

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
April 12, 2010

Immediately following General Administration and Personnel

Members:	Ray Kincaid, Chairperson	Karen Mills, Trustee
	Gary Pilafas, Vice Chairperson	Jacquelyn Green, Trustee
	Cary Collins, Trustee	Anna Newell, Trustee
		William McLeod, Mayor

I. Roll Call

II. Approval of Minutes – March 22, 2010

NEW BUSINESS

1. Request authorization to:
 - a. Award contract for the 2010 Street Revitalization Project to Arrow Road Construction (low bidder) in the amount of \$1,877,104.00.
 - b. Award contract for materials testing for the 2010 Street Revitalization Project to Applied GeoScience in an amount not to exceed \$60,000.00.
2. Discussion of Northwest Municipal Conference Transportation Committee's agenda items.
3. Review of a request for parking regulations on Essex Drive at Black Bear Park.
4. Request approval of a license agreement with Canadian National for access to grade crossing data.
5. 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**

March 22, 2010

I. Roll Call

Members in Attendance:

**Ray Kincaid, Chairman
Gary Pilafas, Vice-Chairperson
Cary Collins, Trustee**

**Other Corporate Authorities
in Attendance:**

**Trustee Karen Mills
Trustee Jackie Green
Trustee Anna Newell
Mayor William McLeod**

**Management Team Members
in Attendance:**

**Dan O'Malley, Deputy Village Manager
Arthur Janura, Corporation Counsel
Mark Koplin, Asst. Vlg. Mgr., Dev. Services
Peter Gugliotta, Director of Planning
Don Plass, Director of Code
Patrick Seger, HRM Director
Robert Gorvett, Fire Chief
Clint Herdegen, Police Chief
Algean Garner, Director of HHS
Ken Hari, Director of Public Works
Michael DuCharme, Director of Finance
Rachel Musiala, Asst. Director of Finance
Gordon Eaken, Director of IS
Bev Romanoff, Village Clerk
Rebecca Suhajda, Administrative Intern
Emily Kerous, Dir. of Operations
Nathan Roseberry, Traffic Engineer**

Others in Attendance

**Reporters from Daily Herald & Chicago
Tribune**

The Transportation and Road Improvement Committee meeting was called to order at 8:50 p.m.

II. Approval of Minutes

Motion by Trustee Mills, seconded by Trustee Newell, to approve the Transportation & Road Improvement Committee meeting minutes of February 8, 2010. Roll call vote. All ayes – Pilafas, Collins, Kincaid, Mills, Green, Newell, McLeod. Motion carried.

NEW BUSINESS

- 1. Request approval of a resolution of support for the General Assembly to fund the Comprehensive Regional Planning Fund for fiscal year 2011.**

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

Motion by Mayor McLeod, seconded by Trustee Newell, to approve a resolution of support for the General Assembly to fund the Comprehensive Regional Planning Fund for fiscal year 2011. Roll call vote. All ayes – Pilafas, Collins, Kincaid, Mills, Green, Newell, McLeod. Motion carried.

- 2. Discussion regarding a request to review the removal of turn restrictions on Hillcrest Boulevard near Arbor Glen Boulevard.**

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

Trustee Kincaid inquired whether there was any review of other streets that go from Hoffman Estates to Schaumburg near Roselle Road. Nathan Roseberry stated staff would review other locations and report back to the Committee. If the turn controls were removed, there is a benefit to residents of Hoffman Estates traveling to businesses in Schaumburg and residents in Schaumburg.

Motion by Trustee Mills, seconded by Trustee Newell, to approve removal of turn restrictions on Hillcrest Boulevard near Arbor Glen Boulevard. Roll call vote. All ayes – Pilafas, Collins, Kincaid, Mills, Green, Newell, McLeod. Motion carried.

- 3. Review of a request to modify the existing No Parking regulations on Stonington Avenue.**

An item summary sheet from Nathan Roseberry was presented to Committee.

Motion by Mayor McLeod, seconded by Trustee Newell, to approve an ordinance amending No Parking regulations on the west side of Stonington Avenue. Roll call vote. All ayes – Pilafas, Collins, Kincaid, Mills, Green, Newell, McLeod. Motion carried.

- 4. Request acceptance of Transportation Division Monthly Report.**

The Transportation Division Monthly Report was submitted to the Committee.

Motion by Trustee Mills, seconded by Trustee Newell, to accept Transportation Division monthly report. Roll call vote. All ayes – Pilafas, Collins, Kincaid, Mills, Green, Newell, McLeod. Motion carried.

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

Motion by Trustee Mills, seconded by Trustee Green, to adjourn the meeting at 8:55 p.m. Roll call vote. All ayes – Pilafas, Collins, Kincaid, Mills, Green, Newell, McLeod. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request authorization to:

- A. Award contract for the 2010 Street Revitalization Project to Arrow Road Construction (low bidder) at the revised amount of \$1,877,104.
- B. Award contract for materials testing for the 2010 Street Revitalization Project to Applied GeoScience, Inc. (low bidder) in an amount not to exceed \$60,000.

MEETING DATE: April 12, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Mike Hankey / Gary Salavitch

PURPOSE: The purpose of this agenda item is to present the bids for the 2010 Street Revitalization Project and recommend approval of the following:

- A. Award contract for reconstruction and resurfacing work.
- B. Award contract for materials testing.

DISCUSSION: The scope of the 2010 Street Revitalization Project approved by the Village Board included reconstruction of four streets, resurfacing two streets, crack sealing, surface patching, and material testing. This scope was based on the available budget from Motor Fuel Tax and the Bond Fund Balance. The budget for the 2010 project is shown below. During 2009, the Community Development Block Grant (CDBG) program was amended to allow use of these funds for street reconstruction within eligible areas. Western Street is listed as an example of one such street. The CDBG program update also allows the use of these funds in the future for other reconstruction streets located in eligible areas. Up to \$260,000 in CDBG funds could be used for reconstructing Western Street in 2010 and is shown as a separate budget item in the table below.

Fund	2010 Budget	Notes
MFT	\$1,055,000	reduced amount based on lowered expected revenues
Bond Fund balance	\$ 750,000	
Sub-total	\$1,805,000	
CDBG	\$ 260,000	Western Street reconstruction
Total	\$2,065,000	

The CDBG funds can only be used for the work on Western Street. The total budget amount above also includes material testing and crack sealing. The material testing project award is part of this agenda item while the crack sealing project will be advertised and awarded in the near future.

Once the initial design was completed for the street reconstruction and resurfacing components, it was determined that the engineer's estimate of cost exceeded the available budget from the MFT fund and Bond Fund. Therefore, both a base bid scope (roughly matching the available budget) including just reconstruction, and an alternate bid including reconstruction and resurfacing were developed. Contractors were asked to submit bids on both the base and alternate scopes of work.

Eight bids were received on March 29, 2010 for this year's project. A copy of the proposed street list and map are attached. The project scope consists of street reconstruction, resurfacing, surface patching, and sidewalk replacement on various streets. The bids are summarized below. The cost of Western Street is included in the bids below.

Table 1: Bid Summary

Bid Amounts	Base Bid	Alternate Bid
Engineer's Estimate	\$2,163,495	\$2,258,967
Arrow Road Construction (Low bidder)	\$1,778,343	\$1,877,104
Plote Construction	\$1,841,189	\$1,944,654
Schroeder Asphalt	\$1,885,837	\$1,980,270
A Lamp	\$1,938,287	\$2,060,223
Greg Greenhill	\$2,041,018	\$2,150,969
Berger Excavating	\$2,118,644	\$2,225,026
Johnson Paving	\$2,134,755	\$2,236,757
Alliance Contractors	\$2,240,156	\$2,359,140

A bid summary has been placed in the Trustee's reading room. Arrow Road Construction has worked with the Village in a very good manner for seven major contracts for the Village between 2001 and 2009. Arrow Road Construction has also completed other small private development projects in the Village. References have been checked and no problems were found. Arrow Road Construction has proven to be responsive to Village needs during their work on past street projects.

Material Testing

Six proposals for professional services were received for the testing portion of this year's street project. Please refer to the attached summary. An amount of \$60,000 was budgeted. To determine which firm would receive the contract, the hourly and daily costs were compared for several testing requirements.

Material Testing (continued)

Applied GeoScience, Inc. of Schaumburg, Illinois, provides the lowest unit cost for asphalt field testing and asphalt and concrete plant inspection (75% of the total work) and the lowest cost for most other testing requirements. Applied GeoScience, Inc. has received the contract for the last ten years at the lowest unit costs and has done an exceptional job.

FINANCIAL IMPACT:

The approved CIP budget of \$1,805,000 includes resurfacing/reconstruction, material testing, and crack sealing. The low bid amount for Western Street is \$215,780 which can be funded through the CDBG program and added to the total budget amount. A table summarizing the budget and allocation of these funds is shown below.

Item / Fund	2010 Amount	Notes
Low Bid Amount	\$1,877,104	includes Western Street
Material Testing	\$ 60,000	not to exceed amount
Total Street Project Costs	\$1,937,104	
Budget		
MFT	\$1,055,000	
Bond Fund Balance	\$ 750,000	
CDBG	\$ 215,780	amount set to match Western Street cost
Total Available Budget	\$2,020,780	
Amount under budget	\$ 83,676	

It is proposed to use \$50,000 of the remaining funds for crack sealing in 2010. Crack sealing is a cost effective treatment to extend pavement life. There is a backlog of streets which would benefit from this type of maintenance. The remainder of this amount under the budget would be held as a contingency.

RECOMMENDATION:

Request authorization for the 2010 Street Revitalization Project for:

- A. Award contract to Arrow Road Construction (low bidder) at the revised amount of \$1,877,104.
- B. Award contract to Applied GeoScience, Inc. for materials testing in an amount not to exceed \$60,000.00.

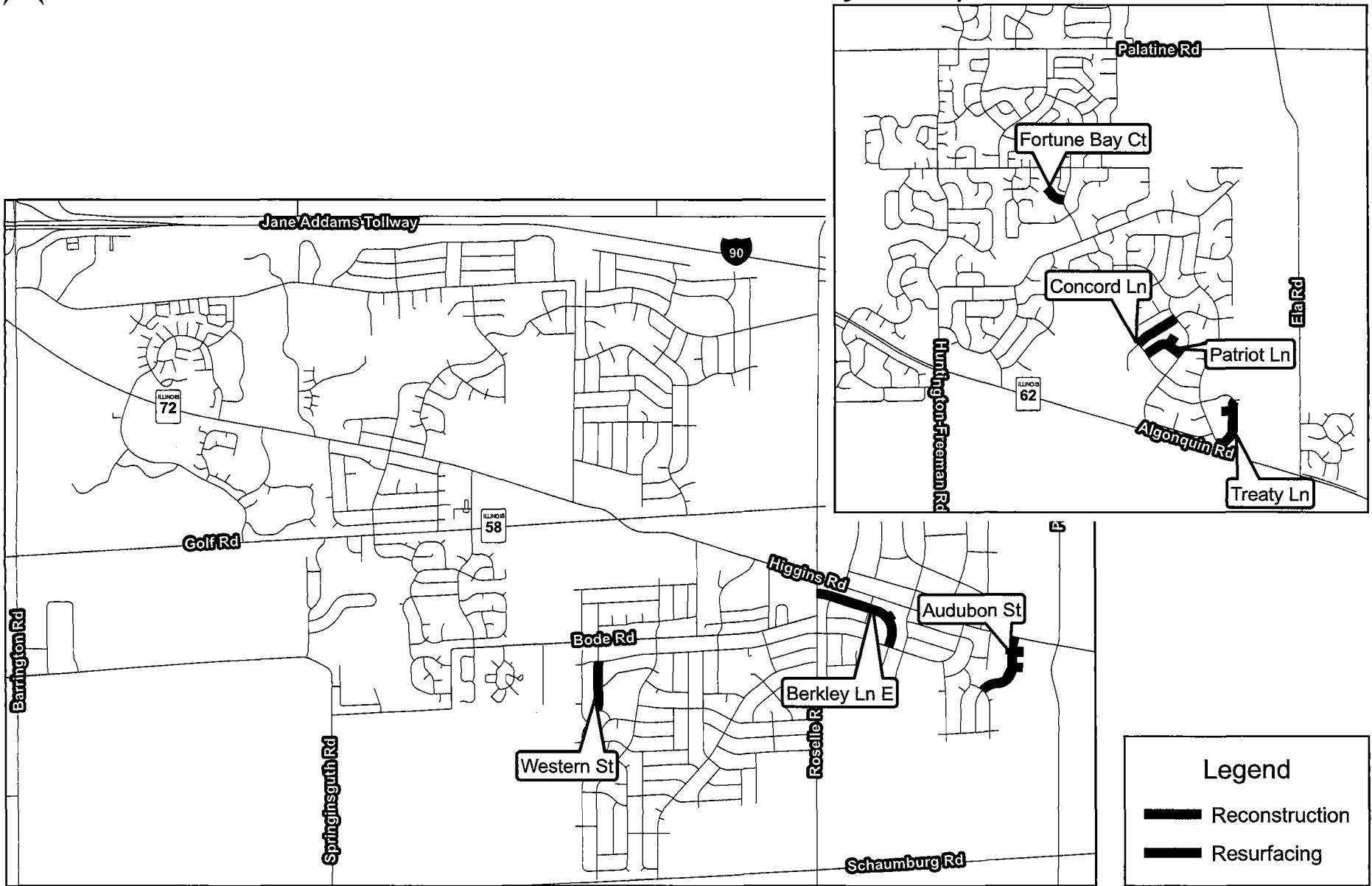
Attachments

2010 STREET REVITALIZATION PROJECT STREET LIST

STREET	BEGIN	END	TYPE OF WORK	LENGTH (FT)
Fortune Bay Court	Mumford Drive	End Of Street	Resurfacing	335
Patriot Lane	Firestone Drive (North)	Lexington Drive	Resurfacing	1,012
Audubon Street	Aberdeen Street	Higgins Road	Reconstruction	1,431
Berkley Lane (East)	Roselle Road	Arizona Blvd	Reconstruction	2,166
Concord Lane	Firestone Drive (North)	Lexington Drive	Reconstruction	980
Treaty Lane	Winston Drive	End Of Street	Reconstruction	1,226
Western Street	Flagstaff Lane	Maple Lane	Reconstruction	1,022



2010 Street Revitalization Project Map



1 inch = 3,000 feet

Transportation and Engineering Division
Village of Hoffman Estates

2010 STREET REVITALIZATION PROJECT MATERIAL TESTING

Consultants	Portland Cement Concrete (P.C.C.) Estimates				Asphalt Estimates			Laboratory Testing		
	Plant inspections	Field inspection	Field inspection	Laboratory Testing	Plant inspections	Field inspection	Field inspection	Laboratory Testing		
	Daily inspections	Daily inspections	Cylinder pick-up	Concrete Cylinders	Daily inspections	Technician	Pavement Core	Asphalt Content	Air Void Bulk Specific Gravity	Maximum Specific Gravity
Soil and Material Consultants, Inc.	\$95.00 / hour \$760.00 / day	\$95.00 / hour \$760.00 / day	\$95.00 / hour	\$20.00 / each	\$95.00 / hour \$760.00 / day	\$95.00 / hour \$760.00 / day	\$100.00 / each	\$200.00 / each	\$320.00 / each	\$140.00 / each
Chicago Testing Laboratory, Inc.	\$89.90 / hour \$710.00 / day	\$87.90 / hour \$700.00 / day	\$47.00/ trip	\$14.99 / each	\$89.90 / hour \$710.00 / day	\$87.90 / hour \$700.00 / day	\$99.99 / each/hour	\$154.00 / each	\$199.00 / each	\$129.00 / each
MTL Group, Inc	\$75.00 / hour \$600.00 / day Vehicle Mileage \$45.00 / day	\$75.00 / hour \$600.00 / day Vehicle Mileage \$45.00 / day	\$55.00 /hour	\$15.00 / each	\$75.00 / hour \$600.00 / day Vehicle Mileage \$45.00 / day	\$75.00 / hour \$600.00 / day Vehicle Mileage \$45.00 / day	\$125.00 / hour \$150.00 Mobilization	\$150.00 / each	\$55.00/ each	\$90.00 / each
Construction & Geotechnical Material Testing, Inc.	\$45.00 / hour \$360.00 / day	\$45.00 / hour \$360.00 / day	\$20.00 /hour	\$10.00 / each	\$45.00 / hour \$360.00 / day	\$45.00 / hour \$360.00 / day	\$72.00 / each	\$50.00 / each	\$85.00 / each	\$50.00 / each
Applied GeoScience, Inc	\$43.00 / hour \$310.00 / day	\$43.00 / hour \$310.00 / day	\$15.00 / hour	\$10.00 / each	\$43.00 / hour \$310.00 / day	\$43.00 / hour \$310.00 / day	\$70.00 / each	\$45.00 / each	\$85.00 / each	\$45.00 / each
SEECO Consultants, Inc.	\$104.00 / hour \$832.00 / day	\$104.00 / hour \$832.00 / day	\$83.00 / hour	\$20.00 / each	\$104.00 / hour \$832.00 / day	\$104.00 / hour \$832.00 / day	\$276.00 / each	\$155.00 / each	\$295.00 / each	\$120.00 / each

Note: Day is considered 8 hours

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Discussion of Transportation agenda items from the Northwest Municipal Conference

MEETING DATE: April 12, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: A summary of several items discussed at a recent meeting of the Transportation Committee of the Northwest Municipal Conference (NWMC) is presented for discussion.

DISCUSSION: The Transportation Committee of the NWMC discussed several regional issues at its most recent meeting. A brief summary of each is provided.

Go To 2040 Regional Transportation Plan

CMAQ staff presented an overview of the recommended fiscally constrained list of major capital projects. There is a federal requirement that the plan for major projects be constrained by funding. An estimate of the projected revenues needed over the planning period to fund these projects is required. Two projects that most closely affect the Village are the Illinois Route 53 extension and the STAR Line. The Route 53 extension is included in the draft plan of fiscally constrained projects. But the STAR Line is not listed in the constrained list, along with several other projects that are top priorities for the NWMC. CMAQ will present the major capital project list to the NWMC Board on April 21 and the CMAQ Transportation Committee will discuss the list and comments received on May 21. The NWMC committee will draft a letter to CMAQ supporting inclusion of its top transportation priorities, including the STAR Line. Individual communities can choose to do this as well. The NWMC committee also recommended a letter to the Illinois Tollway supporting both the Route 53 extension and the STAR Line.

Elgin O'Hare Western Bypass Study

The NWMC committee recommended a resolution supporting the findings of the locally preferred alternative identified through the IDOT process consisting of an initial planning study. The Elgin O'Hare extension essentially runs from I-290 / IL 53 along Thorndale Avenue to the airport. The Western Bypass at O'Hare connects I-90 with I-294 primarily along corridors of York Road, Irving Park Road, then east of County Line Road to I-294. As the process moves on to the next phase, investigating project implementation, discussions will occur on which agency might ultimately construct the roadway portion of the project (IDOT or Illinois Tollway). Preliminary engineering and environmental studies would occur during this phase of the analysis.

DISCUSSION: (continued)

Regardless, the NWMC committee's objective is to express support for the alternative that evolved from the first phase of the planning study, which includes roadway, transit, pedestrian, and bicycle components. The STAR Line is assumed as an underlying element of the transportation system as part of the study. While the Village is generally outside the boundaries of the study area, there are several elements of interest. First is that a spur of the STAR Line from I-90 along the O'Hare bypass route could connect to a future western passenger terminal. This would result in significant savings for the STAR Line compared to routing the line through the I-90 / I-294 interchange to reach the River Road CTA station on the east side of the airport. The funding for the O'Hare Modernization Program and its construction progress will be some factors in determining the timing and feasibility of a western terminal. Another element is the transit concept which contemplates a service operating on Roselle Road from the Elgin-O'Hare. This could introduce transit service along this corridor as well as encourage development of branching connectors to Roselle Road, some of which are in or proximate to Roselle Road.

Public Private Partnership Legislation

The NWMC committee also discussed the pending public private partnership bill in the Illinois General Assembly. Items of concern included the explicit encouragement of congestion pricing and the use of revenues. Incremental net revenues from peak period pricing on the Tollway for example would be held by the Illinois Tollway. Expenditure of these funds would be as allowed in the Tollway Act. However, this could limit the use of these net revenues for transit improvements in a corridor. One potentially valuable aspect of congestion pricing is to generate revenue to make transit options more available and accessible within the travel corridor. If however, the incremental revenues from peak period pricing are only used for highway improvements, these potential gains for transit will not occur. The group also acknowledged that this type of partnership could present potential opportunities to construct and implement large projects which otherwise would likely take longer periods to complete. NWMC staff will monitor the status of the legislation.

FINANCIAL IMPACT:

None

RECOMMENDATION:

For discussion.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Review of a request for change in parking regulations on Essex Drive at Black Bear Park

MEETING DATE: April 12, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Review of a request to modify the existing parking regulations on Essex Drive at Black Bear Park.

DISCUSSION: The Hoffman Estates Park District started work on Black Bear Park in 2009. The Park District classifies Black Bear as a neighborhood park and is not to be programmed for organized activities. At the time the Park District presented information to the Village Board in 2009, it was noted that the only parking would be on Essex Drive. The site on the west side of Essex Drive at Red Oak Drive includes playground equipment and a disc golf course (see attached exhibit). The sidewalk connection from the park to Essex Drive is located on the south side of the Red Oak intersection. There are no sidewalks in the subdivision but the Park District did install an exercise circuit path at the park which partially extends in the street right of way for short segments. Essex Drive was constructed and signed with No Parking on the east side long before the park was built. Recent complaints noted that since the park opened, vehicles parked on-street closest to the playground restrict visibility of pedestrians, especially children. In some instances parking has occurred on both sides of the street. The general practice in the Village is to restrict parking on the side of the street adjacent to the park; in this case that is on the opposite side of the street as the existing No Parking. The Park District staff and Village Police Department concur with this practice. In addition to the existing regulations, parking could be restricted for a distance of about 80 feet on the west side of Essex Drive as shown on the attached exhibit. The No Parking limits would cover the intersection itself as well as the pedestrian access on the south side of the intersection.

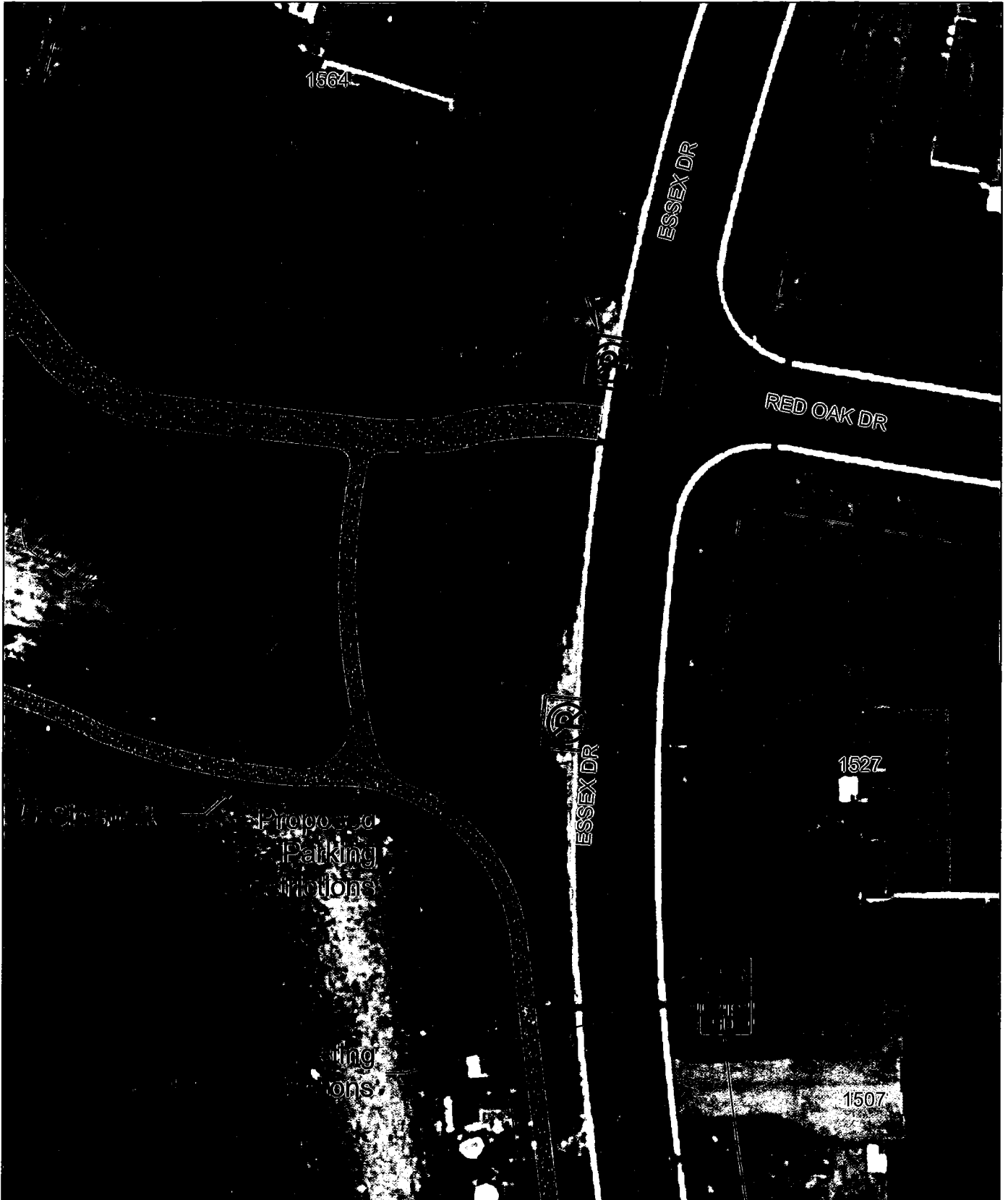
FINANCIAL IMPACT: The cost is for fabricating and installing the new signs.

RECOMMENDATION: Modify the parking regulations to restrict parking on the west side of Essex Drive from the north edge of Red Oak Drive to a point 80 feet south.

Attachments



Black Bear Park - Proposed Parking Restrictions



1" = 40'

Transportation and Engineering Division
Village of Hoffman Estates

ORDINANCE NO. _____ - 2010

VILLAGE OF HOFFMAN ESTATES

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

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

Section 1: That Section 6-2-1-HE-11-1302-A, ADDITIONAL NO PARKING STREETS AND AREAS, of the Hoffman Estates Municipal Code be amended by adding sub-section 277, to read as follows:

277. On the west side of Essex Drive from the north edge of Red Oak Drive to a point 80 feet south.

Section 2: That any person, firm or corporation guilty of violating any of the provisions of this Ordinance shall be fined not less than Ten Dollars (\$10.00) nor more than Five Hundred Dollars (\$500.00) for each offense.

Section 3: That the Village Clerk is hereby authorized to publish this ordinance in pamphlet form.

Section 4: That this Ordinance 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

Published in pamphlet form this _____ day of _____, 2010.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of a license agreement for access to grade crossing data

MEETING DATE: April 12, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Request approval of a license agreement with Canadian National (CN) giving access to grade crossing status.

DISCUSSION: CN will fund at its expense the capability for communities to view the status of railroad grade crossings on the EJ&E. This is a web based application that can be used by emergency responders and dispatchers to determine the status of crossing warning equipment. Essentially, it shows a map with flashing red indicators when a crossing device (gates and lights) is active and a green indicator when the crossing is clear. Northwest Central Dispatch has reviewed the concept and is interested in being granted access to this data to assist in dispatching. CN believes this system to be superior to video monitoring.

A draft license agreement is attached which was prepared by CN. This grants access to the Village and/or its designee to view data using a password protected interface. CN will manage the data to ensure it is accurate. CN will reimburse the cost of hardware required for viewing the information as well as technical support during installation. After the first year, cost of hardware replacement is the responsibility of the licensee. The agreement with CN for various projects includes a provision for dispatching view capability consistent with the proposed technology.

FINANCIAL IMPACT: None.

RECOMMENDATION: Request approval of a license agreement with CN for access to grade crossing data.

Attachment

LICENSE AGREEMENT FOR ACCESS TO GRADE CROSSING DATA

This License Agreement for Access to Grade Crossing Data ("License") is made this ___ day of _____, 2010, by and between Elgin, Joliet and Eastern Railway Company, an indirectly, wholly-owned subsidiary of Canadian National Railway Company ("Licensor") and _____, an Illinois municipal corporation ("Licensee").

WHEREAS, in a decision served in Finance Docket No. 35087 on December 24, 2008 (the "Decision"), the Surface Transportation Board ("STB") granted authority for Canadian National Railway Company ("CNR") and its wholly-owned subsidiary, Grand Trunk Corporation ("GTC"), to control Licensor; and

WHEREAS, CNR and GTC exercised control over Licensor effective February 1, 2009; and

WHEREAS, Licensor and Licensee have independently determined that a system allowing Licensee to determine whether active warning devices are operating at various grade crossings in and around Licensee's boundaries would be beneficial to Licensee in directing emergency vehicles.

NOW, THEREFORE, intending to be lawfully bound, Licensor and Licensee, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, agree as follows:

1. The preamble contained above is incorporated herein by reference.
2. Licensor hereby grants to Licensee a nonexclusive, nontransferable license to access the Data (as described below) in accordance with the terms and conditions of this License. Licensor will issue Licensee access protections for access to the Data.
3. As used in this License, "Data" shall mean a real-time visualization reflecting whether the grade crossing warning devices at the following public at-grade roadway-railroad crossings are active or inactive: (list names of all roadways)

Licensor shall promptly amend the Data to include information reflecting the status of active warning devices at any at-grade roadway-railroad crossings that are established between _____ and _____ (list boundary roadways) subsequent to the date of this License.

4. Licensor will reimburse Licensee for purchase of appropriate hardware sufficient for viewing the Data. Upon installation, Licensee shall be the sole owner of the hardware, but use of said hardware shall continue to be governed by this License.

Licensor will also provide, at Licensor's sole cost and expense, sufficient technological expertise to assist Licensee in bringing the hardware on line. Viewing locations shall be limited to the minimum number necessary to provide efficient dispatching of emergency responders, with one per dispatch center, as mutually agreed by the parties.

5. For a period of one year after the effective date of this License, Licensor shall provide, at its sole cost and expense, replacement hardware for any hardware that shall fail, and sufficient technological expertise to trouble-shoot any problems with performance of the hardware. Subsequent to the period of one year after the effective date of this License, Licensee shall be solely responsible, at its sole cost and expense, to repair or replace any hardware, and to provide technological expertise to keep the terminal operational.

6. Licensee shall limit access to the Data to employees and agents of Licensee with a need to know the Data in the course and scope of their employment or work for Licensee. Licensee shall protect the Data from disclosure beyond the rights granted herein using the same security and procedures it uses to protect other confidential or proprietary information. Under no circumstance may Licensee provide access under any terms or conditions to any person, agency or company not an employee or agent of Licensee needing access to the data in the course and scope of their employment or work for Licensee.

7. Licensee acknowledges that grade crossing warning devices are designed to operate in a "fail-safe" mode, meaning that they reflect an active status for a variety of circumstances, including the presence of a train or other railroad equipment on the tracks in the vicinity of the grade crossing, low power to the active warning devices, mechanical defects to the devices and associated facilities, etc. Licensor will use reasonable efforts to assure that the Data is continuously streamed on a real-time basis, but Licensor does not warrant that the information contained in the Data will meet Licensee's requirements or that the access to the Data will be uninterrupted or error free. The Data is provided "as is," and use of the Data shall be at Licensee's sole risk and expense. **LICENSOR MAKES NO WARRANTY OR GUARANTEE, EXPRESS OR IMPLIED, AS TO THE ACCURACY OR COMPLETENESS OF THE DATA, ITS FITNESS FOR LICENSEE'S PURPOSE OR ANY OTHER PURPOSE, OR THAT ACCESS TO THE DATA WILL BE FREE FROM INTERRUPTION.** The entire risk as to the quality and performance of the Data, or any portion thereof, is with Licensee. Licensor shall not be liable for any loss or injury arising out of, or caused, in whole or in part, by Licensor's negligent acts or omissions in procuring, compiling, collecting, interpreting, reporting, communicating, or delivering information contained in Data.

8. Licensee acknowledges that it will use the Data only in real time for the purpose of dispatching emergency responders such as police, fire, and medical personnel. Any other use of the Data beyond that allowed herein is strictly prohibited and constitutes a material breach of this License. Licensee will not record, print, copy, modify, adapt, translate, alter, create derivative works, or otherwise make a record of all or any part of

the Data or incorporate the Data into any other format or usage for any purpose whatsoever.

9. Licensee shall make reasonable efforts to provide users of the Data with appropriate notice of the terms and conditions under which access to this License is granted, and in particular, any limitations on access or use of the Data as set forth in this License.

10. The Data contains material proprietary to Licensor and other third parties. Except for the limited viewing rights granted herein, all rights, title and ownership in the Data, including all copyrights, patents, trade secrets, and trademarks therein, remain with Licensor as applicable.

11. This License will terminate in the event that Licensee breaches any provision of this License and will automatically terminate without notice if any such breach occurs. Licensee must promptly notify Licensor of any breach of this License. Upon termination, Licensee must immediately cease using the Data. Licensee acknowledges that use of the Data beyond the strict limitations allowed in this License could cause irreparable harm and significant injury to Licensor that may be difficult to quantify. Accordingly, Licensee agrees that Licensor shall be entitled to immediate injunctive relief from breach or threatened breach of this License, in addition to any other rights and remedies it may have, without the posting of a bond.

12. All notices under this License shall be sent via U.S. First Class Mail, via telefax, or via an overnight delivery service. All notices are effective upon receipt. Notices shall be sent to:

If to EJ&E:

Senior Manager Signals and Communications
CN
17641 S. Ashland Avenue
Homewood, IL 60430
Tel: (708) 332-3560
Fax: (708) 332-4361

If to _____ : (Licensee name and contact information) ,

13. In no event shall Licensor be liable for any indirect special, incidental, punitive, or consequential damages, including lost profits, arising out of the use or performance of the Data even if Licensor has been advised of the possibility of such damages.

14. Licensee acknowledges that it has read this License, understands it, and agrees to be bound by its terms and further agrees that it is the complete and exclusive statement of

the License, which supersedes and merges all prior proposals, understandings and all other agreements, oral and written, between the parties relating to this License. This License may not be modified or altered except by a written instrument duly executed by both parties.

15. This License shall be governed by and construed exclusively in accordance with the laws of the State of Illinois, regardless of choice of law requirements. The parties hereby consent to the jurisdiction of the state and federal courts of Cook County, Illinois for the purpose of any suit, action or proceeding arising out of or related to this License and expressly waive any and all objections they may have as to venue in any of such courts.

16. The waiver or failure of either party to exercise in any respect any right provided for herein shall not be deemed a waiver of any further right hereunder.

17. If any of the provisions of this License are held to be invalid by a court of competent jurisdiction the remaining provisions of this Agreement shall remain in full force and effect.

Intending to be legally bound hereby, the parties affix their authorized signatures below.

ELGIN, JOLIET AND EASTERN RAILWAY COMPANY

By: _____

Print Name: _____

Title: _____

(Licensee)

By: _____

Print Name: _____

Title: _____

**TRANSPORTATION DIVISION
DEPARTMENT OF DEVELOPMENT SERVICES**

**MONTHLY REPORT
April 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	Shree Jalaram Church

Village Projects

Bicycle Planning

The public comment review period ended on March 31, 2010. The same night the Bicycle and Pedestrian Advisory Committee (BPAC) met to review public comments on the Comprehensive Bicycle Plan and Map. Six persons emailed comments on the plan. The BPAC also reviewed technical comments from the Active Transportation Alliance and the League of Illinois Bicyclists. The group is also reviewing a potential complete streets local ordinance, two Village bicycle rides this summer and Village bicycle programs. The BPAC has made recommendations for the Transportation and Road Improvement Committee to review the Comprehensive Bicycle Plan and Map and two Village bicycle rides this summer. Both items are scheduled to appear before the committee next month.

Barrington Road Interchange

A draft letter of intent from IDOT was received by the Illinois Tollway and will be revised. After Village and Tollway review, the letter of intent will be presented to Transportation and Road Improvement Committee.

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.

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 208 residents have registered for the program. Another 1 application is pending due to scheduling of permanent identification photos. Information on the program registration is provided on Village website. Based on coupons received, about 1,170 rides were taken with the Taxi Discount Program in 2009. This is a large increase from approximately 400 rides recorded during 2008. In 2010 based on coupons received to date about 430 rides were provided through approximately the first quarter of the year. Currently thirty 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. 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 is submitting applications through the federal Transportation, Community, and System Preservation (TCSP) and Highway Safety Improvement Program (HSIP) grant programs to help fund the roundabout evaluation and analysis study. The recipients of these funds are announced later in the year.

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 capital replacement fund. Coordination is occurring with Public Works to complete the agreements and specifications for the project. A local agency participation form has been approved by IDOT District One and is being submitted to the IDOT Springfield Office.

Higgins Road Pedestrian / Bicycle Project

The project was awarded full approval for CMAQ Federal Grant funding. Staff has met with IDOT and FHWA staff. Plans were re-submitted to IDOT following modifications as requested. 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.

Village staff held an open house meeting on Tuesday, March 30, from 5 p.m. to 7 p.m. at Village Hall on the Higgins Road project. Notification was sent via letters to residents

adjacent to the project area. A newsletter article in the March Citizen had information on the project. Residents attended and discussed changes to landscaping that could be incorporated into the project.

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. IDOT is processing an agreement for Phase II engineering for the project consistent with the LOI. This will allow reimbursement for some staff time expended for Phase II Engineering.

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. An RFP will be released for the culvert design. 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. The federal aid designation request is still pending with IDOT.

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 (total about \$1 million). 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, II, and III engineering services resulted in 19 proposals. A recommendation for the preferred consulting firm will be presented to the Transportation and Road Improvement Committee after review of proposals. A letter of intent from IDOT for State participation was sent. Cook County has been contacted regarding their local share.

Higgins / Moon Lake / Governors

IDOT has completed all paving and sidewalk work, some punch list items remain. The State turned on permanent signal equipment 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 a bicycle path connection on Central Road. The application for Illinois Department of Natural Resources grant was submitted but due to limited funding from the State, no projects have been selected yet. The DNR application was resubmitted in response to a call for projects.

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. Status information is posted on the Village Website.

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 January and February 2010. The monthly totals were 561 and 525 riders, respectively.

Average daily ridership was 28 in January 2010, 26 in February, and 27 in March. 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.

A coordination meeting with Pace and employers was held on March 11, 2010 to discuss service options. Van pools, ridership, Pace performance measures, and other ideas were covered. Information from other businesses and data from Pace will be provided to employers.

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.

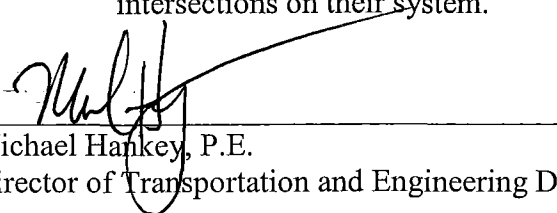
Most recent ridership data provided by Pace for Route 554 was for January 2010. Average daily use was 108 riders which is higher than the same month in 2009. Ridership is about 8% higher than the long term average ridership in January.

STAR Line

A legislative update meeting was held last December. Discussions are occurring at the next meeting date. 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 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.
- 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.
- Submitted requests to IDOT for them to investigate safety funding at several intersections on their system.



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