAGE COST</b>	<b>COUNTY COST</b>
Original Agreement Design Engineering costs (12-19-06) and First Amendment Design Engineering costs (11-1-12)	\$567,195.20	\$204,175.19	\$363,020.01
Additional Design Engineering costs (5-25-18)	\$395,712.00	\$134,542.08	\$261,169.92
<b>TOTAL</b>	<b>\$962,907.20</b>	<b>\$338,717.27</b>	<b>\$624,189.93</b>

# TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

## JUNE 2020 MONTHLY REPORT

### ROAD PROJECTS

#### ◆ **Barrington Road Interchange**

As 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 in Fall 2019 which still needs to be addressed by the contractor. The Tollway's construction project manager will coordinate this work but to date has made no progress. The path lights in the southeast quadrant and those in the pedestrian underpass of the south ramp are being addressed by Pace but still have not been installed. Contractors are working on plans to provide the needed electrical connections. Reconciliation of all costs related to the interchange will require detailed reviews, which will occur once there is agreement on accepting all the improvements identified in the intergovernmental agreement under Village maintenance in the interchange area. Completion of Village punch list items is a requirement for finalizing all costs.

#### ◆ **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, 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. And the Beverly Road path ties into the *Invest in Cook* path project currently in Phase I engineering.

On the agenda this month is a request for a contract supplement and amendment to the Intergovernmental Agreement. These changes, necessary to complete final plans and satisfy various regulatory requirements such as MWRD, have been agreed to by County and Village staff. If approved by the Village Board, the Cook County Board will consider the documents at its July meeting. Civiltech will then be able to complete final plans later this year. Coordination with utility companies has also begun and may require significant design efforts for relocation of facilities. The project schedule is dependent on completing the items included in the engineering contract supplements along with time needed for various agency reviews. Construction could possibly begin as early as the end of 2021 but right-of-way still must be finalized and property rights acquired, which is likely to start this year and last into 2021. Several County tasks such as contract review, approvals, and procurement, have long lead times which have been built into the schedule. Coordination with adjacent property owners and Hanover Township will be needed as right-of-way and easement requirements are refined; some initial discussions have occurred. 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, funding, and maintenance.

#### ◆ **Barrington Road – Algonquin Road to Central Road**

IDOT expects approval of the Phase I engineering to occur soon. The State has selected a consultant for Phase II engineering who will begin work once the design contract is finalized. The project is

listed in the State's multi-year plan for Phase II engineering work and land acquisition in 2020. A letter of intent with the State for the Village share of Opticom and signal improvements related to this project was approved in 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](http://www.idot.illinois.gov/projects/barrington-rd-at-IL-62).

#### ◆ IDOT Multiyear Program

IDOT has several projects listed in its current fiscal year 2020-2025 plan which are part of the *Rebuild Illinois* Program. The projects are listed below along with where they fall in the State's program. Details on these projects will be shared when more information becomes available.

Route	Location	Type of Work	Timeline
Golf Rd	Kane County to IL 59	Overlay / ADA	2021-2025
Golf Rd	Poplar Creek	Culvert repair	2021-2025
Golf Rd	Barrington Rd	Intersection and traffic signal improvement, pedestrian	2021-2025
Golf Rd	IL 59 to Windsong Dr	Overlay / ADA	2021-2025
IL 59	I-90 bridge	Bridge deck overlay	2021-2025
<b>IL 72</b>	<b>Kane County to Glen Lake</b>	<b>Overlay / ADA</b>	<b>underway</b>
<b>IL 72</b>	<b>CN railroad bridge</b>	<b>Bridge deck overlay</b>	<b>underway</b>
Palatine Rd	IL 62 to east of Roselle Rd	Overlay / ADA	2021-2025
Barrington Rd	IL 62 to Central Rd	Additional lanes, reconstruction, Path	2021-2025
Barrington Rd	IL 62 to Central Rd	Phase II engineering	2020

Staff attended IDOT preconstruction meetings for the IL 72 resurfacing and bridge deck projects last year. The IDOT resident engineer provided information on the project contacts. Coordination is occurring as needed with the Police and Fire Departments as well as Sears Centre Arena staff regarding possible traffic impacts. Due to much lower traffic volumes and changes to the Arena schedule, effects have been minimal so far. The website reflects the status of the IDOT work.

In addition, the State legislation listed four projects submitted by the Village in 2019 which are to receive funding through the state bond issues. These funds are administered through the Department of Commerce and Economic Opportunity (DCWO). The Almond / Audubon culvert project is still awaiting IDOT permits so construction cannot begin until approval is received. Flagstaff Lane reconstruction was part of the 2020 Village street project scope; however, as no information has been received on the availability of these funds, reconstruction of Flagstaff Lane was deferred until 2021. Staff contacted DCEO and legislative staff to request that these projects be prioritized for funding but there has been no action to date to advance them.

Location	Type of Work	Funding
Almond / Audubon at Higgins	Culverts	\$250,000
Arizona Blvd	Storm Sewer	\$300,000
Hermitage Lane	Storm Sewer	\$300,000
Flagstaff Lane	Reconstruction	\$300,000

Another project which will be advancing through the use of safety funds is an intersection study at Higgins Road and Huntington Boulevard. IDOT converted the left turn signal operations to allow left turns only on green arrows several years ago. The upcoming project study phase will be evaluating the intersection in more detail including potential right turn lanes and pedestrian / bicycle changes. Comments were provided to IDOT on bicycle and pedestrian accommodations to improve access at the intersection and to the Park District property. IDOT consultants are currently gathering information on utilities near the intersection.

#### ◆ **Local *Rebuild Illinois* Bond Funds**

The State announced that some funds from *Rebuild Illinois* bond sales will be distributed to municipalities based on the MFT formula. The expectation is there will be two distributions per year over the next three years. The first distribution of \$570,000 was received in May 2020. The timing of receiving future distributions will depend upon the bond schedule used by the State. These funds are to be used for significant road work such as reconstruction. Proposed projects must be identified within one year of receiving the funds and must be used by 2025. The State requires a resolution for expending funds similar to what is used for MFT work and the project must meet bondability requirements; generally a service life of sufficient length to justify infrastructure spending. Staff contacted IDOT about using the funds received last month to reconstruct a street which was part of the 2020 project bid but deferred due to funding. Unfortunately the funds cannot be spent on projects which were already bid. Due to the time it would take to assemble a new bid package for one street, the staff load with the ongoing street project, and concern about receiving high bids due to the relatively small size, it is not recommended to try to put out a new bid this year. Instead, the funds will be held until 2021 for reconstruction which will help offset the concerns and current uncertainty about the financial impacts on infrastructure funding in coming years.

## **GRANT PROJECTS**

#### ◆ **2018 *Invest in Cook* Grant Program – Beverly Road Bicycle Facility and Resurfacing – Phase I Engineering**

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 and collecting field data. Alternative geometric solutions were analyzed which identified a barrier separated path on the west side of the bridge as the preferred option. The Bridge Condition Report was submitted to IDOT and the Illinois Tollway.

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 \$25,000. Phase I is expected to be complete by the end of 2020.

◆ **2020 Invest in Cook Grant Application – Beverly Road Bicycle Facility and Resurfacing – Phase II Engineering**

An application for design engineering of the Beverly Road bicycle and resurfacing project was submitted in March 2020 in response to the County's annual call for this program. A project interview was held with the Mayor and Director of Transportation and Engineering to answer questions regarding the application. Commissioner Morrison and his staff were briefed on the scope as well. County staff will review all proposals through the summer before announcing the grant awards, currently targeted for late July. If selected, an agreement with the County will be required and a consultant would be retained to complete Phase II engineering. The estimated cost is \$200,000 with 75% requested through *Invest in Cook* and the local share coming from the Western Corridor Fund. If approved, the goal is to complete Phase II engineering in 2021 and apply for construction grant funding as early as 2022 through federal or state grants.

◆ **Shoe Factory Road Path - Illinois Transportation Enhancement Program (ITEP) Grant – East West Segment**

Paving of the east-west segment of path between IL 59 and the railroad right of way has started. TranSystems is serving as the field engineer on behalf of the Village. Thirty (30) working days are allowed for construction – advance coordination with the Forest Preserves has occurred.

The original project concept was to 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 is being paved first. The Park District and Forest Preserve are financial partners with the Village on the engineering and construction of the project. A new intergovernmental agreement for the east-west portion has been approved by all parties. Upon completion of work, the partner agencies will be invoiced for their remaining shares of the local project cost. A summary of coordination with CN was provided to new railroad staff to see if agreement can be reached on the license agreement needed for the north-south segment of the path. The issue is still under review.

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

Civiltech Engineering is providing Phase II design services for resurfacing Jones Road from Rosedale Lane to Highland Boulevard and Salem Drive from Bode Road south to the Village limits. Survey work on the streets has been done. Completion of Phase II plans and documents could position these street sections to move forward to construction if funds are available through the NWMC STP plan. If successful, the target would be an IDOT letting in Spring or Summer 2021. A kickoff meeting with IDOT was held in mid-December 2019.

STP applications were submitted to NWMC for Jones Road and Salem Drive resurfacing in March 2020. At the May Technical Committee meeting, these were both shown on the proposed list for 2021 construction. A final decision will be made in August following the public comment period. Civiltech has been directed to finalize plans to prepare for as early State letting as possible next year. A RFQ for Phase III services will need to be issued in the fall and a consultant selected to perform construction engineering tasks. Local agency agreements would also need to be prepared to go along with final contract and specification documents later this year.

◆ **Access to Transit Call for Projects**

Staff submitted an application for construction and construction engineering funding for the Central Road path project in early May 2020. The RTA manages the *Access to Transit* funding program which focuses among other things on projects to improve the first / last mile connections to transit facilities.

The project goal for the Central Road bicycle path is to link the Pace I-90 / Barrington Road station to businesses along Central Road as well as to the Forest Preserve and Barrington Road paths. After the RTA reviews submissions, they select a package of projects to submit to CMAP towards the end of the year as part of the upcoming call for CMAQ / TAP projects in 2021. If selected for CMAQ / TAP funding, the RTA splits the 20% match with the local agency. Phase II engineering will need to be completed with local / developer funds in 2021 to position construction to occur in 2022 or as soon as federal funds are available. A decision on the grant recommendations will be released by RTA later this year. CMAP will then consider all submitted projects for funding. The Central Road path would likely fall under the Transportation Alternatives Program (TAP); this decision is made by CMAP based on how projects best respond to program criteria.

## **BIKE / PEDESTRIAN PROJECTS**

### **◆ Northwest Municipal Conference Multimodal Plan**

Staff served on the committee which oversaw development of the multimodal plan which has been released. The emphasis spans transit, bicycle, and pedestrian needs in the context of a developed auto-oriented environment. Priority corridors were identified and defined in terms of completion percentages, remaining needs, points of connectivity and other measures. In and near the Village are three main priority corridors: Barrington Road, Higgins Road, and Shoe Factory Road (which is part of the Evanston to Elgin corridor). Having these listed in the plan places them at a higher priority when competing for funding and will help to focus future development plans on making these corridors more accessible for all users. Staff serves on the NWMC Bicycle and Pedestrian Committee.

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

An update on numerous bicycle projects in the Village and region was provided to the Committee. Planning continues for future activities with a meeting to be held in the future. Staff is working on the bicycle plan update which will be reviewed with the Committee. 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 bicycle friendly process will help to focus future efforts for updating the comprehensive bicycle plan.

### **◆ Central Road Bicycle Path– Huntington Boulevard to Pace Park-n-Ride – Phase I Engineering**

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 a development agreement. Sensitive environmental areas and wetland impacts are being addressed for the new path and the proposed alignment has been adjusted to minimize effects. A pedestrian crossing of Central Road near the curve at the Park-n-Ride entrance is included in the study. Coordination with the Forest Preserve has occurred and an alignment for the path connection has been selected where the east end of the project links to the existing Paul Douglas trail. As noted, an *Access to Transit* grant application was submitted to the RTA for construction and construction engineering.

Cook County included design of this path with its preliminary engineering plans to reconstruct Central Road. 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. Unfortunately, the preliminary engineering phase has been moving very slowly and is still not complete. Cook County advises their intent is to complete Phase I this year. 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. The County's design work was coordinated with the Bystronic development adjacent to the Somerset property. Bystronic's site development requirements included extension of Eagle Way to Central Road which has been completed. The Eagle Way design includes on-street bike lanes and sidewalk on the east side of the street. 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.

## **TRANSIT**

### **◆ Coronavirus (COVID-19) Effects**

In general travel remains down significantly due to the stay-at-home restrictions. Evidence is seen through reduced vehicle volumes as well as lower levels of public transportation use. Remote work was already a factor to some degree which affects work travel and transit ridership. During the pandemic, public transit agencies across the country have seen ridership fall sharply and as has been done elsewhere, Metra and Pace (for its work shuttle programs), have reduced frequency of trips. While many regular Pace routes continue to operate on mostly normal schedules, Pace is dealing with providing adequate distancing opportunities for riders on buses as well as having to address staffing issues with drivers affected by the pandemic. Similar statements about the amount of travel may be made about the taxi program trips. The data and discussion below generally reflects use through March 2020, before the various travel and activity restrictions / advisories had been put into place. Pace is tabulating data and will evaluate the information before sending it to communities. Given how early it is in the year along with the compounding effects of coronavirus, all estimates of yearly use are highly approximate.

### **◆ Taxi Discount Program**

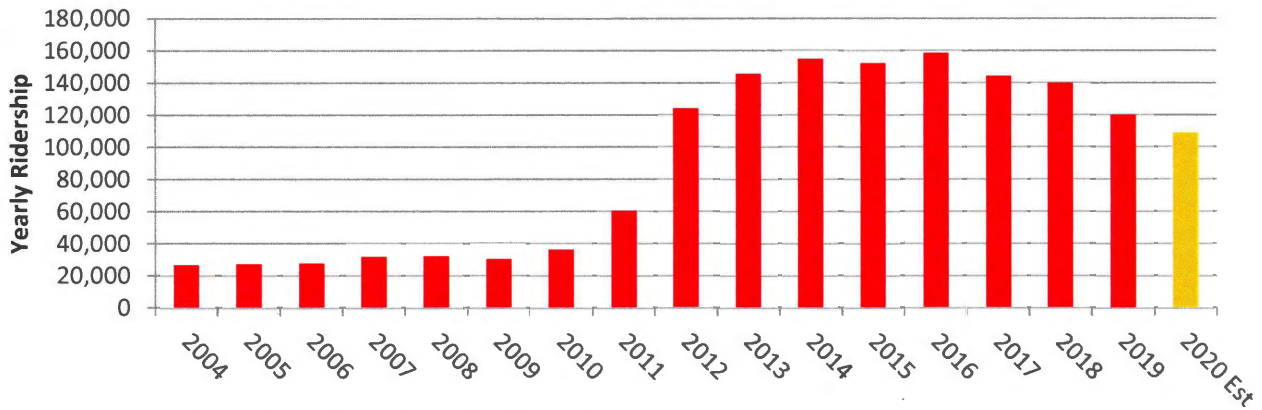
Program registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 744 residents have registered for the program. Further review of the program registration indicates the number of current eligible registrants totals 452. Staff continues to look for ways to promote and advertise the program. The graph below shows historical and year to date use in 2020. The most recent coupons turned in from one of the two companies covered thru late-April. The combination of the effects from COVID-19 and the loss of one taxi company late last year will significantly limit coupon use – those effects are starting to be seen as the number of coupons turned in to date. The graph shows the effects to date and reflects an estimate of annual use only based on coupon use through late-April. Future updates will reflect reduced travel occurring during the pandemic based on the duration of the pandemic and when workers choose to return to the office and schools reopen.

The Transit Improvement Task Force met in October 2019 and one item discussed was the taxi program. There was interest in evaluating allowing the use of multiple coupons per trip and increasing the number of coupons that registrants could receive per month. Staff is researching these potential changes and will present information when complete. The estimated impact on program costs will be evaluated. The timing for presenting potential changes is tied to the current pandemic and assessing the overall economic impacts on the Village budget.



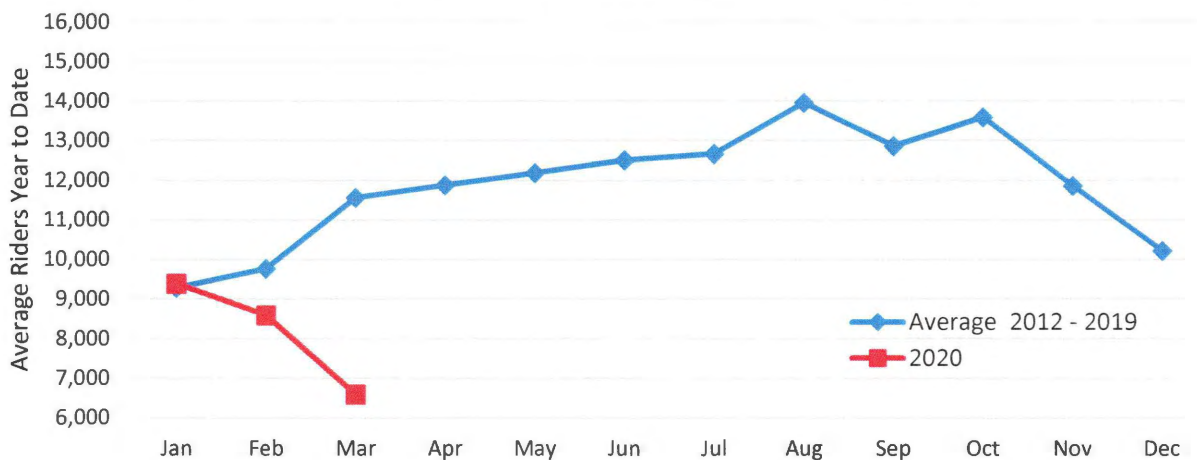


### Pace Route 554: Annual Ridership - Long Term Trend



The year-to-date ridership by month on Route 554, based on historical average data, is shown in the figure below for 2012 through 2019 along with year to date use in 2020. The effects of COVID-19 on levels of transit use are evident in all these graphs. Compared to the historical average for March, 2020, use was down by about 40%, which again does not yet reflect a full month’s impact which will not be seen until the April data is available. More recent system wide data from Pace suggests a reduction of at least 60% compared to other years.

### Route 554: Monthly Year-to-Date Ridership Comparison



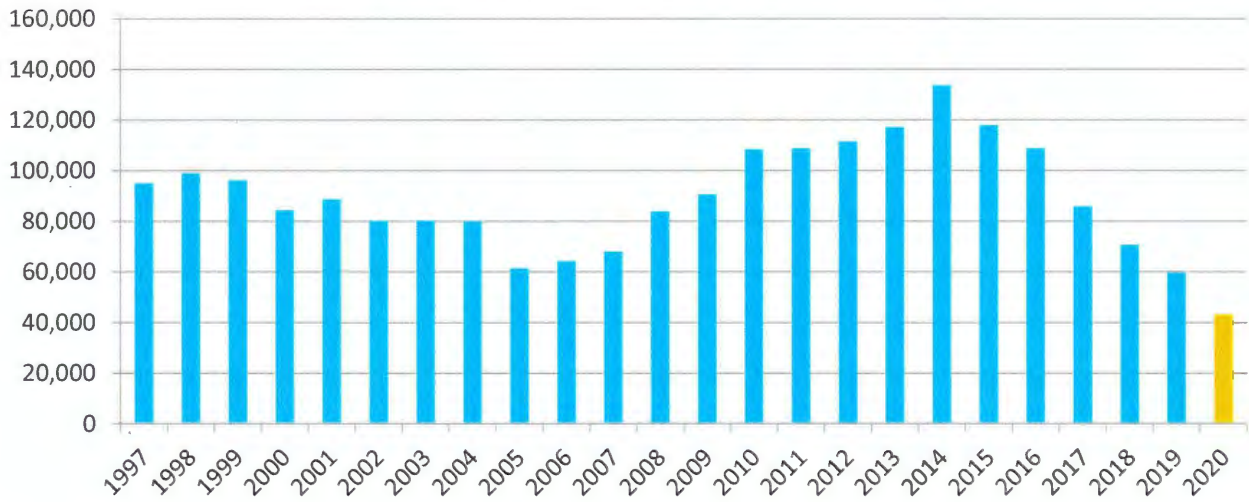
◆ **Pace Route 610 and Sears Centre Park-n-Ride Lot**

Pace announced that beginning May 18, service on Route 610 was suspended due to low ridership related to COVID-19. Prairie Stone TMA staff was notified and provided information to businesses in the park. Route 610 links the Prairie Stone Business Park to the Rosemont CTA Blue Line station. The route is a weekday express service operating on I-90. The charts below provide a history of Route 610 ridership over a number of years. Note this year’s data does not reflect the full effect of the travel restrictions to date. The pattern shows 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 were made in early December 2019 based on the ridership level.

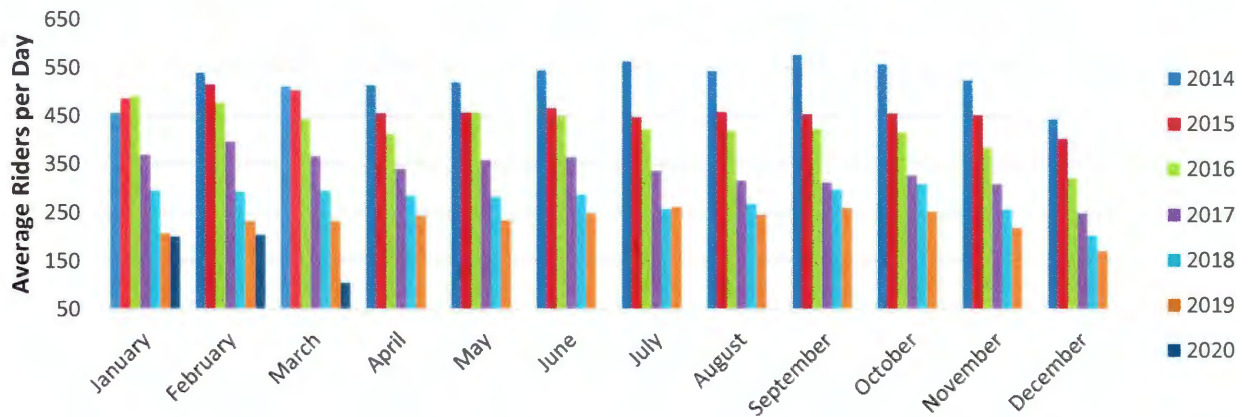
The number of Park-n-Ride vehicles in the Sears Centre lot was typically around 10 to 15 per day but have not been used since the stay at home restrictions went into effect. Pace plans to continue this

Park-n-Ride while the performance of the I-90 services is evaluated. Spot checks are randomly done of vehicles in the Park-n-Ride lot to determine the number of parkers.

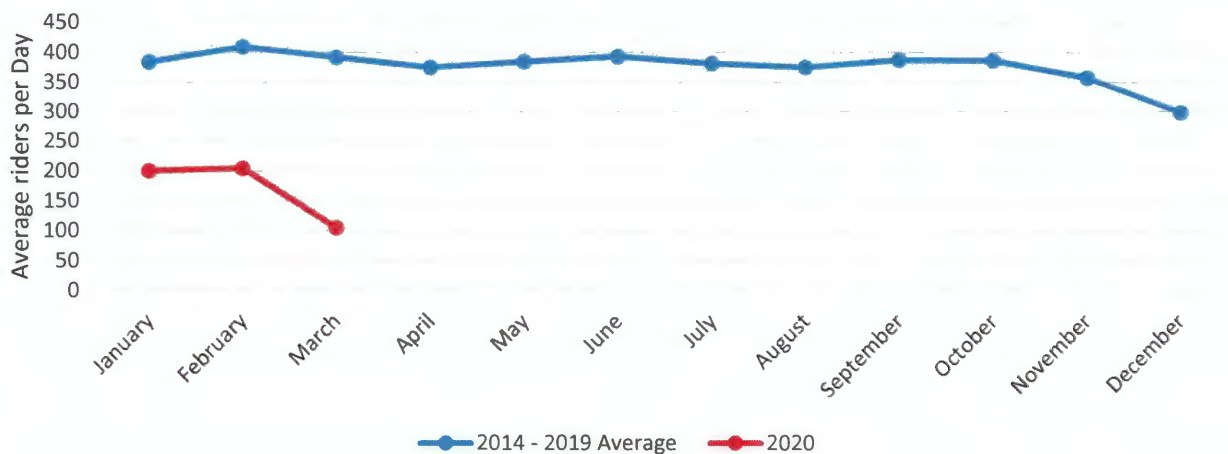
### Pace Route 610: Annual Ridership - Long Term Trend



### Pace Route 610: Average Daily Ridership



### Route 610: Monthly Year-to-Date Ridership Comparisons



◆ **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 on I-90; Route 610 stops at the station too. 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 either the Rosemont CTA Blue Line station or the 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 below. 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 entries in the table highlighted in yellow show the months since service started at Barrington Road to allow for comparisons.

Like other impacts to transit use, the March data reflects a larger reduction in ridership. Unlike some other Pace routes, the express services have continued to operate on their regular schedules.

Month	Route 603 – Average Weekday						Route 603 – Average Saturday				
	2016	2017	2018	2019	2020		2016	2017	2018	2019	2020
January	-	60	144	234	300		-	27	76	93	78
February	-	78	159	269	303		-	26	81	91	104
March	-	72	183	275	171		-	38	96	109	60
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	330			-	72	115	130	
September	-	145	282	339			-	82	114	108	
October	-	151	298	329			-	82	102	106	
November	-	150	276	317			0	62	105	103	
December	25	141	249	289			19	76	104	108	

Month	Route 605 – Average Weekday						Route 605 – Average Saturday				
	2016	2017	2018	2019	2020		2016	2017	2018	2019	2020
January	-	68	236	287	341		-	12	33	45	50
February	-	88	243	330	345		-	15	36	49	53
March	-	105	256	324	189		-	18	41	64	34
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	353		-	34	69	69
September	-	233	363	376		-	36	73	75
October	-	242	357	370		-	38	64	67
November	-	235	310	335		0	42	51	56
December	22	206	286	296		9	38	61	50

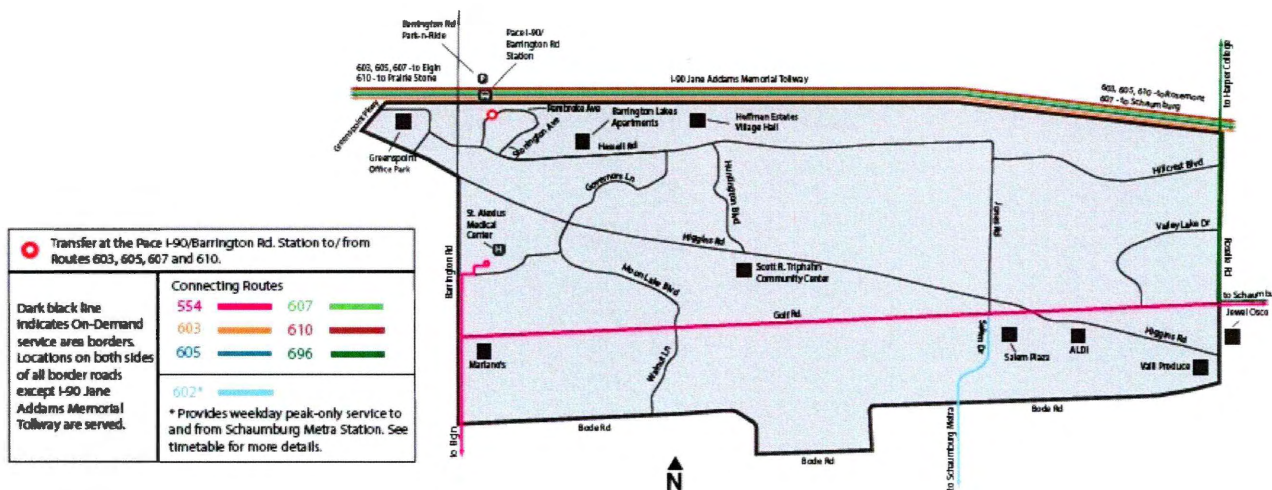
Month	Route 607 – Average Weekday					Route 607 – Average Saturday				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
January	-	23	28	55	63	-	10	12	13	24
February	-	34	28	66	55	-	14	14	21	24
March	-	34	33	55	35	-	14	15	22	14
April	-	49	38	79		-	12	15	17	
May	-	41	37	67		-	14	15	20	
June	-	32	42	74		-	14	27	23	
July	-	44	45	72		-	19	22	23	
August	-	53	41	64		-	30	16	28	
September	-	35	36	74		-	17	18	22	
October	-	28	51	53		-	6	34	27	
November	-	30	52	62		0	8	16	23	
December	16	35	55	61		6	11	25	26	

◆ **Hoffman Estates On-Demand – Changes Implemented**

Pace Route 612 was a weekday circulator which operated from 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. The route connected 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. Due to low ridership and to redirect funds for expanded On-Demand hours, Pace eliminated Route 612 starting in March 2020. The On-Demand hours have been expanded to run from 6:00 a.m. to 6:30 p.m. on weekdays rather than operating just between 9:00 a.m. and 3:00 p.m.

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. As of March 2, 2020, On-Demand now operates from 6:00 a.m. to 6:30 p.m. on weekdays. The vehicle is lift-equipped and On-Demand is open to the general public. Timed stops are currently 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. The On-Demand service boundary includes the area that was served by Route 612. Former riders of Route 612 can use the On-Demand instead and set up subscription trips over multiple days. 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.

As part of the public hearing input on Route 612 and On-Demand changes, staff requested Pace to expand the service area of On-Demand to include all Village neighborhoods south of the Tollway. A secondary request was to investigate adding Saturday service to the On-Demand operation. However, Pace is not expanding the service area or adding Saturday service at this time. Options to accomplish these changes are being explored. Ways to expand the service will be explored for further discussions with Pace staff on operations, costs, scheduling, etc.



Data from Pace for March 2020 found on average about 15 trips per day made via On-Demand which is a slight increase from prior months. However, the COVID-19 has affected travel on all routes, and while still operating, the On Demand ridership will likely show a drop in April and May.

**Outreach**

An article explaining the changes to On Demand and elimination of Route 612 was in the March *Citizen* newsletter. The November 2019 *Citizen* had information about the On-Demand services, links to the I-90 express routes, and the Taxi Program. Previous articles on transit were in the February and June 2019 *Citizen* covering the On-Demand operation and the I-90 routes and the RTA Trip Planner tool as well as the mapping available via the Village web portal for public transportation options. The November 2018 *Citizen* included an article highlighting the On-Demand service availability. New rounds of meetings and presentations to apartments, hotels, and others are being planned, but are on hold pending changes due to the pandemic. Pace staff has reached out to businesses near the Barrington Road station. 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. The Village facilitated a meeting between Pace staff and Bell Works to begin discussions of linking the development area to the transit station.

◆ **Transit Improvement Task Force**

Topics discussed at the last meeting included performance to date on various Pace services in and near the Village. Pace’s construction status for the Park-n-Ride and Kiss-n-Ride was presented. Electrical work, guardrail, lighting, and restoration remain to be completed. Pace staff’s proposed changes to the Route 612 and On-Demand were reviewed. Pace and Village staff will continue monitoring 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 and Operations**

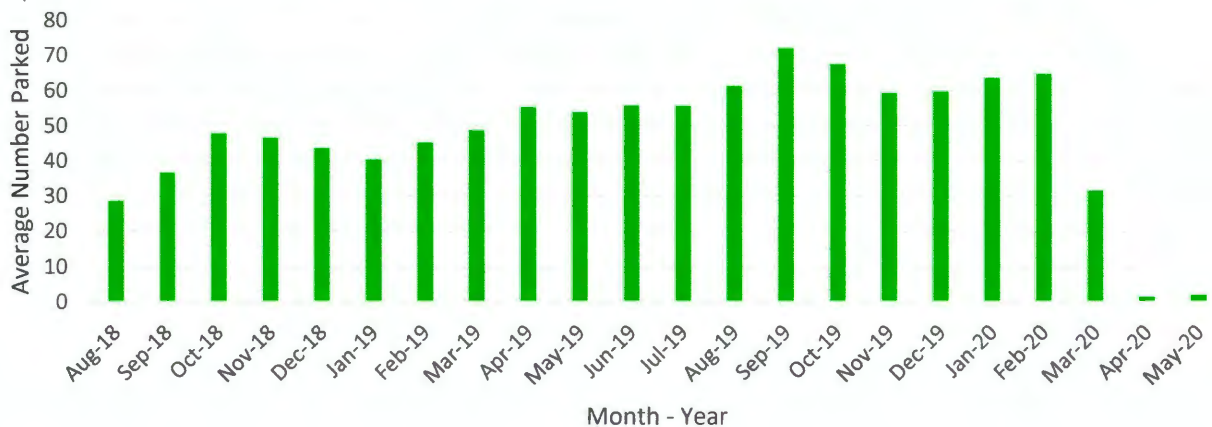
The Park-n-Ride located on the north side of I-90 opened with the startup of I-90 service to the Barrington Road station in August 2018. The parking lot provides 170 free spaces plus bicycle parking.

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. Prior to the pandemic a general average of about 65 to 70 vehicles were typically during midweek; however the restrictions have significantly reduced the number of

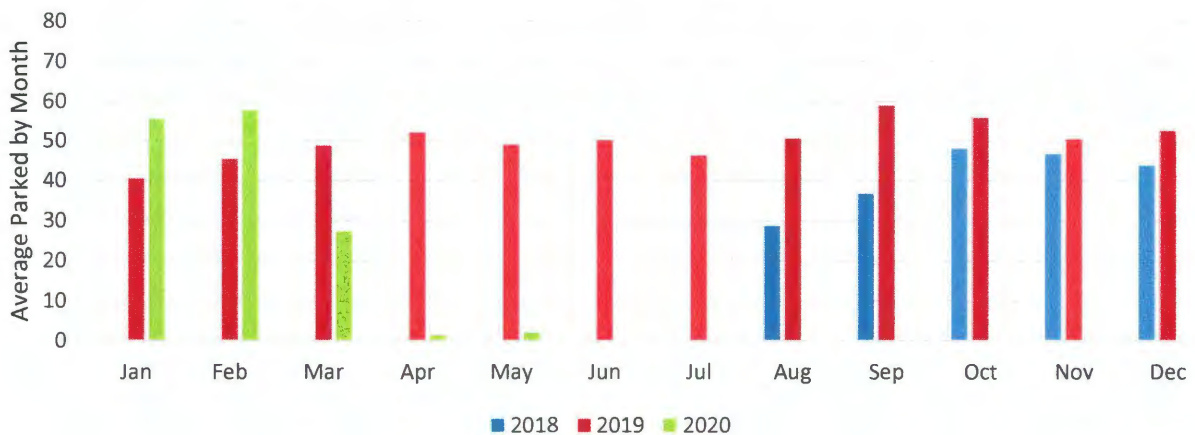
parkers to less than 5 per day. Some transit riders were parking on Pembroke Avenue near the Kiss-n-Ride; on-street parking can be easily accommodated due to the street width. Drop-offs and pick-ups have been observed on Pembroke too; these will be better served when the Kiss-n-Ride is fully open. Since lighting in the Kiss-n-Ride is not operating, Pace decided to close the entrance off Pembroke Avenue. Pace cites coordination and resolution of costs as issues between the Tollway and Pace contractors as the reasons for the ongoing delay in completing the lighting. The temporary shelters on Pembroke Avenue continue to be used for pickup and drop-offs at the Kiss-n-Ride. Walking trips to and from the Pace facilities have also been observed showing users are taking advantage of the sidewalk and paths constructed in the area.

The average number of parked vehicles for Park-n-Ride and Kiss-n-Ride combined are shown in the graphs below. Parking occupancy had been increasing on a month over month basis but the effect of the pandemic is clearly demonstrated by the data. Staff was 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 last year. However due to the delay in Pace receiving comments and the scope of the changes requested by the County, Pace has chosen to not pursue the pedestrian crossing. Options to accomplish this are being explored which will require approvals and cooperation of the County.

Park-n-Ride and Kiss-n-Ride: Total Parked by Month



Barrington I-90 Park-n-Ride: Average Parked by Month



Pace's contractor still has not completed all Kiss-n-Ride work. Lighting, electrical, landscaping, and finishing work remain to be done. Pace installed temporary bus pads and shelters on Pembroke Avenue in 2018 at the Kiss-n-Ride location which will remain in service until the permanent Kiss-n-Ride opens. With the Village's 2020 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 must remove its temporary concrete pads and shelters before the Village sidewalk work and ramping can occur. The Village work had been planned for 2019 but was deferred as Pace was not able to remove its shelters due to the status of lighting in the pick-up / drop-off area.

## **COORDINATION**

### **◆ Canadian National – Army Corps of Engineers Permit Application**

Word was received from CN that the Army Corps of Engineers approved the permit. CN is working on a list of conditions specified by the Army Corps. No exact information is available yet on when the railroad might begin work. CN and the Army Corps have been requested to notify the Village and residents of any new information.

The Village Board approved a resolution last year opposing the CN proposal in its current form. Copies of this action were sent to the Army Corps of Engineers, CN, legislative staff, and the contact for a local resident group. A more detailed letter with questions and comments on the Railroad's response to the Army Corps of Engineers from the end of August was sent the Army Corps. The questions were mainly related to the individual points in the Village's resolution language. As information is sent and received, it is posted on the Village website.

CN's permit application to the Army Corps is to extend the siding track south of Shoe Factory Road to create a second mainline track. 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 were made available for viewing at Village Hall. More information can be found at [www.hoffmanestates.org/cn](http://www.hoffmanestates.org/cn). Staff also attended a meeting held at Hanover Township offices at which CN representatives heard comments from the public.

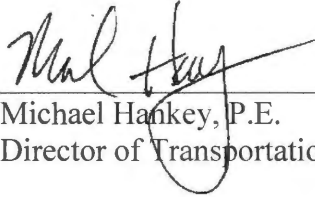
A notice about a Federal Railroad Administration project to document delays due to crossings being blocked was posted on the website. The Village sent notices to residents who have been receiving other CN related news items. The Shoe Factory Road crossing at the CN tracks is the only at-grade location in the Village, however the public can report delays at any crossing.

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

On November 3, 2019, the interim Fly Quiet runway rotation plan for nighttime operations went into effect. The rotation continued until May 2020 and will begin in September 2020 through January 2021. The weekly rotation schedule and other information related to fly quiet can be found at <https://www.oharenoise.org/noise-management/interim-fly-quiet>. The rotation schedule will be impacted by airfield construction projects, which will result in reverting to the original Fly Quiet program during those periods. The latest information and the runway rotation schedule can be found on the O'Hare Noise Compatibility Commission (ONCC) website [www.oharenoise.org](http://www.oharenoise.org). The ONCC website should continue to be used for noise complaints.

**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.



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