

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
March 14, 2022

Immediately Following General Administration and Personnel

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

- I. Roll Call**
- II. Approval of Minutes – February 14, 2022**

OLD BUSINESS

- 1. Discussion of resident request for stop signs to reduce speed on Illinois Boulevard at Mohave Street.

NEW BUSINESS

- 1. Request authorization to award contract for the 2022 Street Revitalization Project to Schroeder Asphalt Services, Inc. of Marengo, IL (low bid) in the amount of \$6,300,000.
- 2. Request authorization to award contract for materials testing for the 2022 Street Revitalization Project to Applied GeoScience, Inc. of Schaumburg, IL (low proposal estimate) in an amount not to exceed \$100,000.

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 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**

February 14, 2022

I. Roll Call

Members in Attendance:

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

**Management Team Members
in Attendance:**

**Eric Palm, Village Manager
Dan O'Malley, Deputy Village Manager
Patti Cross, Asst. Corporation Counsel
Peter Gugliotta, Director of Dev. Services
Kevin Kramer, Director of Econ. Dev.
Patrick Seger, Director of HRM
Kasia Cawley, Police Chief
Joe Weesner, Senior Transportation Engineer
Ric Signorella, CATV Coordinator
Suzanne Ostrovsky, Asst. Village Manager
Trisha O'Donnell, Communications Mgr.**

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

II. Approval of Minutes

Motion by Trustee Gaeta, seconded by Trustee Arnet, to approve the Transportation & Road Improvement Committee meeting minutes from January 10, 2022. Voice vote taken. All ayes. Motion carried.

OLD BUSINESS

1. Discussion of resident request for stop signs to reduce speed on Illinois Boulevard at Mohave Street.

An item summary sheet from Joe Weesner was presented to Committee.

Mr. Weesner addressed the Committee and reported that he did speak with the resident and informed her of the meeting tonight as well as staff's recommendation that no stop signs be installed on Illinois Boulevard at its intersection with Mohave Street.

Mayor McLeod indicated that he would like to give the resident another chance to attend the meeting and that this item should be deferred again. Mr. Palm indicated that staff would reach out to the resident again.

Motion by Mayor McLeod, seconded by Trustee Pilafas, to defer this item to next month. Voice vote taken. All ayes. (Nay: Stanton, Arnet). Motion carried.

REPORTS (INFORMATION ONLY)**1. Transportation Division Monthly Report.**

The Transportation Division Monthly Report was received and filed.

Trustee Arnet requested that the construction sign at Sapphire and Garnet (on Sapphire) be removed.

III. President's Report

Mayor McLeod reported that the next Wine Wednesday is this Wednesday at the Holiday Inn Express on Prairie Stone Parkway from 4:30-6:30 p.m. The Mayor's Annual Breakfast is next Tuesday, February 22, at the NOW Arena from 7:30-9:00 a.m. Mayor McLeod wished his wife Joane a Happy Anniversary which is on February 17.

The Mayor reported that he attended the Metropolitan Mayors Caucus Diversity Task Force meeting on February 8; the NLC Transportation Committee meeting on February 10 as well as a 4th of July Commission meeting; The NWMC Legislative Program meeting on February 11; and the Windy City Bulls food drive on February 12. On Monday, February 14, the Mayor and Trustee Stanton delivered Valentine's Day cards to Brookdale, Alden, Share, Gigi's and the Hospital. Over 2000 cards were collected from the community. The Mayor also attended a meeting with the new owners of the old Mary Kay building.

IV. Other**V. Items in Review****VI. Adjournment**

Motion by Trustee Gaeta, seconded by Mayor McLeod, to adjourn the meeting at 7:08 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Discussion of resident request for stop signs to reduce speed on Illinois Boulevard at Mohave Street

MEETING DATE: March 14, 2022

COMMITTEE: Transportation and Road Improvement

FROM: Joe Weesner, Senior Transportation Engineer

PURPOSE: Discussion of resident requests for stop signs to reduce speed on Illinois Boulevard.

BACKGROUND: Staff had received a request for stop signs on Illinois Boulevard at Mohave Street. Illinois Boulevard is the primary street in the neighborhood with a posted speed limit of 25 miles per hour. The posted speed limit on Mohave is 20 mph.

Illinois serves as a major collector street, providing access to individual residences, local neighborhood streets and both Roselle Road and Schaumburg Road, which are regional roadways. Mohave is controlled by stop signs on both approaches at Illinois, similar to the intersection of all other local streets with Illinois. Illinois is stop controlled at its intersections with Roselle Road and with Schaumburg Road.

DISCUSSION: Staff conducted speed and volume studies on Illinois and Mohave in November and December 2021. The results of the studies are summarized in the tables below. The 85th percentile speed is the speed that 85% of drivers were traveling at or below. The results indicate that speeds are within typical norms and warrants are not met for stop signs on Illinois Blvd.

Illinois Blvd at Mohave St

25 mph (Illinois) / 20 mph (Mohave) posted speed limit

Street	Data Collected		Average speed	85th percentile speed	Max Hourly Volume	Total Daily Volume	
	from	to				low	high
Illinois	11/15/2021	11/21/2021	29.8	34	259	2,537	2,728
Mohave	11/29/2021	12/03/2021	23.1	27	44	245	361

DISCUSSION (Continued):

The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is the national standard for all traffic control devices installed on streets open to public travel. Section 2B.04, Right-of-Way at Intersections, outlines criteria for placing yield and stop signs at intersections including traffic volume, intersection configuration, approach speed, sight distance and crash experience.

A study conducted in December 2021 evaluated the MUTCD criteria used to determine placement of stop signs at intersections. In addition to the traffic volumes and speeds as noted in the tables above, crash data was evaluated. Staff found no pattern of traffic volumes or crashes that would indicate a need for additional stop control. The roadway geometrics at the intersection provide adequate sight distance so that vehicles approaching the intersection can see other vehicles and act to avoid conflicts. The addition of stop control is not recommended as a means of speed control since stop signs that drivers perceive to be unnecessary may be ignored. This can conflict with pedestrians' and drivers' expectations that all drivers will observe posted traffic control devices including stop signs.

SUMMARY:

Staff has collected traffic data and reviewed the traffic accident history at the intersection of Illinois Blvd and Mohave Street. No warrants were satisfied for the installation of stop signs on Illinois Blvd at its intersection with Mohave Street.

RECOMMENDATION:

Staff recommends that no additional stop signs be installed on Illinois Blvd at its intersection with Mohave Street.

Attachments

Traffic Volumes at Illinois and Mohave

NB+SB Weekly Counts

Illinois at Mohave from Mon, Nov 15, 2021 1500 to Fri, Nov 19, 2021 1059

Hour	Mon 11/15/21	Tue 11/16/21	Wed 11/17/21	Thu 11/18/21	Fri 11/19/21	Week Day Avg
0 - 1	*	8	8	12	7	8.75
1 - 2	*	5	2	7	5	4.75
2 - 3	*	4	0	4	2	2.50
3 - 4	*	5	3	4	7	4.75
4 - 5	*	11	12	11	12	11.50
5 - 6	*	33	28	28	30	29.75
6 - 7	*	67	74	70	72	70.75
7 - 8	*	185	190	181	192	187.00
8 - 9	*	115	127	121	113	119.00
9 - 10	*	120	92	89	93	98.50
10 - 11	*	127	97	122	108	113.50
11 - 12	*	101	113	127	*	113.67
12 - 13	*	131	94	126	*	117.00
13 - 14	*	133	154	136	*	141.00
14 - 15	*	177	152	180	*	169.67
15 - 16	141	244	202	221	*	202.00
16 - 17	201	234	232	230	*	224.25
17 - 18	226	259	218	212	*	228.75
18 - 19	143	148	157	170	*	154.50
19 - 20	111	101	109	128	*	112.25
20 - 21	82	96	99	73	*	87.50
21 - 22	54	49	59	51	*	53.25
22 - 23	34	39	42	42	*	39.25
23 - 24	22	18	21	22	*	20.75
Totals		2410	2285	2367		2314.58
% of Daily Average		102.4%	97.1%	100.6%		
Daily Entering Volume (all approaches)		2655	2537	2728		

Traffic Volumes at Illinois and Mohave

EB+WB Weekly Counts

Mohave at Illinois from Mon, Nov 29, 2021 1000 to Fri, Dec 03, 2021 0959

Hour	Mon	Tue	Wed	Thu	Fri	Week
	11/29/21	11/30/21	12/1/21	12/2/21	12/3/21	Day Avg
0 - 1	*	1	0	1	0	0.50
1 - 2	*	1	0	1	0	0.50
2 - 3	*	2	0	1	0	0.75
3 - 4	*	0	2	0	1	0.75
4 - 5	*	1	2	3	2	2.00
5 - 6	*	4	2	3	1	2.50
6 - 7	*	6	8	5	6	6.25
7 - 8	*	25	18	22	21	21.50
8 - 9	*	18	21	20	21	20.00
9 - 10	*	14	13	21	4	13.00
10 - 11	14	14	18	14	*	15.00
11 - 12	9	17	7	15	*	12.00
12 - 13	15	14	16	20	*	16.25
13 - 14	7	11	12	18	*	12.00
14 - 15	19	19	26	25	*	22.25
15 - 16	15	22	20	21	*	19.50
16 - 17	17	29	19	26	*	22.75
17 - 18	24	11	18	33	*	21.50
18 - 19	9	11	18	38	*	19.00
19 - 20	13	12	13	44	*	20.50
20 - 21	7	9	12	22	*	12.50
21 - 22	3	2	4	7	*	4.00
22 - 23	3	1	2	1	*	1.75
23 - 24	1	1	1	0	*	0.75
Totals		245	252	361		267.50
% of Daily Average		85.7%	88.1%	126.2%		

MUTCD STOP and YIELD Signs - All Warrants

Illinois at Mohave Nov 2021

MUTCD section	Purpose / Goal	Intersection	Sign(s)	Criteria
2B.04	General considerations	any	STOP YIELD	Consider: volumes (all users); intersection configuration; approach speeds; sight distance available; and crash history
2B.04	Modify assignment of right-of-way; Local intersects thru street	minor / major	STOP YIELD	Engineering judgment (see general considerations)
2B.04	Intersection operation	local / local minor / minor 3+ approaches	STOP YIELD	High volumes (total > 2000 units entering per day) and/or inadequate sight distance and/or crash history (5 in 3 yrs or 3 in 2 yrs)
2B.04	Speed control	any	STOP	Should not be used
2B.06	Intersection control STOP on minor street approaches	minor / major	STOP	Volume on thru street > 6000 vehicles entering per day - and/or - Inadequate sight distance - and/or - Crash history (3 in 12 mos or 5 in 2 yrs); includes right-angle crashes where minor street fails to yield

In effect
<p>Satisfied: Volumes: met Sight distance: OK Crash history: not met</p>
Do not use
<p>Not satisfied: Volumes: not met Sight distance: OK Crash history: not met</p>

Daily entering volumes range from 2537 to 2728 veh/day (note that counts were not concurrent but see Illinois vol. below)

Daily volumes on Illinois range from 2285 to 2410 veh/day between 11/16/21 and 11/18/2021

MUTCD 2009 Edition with Revision 2 dated May 2012, <https://mutcd.fhwa.dot.gov/>

MUTCD STOP and YIELD Signs - All Warrants (continued)

Illinois at Mohave Nov 2021

MUTCD section	Purpose / Goal	Intersection	Sign(s)	Criteria	
2B.07	Multi-way STOP	minor / major	STOP	[A] Interim measure when traffic signal is justified	Not applicable
2B.07	Multi-way STOP	minor / major	STOP	[B] Crash history (5 in 12 mos); includes right-angle crashes and left- and right-turning crashes	Not met
2B.07	Multi-way STOP	minor / major	STOP	[C.1] Vehicular volume entering intersection from both major street approaches \geq 300 veh/hr for any 8 hrs - and -	Not met
				[C.2] Vehicular + pedestrian + bike volume entering intersection from both minor street approaches \geq 200 veh/hr for the same 8 hrs - with -	Not met
				Minimum average delay to minor street vehicles is at least 30 sec / veh during the hour w/highest volume - or -	Not studied; likely not met due to relatively low volumes on both streets
2B.07	Multi-way STOP high approach speed	minor / major	STOP	[C.3] If the major street 85th percentile approach speed exceeds 40 mph, the warranting volumes are reduced to 70% of the volumes in [C.1] and [C.2]	See next page
2B.07	Multi-way STOP combination of warrants	minor / major	STOP	When [A], [B] and [C] are not satisfied, but [B], [C.1] and [C.2] meet 80% of minimum values shown.	See next page

MUTCD STOP and YIELD Signs - Modified Warrants

Illinois at Mohave Nov 2021

2B.07	Multi-way STOP high approach speed	minor / major	STOP	[C.3] If the major street 85th percentile approach speed exceeds 40 mph , the warranting volumes are reduced to 70% of the volumes in [C.1] and [C.2]
MUTCD section	Purpose / Goal	Intersection	Sign(s)	Criteria
2B.07	Multi-way STOP	minor / major	STOP	[B] Crash history (5 in 12 mos); includes right-angle crashes and left- and right-turning crashes
2B.07	Multi-way STOP	minor / major	STOP	[C.1] Vehicular volume entering intersection from both major street approaches \geq 210 veh/hr for any 8 hrs - and -
				[C.2] Vehicular + pedestrian + bike volume entering intersection from both minor street approaches \geq 140 veh/hr for the same 8 hrs - with -
				Minimum average delay to minor street vehicles is at least 30 sec / veh during the hour w/highest volume

Not satisfied
85th %ile speed is 34 mph

Not met
Not met; 3 hours observed \geq 210 veh/hr
Not met; no hourly volumes \geq 50 veh/hr observed
Not studied; likely not met due to low volumes on both streets

2B.07	Multi-way STOP combination of warrants	minor / major	STOP	When [A], [B] and [C] are not satisfied, but [B], [C.1] <u>and</u> [C.2] meet 80% of minimum values (shown below).
MUTCD section	Purpose / Goal	Intersection	Sign(s)	Criteria
2B.07	Multi-way STOP	minor / major	STOP	[B] Crash history (4 in 12 mos); includes right-angle crashes and left- and right-turning crashes
2B.07	Multi-way STOP	minor / major	STOP	[C.1] Vehicular volume entering intersection from both major street approaches \geq 240 veh/hr for any 8 hrs - and -
				[C.2] Vehicular + pedestrian + bike volume entering intersection from both minor street approaches \geq 160 veh/hr for the same 8 hrs - with -
				Minimum average delay to minor street vehicles is at least 24 sec / veh during the hour w/highest volume

Not satisfied

Not met
Not met; 2 hours observed \geq 240 veh/hr
Not met; no hourly volumes \geq 30 veh/hr observed
Not studied; likely not met due to low volumes on both streets

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request authorization to award contract for the 2022 Street Revitalization Project to Schroeder Asphalt Services, Inc. of Marengo, IL (low bid) in the amount of \$6,300,000.

MEETING DATE: March 14, 2022

COMMITTEE: Transportation and Road Improvement

FROM: Alan Wenderski, Director of Engineering
Andy LoBosco, Senior Project Manager

PURPOSE: The purpose of this item is to present the bids for the 2022 Street Revitalization Project and recommend approval of award of contract for this work.

DISCUSSION: Five bids were received on February 28, 2022 for this year's project. A copy of the proposed street list and map are attached. The project scope consists of street reconstruction, resurfacing, curb and gutter, storm sewer, and sidewalk replacement on various streets. The bids are summarized below. The engineer's estimate was \$7,091,744. A summary of the bids received is shown in Table 1.

Table 1 – Bid Summary

Contractor	Bid
Schroeder Asphalt Services	\$6,300,000
Arrow Road Construction	\$6,391,949
Brothers Asphalt Paving	\$6,534,893
A Lamp Concrete Contractors	\$6,654,691
Plote Construction	\$6,921,655

The bids received were within 10% of one another with the low bid being approximately 10% below the engineer's estimate. Schroeder Asphalt has worked on several Village street projects in the past, and completed the STP-funded Jones Road & Salem Drive resurfacing project last year. All previous work was completed in an acceptable manner and Schroeder is listed by IDOT as qualified to perform this type of work.

In addition to the reconstruction and resurfacing work included with the street contract, other components of the comprehensive

DISCUSSION: (Continued)

revitalization program, such as material testing, are bid separately and are discussed in a later section.

Scope of 2022 Street Revitalization Project

Along with the reconstruction and resurfacing street segments approved as part of the CIP, several separate improvements (stormwater, sanitary sewer) were included within the scope and bid of the Street Revitalization project as the work was proposed within the same locations of proposed street work. Combining these improvements together is intended to take advantage of economies of scale of similar work items, avoid doing work multiple times on the same street, and lessen the impact to residents.

2022 Budget Summary and Bids

The approved FY2022 budget allocated \$6,620,160 for the Street Revitalization Project and other related street costs from various capital funding sources. Using the low bid costs for CDBG eligible streets, \$6,601,470 of budgeted revenues are available for the FY2022 street program.

See attached tables for details on available budget and full project expenses.

FINANCIAL IMPACT:

The full scope of the FY2022 street program can be funded by the available budget. Other items of work included in the scope of the 2022 Street Revitalization Project (stormwater, sanitary sewer) are also within budgeted amounts. See attached tables for full financial details.

RECOMMENDATION:

Request authorization to award contract for the 2022 Street Revitalization Project to Schroeder Asphalt Services, Inc. of Marengo, IL (low bid) in the amount of \$6,300,000.

Attachments

Table 2 – Summary of Available Street Revitalization Budget

2022 CIP Budget for Street Revitalization	\$6,620,160
Reduction for lower CDBG street bid	(\$18,690)
Total Available Budget	\$6,601,470

Table 3 – Total Street Revitalization Available Budget and Costs

Project	Available Budget	Cost	(Over)/Under
Reconstruction/Resurfacing (Low Bid)	\$6,231,470	\$6,197,807	\$33,663
Preventative Maintenance ¹	\$200,000	\$200,000	\$0
Material Testing ²	\$145,000	\$100,000	\$45,000
Survey ¹	\$25,000	\$25,000	\$0
Total Street Revitalization Costs	\$6,601,470	\$6,522,807	\$78,663

¹ – Separate projects to be bid later in the year, costs are estimated

² – Award of contract presented as separate agenda item

Table 4 – Breakdown of Total Low Bid Cost

Reconstruction/Resurfacing	\$6,197,807
Stormwater	\$40,000
Water/Sewer	\$62,193
Low Bid Cost	\$6,300,000

Table 5 – Other Funding Sources Included in Low Bid Costs

Funding Source	Budget	Low Bid Costs	(Over)/Under
Stormwater	\$40,000	\$40,000	\$0
Water/Sewer	\$110,000	\$62,193	\$47,807

VOHE 2022 Reconstruction Streets

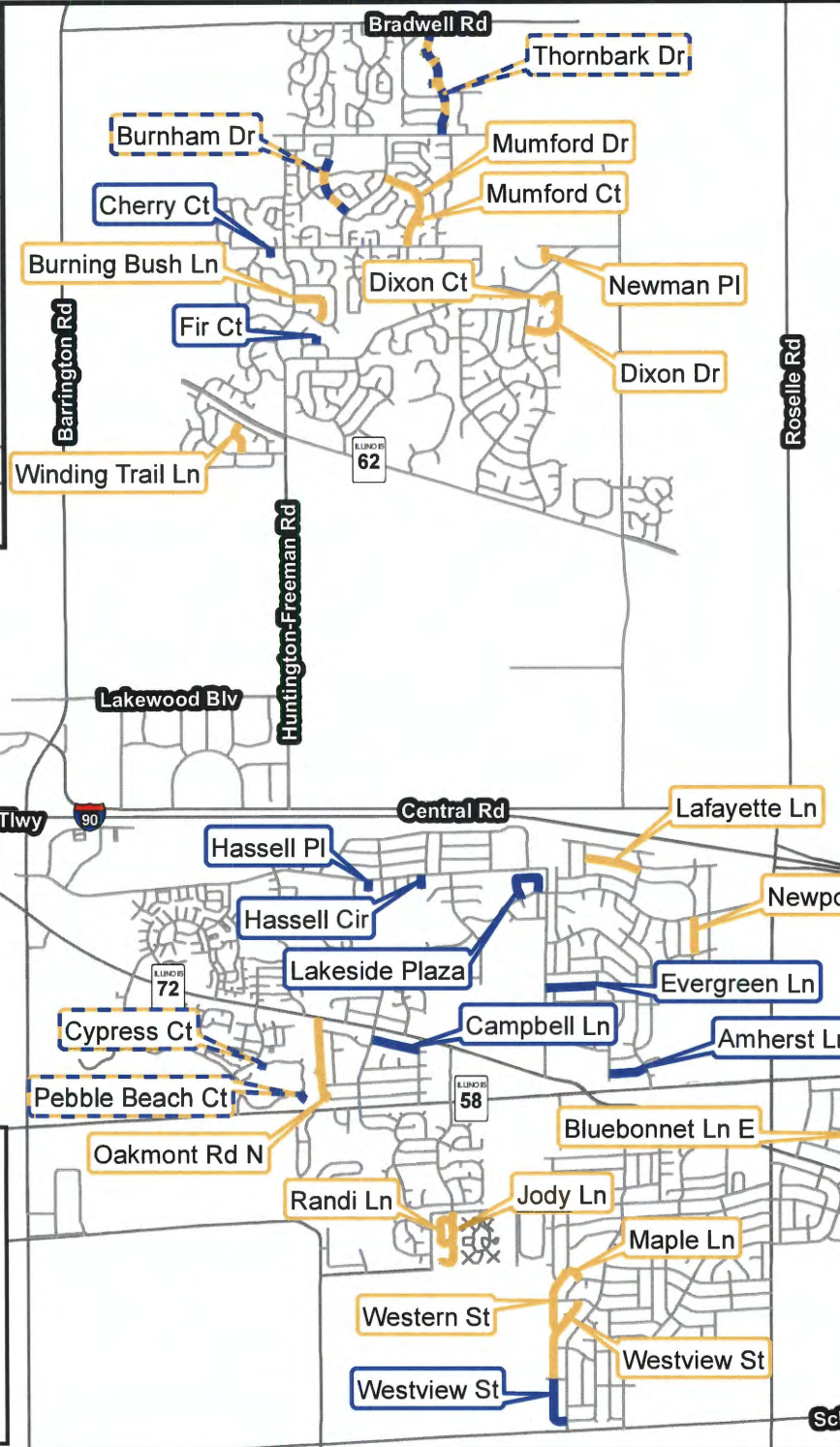
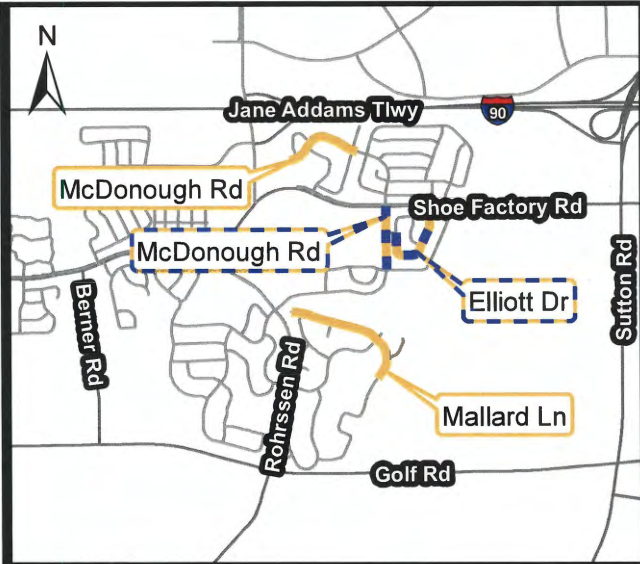
Street	Begin	End
AMHERST LN	GENTRY RD	HIGHLAND BLVD
CAMPBELL LN	KINGSDALE RD	FAIRMONT RD
CHERRY CT	WESTBURY DR	END OF THE ST
EVERGREEN LN	JONES RD	DENNISON RD
FIR CT	CHESAPEAKE DR	END OF THE ST
HASSELL CIR	HASSELL RD	END OF THE ST
HASSELL PL	HASSELL RD	END OF THE ST
LAKESIDE PLAZA	HILLCREST BLVD	HILLCREST BLVD
WESTVIEW ST	WASHINGTON BLVD	OSAGE LN

VOHE 2022 Resurfacing Streets

Street	Begin	End
BLUEBONNET LN E	ASH RD	END OF THE ST
BURNING BUSH LN	HUNTINGTON BLVD	CRIMSON DR
DIXON CT	DIXON DR	END OF THE ST
DIXON DR	WINSTON DR	DIXON CT
JODY LN	RANDI LN	BODE RD
LAFAYETTE LN	CARLETON RD	HAMPTON RD
MALLARD LN	1405 MALLARD LN	END OF THE ST
MAPLE LN	WESTERN ST	MAYWOOD LN
MCDONOUGH RD	SHOTKOSKI DR	END OF THE STREET
MUMFORD CT	MUMFORD DR	END OF THE ST
MUMFORD DR	WESTBURY DR	OLMSTEAD DR
NEWMAN PL	PARK LN	FREEMAN CT
NEWPORT RD N	FREDERICK LN	HILLCREST BLVD
OAKMONT RD N	1583 OAKMONT	HIGGINS RD
RANDI LN	JODY LN	END OF THE ST
WESTERN ST	WESTVIEW ST	MAPLE LN
WESTVIEW ST	OSAGE LN	MILTON LN
WINDING TRAIL LN	WHISPERING TRLS	DOGWOOD DR

VOHE 2022 Structural Overlay Streets

Street	Begin	End
BURNHAM DR	OLMSTEAD DR	AMBER CIR
CYPRESS CT	PEBBLE BEACH	END OF THE ST
ELLIOTT DR	DEER VALLEY LN	LANDERS DR
MCDONOUGH RD	NICHOLSON DR	SHOE FACTORY RD
PEBBLE BEACH CT	PEBBLE BEACH	END OF THE ST
THORNBARK DR	PALATINE RD	BRADWELL RD



ENGINEERING DIVISION

**PROPOSED
2022 STREET PROJECT**

Legend

- RECONSTRUCTION
- RESURFACING
- STRUCTURAL OVERLAY

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request authorization to award contract for materials testing for the 2022 Street Revitalization Project to Applied GeoScience, Inc. of Schaumburg, IL (low proposal estimate) in an amount not to exceed \$100,000.

MEETING DATE: March 14, 2022

COMMITTEE: Transportation and Road Improvement

FROM: Alan Wenderski, Director of Engineering
Andy LoBosco, Senior Project Manager

PURPOSE: To present the proposals for materials testing on the 2022 Street Revitalization Project and recommend approval of award of contract for materials testing.

DISCUSSION: The Village received five qualified proposals for professional services for the testing portion of this year's street project. The proposals are summarized below.

Table 1: Proposal Summary

Firm	Proposal Cost
Applied GeoScience, Inc.	\$95,325
Construction & Geotech Material Testing, Inc.	\$102,850
NASHnal Soil Testing, LLC	\$132,550
Soil and Material Consultants, Inc.	\$153,100
S.A.M. Consultants, Inc.	\$191,285

Actual quantities of asphalt and concrete testing from previous years were applied to the proposed 2022 scope of work. In addition, the number of pavement cores completed in prior years was used as a factor in determining this year's testing scope. The data from the cores assist staff in the design of streets in future years. The estimated hours in the Village scope were then applied to the submitted proposals to estimate the project cost. Applied GeoScience, Inc. provides the lowest total cost based on estimated units of work of all qualified firms. This company has satisfactorily performed these tasks on a number of previous Village projects.

DISCUSSION: (Continued)

It should be noted that the estimated cost is calculated by applying the unit costs for various tests and services in the proposals to the estimated quantities likely to occur over the course of the project. Variations in these quantities are possible during the course of the project depending on the daily progress of the street project contractor. The recommendation is to award the testing contract at a not to exceed amount about 5% higher than the estimated cost to provide for contingency.

FINANCIAL IMPACT:

The 2022 budget included \$145,000 for material testing. The testing needs will cover the entirety of work included within the 2022 Street Revitalization Project scope. The material testing costs will be funded through the Capital Revenues. The staff recommendation is to award this contract at a not to exceed amount of \$100,000.

RECOMMENDATION:

Request authorization to award the contract for materials testing for the 2022 Street Revitalization Project to Applied GeoScience, Inc. of Schaumburg, IL (low proposal estimate) in an amount not to exceed \$100,000.



**VILLAGE OF HOFFMAN ESTATES
DEPARTMENT OF DEVELOPMENT SERVICES**

TRANSPORTATION DIVISION MONTHLY REPORT

SUBMITTED TO: TRANSPORTATION & ROAD IMPROVEMENT COMMITTEE

BY: Jennifer Horn, Director of Planning & Transportation *Jennifer Horn*

March 2022

GENERAL UPDATES

- ◆ Staff attended the NWMC Bike & Pedestrian Committee meeting on February 15, 2022.
- ◆ Staff attended a virtual training on Complete Streets Implementation Tools provided by the *Smart Growth Network* on February 3, 2022.
- ◆ Work continues on applications for STP and *Invest in Cook* grant funding for various resurfacing and improvement projects.
- ◆ Ongoing management of Road Improvement Impact Fee Program.
- ◆ Traffic and parking analysis, site plans, and inspections are ongoing for a variety of projects, including:
 - Plum Farms Mixed Use (CRG Residential)
 - Bell Works Residential
 - H-90 Speculative Industrial
- ◆ The 2022 Street Project was publicized in the March/April issue of the *Citizen*, with mailed notices to all residents living within the project location limits to be sent in March ahead of anticipated construction from April – November.

TRANSPORTATION PROJECT UPDATES

Bike/Pedestrian Projects in Design

PROJECT	STATUS
<p>Beverly Road Bicycle Facility and Resurfacing (Invest in Cook) <i>Lead Agency: VOHE</i></p> <p><i>Scope: Resurfacing from Prairie Stone Pkwy to Beacon Pointe Dr. and construction of a barrier separated off-street path on the west side of Beverly Rd.</i></p>	<p>Phase II Engineering in progress (Civiltech).</p>
<p>Central Road Off-Street Bike Facility (Access to Transit / CMAQ) <i>Lead Agency: Cook County</i></p> <p><i>Scope: Off-street path along the north side of Central Road from the Paul Douglas Forest Preserve path on to the Pace Park-n-Ride at Barrington Rd.</i></p>	<p>Phase II Engineering pending Cook County consultant selection. IGA with RTA for funding approved in January, 2022.</p>
<p>Hassell Road Ped/Bike Enhancement Project (ITEP) <i>Lead Agency: VOHE</i></p> <p><i>Scope: Ped/bike streetscape and safety enhancements along Hassell Rd., Pembroke and Stonington Aves. leading to Pace Barrington Rd. transit station.</i></p>	<p>Phase I Engineering in progress (Baxter & Woodman).</p>
<p>Shoe Factory Road Reconstruction and Off-Street Path <i>Lead Agency: Cook County</i></p> <p><i>Scope: Widen and reconstruct Shoe Factory Road from east of Beverly Road to Essex Drive with off-road path north of Shoe Factory Road, west of Beverly</i></p>	<p>Phase II Engineering in progress (Civiltech), ROW and utility relocations in progress.</p>

Roadway Projects in Design

PROJECT	STATUS
Barrington Road Widening - Algonquin to Central Road <i>Lead Agency: IDOT</i>	Phase II Engineering pending IDOT consultant selection. VOHE to cost share for Opticom and signal improvements per 2018 LOI.
Bode Road Resurfacing - Barrington Road to Schaumburg Road <i>Lead Agency: Village of Schaumburg</i>	Phase II Engineering in progress. VOHE to pay for pro rata share of design and construction costs per 2021 IGA.
Golf Road / Barrington Road Intersection Improvement Study <i>Lead Agency: IDOT</i>	Phase I Engineering in progress. VOHE to cost share for Opticom and signal improvements, TBD in pending LOI.
Higgins Road / Huntington Blvd. Intersection Study <i>Lead Agency: IDOT</i>	Phase I Engineering in progress. Village staff provided feedback on the current proposed geometry in September 2021.

Roadway Projects – Pending Construction

PROJECT	STATUS
2022 Village Street Revitalization Project <i>Lead Agency: VOHE</i>	Contractor selection underway. Bid opening in late February. Contract award consideration in March 2022 with expected start of construction in April 2022.
Golf Road Resurfacing - Hiawatha Drive to Rt. 59 <i>Lead Agency: IDOT</i>	Expected construction March 2022 – October 2022. Completion in October 2022. Expect daytime lane closures.

TRANSIT UPDATES

Taxi Discount Program

Program registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 770 residents have registered for the program, with 331 current eligible registrants. The graph below shows historical, year-to-date use, and an estimate of the 2022 usage. The most recent coupons turned in covered through early February.

