

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
February 8, 2010

7:30 p.m.

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

- I. Roll Call**
- II. Approval of Minutes – January 11, 2010**

NEW BUSINESS

1. Request approval for an IDOT resolution to appropriate Motor Fuel Tax Funds for the 2010 Traffic Signal Maintenance, in an amount not to exceed \$68,000.
2. Request approval for an IDOT resolution to appropriate Motor Fuel Tax Funds for the 2010 Street Revitalization Project in an amount not to exceed \$1,055,000.
3. Request approval of a Local Agency Agreement with the State of Illinois for the CMAQ IL 59 and Shoe Factory Road improvement project.
4. Review of recommendation from the Bicycle and Pedestrian Advisory Committee for resolution of support for a statewide Stop for Pedestrians law.
5. Review of a recommendation from the Bicycle and Pedestrian Advisory Committee for not to exceed proposals to review the Comprehensive Bicycle Plan by:
 - A. Active Transportation Alliance not to exceed \$977.21;
 - B. League of Illinois Bicyclists not to exceed \$500.00.
6. Request approval of a contract with Bowman and Barrett Engineering for design of bicycle path at CN Railroad crossing in an amount not to exceed \$11,382.00.
7. Update on STAR Line and review of station areas.
8. 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**

January 11, 2010

I. Roll Call

Members in Attendance:

**Ray Kincaid, Chairman
Karen Mills, Trustee**

**Other Corporate Authorities
in Attendance:**

**Trustee Cary Collins
Trustee Anna Newell
Trustee Jackie Green
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
Mike Hankey, Director of Transportation
Gary Skoog, ED Coordinator
Peter Gugliotta, Director of Planning
Bev Romanoff, Village Clerk
Rebecca Suhajda, Administrative Intern**

Others in Attendance

Reporter from *Daily Herald & Chicago Tribune*

The Transportation and Road Improvement Committee meeting was called to order at 7:41 p.m.

Trustee Pilafas is absent as he is out of the country on business.

II. Approval of Minutes

Motion by Trustee Mills, seconded by Trustee Collins, to approve the Transportation and Road Improvement Committee meeting minutes of December 14, 2009. Voice vote taken. Abstain: Trustee Green. Motion carried.

NEW BUSINESS

1. **Request approval of agreements for Pace Route 557 service:**
 - a. **with Pace Suburban Bus for a local share of Route 557 in an amount not to exceed \$50,011 in 2010.**
 - b. **with Siemens, Claire's and ADP for company participation in Route 557 in 2010.**

An item summary sheet was submitted to the Committee.

Trustee Kincaid asked what the ridership numbers were recently and Mr. Hankey replied that there were 700 total rides in November of 2009 with approximately 12,000 riders in a 12 month period. Mr. Hankey also stated that going into 2010, AT&T has chosen not to participate in funding Route 557, but AT&T employees can still use the Pace service since it is a public route. Mr. Hankey stated that he expects to see a decline in ridership numbers as a result of AT&T not participating in 2010. Trustee Kincaid asked why AT&T decided not to participate and Mr. Hankey replied that the decision was financially based.

Trustee Kincaid asked about providing additional stops for riders and Mr. Hankey replied that AT&T employees could ride the bus to Siemens and then walk the remaining distance to AT&T. Mr. Hankey stated Pace looked at different options for rerouting the bus without a stop at AT&T to provide the most efficient and shortest route to the companies that are financially supporting the 557 route. Mr. Hankey also stated that Siemens has expressed very strong interest in reaching out to other companies to help fund the route. Mr. Hankey explained that adding stops along the route does add travel time for riders and increases costs for the route, but hopefully the costs would be off-set by a higher ridership.

Trustee Kincaid asked why St. Alexius Hospital was not one of the stops on the route and Mr. Hankey replied the times of day that the bus runs do not align with the shifts for hospital staff. Trustee Kincaid stated that he hoped that if Pace was going to reach out to other companies that they would entertain additional routes to help residents get to the hospital. Trustee Kincaid stated that he has seen the Pace bus on Hassell Road, not in service and going to ADP and he stated that the bus should be available to the public.

Trustee Mills stated the times the bus runs would not be convenient for the hospital. Trustee Mills asked if there was a route that already went to the hospital and Mr. Hankey replied that Route 554 goes to the hospital. Trustee Mills asked if there was a firm commitment from the companies for the entire year because it seems that ADP has let go a lot of employees and Mr. Hankey confirmed that all three companies have committed to Route 557. Trustee Mills asked if there was any way for the companies to back out of the agreement and Mr. Hankey replied that the agreement with the individual companies have a provision for a 30 day notice of cancellation. Trustee Mills asked if the bus could drop riders closer to AT&T if riders decide to continue riding the bus and Mr. Hankey responded that the Pace rerouting has Siemens as the first stop, followed by Claire's using a service drive that may drop off riders closer to the AT&T campus.

Trustee Collins asked what it would take to route the buses down Palatine Road to Huntington Road instead of Barrington Road so that north-side residents could travel to the shopping centers for \$1.75 and Mr. Hankey responded that Pace would need to check to see how the travel time changes with that potential scenario. Trustee Collins stated that there are probably less cars on Huntington Road than on Barrington Road. Trustee Collins stated that he wanted to start thinking of how to service the public with the bus service. Mr. Hankey stated that it was a very valid point and with the service set up and financed as it is, Pace has to look at the overall cost and any incremental costs to reroute the Pace bus to Huntington Road. Trustee Collins stated that routing the bus down Huntington Road may attract Mori Seiki and Big Kaiser to supporting the route. Mr. Norris stated it might make more sense to look at rerouting the bus service once Mori Seiki and Big Kaiser are contacted to determine interest.

Trustee Kincaid asked if it would be possible to survey the businesses located in Huntington Plaza and Forest View up north and Barrington Square south of the tollway and see if they would be interested in participating in the route to support a stop at their locations.

Motion by Trustee Collins, seconded by Trustee Mills, to approve the agreements for Pace Route 557 service with Pace Suburban Bus for a local share of Route 557 in an amount not to exceed \$50,011 in 2010 and with Siemens, Claire's and ADP for company participation in Route 557 in 2010. Voice vote taken. All ayes. Motion carried.

2. Request approval of a Local Agency Agreement for Preliminary Engineering with the State of Illinois for the Palatine Road improvement project.

An item summary sheet was submitted to the Committee.

Trustee Kincaid stated that he noticed that there was some in-house engineering work done on the project which is excellent. Trustee Kincaid also stated that for all of the residents up north that use Palatine Road that this is a long-needed project and that he was very anxious to see these improvements happen.

Trustee Collins asked if it would be possible to get a stop light near Holy Family Church on Thornbark. Mayor McLeod stated that if the cars could enter the church through the Inverness entrances, the church would have less traffic problems. Trustee Kincaid stated that he always believed that the jog on Thornbark was problematic and that the third lane for a turn lane would improve the traffic flow.

Trustee Mills asked if the project would begin in 2010 and Mr. Hankey stated that 2010 is when the funds are programmed and the challenge is working through the federal approvals and IDOT procedures. Mr. Hankey stated that the goal is to get it on a letting this year.

Motion by Trustee Collins seconded by Trustee Mills, to approve a Local Agency Agreement for Preliminary Engineering with the State of Illinois for the Palatine Road improvement project. Voice vote taken. All ayes. Motion carried.

3. Request approval of a Local Agency Agreement with the State of Illinois for the CMAQ Diesel Fleet Emissions Reduction Project.

An item summary sheet was submitted to the Committee.

Motion by Trustee Collins, seconded by Mayor McLeod, to approve a Local Agency Agreement with the State of Illinois for the CMAQ Diesel Fleet Emissions Reduction Project. Voice vote taken. All ayes. Motion carried.

4. Request acceptance of Transportation Division Monthly Report.

An item summary sheet was submitted to the Committee.

Trustee Kincaid asked if the next monthly report could include the number of individuals who used the taxi discount program and Mr. Hankey replied that they would. Trustee Kincaid asked if the Village has any goals for where the Star Line stops will be located in Hoffman Estates and Mr. Norris replied that the topic was brought to committee three or four years ago and that the Board endorsed locations. Mr. Norris stated that the Board identified a few locations in Hoffman Estates including near the Village Hall, in the Route 59 area and in Prairie Stone and the areas that were determined to be the two highest priorities were the locations in Prairie Stone and near the Village Hall area.

Motion by Trustee Collins, seconded by Trustee Mills, to accept the Transportation Division Monthly Report. Voice vote taken. All ayes. Motion carried.

III. President's Report

IV. Other

V. Adjournment

Motion by Trustee Collins, seconded by Trustee Mills, to adjourn the meeting at 7:56 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Emily Kerous, Director of Operations
Office of the Mayor & Board

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval for an IDOT resolution to appropriate Motor Fuel Tax Funds for the 2010 Traffic Signal Maintenance and Opticom repairs in an amount not to exceed \$68,000.

MEETING DATE: February 8, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Nathan Roseberry

PURPOSE: Request approval for an IDOT resolution to appropriate Motor Fuel Tax Funds for the 2010 Traffic Signal Maintenance and Opticom repairs in an amount not to exceed \$68,000.

BACKGROUND: When the Motor Fuel Tax Funds are used to pay for an improvement, an IDOT resolution is required to be executed for Motor Fuel Tax Funds to be used for payment.

DISCUSSION: As part of the approved 2010 budget, a total of \$68,000 of Motor Fuel Tax Funds was allocated for this project. These are routine expenditures for annual traffic signal maintenance and opticom repairs.

FINANCIAL IMPACT: Motor Fuel Tax Funds are provided to the Village through the State of Illinois.

RECOMMENDATION: Request approval for an IDOT resolution to appropriate Motor Fuel Tax Funds for the 2010 Traffic Signal Maintenance and Opticom repairs in an amount not to exceed \$68,000.

Attachment



BE IT RESOLVED, by the President and Board of Trustees of the
(Council or President and Board of Trustees)
Village of Hoffman Estates, Illinois, that there is hereby
(City, Town or Village) (Name)
appropriated the sum of \$68,000.00 of Motor Fuel Tax funds for the purpose of maintaining
streets and highways under the applicable provisions of the Illinois Highway Code from January 1, 2010
(Date)
to December 31, 2010.
(Date)

BE IT FURTHER RESOLVED, that only those streets, highways, and operations as listed and described on the approved
Municipal Estimate of Maintenance Costs, including supplemental or revised estimates approved in connection with this
resolution, are eligible for maintenance with Motor Fuel Tax funds during the period as specified above.

BE IT FURTHER RESOLVED, that the Clerk shall, as soon a practicable after the close of the period as given above,
submit to the Department of Transportation, on forms furnished by said Department, a certified statement showing
expenditures from and balances remaining in the account(s) for this period; and

BE IT FURTHER RESOLVED, that the Clerk shall immediately transmit two certified copies of this
resolution to the district office of the Department of Transportation, at Schaumburg, Illinois.

I, Bev Romanoff Clerk in and for the Village
(City, Town or Village)
of Hoffman Estates, County of Cook/Kane

hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by

the President and Board of Trustees at a meeting on _____
(Council or President and Board of Trustees) Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ day of _____.

(SEAL)

Village Clerk
(City, Town or Village)

Approved

Date
Department of Transportation

Regional Engineer

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval for an IDOT resolution to appropriate Motor Fuel Tax Funds for the 2010 Street Revitalization Project in an amount not to exceed \$1,055,000.

MEETING DATE: February 8, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Marty Salerno

PURPOSE: Request approval for an IDOT resolution to appropriate Motor Fuel Tax Funds for the 2010 Street Revitalization Project in an amount not to exceed \$1,055,000.

BACKGROUND: When Motor Fuel Tax Funds are used to pay for an improvement, an IDOT resolution is required to be executed prior to allowing Motor Fuel Tax Funds to be used for payment.

DISCUSSION: As part of the approved 2010 budget, \$1,055,000 of Motor Fuel Tax Funds was allocated for this project. A draft resolution is included. Bidding is scheduled to occur in March with a project start in May.

FINANCIAL IMPACT: Motor Fuel Tax Funds are provided to the Village through the State of Illinois.

RECOMMENDATION: Request approval for an IDOT resolution to appropriate Motor Fuel Tax Funds for the 2010 Street Revitalization Project in an amount not to exceed \$1,055,000.

Attachment



Resolution for Improvement by Municipality Under the Illinois Highway Code

BE IT RESOLVED, by the President and Board of Trustees of the Council or President and Board of Trustees Village of Hoffman Estates of Hoffman Estates Illinois that the following described street(s) be improved under the Illinois Highway Code:

Name of Thoroughfare	Route	From	To
See attached list			

BE IT FURTHER RESOLVED,
1. That the proposed improvement shall consist of Asphalt pavement, curb and gutter, driveway apron, and sidewalk removal and replacement, utility structure adjustments and reconstructions, and restoration.

and shall be constructed various wide and be designated as Section 10-00086-00-PV

2. That there is hereby appropriated the (additional Yes No) sum of One million fifty five thousand Dollars (\$1,055,000.00) for the improvement of said section from the municipality's allotment of Motor Fuel Tax funds.

3. That work shall be done by contract ; and,

Specify Contract or Day Labor

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit two certified copies of this resolution to the district office of the Department of Transportation.

Approved _____

Date _____

Department of Transportation

Regional Engineer

I, Bev Romanoff Clerk in and for the Village of Hoffman Estates City, Town or Village of Cook and Kane County of Cook and Kane , hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the President and Board of Trustees Council or President and Board of Trustees at a meeting on February 8, 2010 Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ day of _____

(SEAL)

_____ City, Town, or Village Clerk

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request Approval of a Local Agency Agreement with the State of Illinois for the Shoe Factory Road / IL 59 CMAQ intersection project

MEETING DATE: February 8, 2010

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: Present a local agency agreement with the State of Illinois for the Shoe Factory Road / IL 59 CMAQ intersection project.

DISCUSSION: In 2009 the Village requested that both the State and Cook County investigate adding right turn lanes at the intersection of Shoe Factory Road (Cook County) and IL 59 (State). The turn lanes would help decrease some delays that occur at the intersection during peak travel periods. As a result, IDOT prepared an application for Congestion Mitigation Air Quality (CMAQ) funds to add right turn lanes on all legs of the Shoe Factory Road and IL 59 intersection. IDOT then requested that the Village take sponsorship of the project application. The project was approved in late 2009 for CMAQ funds in years 2010 through 2012. Preliminary engineering is listed in 2010, final engineering and right of way in 2011, and construction in 2012. The total project cost was estimated by IDOT at \$1,280,000, with the CMAQ grant for \$1,024,000 and a local match of \$256,000. The local match will come from IDOT, Cook County; Village impact fee funds are also available if needed.

The State of Illinois requires a Local Agency Agreement for the use of federal funds. The non-federal share of the project cost by phase is: \$16,000 for preliminary engineering, \$20,000 for final engineering, \$20,000 for right of way, and \$200,000 for construction. A copy of the local agency form used by IDOT is attached.

The next step will be for the Village to prepare a Request for Proposals from engineering firms to do the Phase I, II, and III work. When a firm is identified based on qualifications and cost, a request for award of contract will be presented to the Village Board. At that time another IDOT agreement for engineering services will be required. As IDOT review and approval times have been very lengthy, this item is being brought to the Committee at this time to hopefully streamline some of the process.

FINANCIAL IMPACT:

For the purpose of the IDOT agreement (attached), the match to the federal funds is shown as State and local. The State has agreed to fund 50% of the local match. A request has also been made to Cook County for 50% of the local match. As a backup plan, this project is eligible for the Village Road Improvement Impact Fee program if additional funds are needed. Impact fees cannot be used for general purposes. These funds can only be spent on a portion of the cost for qualifying projects in the Village's Comprehensive Road Improvement Plan. Nothing is included in the Village budget at this time since the CMAQ approval came late in 2009. The engineering firm will be paid from the combination of CMAQ, State, and local funds.

RECOMMENDATION:

Recommend approval of a Local Agency Agreement with the State of Illinois for the Shoe Factory Road and IL 59 CMAQ intersection project.

Attachment



**Illinois Department
of Transportation**

**Local Agency Agreement
for Federal Participation**

Local Agency Village of Hoffman Estates	State Contract X	Day Labor	Local Contract	RR Force Account
Section 10-00084-00-CH	Fund Type CMAQ (STA)	ITEP Number		

Construction		Engineering		Right-of-Way	
Job Number	Project Number	Job Number	Project Number	Job Number	Project Number
		P91-417-10	CMM-9003(593)		

This Agreement is made and entered into between the above local agency hereinafter referred to as the "LA" and the state of Illinois, acting by and through its Department of Transportation, hereinafter referred to as "STATE". The STATE and LA jointly propose to improve the designated location as described below. The improvement shall be constructed in accordance with plans approved by the STATE and the STATE's policies and procedures approved and/or required by the Federal Highway Administration hereinafter referred to as "FHWA".

Location

Local Name IL Route 59 - Sutton Road Route FAP 338 Length _____

Termini Intersection with Shoe Factory Road (FAU 1304)

Current Jurisdiction State Existing Structure No _____

Project Description

Intersection improvements to include the addition of 300 foot northbound, southbound, eastbound and westbound right turn lanes, new and updated signals, lighting and possible ROW acquisition.

Division of Cost

Type of Work	FHWA	%	STATE	%	LA	%	Total
Participating Construction		()		()		()	
Non-Participating Construction		()		()		()	
Preliminary Engineering	64,000	(80)	8,000	(10)	8,000	(10)	80,000
Construction Engineering		()		()		()	
Right of Way		()		()		()	
Railroads		()		()		()	
Utilities		()		()		()	
Materials		()		()		()	
TOTAL	\$ 64,000		\$ 8,000		\$ 8,000		\$ 80,000

NOTE: The costs shown in the Division of Cost table are approximate and subject to change. The final LA share is dependent on the final Federal and State participation. The actual costs will be used in the final division of cost for billing and reimbursement.

If funding is not a percentage of the total, place an asterisk in the space provided for the percentage and explain above.

The Federal share of construction engineering may not exceed 15% of the Federal share of the final construction cost.

Local Agency Appropriation

By execution of this Agreement, the LA is indicating sufficient funds have been set aside to cover the local share of the project cost and additional funds will be appropriated, if required, to cover the LA's total cost.

Method of Financing (State Contract Work)

METHOD A---Lump Sum (80% of LA Obligation) _____

METHOD B--- _____ Monthly Payments of _____

METHOD C---LA's Share BALANCE divided by estimated total cost multiplied by actual progress payment.

(See page two for details of the above methods and the financing of Day Labor and Local Contracts)

Agreement Provisions

THE LA AGREES:

- (1) To acquire in its name, or in the name of the state if on the state highway system, all right-of-way necessary for this project in accordance with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and established state policies and procedures. Prior to advertising for bids, the **LA** shall certify to the **STATE** that all requirements of Titles II and III of said Uniform Act have been satisfied. The disposition of encroachments, if any, will be cooperatively determined by representatives of the **LA**, and **STATE** and the **FHWA**, if required.
- (2) To provide for all utility adjustments, and to regulate the use of the right-of-way of this improvement by utilities, public and private, in accordance with the current Utility Accommodation Policy for Local Agency Highway and Street Systems.
- (3) To provide for surveys and the preparation of plans for the proposed improvement and engineering supervision during construction of the proposed improvement.
- (4) To retain jurisdiction of the completed improvement unless specified otherwise by addendum (addendum should be accompanied by a location map). If the improvement location is currently under road district jurisdiction, an addendum is required.
- (5) To maintain or cause to be maintained, in a manner satisfactory to the **STATE** and **FHWA**, the completed improvement, or that portion of the completed improvement within its jurisdiction as established by addendum referred to in item 4 above.
- (6) To comply with all applicable Executive Orders and Federal Highway Acts pursuant to the Equal Employment Opportunity and Nondiscrimination Regulations required by the U.S. Department of Transportation.
- (7) To maintain, for a minimum of 3 years after the completion of the contract, adequate books, records and supporting documents to verify the amounts, recipients and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records and supporting documents related to the contract shall be available for review and audit by the Auditor General and the department; and the **LA** agrees to cooperate fully with any audit conducted by the Auditor General and the department; and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the **STATE** for the recovery of any funds paid by the **STATE** under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.
- (8) To provide if required, for the improvement of any railroad-highway grade crossing and rail crossing protection within the limits of the proposed improvement.
- (9) To comply with Federal requirements or possibly lose (partial or total) Federal participation as determined by the **FHWA**.
- (10) (State Contracts Only) That the method of payment designated on page one will be as follows:
 - Method A - Lump Sum Payment. Upon award of the contract for this improvement, the **LA** will pay to the **STATE**, in lump sum, an amount equal to 80% of the **LA**'s estimated obligation incurred under this Agreement, and will pay to the **STATE** the remainder of the **LA**'s obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
 - Method B - Monthly Payments. Upon award of the contract for this improvement, the **LA** will pay to the **STATE**, a specified amount each month for an estimated period of months, or until 80% of the **LA**'s estimated obligation under the provisions of the Agreement has been paid, and will pay to the **STATE** the remainder of the **LA**'s obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
 - Method C - Progress Payments. Upon receipt of the contractor's first and subsequent progressive bills for this improvement, the **LA** will pay to the **STATE**, an amount equal to the **LA**'s share of the construction cost divided by the estimated total cost, multiplied by the actual payment (appropriately adjusted for nonparticipating costs) made to the contractor until the entire obligation incurred under this Agreement has been paid.
- (11) (Day Labor or Local Contracts) To provide or cause to be provided all of the initial funding, equipment, labor, material and services necessary to construct the complete project.
- (12) (Preliminary Engineering) In the event that right-of-way acquisition for, or actual construction of the project for which this preliminary engineering is undertaken with Federal participation is not started by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the **LA** will repay the **STATE** any Federal funds received under the terms of this Agreement.
- (13) (Right-of-Way Acquisition) In the event that the actual construction of the project on this right-of-way is not undertaken by the close of the twentieth fiscal year following the fiscal year in which this Agreement is executed, the **LA** will repay the **STATE** any Federal Funds received under the terms of this Agreement.
- (14) (Railroad Related Work Only) The estimates and general layout plans for at-grade crossing improvements should be forwarded to the Rail Safety and Project Engineer, Room 204, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois, 62764. Approval of the estimates and general layout plans should be obtained prior to the commencement of railroad related work. All railroad related work is also subject to approval by the Illinois Commerce Commission (ICC). Final inspection for railroad related work should be coordinated through appropriate IDOT District Bureau of Local Roads and Streets office.

Plans and preemption times for signal related work that will be interconnected with traffic signals shall be submitted to the ICC for review and approval prior to the commencement of work. Signal related work involving interconnects with state maintained traffic signals should also be coordinated with the IDOT's District Bureau of Operations.

The **LA** is responsible for the payment of the railroad related expenses in accordance with the **LA**/railroad agreement prior to requesting reimbursement from IDOT. Requests for reimbursement should be sent to the appropriate IDOT District Bureau of Local Roads and Streets office.

Engineer's Payment Estimates in accordance with the Division of Cost on page one.

- (15) And certifies to the best of its knowledge and belief its officials:
- (a) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) have not within a three-year period preceding this Agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements receiving stolen property;
 - (c) are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, local) with commission of any of the offenses enumerated in item (b) of this certification; and
 - (d) have not within a three-year period preceding the Agreement had one or more public transactions (Federal, State, local) terminated for cause or default.
- (16) To include the certifications, listed in item 15 above and all other certifications required by State statutes, in every contract, including procurement of materials and leases of equipment.
- (17) (State Contracts) That execution of this agreement constitutes the **LA's** concurrence in the award of the construction contract to the responsible low bidder as determined by the **STATE**.
- (18) That for agreements exceeding \$100,000 in federal funds, execution of this Agreement constitutes the **LA's** certification that:
- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or any employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any Federal contract, grant, loan or cooperative agreement;
 - (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress, in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions;
 - (c) The **LA** shall require that the language of this certification be included in the award documents for all subawards at all ties (including subcontracts, subgrants and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
- (19) To regulate parking and traffic in accordance with the approved project report.
- (20) To regulate encroachments on public right-of-way in accordance with current Illinois Compiled Statutes.
- (21) To regulate the discharge of sanitary sewage into any storm water drainage system constructed with this improvement in accordance with current Illinois Compiled Statutes.
- (22) That the **LA** may invoice the **STATE** monthly for the **FHWA** and/or **STATE** share of the costs incurred for this phase of the improvement. The **LA** will submit supporting documentation with each request for reimbursement from the **STATE**. Supporting documentation is defined as verification of payment, certified time sheets, vendor invoices, vendor receipts, and other documentation supporting the requested reimbursement amount.
- (23) To complete this phase of the project within three years from the date this agreement is approved by the **STATE** if this portion of the project described in the Project Description does not exceed \$1,000,000 (five years if the project costs exceed \$1,000,000).
- (24) Upon completion of this phase of the improvement, the **LA** will submit to the **STATE** a complete and detailed final invoice with all applicable supporting supporting documentation of all incurred costs, less previous payments, no later than one year from the date of completion of this phase of the improvement. If a final invoice is not received within one year of completion of this phase of the improvement, the most recent invoice may be considered the final invoice and the obligation of the funds closed.
- (25) (Single Audit Requirements) That if the **LA** receives \$500,000 or more a year in federal financial assistance they shall have an audit made in accordance with the Office of Management and Budget (OMB) Circular No. A-133. **LA's** that receive less than \$500,000 a year shall be exempt from compliance. A copy of the audit report must be submitted to the **STATE** with 30 days after the completion of the audit, but no later than one year after the end of the **LA's** fiscal year. The CFDA number for all highway planning and construction activities is 20.205.

THE STATE AGREES:

- (1) To provide such guidance, assistance and supervision and to monitor and perform audits to the extent necessary to assure validity of the **LA's** certification of compliance with Titles II and III requirements.
- (2) (State Contracts) To receive bids for the construction of the proposed improvement when the plans have been approved by the **STATE** (and **FHWA**, if required) and to award a contract for construction of the proposed improvement, after receipt of a satisfactory bid.
- (3) (Day Labor) To authorize the **LA** to proceed with the construction of the improvement when Agreed Unit Prices are approved and to reimburse the **LA** for that portion of the cost payable from Federal and/or State funds based on the Agreed Unit Prices and Engineer's Payment Estimates in accordance with the Division of Cost on page one.
- (4) (Local Contracts) That for agreements with Federal and/or State funds in engineering, right-of-way, utility work and/or construction work:

- (a) To reimburse the **LA** for the Federal and/or State share on the basis of periodic billings, provided said billings contain sufficient cost information and show evidence of payment by the **LA**;
- (b) To provide independent assurance sampling, to furnish off-site material inspection and testing at sources normally visited by **STATE** inspectors of steel, cement, aggregate, structural steel and other materials customarily tested by the **STATE**.

IT IS MUTUALLY AGREED:

- (1) That this Agreement and the covenants contained herein shall become null and void in the event that the **FHWA** does not approve the proposed improvement for Federal-aid participation or the contract covering the construction work contemplated herein is not awarded within three years of the date of execution of this Agreement.
- (2) This Agreement shall be binding upon the parties, their successors and assigns.
- (3) For contracts awarded by the **LA**, the **LA** shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any USDOT – assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The **LA** shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of USDOT – assisted contracts. The **LA**'s DBE program, as required by 49 CFR part 26 and as approved by USDOT, is incorporated by reference in this Agreement. Upon notification of the recipient of its failure to carry out its approved program, the department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31U.S.C. 3801 et seq.). In the absence of a USDOT – approved **LA** DBE Program or on State awarded contracts, this Agreement shall be administered under the provisions of the **STATE**'s USDOT approved Disadvantaged Business Enterprise Program.
- (4) In cases where the **STATE** is reimbursing the **LA**, obligations of the **STATE** shall cease immediately without penalty or further payment being required if, in any fiscal year, the Illinois General Assembly or applicable Federal Funding source fails to appropriate or otherwise make available funds for the work contemplated herein.
- (5) All projects for the construction of fixed works which are financed in whole or in part with funds provided by this Agreement and/or amendment shall be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.) unless the provisions of that Act exempt its application.

ADDENDA

Additional information and/or stipulations are hereby attached and identified below as being a part of this Agreement.

Number 1 Location Map

(Insert addendum numbers and titles as applicable)

The **LA** further agrees, as a condition of payment, that it accepts and will comply with the applicable provisions set forth in this Agreement and all addenda indicated above.

APPROVED

Name William McLeod

Title Village President
County Board Chairperson/Mayor/Village President/etc.

Signature _____

Date _____

TIN Number 36-2434131

APPROVED

State of Illinois
Department of Transportation

Gary Hannig, Secretary of Transportation Date

By: _____
(Delegate's Signature)

(Delegate's Name – Printed)

Christine M. Reed, Director of Highways/Chief Engineer Date

Ellen J. Schanzle-Haskins, Chief Counsel Date

Ann L. Schneider, Director of Finance and Administration Date

NOTE: If signature is by an APPOINTED official, a resolution authorizing said appointed official to execute this agreement is required.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Review of recommendation from the Bicycle and Pedestrian Advisory Committee for resolution of support for a statewide Stop for Pedestrians law.

MEETING DATE: February 8, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Nathan Roseberry

PURPOSE: Review of a recommendation from the Bicycle and Pedestrian Advisory Committee to create a Village resolution in favor of the current House Bill 43 to change the Illinois Vehicle Code (IVC) to require vehicles to stop instead of yield right of way to pedestrians in a crosswalk.

DISCUSSION: The current version of the IVC states vehicles must yield right of way to pedestrians in crosswalks. The Illinois Legislature is considering House Bill 43 to change the law to require vehicles to stop (rather than yield) to pedestrians in crosswalks. The proposed change would not extend the scope of the law outside of crosswalks; simply change the wording from yield to stop. Vehicles would be required to stop for pedestrians on their half of the road to allow them to cross. Bicycle and pedestrian advocacy groups are requesting localities approve resolutions to garner support for the bill in Springfield. Currently a few communities in the area are considering similar resolutions, however none have passed to date. Some discussion has taken place at the Northwest Municipal Conference Bicycle and Pedestrian Committee. The bill is endorsed by many groups including the Illinois Association of Chiefs of Police and has been reviewed by the Village Police Department. The change will actually make enforcement easier as requiring a vehicle to yield is inherently vaguer than stopping.

Efforts at the State and Federal level are focusing on reducing the number of the most severe crashes. A large number of crashes each year involve pedestrians; in Illinois, 135 of the 1,043 fatalities in 2008 involved pedestrians. Pedestrians are inherently vulnerable in a roadway, and studies have shown as a vehicle speed increases, the likelihood that a crash involving a pedestrian will be fatal sharply increases.

DISCUSSION (CONTINUED):

The Village resolution for consideration would recommend encouraging the Illinois General Assembly to change the IVC. Neighboring communities and the Northwest Municipal Conference could also be encouraged to consider similar resolutions. As an alternate, Village staff could present the resolution to the Northwest Municipal Conference for consideration.

FINANCIAL IMPACT:

None

RECOMMENDATION:

Request approval for a Village resolution of support for a statewide stop for pedestrians law. Staff can also present a similar resolution to the Northwest Municipal Conference Bicycle and Pedestrian Advisory Committee for consideration by NWMC and other neighboring communities.

Attachment

RESOLUTION NO. _____ - 2010

**VILLAGE OF HOFFMAN ESTATES
A RESOLUTION ENCOURAGING SUPPORT
FOR STOP FOR PEDESTRIANS LAW**

WHEREAS, the Village of Hoffman Estates supports traffic safety efforts to reduce the number and severity of crashes for all users; and

WHEREAS, pedestrians are among the most vulnerable users of the roadway system, especially children; and

WHEREAS, the Village's Comprehensive Plan encourages efforts to improve the walking environment on the area roadway network; and

WHEREAS, increased walking activity has certain physical benefits as well as reducing the amount of motor vehicle traffic; and

WHEREAS, pedestrians should be encouraged to cross at intersections and at midblock locations where so marked or indicated; and

WHEREAS, pedestrians crossing in crosswalks would benefit from the State of Illinois clarifying the rules of the road that apply to pedestrians in crosswalks and the actions of motorists approaching the crosswalk; and

WHEREAS, current Illinois law is vague on when or if a driver of a motor vehicle must yield or stop for a pedestrian in a crosswalk; and

WHEREAS, traffic safety improves with clear, easy-to-encourage traffic laws.

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

Section 1: The Illinois General Assembly is encouraged to modify the law to require drivers of vehicles to stop for pedestrians in crosswalks.

Section 2: The Village of Hoffman Estates supports passage of House Bill 43 in both the House and Senate supporting the change to the Illinois Vehicle Code to require vehicles to stop for pedestrians.

Section 3: The Village encourages neighboring communities and councils of government to enact similar resolutions in support of the change.

Section 4: A copy of this Resolution be delivered to each State Representative and State Senator representing a portion of the Village of Hoffman Estates.

Section 5: This Resolution shall be in full force and effect immediately from and after its passage and approval.

PASSED THIS _____ day of _____, 2010

VOTE	AYE	NAY	ABSENT	ABSTAIN
Trustee Karen V. Mills	_____	_____	_____	_____
Trustee Cary J. Collins	_____	_____	_____	_____
Trustee Raymond M. Kincaid	_____	_____	_____	_____
Trustee Jacquelyn Green	_____	_____	_____	_____
Trustee Anna Newell	_____	_____	_____	_____
Trustee Gary J. Pilafas	_____	_____	_____	_____
Mayor William D. McLeod	_____	_____	_____	_____

APPROVED THIS _____ DAY OF _____, 2010

Village President

ATTEST:

Village Clerk

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Review of a recommendation from the Bicycle and Pedestrian Advisory Committee to approve proposals to review the Comprehensive Bicycle Plan by
A. Active Transportation Alliance not to exceed \$977.21;
B. League of Illinois Bicyclists not to exceed \$500.00

MEETING DATE: February 8, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Nathan Roseberry

PURPOSE: The purpose of this agenda item is to review a recommendation from the Bicycle and Pedestrian Committee to approve proposals to review the Comprehensive Bicycle Plan by:
A. Active Transportation Alliance not to exceed \$977.21;
B. League of Illinois Bicyclists not to exceed \$500.00.

DISCUSSION: To date, Village staff has completed all work on the draft Comprehensive Bicycle Plan. The work started in November 2008. There were a series of public open houses in May 2009 to gather input on the plan. The Bicycle and Pedestrian Advisory Committee is currently reviewing the document. Once their review is complete, the plan would be released for a public comment period, including a presentation to the Plan Commission. Once the public comment period is over, the plan will be presented to the Transportation and Road Improvement Committee and Village Board for review and approval, most likely in April or May this year.

As part of the public review of the Comprehensive Bicycle Plan, the Bicycle and Pedestrian Advisory Committee would like to have the document reviewed by two regional bicycle groups. These two groups typically write plans for communities and are very involved in bicycle issues throughout the State. Both have assisted the Village throughout the development of the plan. Their review will focus on technical aspects of the plan, to ensure the document is correct and true to bicycle planning. Their work should take approximately two weeks and can easily be incorporated into the public review schedule. As both groups have provided input to the development of the plan, the request is to have both agencies review the document.

FINANCIAL IMPACT:

The proposals together total \$1,477.21. Both proposals are presented in a "not to exceed" amount. The recommendation is to use the Traffic Improvement Funds to pay for this work.

RECOMMENDATION:

Request authorization to approve proposals to review the Comprehensive Bicycle Plan by:

- A. Active Transportation Alliance not to exceed \$977.21;
- B. League of Illinois Bicyclists not to exceed \$500.00.

Attachments

Hoffman Estates Bike Plan Review

Proposed by the Active Transportation Alliance

Budget

DATE OF PROPOSAL

December 22, 2009

RECIPIENT	CONTRACTOR
Village of Hoffman Estates Attn: Nathan Roseberry, P.E. 1900 Hassell Rd. Hoffman Estates, IL 60169 847.252.5806	Active Transportation Alliance 9 W. Hubbard St. Suite 402 Chicago, IL 60654 312.427.3325

LABOR	ESTIMATED HOURS	ESTIMATED RATE	ESTIMATED COST	TOTALS
Project Manager	6	93.44	\$560.64	
Bicycle Planner	7	59.51	\$416.57	
TOTAL ESTIMATED PRICE				\$977.21
PROFIT @ (0% due to not for profit status)				\$0.00
TOTAL PRICE				\$977.21

Project Scope

Tasks	Project Manager	Bicycle Planner	Total Hours	Cost
Task 1 - Review Hoffman Estates Bicycle Plan Draft	2	2	4	\$305.90
Task 2 - Provide Hoffman Estates staff with written review	2	3	5	\$365.41
Task 3 - Meet with Hoffman Estates staff to discuss review	2	2	4	\$305.90
TOTAL			13	\$977.21



League of Illinois Bicyclists



2550 Cheshire Dr., Aurora, IL 60504
www.BikeLIB.org, 630-978-0583, lib@bikelib.org

Board of Directors

Frank Brummer, President
Teutopolis

Doug Oehler, Vice President
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Cook County Forest Preserve District

Bev Moore
Illinois Trails Conservancy

State Representative Elaine Nekritz

Randy Neufeld
Active Transportation Alliance

Rick Strader
Rockford

Craig Williams
Chicago

Staff

Ed Barsotti, Executive Director
Aurora

Gina Kenny, Project Assistant
Orland Park

Dean Schott, Outreach Director
Crozet, VA

Jessica Thompson, Project Planner
Elgin

December 22, 2009

Mr. Nathan Roseberry
Village of Hoffman Estates
1900 Hassell Rd.
Hoffman Estates, IL 60169

Dear Mr. Roseberry,

This memo serves as a proposal for League of Illinois Bicyclists technical assistance in reviewing the Village of Hoffman Estates' draft bicycle plan. Thank you for your confidence and invitation to help the Village on this exciting effort.

Sincerely,
Ed Barsotti

Agreement between the League of Illinois Bicyclists and the Village of Hoffman Estates, Illinois for Bicycle Planning Assistance

The League of Illinois Bicyclists (LIB) will provide the Village of Hoffman Estates, Illinois (Village) with professional services to perform a detailed review of its draft bicycle plan. LIB will provide the Village with written comments and be available for further discussions. LIB's fee for the initial review will be \$300. The total fee for the initial review and any additional iterations that may be needed shall not exceed a maximum of \$500. When complete, LIB will invoice the Village.

Ed Barsotti

12-22-09

Ed Barsotti, Executive Director
League of Illinois Bicyclists

Date

Village of Hoffman Estates

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request award of engineering professional service contract for the extension of the pedestrian path at the Shoe Factory Road/CN intersection to Bowman, Barrett & Associates of Chicago, Illinois at a cost not to exceed \$11,382.00.

MEETING DATE: February 8, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Mike Hankey / Gary Salavitch

PURPOSE: Request award of engineering professional service contract for the extension of the pedestrian path at the Shoe Factory Road/CN intersection to Bowman, Barrett & Associates of Chicago, Illinois at a cost not to exceed \$11,382.00.

BACKGROUND: As part of the CN acquisition of the EJ&E railroad, the intersection of Shoe Factory Road and the CN railroad tracks is planned for improvement. This includes a second siding track in this area, improved crossing gates and protection, pavement improvements, and a pedestrian/bike path extension across the CN right of way (ROW). The pavement improvements are part of the Quiet Zone requirements and include a center median barrier east and west of the tracks on Shoe Factory Road. Bowman and Barrett was hired by CN for the design of all the proposed improvements at the crossing. The Village is responsible for the bike path connections outside of the CN ROW with the existing facilities to the east and west. Please refer to the attached plan sheet for an illustration.

Adding a median barrier to the existing Shoe Factory Road cross section requires widening on either side of the pavement. The existing bike path on the north side, west of the track, is adjacent to the pavement and a separation is provided by a guard rail. The pavement widening will require the existing bike path to be relocated north to avoid the widened pavement and to provide adequate clearance from Shoe Factory Road. This work is outside CN ROW.

Previously, the Village awarded a contract to Bowman and Barrett for the design of the new bike path on either side of the CN ROW to connect to the existing paths in the amount of \$1,462.24. During the design, it was determined that the relocation of the bike path to the north required an extension of a cross-road culvert under Shoe Factory Road. This culvert extension will require hydraulic and structural design along with a wetland permit from the Army Corp. Staff requested a proposal from Bowman and Barrett for this work.

DISCUSSION:

Bowman and Barrett responded with a proposal at a higher cost than anticipated by staff. After negotiations with Bowman and Barrett, the cost was reduced and staff elected to do some work regarding bidding the project and obtaining the CCHD permit; see attached proposal in the amount of \$11,382. Staff is considering performing additional work such as the wetland permit (\$4,500) to further reduce the cost for these services.

The recommendation by staff is to proceed with the proposal by Bowman and Barrett Inc. Bowman and Barrett is the best choice for this work with their specialized knowledge of the area and experience with railroad requirements. They could provide the expedited service needed to meet CN requirements and the revised proposal provided a lower estimate for hours of work and contract cost.

The goal in this contract is to coordinate the crossing improvements with the bike path extension and culvert work so they occur simultaneously.

FINANCIAL IMPACT:

This is an unbudgeted expense for 2010. Funds are available from the Western Area Traffic Improvement fund. These monies can only be used for transportation related projects. No General Funds will be required. The path within CN ROW will be done by CN. Only that portion outside of CN ROW necessary to connect the existing paths is a Village cost.

RECOMMENDATION:

Recommend award of engineering professional service contract for the extension of the pedestrian path at the Shoe Factory Road/CN intersection to Bowman, Barrett & Associates of Chicago, Illinois at a cost not to exceed \$11,382.00.



BOWMAN, BARRETT & ASSOCIATES INC.

CONSULTING ENGINEERS

January 25, 2010

Mr. Gary Salavitch
Director – Engineering
Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169

Subject: Proposal for Shoe Factory Road Pedestrian Path
*Change Order No. 1 – Extend Culvert to allow proper bike path width
Revised Limited Scope*

Dear Mr. Salavitch:

Extension of the box culvert beneath Shoe Factory Road to provide room for a complete standard cross section for the bicycle path will require significant extra work beyond the original scope of this project. Accordingly, we request a Change Order in the amount of \$11,382 to cover this extra work. Details of the estimated extra work costs are as follows:

BB&A Labor: Task / Description	Man-Hours		Rate		Subtotal
Field Visit to determine required limits and details for removal of existing culvert extension - 2 staff @ 6 hours each	12 MH	X	\$101.00	=	\$ 1,212.00
Structural Drawing of Culvert Extension, including plan & elevation views and any necessary details (1 Sheet)	16 MH	X	\$109.00	=	\$ 1,744.00
Removal Details (1 Sheet)	8 MH	X	\$109.00	=	\$ 872.00
Grading Details including sections and/or contour plan (1 Sheet)	8 MH	X	\$99.00	=	\$ 792.00
Path Plan & Profile (modifications to drawing covered under original scope)	4 MH	X	\$99.00	=	\$ 396.00
Cover Sheet including Notes and Bill of Materials (1 Sheet)	8 MH	X	\$101.00	=	\$ 808.00
Coordination with Village & Addressing Comments	4 MH	X	\$101.00	=	\$ 404.00
Special Provisions (MSword .doc file for any items deviating from IDOT Standard Specifications)	4 MH	X	\$109.00	=	\$ 436.00
QA/QC	2 MH	X	\$109.00	=	\$ 218.00
BB&A Totals	66 MH				\$ 6,882.00

BOWMAN, BARRETT & ASSOCIATES INC.

CONSULTING ENGINEERS



Direct Costs		
CBBEL - Wetland Permit Submittal	=	\$ 2,500.00
CBBEL - Wetland Permit Agency Coordination & Resubmittals	=	\$ 2,000.00
Direct Cost Total	=	\$ 4,500.00

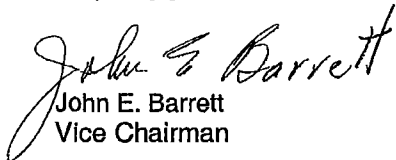
Total = \$ 11,382.00

Please note that the scope of this project has been reduced as requested, and that only the tasks detailed above are included. Specific tasks that may be necessary for this project but are not included in this proposal include but may not be limited to the following:

- Cook County Highway Department Permit Application and Coordination. BB&A would suggest that this task could be handled by Village Engineering Staff.
- Erosion Control Plans and Permits, including National Pollutant Discharge Elimination System and North Cook Soil and Water Conservation District. BB&A would suggest that these tasks could be included in the construction contract to be performed by the Contractor.
- Assembly of Bid Document Package including Specifications. BB&A would suggest that this task could be handled by Village Engineering Staff.

If you should need any additional information or clarification, please do hesitate to contact us. We look forward to working with you on this exciting project.

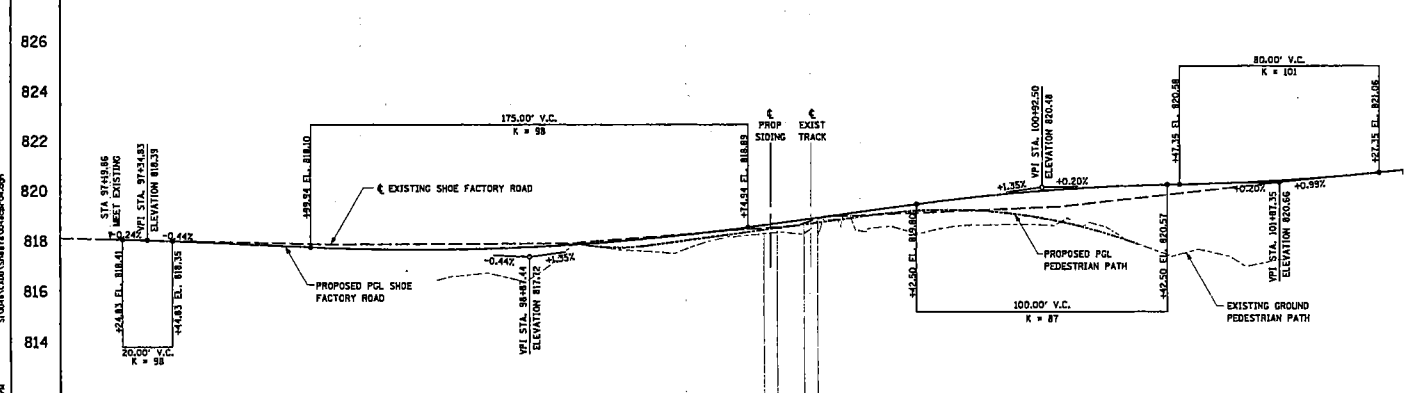
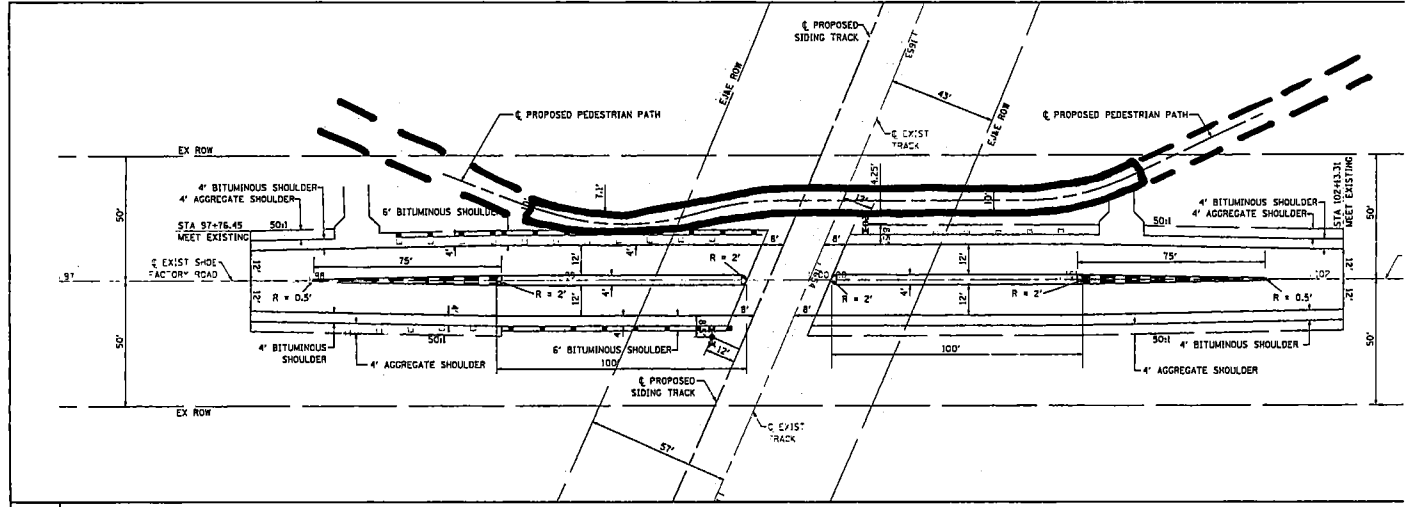
Very truly yours,


John E. Barrett
Vice Chairman

ACCEPTED:

By: _____

Title: _____ Date: _____



814	816	818	820	822	824	826
97+00	97+50	98+00	98+50	99+00	99+50	100+00
100+50	101+00	101+50	102+00			
EJ&E RY CO.			BOWMAN, BARRETT & ASSOCIATES INC. CONSULTING ENGINEERS Chicago, Illinois 312.228.0100 www.bbainc.com		PROPOSED PLAN AND PROFILE - HIGHWAY LEIGHTON SUB EXTEND SUTTON SIDING	
REVISION	DATE	DESCRIPTION				

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**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Update on STAR Line and review of station areas

MEETING DATE: February 8, 2010

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: A summary status on the STAR Line study is presented along with a review of proposed station area locations.

DISCUSSION: The STAR Line is in the Alternatives Analysis phase of project development. This is a step in the federal New Starts process for transit projects. Alternatives Analysis identifies different types of transit service options and location alignments for comparison to arrive at a preferred solution. Metra is conducting the Alternatives Analysis for the entire 55 mile length of the STAR Line extending from O'Hare Airport along I-90 to Prairie Stone then along the Canadian National right of way to Joliet (map attached). Metra will present the study findings to the Federal Transit Administration (FTA) for their review. Upon approval from FTA, the project can then move into preliminary engineering and environmental analysis.

Status of Alternatives Analysis

At a meeting in December 2009, Metra provided an update on the status of the Alternatives Analysis. The meeting was held to inform state and federal legislators on the Metra analyses, efforts by communities toward planning for station areas, and to hear from the STAR Line Business Alliance. A large number of options were identified early in the analysis and then narrowed to a shorter list of feasible alternatives. These include different combinations of bus, highway, and rail options along the general travel study corridors. Examples of the potential improvement types include highway management, express bus operation, Bus Rapid Transit, and commuter rail. The general corridors evaluated are the Jane Addams Tollway (I-90) and the CN right of way / IL 59. Combinations are also evaluated such as rail along the Tollway and bus service accommodations along IL 59.

A total of six alternatives were compared with the No Build option using eight different measures applied by FTA to rate New Starts projects. These measures are Mobility, Reliability / Competitiveness, Connecting Population and Employment, Economic Development, Environmental Impacts, Cost Effectiveness, and Stakeholder Consensus. The Commuter Rail option was rated the highest among the six options and is the recommended Locally Preferred Alternative (LPA).

The next step is for Metra is to present the findings to their Board and then to the Technical Advisory Group for the STAR Line. Public meetings are also to be scheduled followed by environmental scoping, then endorsements from the Metra and CMAP Boards. The package can then be submitted to FTA with a request to proceed into preliminary engineering. It is hoped that this will occur later this year.

FTA New Starts Rule Changes

The United States Department of Transportation (USDOT) recently announced changes in how the evaluation measures are used for New Starts projects. The FTA is charged with developing these new rules. Cost effectiveness will be eliminated as the only limiting factor in recommendations for funding and the assessment will shift to an overall project rating. The intent is to take into account the full range of benefits that transit can provide with special focus on economic development, environmental, social, and congestion relief benefits that are key factors in USDOT's livability and sustainability initiatives (excerpt from CMAP summary).

Hoffman Estates Station Area Planning

Two station areas are planned in Hoffman Estates. One is in the vicinity of Barrington Road while the other is located in the Prairie Stone Business Park. The Comprehensive Plan update in 2007 contains a Transit Oriented Development (TOD) section primarily to address the STAR Line and station land use planning in these two areas. Exhibits from the Comprehensive Plan are attached.

Three general locations were identified for the station near Barrington Road; one in Greenspoint, one on the west part of the AT&T site, and one towards the eastern end of the AT&T site. Of these three, the location centered on the western part of the AT&T site is the preferred station area based on proximity to developable land, relation to existing land uses, and potential for creating TOD. The preferred location for the Prairie Stone station is near the Sears Centre. This is centrally located along I-90, is near existing parking, and has the potential for developing TOD around the station. Exact locations for stations, their designs, access configuration, and the types of surrounding land uses possible will be further refined in the next steps of planning undertaken by the Village. To meet this goal, Village staff will proceed with creating potential land use zones in the vicinity of each station area. The concepts developed will be presented to the Village Board for review and approval in the near future. Then once land use zones are identified, more detailed identification of the development type and pattern will be produced.

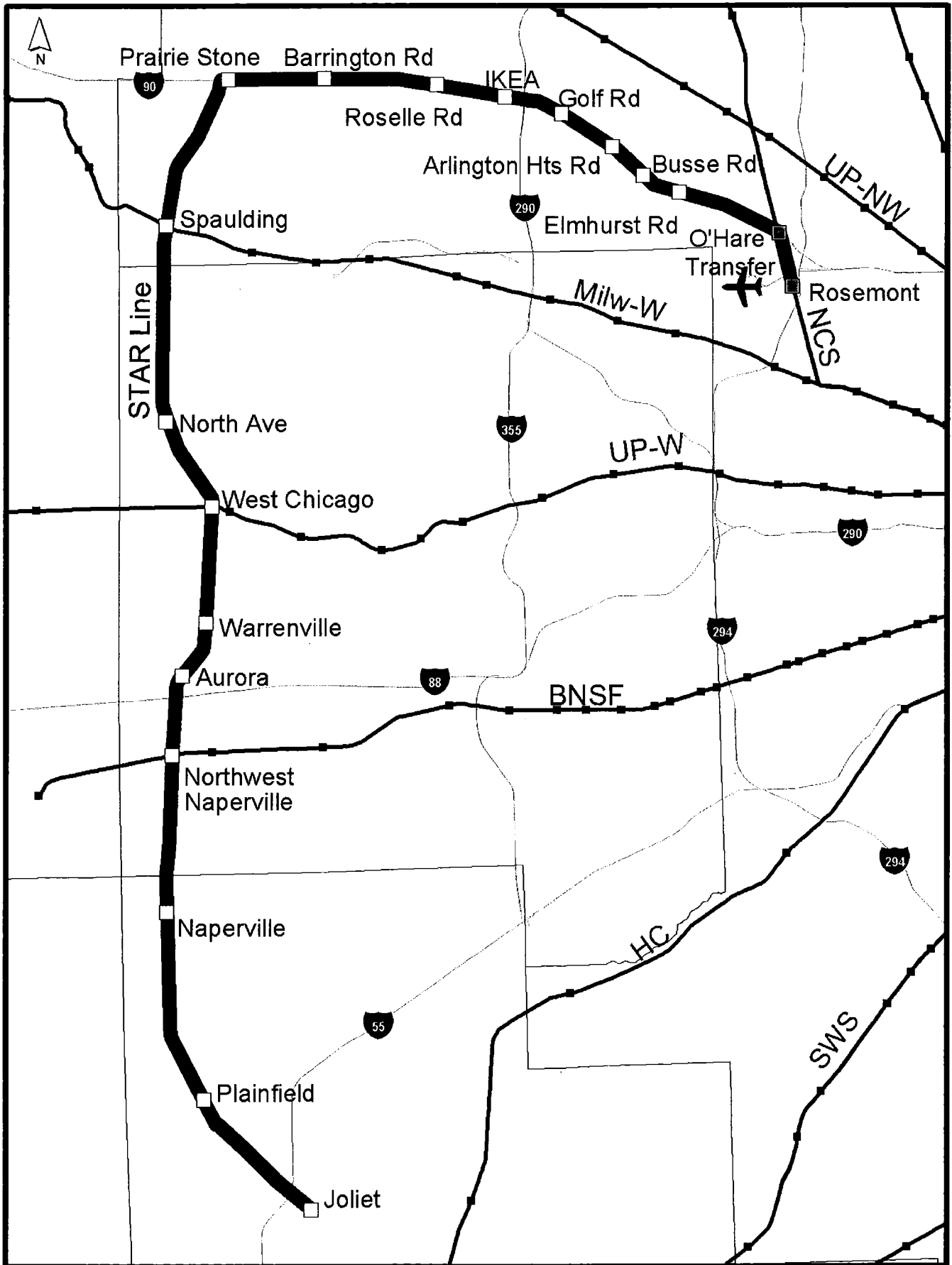
FINANCIAL IMPACT:

None at this time.

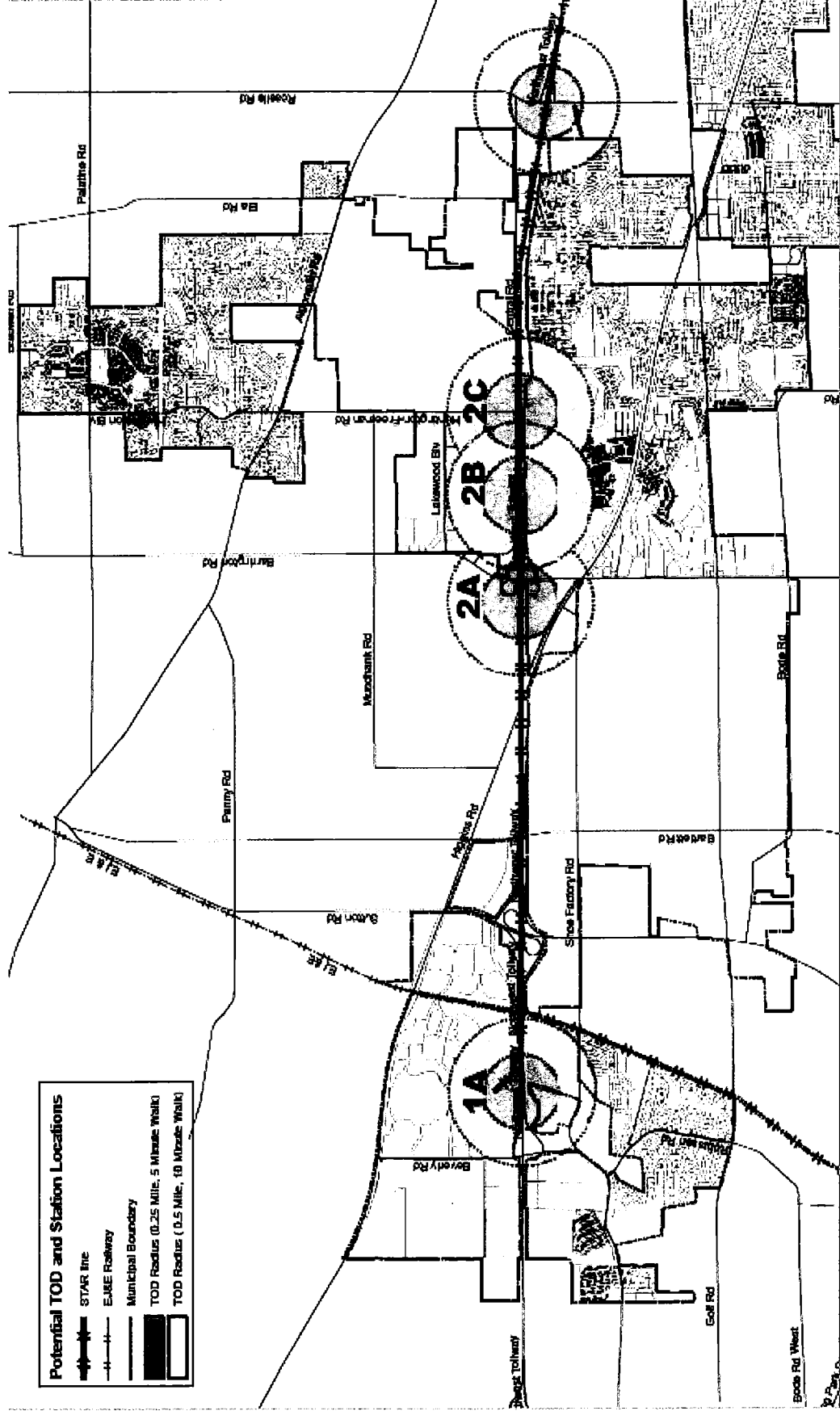
RECOMMENDATION:

For discussion. Staff will proceed with development of station area land use zones for the two sites.

Metra's Proposed STAR Line



Comprehensive Plan Transit Oriented Development STAR Line Station Areas



Barrington Road STAR Line Station Area Alternatives

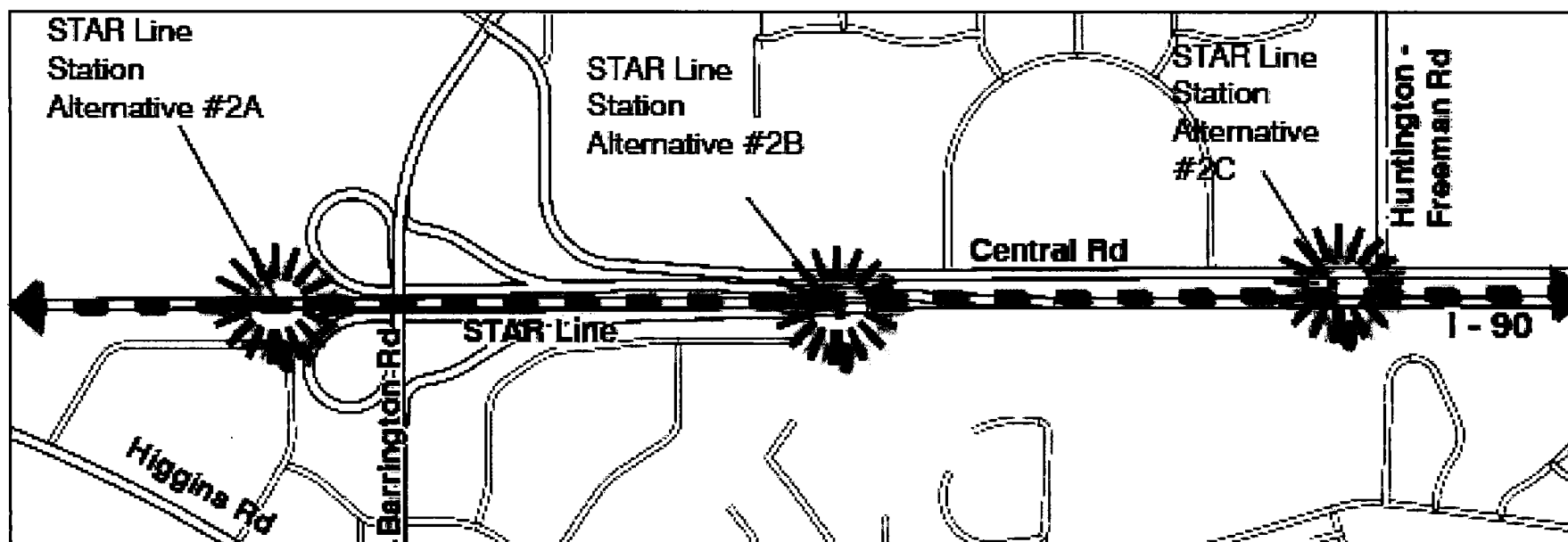


Figure 8.10: Barrington Road Potential Station Location Alternatives: the image shows the three potential locations of the Barrington Road STAR Line stations along the I-90 corridor in Hoffman Estates.

Village Comprehensive Plan

Barrington Road STAR Line Station Area

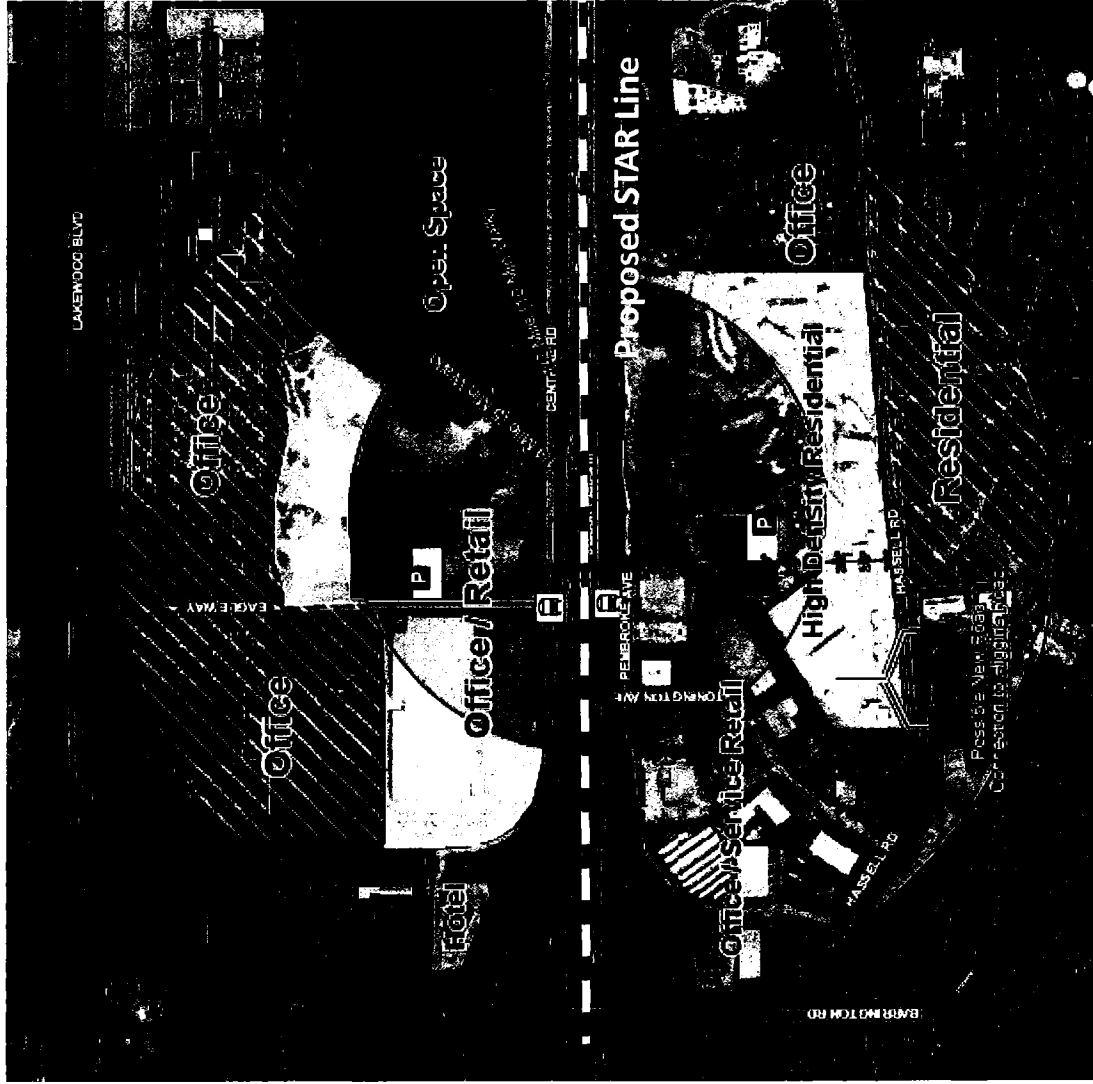


Figure 8.13: Barrington Station Alternative 2B: Central Station

Prairie Stone STAR Line Station Area

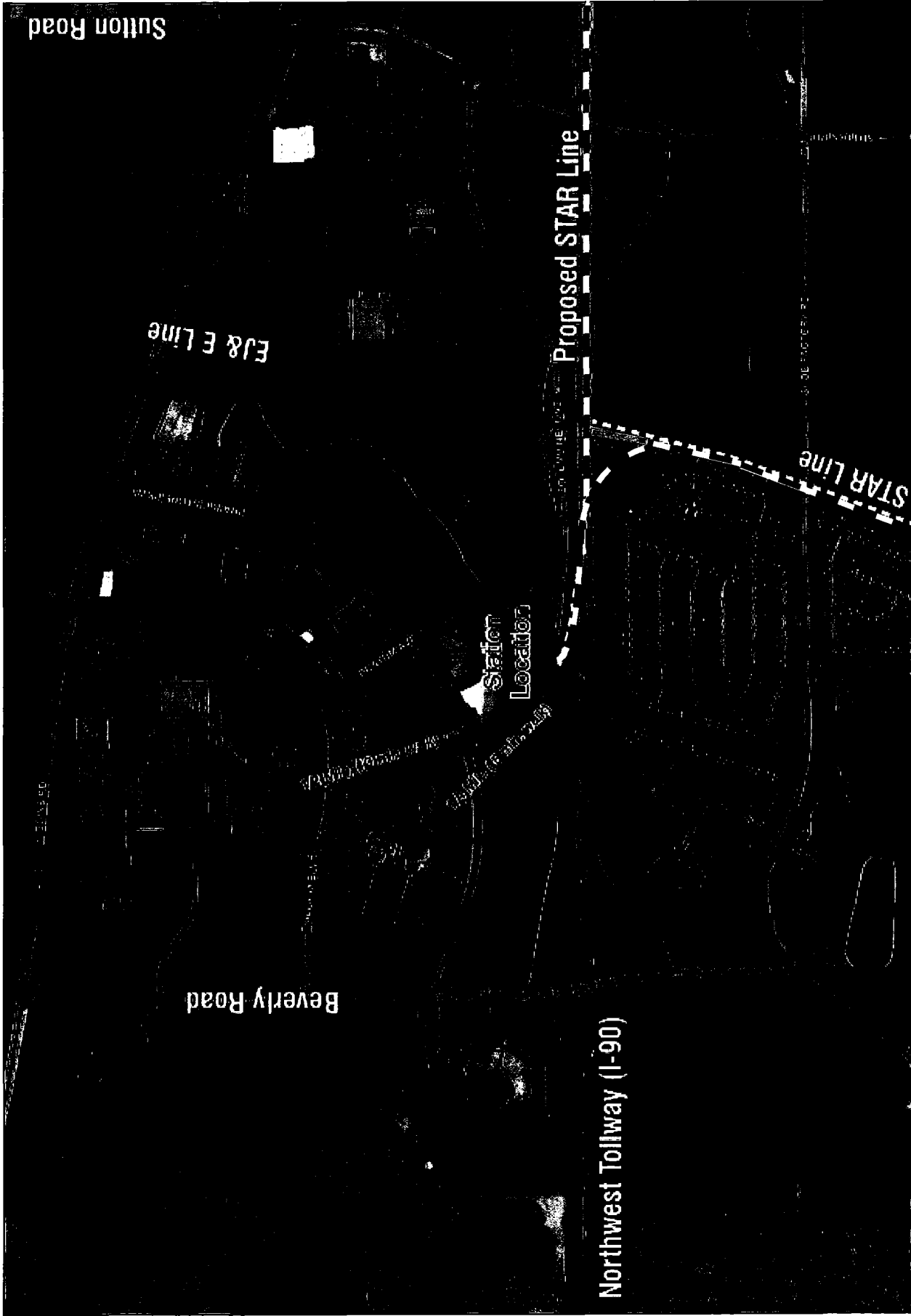


Figure 8.17: Prairie Stone STAR Line station

**TRANSPORTATION DIVISION
DEPARTMENT OF DEVELOPMENT SERVICES**

**MONTHLY REPORT
January 2010**

New Developments

Traffic data and site plans are being reviewed for the following projects:

Alliance Church	Huntington Woods Corporate Center
Beverly Road Properties	Maranatha Church
Cabela's Outlots (Saddle Room)	Village Police Station Site
Church of the Cross	5 E. Golf Road
Heidner Property	

Village Projects

Bicycle Planning

Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee (BPAC) held its first meeting on Wednesday December 2, 2009. The BPAC group will be meeting again on January 13, 2010 to provide comments on Chapters 1 – 4 and 6-7 of the plan. Their intention is to hold a follow up meeting shortly after the January 13th meeting to discuss Chapter 5 and the map. The group is also reviewing potential stop for pedestrians resolution and complete streets local ordinance. Both items, if recommended would be presented at the Transportation and Road Improvement Committee.

Comprehensive Bicycle Plan and Map

As stated above, staff has provided a draft of the document to the BPAC for review. Concurrent with that review, Transportation and Engineering staff has coordinated review of the document with the Planning Division, and Public Works, Police, and Health and Human Services Departments. Staff has also solicited proposals to have the plan reviewed by Bicycle Advisory Groups. After the BPAC and others have completed their review of the document, the plan will be released for comments from the public, to the Village Plan Commission and finally will be brought to the Transportation and Road Improvement Committee for review and approval, tentatively scheduled for late spring 2010.

Barrington Road Interchange

Village officials, legislators, and Village staff met with Tollway and IDOT staff to discuss on technical design options and the project's status. Tollway staff prepared some new concepts for interchange layouts along with preliminary traffic analysis. Based on their initial findings, providing sufficient green time for the left turns and through movements from Barrington Road will be critical for operations. A review of these options can be included as a part of the Phase I scope of services.

IDOT prepared a draft Letter of Intent for project. Staff provided initial comments; awaiting revisions from IDOT followed by Tollway review. IDOT listed the Barrington Interchange project in its 2010-2015 multi-year transportation plan.

Roselle Road Traffic Signal

IDOT has deferred to Cook County on approving 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. The Village is awaiting a letter of approval from Cook County on signal installation. Cook County has requested some additional analysis of information. Right of way documents for temporary and permanent easements were received from the consultant. Discussions have occurred with property owners and continue to evaluate options.

Taxi Discount Program

Registration continues with identification cards and coupons sent to residents. To date, a total of 203 residents have registered for the program. Another 12 applications are pending due to scheduling of permanent identification photos. Information on the program registration is provided on Village website. Based on coupons received to date, about 1,150 rides were taken with the Taxi Discount Program in 2009. This is a large increase from approximately 400 rides recorded during 2009. Currently thirteen residents requested to receive coupons automatically each month based on their level of use. Notices were sent to residents who have accumulated coupons but have not yet used them. Automatic delivery will stop until the coupons that have been distributed are used. Potential changes to the program are being developed for discussion and review purposes by the Village Board. Only one complaint, involving the driver's attitude, was received. The company was notified. As coupons are received from the taxi companies, the information is entered into a database to allow statistics on program use to be created.

Village Grant Applications

Bode – Salem Road Surface Transportation Program Project

Staff continues work on the in-house design of Bode Road. A joint application with the Village of Schaumburg was approved by the 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. Proposals from experienced consultants were received for this work. 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 the project to year 2014.

Diesel Retrofit Project

The Village application for vehicle and engine replacement plus reduced emission exhaust was approved for CMAQ funds. The project cost will be covered by 80% federal funds with the balance coming from the vehicle replacement fund. Coordination is occurring with Public Works complete the agreements and specifications for the project. A local agency participation form was submitted to IDOT for review.

Higgins Road Pedestrian / Bicycle Project

The project was awarded full approval for CMAQ Federal Grant funding. Staff met with IDOT and FHWA staff. Plans re-submitted to IDOT following modifications to the plans. 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 still being processed by IDOT.

Palatine Road Widening Project

Village application for Surface Transportation Program funds (\$1.3 million) was approved by NWMC. Village signed a Letter of Intent (LOI) with IDOT who will pay a significant share of the local project cost. Staff met with IDOT to go over project information. Staff re-submitted the intersection analysis and other technical data as requested by IDOT. Staff is processing an agreement for Phase II engineering for the project with IDOT consistent with the LOI.

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.

IL 59/Shoe Factory Road Right Turn Lanes

The application for CMAQ funds to build right turn lanes at the intersection was approved. Funding is included for Phase I & II engineering in 2010 and 2011 with funds for construction in 2012. The State and County are expected to pay the local match of 20% for the work. If needed, Village impact fee funds could be used for a portion of the local match. An RFP for Phase I engineering services will be prepared for the first quarter of 2010.

Higgins / Moon Lake / Governors

IDOT has completed all paving and sidewalk work. The State is working toward turning on permanent signal equipment to allow the signal operation to change to permit left turns from Higgins Road only on a green arrow. The project was funded through the federal Highway Safety Improvement Program with IDOT performing project management.

Other Grant Applications

Several other funding applications were submitted but not selected for funding. Two CMAQ bicycle projects scored very well but were not included in the primary project list by CMAP due to limited funds. One was the bicycle path under the Tollway and Hoffman Boulevard bridges adjacent to the CN right of way. The other was the Huntington Boulevard / Harmon Boulevard corridor. These projects are on a "B List" meaning that if funds become available, they could be eligible for programming. The other project was also a bicycle path connection on Central Road. The application for Illinois Department of Natural Resources grant was submitted but due to funding from the State, no projects have been selected yet.

Agency Coordination

CN Purchase of EJ&E

STB approval of transaction became effective on January 23, 2009. There are several appeals pending in Federal Court. The Canadian National will provide information on expected date of increase in freight traffic when available.

STB has posted monthly and quarterly reports of status provided by the Canadian National. Information and links are provided on the Village website. At the request of the Village, Cook County installed flashing beacon on existing warning sign in advance of the hillcrest east of the railroad crossing.

Staff has met with Canadian National staff and consultants to discuss plan development and implementation of parts of the agreement such as the soundwall, changes at the track crossing, extending the existing siding, and installing an advance message sign on Shoe Factory Road. Items like the soundwall concept will undergo public review and some will require Village Board review and approval.

Shoe Factory Road - Cook County

Meetings were held 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.

Northwest Tollway (I-90) Corridor Study

No new information.

O'Hare Noise Compatibility Commission

Attended Commission Meeting.

Pace HOT Line Bus Service (Route 557)

AT&T notified the Village that they will not fund their share in 2010. Discussions with Pace and other companies led to a solution to continue service in 2010. The most recent ridership data provided by Pace is from November 2009. The monthly total was 698 riders.

Average daily ridership was 28 in January 2010. Due to the decision by AT&T to no longer participate, the ridership numbers will be less than historical levels. Monthly totals vary due to the number of weekdays in the month and seasonal variations in transit ridership.

Pace Route 554

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.

Most recent ridership data provided by Pace for Route 554 was for January 2010. Average daily use was 108 riders which is higher than the same month in 2009. Ridership is about 8% higher than the long term average ridership in January.

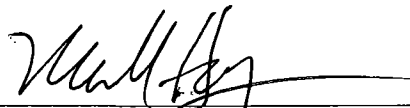
STAR Line

A legislative update meeting was held on December 8. Metra gave an overview of the project and communities, including Village staff, presented information on land use

planning in the vicinity of the station areas. Star Line rail option performs better than other transit alternatives. Metra presented information on costs and ridership. Metra anticipates submitting to Federal Transit Administration in first quarter of 2010. Public hearings and environmental scoping meetings will be scheduled. Coordination between Metra and Tollway continues.

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.
- Assisted Police and Public Works for placement of programming PCMS for projects and special notices as needed.
- Event planning and coordination with Police Department, Standard Parking, and Sears Centre staff as needed for Sears Centre.
- Several residents are considering the Neighborhood Speed Watch program.
- Proposed Street Program for 2010 recommended by the Capital Improvements Board (CIB) and approved by the Village Board. Preliminary design work for 2010 underway.
- Staff is developing an informational brochure on transit services offered in the Village.
- Keeping log of public transit related requests, inquiries, phone calls, etc.
- Public transit information provided on Village website. Information expanded to include more links and a map of transit services in the Village.



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