



AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
October 19, 2009

Immediately Following General Administration & Personnel Committee

Members: Ray Kincaid, Chairperson
Gary Pilafas, Vice Chairperson
Karen Mills, Trustee

I. Roll Call

II. Approval of Minutes – September 14, 2009

NEW BUSINESS

1. Discussion regarding designating the Village to serve as the lead agency for the design engineering of the Barrington Road full interchange project.
2. Request acceptance of Transportation Division Monthly Report.

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

**TRANSPORTATION & ROAD IMPROVEMENT
COMMITTEE MEETING MINUTES**

September 14, 2009

I. Roll Call

Members in Attendance:

**Ray Kincaid, Chairman
Gary Pilafas, Vice-Chairperson
Karen Mills, Trustee**

**Other Corporate Authorities
in Attendance:**

**Trustee Cary Collins
Trustee Jackie Green
Trustee Anna Newell
Mayor William McLeod**

**Management Team Members
in Attendance:**

**Jim Norris, Village Manager
Arthur Janura, Corporation Counsel
Dan O'Malley, Deputy Village Manager
Mark Koplin, Asst. Vlg. Mgr., Dev. Services
Don Plass, Director of Code Enforcement
Mike Hankey, Director of Transportation
Patrick Seger, Director of HRM
Pete Gugliotta, Director of Planning
Bev Romanoff, Village Clerk
Bruce Anderson, CATV Coordinator**

Others in Attendance

Reporters from Daily Herald, Chicago Tribune

The Transportation and Road Improvement Committee meeting was called to order at 7:51 p.m.

II. Approval of Minutes

Motion by Mayor McLeod, seconded by Trustee Green, to approve the Transportation & Road Improvement Committee meeting minutes of August 24, 2009. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

- 1. Request approval for a joint agreement with IDOT for emergency repair program funds (ERP) on Glen Lane.**

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

Jim Norris addressed the Committee and stated that the funds for this program are from the federal stimulus program. Rep. Crespo was instrumental in helping to secure ERP funds for this project.

Motion by Mayor McLeod, seconded by Trustee Pilafas, to approve a joint agreement with IDOT for emergency repair program funds (ERP) on Glen Lane. Voice vote taken. All ayes. Motion carried.

2. Request acceptance of Transportation Division Monthly Report.

The Transportation Division Monthly Report was submitted to the Committee.

Motion by Trustee Mills, seconded by Trustee Pilafas, to accept Transportation Division monthly report. Voice vote taken. All ayes. Motion carried.

III. President's Report

Mayor McLeod reported that the Schaumburg Septemberfest parade was well attended and was a nice outing.

IV. Other

V. Items in Review

1. Discussion regarding lead agency for Barrington Road interchange.

VI. Adjournment

Motion by Mayor McLeod, seconded by Trustee Green, to adjourn the meeting at 7:55 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 regarding lead agency for the Barrington Road Full Interchange Project

MEETING DATE: October 12, 2009

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: A discussion of the Barrington Road full interchange project with designation of the Village as the lead agency for design work is presented.

DISCUSSION: The Village recently met with IDOT and Illinois Tollway representatives regarding the design and construction of a full interchange on the Jane Addams Tollway (I-90) at Barrington Road. These meetings were held as initial coordination to bring all parties up to date. Representative Fred Crespo and Senator Michael Noland attended the meetings along with Village representatives.

The State of Illinois listed the Barrington Road full interchange in its most recent six year (2010 to 2015) highway improvement program. The project is listed in the multi-year program component (MYP) of the IDOT plan with a State contribution of \$18 million. Only the first year of the IDOT six year plan is programmed or budgeted. As the funds for the Barrington Road full interchange are in the MYP, it will be important to ensure the project and funding remain in the State's budget. The State's fiscal year is from July 1 to June 30.

The need for the project is primarily to address the public safety need for more direct travel routes, reduced response times, and faster transport to St. Alexius Hospital. Other benefits include improved traffic distribution, increased accessibility to and from businesses, and reduced travel on local arterials and streets.

Civiltech Engineers worked on the most recent concept for providing ramps to and from the west to complete all movements at the interchange as a part of the I-90 corridor study. They estimated the interchange project to range from about \$40 million to about \$51 million (in 2007 costs). The I-90 Corridor Study concept for the interchange includes space for the STAR Line and Tollway widening. This allows the interchange to be constructed first and independently, followed by the other projects in the corridor. The phasing will be more fully tested and evaluated during detailed design phases of the interchange project. IDOT estimated a cost based on another interchange project on I-90 at IL 47 and calculated about \$72 million. The \$18 million in the IDOT's Highway Improvement Program represents their estimate of 25% of the project cost.

The Illinois Tollway's cost sharing policy for interchange upgrades like Barrington Road is up to 50% of the construction cost. The Tollway policy requires an agreement among all participating parties to identify responsibilities and cost participation. Actual costs will be further developed as the design proceeds, leading to an Intergovernmental Agreement as the project prepares to go to construction.

Federal funding assistance is being pursued to help with the local contribution towards the project. IDOT noted that when federal funds are used, the project then will go through all federal processes meaning that the length of time before the project can begin may be extended by two years or more. A consideration is that if no federal funds are used that the project could move faster, but that more money is needed for the local match.

The Illinois Tollway policy also requires that another agency serve as the lead for the preliminary and final engineering work. The Village is proposed to serve in this role with responsibility for hiring an engineering consultant and managing their work to prepare project plans. IDOT and the Tollway will have opportunities for review of these plans. A significant amount of coordination with these two agencies as well as utility companies will be required. Metra will also be a part of the plan development and review to provide input on the STAR Line. A three party agreement with the Village, Tollway, IDOT will be required to define roles, costs, responsibilities, etc. This will establish the framework for a formal intergovernmental agreement as the project is more fully defined.

FINANCIAL IMPACT

A summary of the estimated construction, utility, and engineering costs for the Barrington Interchange from the Civiltech study is shown below. Special attention should be paid to the footnotes in the table which provide important qualifications by Civiltech as these numbers were based on a conceptual level of plan development. The costs will change as the design progresses. A summary of the project and costs was presented by Civiltech Engineers to the Village Board in late 2007 as part of the I-90 corridor study analysis. Local funding will be required to start the first phase of engineering work. Village funds and contributions along with the potential for funding from the IDOT allocation could be used to get the design started. A rough estimate of the first phase of design costs is about \$2.0 to \$2.5 million. The design work would begin once an intergovernmental agreement among the Village, Tollway, IDOT, and any other funding partners is approved. Now that significant IDOT funding is proposed in their six year plan, development and review of the agreement can proceed. The Tollway policy addresses financial participation in the construction and construction engineering costs.

**Preliminary Engineer's Estimate of Construction Cost
Draft Local Agency I-90 Corridor Master Plan
Barrington Road Interchange – Stage 1-A Improvement**

Item	Low Estimate	High Estimate
Construction	\$24,900,000	\$32,900,000
Utility Relocations	\$4,200,000	\$6,100,000
Contingency (10%)	\$2,000,000	\$2,300,000
ROW	\$2,300,000	\$2,300,000
Engineering (Phase I, II, III)	\$7,500,000	\$7,500,000
Total	\$40,900,000	\$51,100,000

Source: Civiltech Engineers 10/29/07

Notes:

Based on conceptual plan dated October 31, 2007

This estimate is subject to revision pending detailed geotechnical, geometric, drainage, environmental, and other studies.

All unit costs assume 2007 unit prices.

Utility relocation costs include JAWA watermain, Nicor gas line, and ComEd transmission towers only.

RECOMMENDATION

Designate the Village to serve as the lead agency for the design engineering of the Barrington Road full interchange project. Begin the process for an agreement with IDOT and the Illinois Tollway for the project development and construction.

**TRANSPORTATION DIVISION
DEPARTMENT OF DEVELOPMENT SERVICES**

**MONTHLY REPORT
September 2009**

New Developments

Reviewing traffic data and site plans for:

Alliance Church	Huntington Woods Corporate Center
Cabela's Outlots (Saddle Room)	Maranatha Church
Church of the Cross	Village Police Station Site
Heidner Property	

Ongoing Coordination

Barrington Road Interchange

- Tollway completed first phase of draft master plan for Northwest Tollway. A need for one additional lane in each direction was identified. This should provide guidance on next steps for interchange plans.
- IDOT listed the project in its 2010-2015 multi-year plan. Met with State Representatives and IDOT on September 16.
- Next meeting to be determined.

Northwest Tollway (I-90) Corridor Study

O'Hare Noise Compatibility Commission

- Attended Commission Meeting.

Pace HOT Line Bus Service (Route 557)

- The most recent ridership data provided by Pace is from September 2009. The monthly total was 786 riders. This is down over 20% from September 2008.
- Average daily ridership was 37 in August 2009. This is less than seen in recent months and similar to the average in late 2008.
- Monthly totals vary due to the number of weekdays in the month and seasonal variations in transit ridership.
- The twelve month moving total (a measure of annual ridership on a floating basis) is about 12,700 riders. This is down slightly from earlier in 2009. But this total is still higher than the same period in 2008.
- Information summary sent out to companies to begin discussion of 2010 service.

Pace Route 554

- Pace instituted a new route in January 2009. The Hanover Park Metra Station is now on the route and a portion of the route in Streamwood on Irving Park Road was eliminated. Ridership can be affected during such changes and it may take several months for trends to emerge.
- A quarterly meeting was held on September 8, 2009. While year to date ridership is about 13% less than 2008, Pace stated that systemwide use is down about 12%. Pace will provide a draft agreement for 2010.
- Most recent ridership data provided by Pace for Route 554 was for August 2009. Average daily use was 143 riders which is equivalent to the same month in 2008.
- Depending on ridership, Pace will evaluate the possibility of assuming the cost of route, but not likely before 2011 or 2012.

Roselle Road Traffic Signal

- IDOT has deferred to Cook County on the signal installation. IDOT does not favor a signal, and instead prefers turn restrictions. But, if acceptable to Cook County, IDOT will not object to a new signal.
- Awaiting letter of approval from Cook County on signal installation. County has requested some additional analysis of information.
- Right of way documents for temporary and permanent easements received from consultant. Coordinating with property owners on easement information.

STAR Line

- Technical Advisory Committee scheduled for October 19 at Village Hall.
- Metra anticipates submitting to Federal Transit Administration in late 2009 or 2010.
- Public hearings and environmental scoping meetings will follow.

Taxi Discount Program

- Registration continues with identification cards and coupons sent to residents. To date, a total of 195 residents have registered for the program. Another 14 applications are pending due to scheduling of permanent identification photos.
- Information on program registration provided on Village website.
- Working on assessment of potential changes to program for review by the Village Board.

Transit Information

- Keeping log of public transit related requests, inquiries, phone calls, etc.
- Public transit information provided on Village website. Information recently expanded to include more links and a map of transit services in the Village.
- Staff is developing an informational brochure on transit services offered in the Village.

Traffic Management

Assisted Police and Public Works for placement of programming PCMS for projects and special notices.

Event planning and coordination with Police Department, Standard Parking, and Sears Centre staff as needed for Sears Centre.

Traffic Studies / Other

- Additional information has been included on the website for engineering services as well as posting new transportation data.
- Village ADT Map posted to website.
- Prepared three 2010 CMAQ applications; two for bike projects, one for diesel emissions reduction. A total of 193 projects for a combined \$474 million were submitted with only about \$21 million in funding expected to be available. Bicycle projects (47) requested \$55 million in total. Diesel Emission Reduction projects (16) totaled \$57 million in federal fund requests. The CMAQ project selection committee recommended the diesel project and Shoe Factory / IL 59 right turn lanes. CMAP is to make fiscal decisions later this year. The Diesel Project and Shoe Factory right turn lane projects are in the CMAP staff list of recommended projects. Recent rescissions of funds by FHWA may jeopardize CMAQ and STP projects.
- With Planning Division, worked on a Department of Natural Resources grant application for bicycle path on Central Road. Expected announcement of projects in October.
- Submitted lists to various agencies and representatives for project needs in Hoffman Estates.

Village Projects**Neighborhood Speed Watch Program**

- Several residents are considering speed watch.
- Traffic counters are on two streets in anticipation of a speed watch.

Pavement Management System and Street Revitalization

- 2009 Street Project work nearing completion. Weekly updates are being posted to the website and sent to e-mail distribution.
- Glen Lane reconstruction set to begin in October.
- Pavement rating work for 2010 is complete. Analysis of data continues. Results of the ratings will be presented at CIB.

Shoe Factory Road - Cook County

- Met with Cook County staff to re-start the Phase II design work.
- The Village consultant is working on plan development, right of way, and utility needs plus an overall schedule. Target is for letting in late 2010, however right of way acquisition will be the primary determinant of schedule.

Higgins Road Pedestrian / Bicycle Project

- Project awarded full approval for CMAQ Federal Grant funding. Staff met with IDOT and FHWA staff. Plans submitted to IDOT for review with most comments received. The bridge over the creek in front of the bowling alley will require additional analysis to meet IDOT requirements. Adjustment to CMAQ funds to use some for bridge analysis was approved by CMAP and is being processed by IDOT.

Palatine Road Widening Project

- Village application of Surface Transportation Program funds (\$1.3 million) was approved by NWMC. Village signed a Letter of Intent with IDOT who will pay a significant share of the local project cost. Staff met with IDOT to go over project information. Federal Highway review meeting held on September 1, 2009. Submitted intersection analysis requested by IDOT.

Hassell Road Surface Transportation Program Project

- An application for STP funds was submitted to the Northwest Municipal Conference for reconstruction and culvert replacement on Hassell Road. The project limits are from Pembroke Avenue to Fairway Court. The scope of work is a total reconstruction of the pavement with incorporation of bicycle facilities. This could involve restriping the existing width to provide one lane in each direction, a center left turn lane, and bicycle lanes on each side. Other segments may be more appropriate for designation as a bicycle route if on-street parking is to be maintained. Near the Barrington Road intersection, an off-street facility may be investigated. Three cross road culverts are proposed for replacement as a part of this work. A modification to the application was submitted to NWMC to use some STP funds for design work. The NWMC Technical Committee did not move the project to a program year yet. It remains a multi-year list.

Bode – Salem Road Surface Transportation Program Project

- Staff continues work on design to advance project into a funding year. A joint application with the Village of Schaumburg was presented to Northwest Municipal Conference for reconstruction, intersection improvements, and bicycle facilities. Roundabouts will be evaluated for intersections within the project limits on Bode Road from Braintree Road to Salem Drive. On-street bicycle lanes will be evaluated along Bode Road as will restriping the pavement to create a three lane cross section. The NWMC Technical Committee assigned their project to year 2014.

Golf Road Resurfacing

- IDOT has begun work on resurfacing Golf Road from Windsong in Schaumburg to Elgin. Initial paving layer west of Barrington is complete. Curb replacement and patching is underway east of Barrington. Traffic delays can be expected during the work.

IDOT Concrete Patching

- IDOT began work on Barrington Road west of the Tollway on IL 59/IL 72. Lane closures will remain throughout the project. Expected completion in mid-November.

Higgins / Moon Lake / Governors

- IDOT began work on September 14 for the project to convert the signal to permit left turns from Higgins Road only on a green arrow. While 30 working days are specified for the project, it is likely to take longer due to delivery times for traffic signal mastarm equipment. The current project schedule anticipates work completed by early November. Traffic will be reduced to one lane in each direction on Higgins Road during construction.

Higgins Road Resurfacing

- IDOT will start work in early September on resurfacing Higgins Road from Almond Lane to I-290. Work will be done during off-peak hours. Lane closures and delays can be expected during the work.

Bicycle Planning

- Public open house meetings held on May 7th, May 9th and May 14th at three locations throughout the Village. Attendees provided helpful comments and insight. Work completed on summarizing comments. Finalizing the draft plan and facility documents for Village Board review later in the fall.
- Developed GIS database of surrounding bicycle facilities.
- Gathered bicycle plans from surrounding communities.
- Assessing possible bicycle facilities along specific streets in the Village.
- Keeping log of bicycle related requests, inquiries, phone calls, etc.
- Met with Kane County, Village of Schaumburg, Hoffman Estates Park District, and Chicagoland Bicycle Federation League of Illinois Bicyclists, Village of Streamwood, and the City of Elgin to discuss Bike Planning.
- Posted bike planning material on Village website.
- Met with Tollway staff on under crossing of I-90 along railroad right of way. Tollway concurred with concept design.
- Applied for grants to construct three projects.
- Bicycle and Pedestrian Advisory Committee formed in July. Seven of the 11 positions have been filled. Anticipating a kick off meeting for the Committee later this fall.

CN Purchase of EJ&E

- STB approval of transaction became effective on January 23, 2009.
- Several appeals pending in Federal Court.
- CN will provide information on expected date of increase in freight traffic when available.
- STB posted monthly reports and the second quarterly report of status provided by CN.

- Cook County installed flashing beacon on existing warning sign in advance of the hillcrest east of the railroad crossing.
- Met with CN staff and consultants to discuss plan development and implementation of parts of the agreement. Other items will require Village Board review and approval.
- Meeting scheduled with Cook County to discuss roadway related projects on Shoe Factory Road.

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