

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
May 10, 2010

7:30 p.m.

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 – April 12, 2010

NEW BUSINESS

1. Discussion and review of the physical and traffic conditions at the Jones Road / Hassell Road curve.
2. Request authorization to award the 2010 Crack Sealing Project contract to Denler, Inc., Mokena, IL, in an amount not-to-exceed \$50,000.
3. Review of request for parking restrictions on Grand Canyon Parkway at Community Park.
4. Request adoption of the Village Comprehensive Bicycle Plan.
5. Request approval of IDOT Letter of Intent for IL 59 and Shoe Factory Road CMAQ project.
6. 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**

April 12, 2010

I. Roll Call

Members in Attendance:

**Ray Kincaid, Chairperson
Gary Pilafas, Vice Chairperson
Cary Collins, Trustee
Karen Mills, Trustee
Jackie Green, Trustee
Anna Newell, Trustee
William McLeod, Mayor**

**Management Team Members
in Attendance:**

**Dan O'Malley, Deputy Village Manager
Arthur Janura, Corporation Counsel
Mark Koplun, Asst. Vlg. Mgr., Dev. Services
Don Plass, Director of Code
Mike Hankey, Director of Transportation
Peter Gugliotta, Director of Planning
Patrick Seger, Director of HRM
Ben Gibbs, Sears Centre
Gary Skoog, Economic Development Coord.
Ken Hari, Director of Public Works
Bruce Anderson, CATV Coordinator
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 7:45 p.m.

II. Approval of Minutes

Trustee Kincaid requested that the minutes from March 22, 2010 be revised to reflect that Trustee Pilafas attended the meeting by telephone.

Motion by Trustee Green, seconded by Trustee Pilafas, to approve the Transportation & Road Improvement Committee meeting minutes of March 22, 2010. Voice vote taken. All ayes. Motion carried.

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.**
 - b. award contract for materials testing for the 2010 Street Revitalization Project to Applied GeoScience in an amount not to exceed \$60,000.****

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

Trustee Pilafas inquired if Plote's bid should be considered as it is a Hoffman Estates business and not too much more than the low bidder. Mike Hankey stated that it has been Village practice to award contract to the lowest bidder if they are qualified. Trustee Mills indicated that during these economic times, the Village should stick with the lowest bid.

Motion by Trustee Collins, seconded by Trustee Pilafas, to award contract for 2010 Street Revitalization Project to Arrow Road Construction (low bidder) in the amount of \$1,877,104; and award contract for materials testing for 2010 Street Revitalization Project to Applied GeoScience in an amount not to exceed \$60,000. Voice vote taken. All ayes. Motion carried.

2. Discussion regarding Northwest Municipal Conference Transportation Committee's agenda items.

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

Mike Hankey addressed the Committee and provided a summary regarding the 2040 Regional Transportation Plan, the Elgin O'Hare Western Bypass Study, and the Public Private Partnership Legislation. He stated that CMAP released a draft of the 2040 Plan and that there is a requirement that the plan for major projects be restrained by funding. The Route 53 extension is included in the draft plan, but the STAR Line is not listed, along with several other projects that are a priority of the NWMC.

Mike Hankey also reported that the NWMC committee is discussing a pending public private partnership bill in the Illinois General Assembly.

Motion by Trustee Pilafas, seconded by Trustee Green, to prepare letter for Mayor McLeod's signature in support of and the STAR Line. Voice vote taken. All ayes. Motion carried.

3. Review of request to modify parking regulations on Essex Drive at Black Bear Park.

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

Trustee Collins inquired about a Park District Frisbee tournament at Black Bear Park and was concerned with parking for the event. Trustee Collins requested that staff review/monitor the new parking restrictions at Black Bear Park, and work with the Police Department on enforcement and what impact the parking regulations will have on local residents.

Motion by Trustee Mills, seconded by Trustee Pilafas, to approve an ordinance modifying parking regulations on Essex Drive at Black Bear Park. Voice vote taken. All ayes. Motion carried.

4. Request approval of a license agreement with Canadian National for access to grade crossing data.

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

Mayor McLeod inquired if Corporation Counsel approves of the Agreement. Mr. Janura stated that he will review it prior to the item being approved by the Village Board at next week's meeting.

Trustee Mills stated that she would like staff to negotiate with CN to increase the proposed one-year time period for hardware replacement to at least three (3) years.

Motion by Trustee Mills, seconded by Trustee Newell, to approve a license agreement with a term of three years in length for hardware replacement with Canadian National for access to grade crossing data. Voice vote taken. All ayes. Motion carried.

5. Request acceptance of Transportation Division Monthly Report.

The Transportation Division Monthly Report was submitted to the Committee.

Trustee Kincaid requested that staff discuss with the State the duration of the left turn signals at Routes 72/58 and Barrington/Hassell to see if they can be lengthened.

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

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

Motion by Trustee Pilafas, seconded by Mayor McLeod, to adjourn the meeting at 8:02 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Review of the Jones Road / Hassell Road curve
MEETING DATE: May 10, 2010
COMMITTEE: Transportation and Road Improvement Committee
FROM: Michael Hankey

PURPOSE: A discussion of the physical and traffic conditions at the Jones Road / Hassell Road curve is presented.

DISCUSSION: A request to review the curve on Hassell Road at Jones Road was made at a recent Village Board meeting. A concern about speed and motorists braking suddenly within the curve to avoid oncoming traffic were voiced as an area of concern. A question of traffic control changes such as stop signs for each curve approach was raised. The applicability of a stop sign to this location was discussed was the requestor and it was decided to evaluate other options. An analysis of the physical and operating characteristics was conducted to identify potential changes.

The area of the curve is shown in the attached exhibit. For illustration additional pavement striping is shown on the exhibit as one suggested option to better define the curve. Jones Road approaches from the south connecting to Hassell Road. A driveway to Eisenhower School is located on the outside of the curve. The two streets intersect at approximately 90 degrees. The radius of the curve combined with the cross slope is designed for approximately 15 mph. The Hassell Road approach to the curve is relatively level while the Jones Road approach is on a 5% downgrade from south to north.

Both Jones Road and Hassell Road are typical collector street widths of 37 feet measured between the backs of the curb, leaving 36 feet measured from face of curb. Within the curve at the Eisenhower School driveway the street is actually wider. Adequate space exists on collector streets to allow on-street parking on both sides and one travel lane in each direction. Parking on this curve does limit the available space for turning vehicles through the curve. A street light is located within the curve to illuminate both it and the school driveway.

There are a number of traffic control signs and pavement markings in the vicinity of the curve. The posted speed limit is 25 mph with a posted school zone speed limit of 20 mph. A double yellow centerline divides the street at its midpoint and continues through the curve. A school crosswalk is located near the end of the curve on Hassell Road where an adult crossing guard provides assistance. "School" pavement word markings are on each approach to the curve and crosswalk. The signs consist of advance school zone and school crosswalk signs. A turn warning sign with a 15 mph advisory is located on both approaches upstream of the curve. Large directional arrow warning signs are also in place for each approach to the curve.

The current No Parking restrictions listed in the Municipal Code include the following:

- On the north side of Hassell Road from the east side of Rosedale Lane to the east side of Jones Road.
- On the east side of Jones Road from the north side of Hassell Road to a point 200 feet south of Hassell Road.

Crash records were checked in the vicinity of the curve for the last six years. The review found four crashes were reported over the last six years that occurred in the curve involving a northbound vehicle losing control near the curve. A brief overview of contributing circumstances to the crashes includes the following information. One crash occurred when the street light was not working as the driver stated he did not see the curve; this was substantiated by the reporting officer. Another involved a driver operating on a learner's permit with no licensed driver in the vehicle during wet pavement conditions. In one crash, a passenger reported the driver was driving too fast for the curve. The other crash report was an unlicensed driver involved in a hit and run. There was one eastbound loss of control crash reported involving a driver with no license. If desired, it may be possible to work with the school district to have them install bollards or some type of barrier on their property.

During large events at the school, parked vehicles have been observed on both sides of Hassell and Jones Roads approaching and through the curve. Additional vehicles have been seen parking partially in the entry drive to the school's east lot. Visibility on the inside of the curve could be improved both for through vehicles negotiating the curve as well as the school crosswalk by prohibiting parking at the curve.

Potential Treatments

The first step is to define the problem that is to be addressed. Based on the type of concern, there are underlying causes that contribute to a specific problem. The primary issues identified are the speed of traffic approaching and in the curve, the perception of how sharp the curve is, proper position within the curve, and visibility in the vicinity of the curve. The width of the street increases in the area of the school driveway and results in a larger undefined pavement space. This can mislead drivers as to the proper path through the turn. Parking near and within the curve on the inside portion makes visibility through the curve difficult. It can also limit the driver and pedestrian views of one another in the crosswalk. With many of the options outlined below, the spacing and location of any new signs would need to be coordinated with existing signs which could require some to be relocated. Changes could also be implemented incrementally and are listed in suggested order.

Pavement Striping

To more effectively delineate the proper path through the curve in the portion where the pavement widens, pavement striping could be added. This would visually narrow the approach to the curve for northbound vehicles. It would also help to more clearly show the edge of the travel lane through the curve. Finally the striping could better define the area designated for No Parking at the school crosswalk.

No Parking on Curve

Creating a new No Parking restriction on the inside of the curve would help improve visibility of the school crossing. Without vehicles parked in this location, drivers would also have better sight lines for traffic entering the curve in the other direction as well as more space for maneuvering.

*Potential Treatments (continued)*Reflective Sign Post Strips

Reflective strips can be added to the face of the sign posts for the warning signs in the curve to further improve conspicuity of the signs. This treatment has been used effectively in other locations in the Village.

Additional Curve Warning Signs

There is a directional Large Arrow warning sign in place for each direction of travel approaching the curve. Either an additional arrow sign or chevron warning signs could be added to improve awareness of the curve especially at night.

Curb Top Reflectors

Either reflective markers or internally illuminated lights could be placed on the top of the curb through the curve. These have been used in other locations in the immediate area and assist drivers at night to identify the edge of the road.

Speed Actuated Radar Signs

Similar to the radar feedback sign on the Police trailer, speed displays are available to mount on sign posts. Some are extra mounts attached to existing signs while other installations have the display in the sign face. The purpose is to give feedback to drivers whose speed is measured to be above the advisory speed for the curve. The advantage of the separate display units is that they can be moved to other locations if needed.

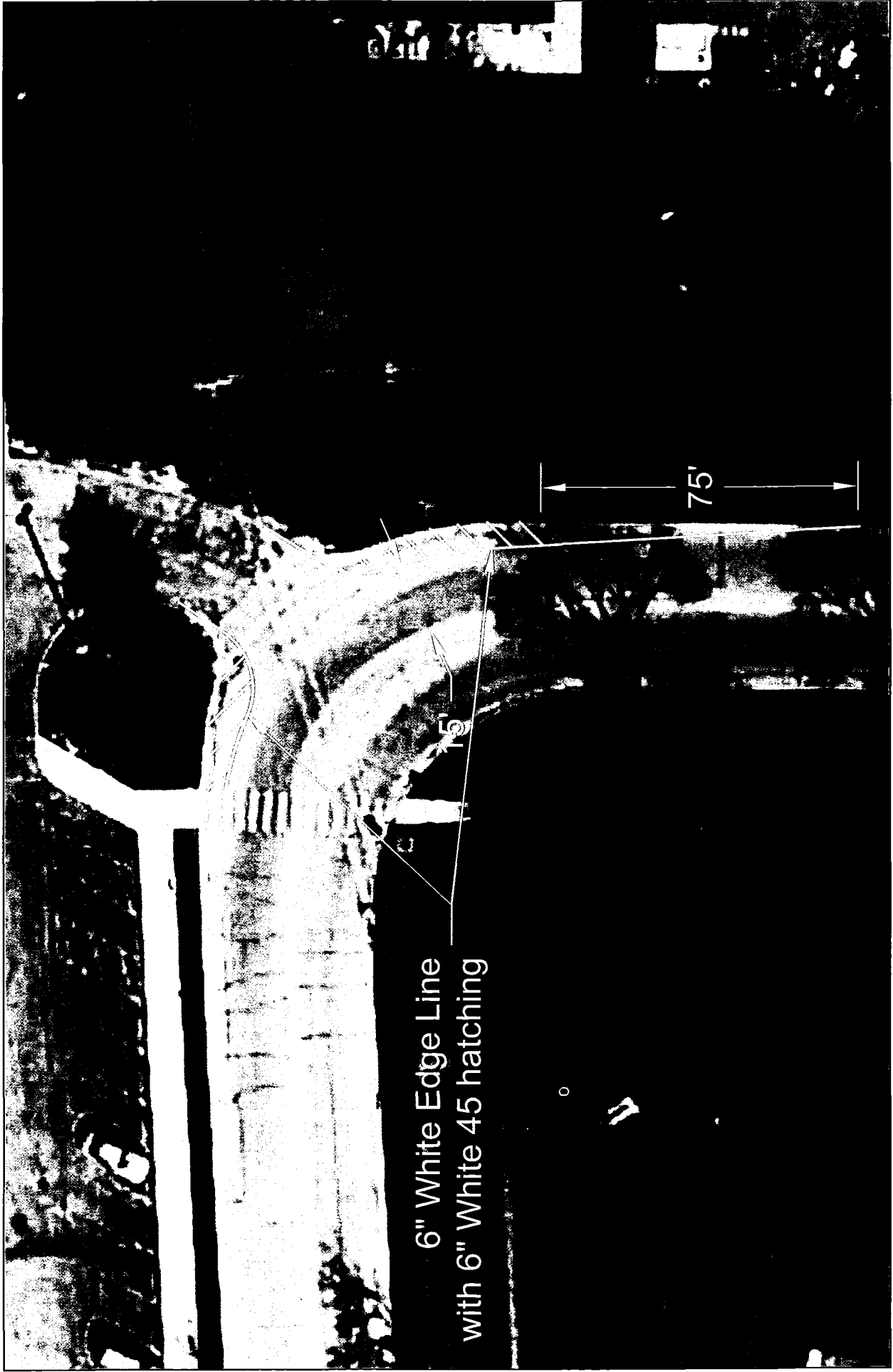
FINANCIAL IMPACT: The cost (materials and labor) will depend on the option selected.

RECOMMENDATION: For discussion.

Attachment



Hassell Road / Jones Road Curve - Striping Exhibit



1" = 30'

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: 2010 Crack Sealing Project Award of Contract
MEETING DATE: May 10, 2010
COMMITTEE: Transportation and Road Improvement
FROM: Gary Salavitch

PURPOSE: The purpose of this agenda item is to present the bids and recommend the award of contract for the 2010 Crack Sealing Project.

BACKGROUND: The Village typically awards a contract for preventive maintenance crack sealing each fall on various streets throughout the Village. The purpose of the crack sealing is to keep water out of the roadway base and subbase. Sealing cracks also prevents future cracks from occurring. A recent analysis of streets receiving this treatment indicates that this preventive maintenance measure does extend the life of a typical street. This treatment is an important component of the Pavement Management System. The 2010 adjusted budget allocates \$50,000 for preventive maintenance. Anticipating increased work loads and varying prices, this project was let for spring work versus the fall in the possibility of receiving favorable bids.

DISCUSSION: Four bids were received on April 26, 2010 for this year's project. Denler, Inc. provided a bid unit price of \$0.348 per linear foot, which would route, clean and seal approximately 100,000 linear feet of pavement cracks. The table below is a summary of the qualified bid results received for the 2010 project. The 2010 crack sealing unit costs have been very competitive compared to previous projects.

2010 CRACK SEALING BIDS

(Based on an Estimated 100,000 LF of Crack Sealing)

Contractor	Unit Costs	Total Estimated Costs
Denler, Inc.	\$0.348 per LF	\$ 34,800
Behm Pavement Maintenance, Inc.	\$0.349 per LF	\$ 34,900
North Suburban Asphalt Maintenance	\$0.40 per LF	\$ 40,000
SKC Construction, Inc.	\$0.411 per LF	\$41,100

DISCUSSION: (Continued)

References were checked for Denler, Inc. per Village procedure and found to be acceptable. Public Works will inspect all routing of the cracks and ensure that there is no excessive crack filling material being used. The Development Services Department is recommending the 2010 Crack Sealing Project contract be awarded to Denler, Inc., Mokena, Illinois, in an amount not-to-exceed \$50,000.

FINANCIAL IMPACT:

The budget for this project is \$50,000. The contract work will continue during this calendar year until the cost of \$50,000 is met for crack sealing or all the streets on the list are sealed. While the base bid specification estimated 100,000 lineal feet of crack sealing, with the favorable bid it may be possible to do additional streets until the need is met. The actual project costs will be different from the total estimated costs in the table above because only an estimate of the amount of cracks to be sealed is listed for reference in the table.

RECOMMENDATION:

Recommend award of the 2010 Crack Sealing Project contract to Denler, Inc. of Mokena, Illinois, in an amount not-to-exceed \$50,000.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Review of a request for change in parking regulations on Grand Canyon Parkway at Community Park

MEETING DATE: May 10, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Review of a request to modify the existing parking regulations on Grand Canyon Parkway at Community Park.

DISCUSSION: A request was made at a recent Village Board meeting to evaluate additional parking restrictions on Grand Canyon Parkway at Community Park. The question was about prohibiting parking near the fountain feature the Park District installed in the park. There is an existing crosswalk in this immediate area that connects into the sidewalk near the fountain. Parking is currently restricted on the west side of Grand Canyon Parkway and is allowed on the east side. To improve visibility at the pedestrian crosswalk, parking could be restricted on the east side of Grand Canyon Parkway from a point 20 feet south of the existing sidewalk ramp to a point 40 feet to the north of the crosswalk. These limits also coordinate with the driveway on west side of the street opposite the park. The attached aerial shows the limits of the proposed parking restriction on the east side of the street.

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

RECOMMENDATION: Modify the parking regulations to restrict parking on the east side of Grand Canyon Parkway at Community Park from a point 20 feet south to 40 feet north of the pedestrian crossing.

Attachments



Grand Canyon Parkway - Proposed Parking Changes



Existing Parking Restrictions
on West and North side

Proposed Parking Restrictions
on either side of water fountain

1 inch = 50 feet

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 278, to read as follows:

278. On the east side of Grand Canyon Parkway at Community Park from a point 20 feet south to 40 feet north of the pedestrian crossing.

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: Recommendation from the Bicycle and Pedestrian Advisory Committee to adopt the Comprehensive Bicycle Plan and Map

MEETING DATE: May 10, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Nathan Roseberry / Michael Hankey

PURPOSE: The Bicycle and Pedestrian Advisory Committee recommends approval of the Comprehensive Bicycle Plan and Map.

BACKGROUND: The development of the plan has gone through a number of discussions and public reviews. The concept of creating an outline for the plan was discussed by the Transportation and Road Improvement Committee in the fall of 2007. An overview of the plan concept with various components was reviewed and approved by the Village Board in 2008 with direction to begin work. The following discussion section lists some of the activities that have occurred since work began on creating the bicycle plan.

DISCUSSION: The development of the Bicycle Plan involved a number of different individuals and agencies. Village staff led the effort and created the plan document and the accompanying maps, exhibits, and graphics. Various public reviews occurred during which residents and agency representatives provided input and comment on elements of the plan. The plan itself is a policy document that describes the process used to create it, identifies the different types of bicycle facilities, makes recommendations on locations for new facilities in the Village, as well as introducing ways to promote the encouragement of bicycling, the roles of enforcement and education plus methods to evaluate the plan's progress. May is National Bike to Work month with May 17 to 21 designated as "Bike to Work Week". The discussion of adopting the Bicycle Plan is timely in this regard, offering an opportunity to demonstrate support for this new policy.

A summary of activities that culminated in the recommendation to adopt a Village Bicycle Plan include the following items.

Public Review and Development Process

- Three open house public meetings were held in May 2009 to get input from residents.
- The initial plan documents and maps were placed on the Village website to allow public review.
- A draft of the plan text and facility map was created and refined in 2009.
- The Bicycle and Pedestrian Advisory Committee (BPAC) was formed in November 2009.
- Technical reviews of the plan were performed by the Active Transportation Alliance and the League of Illinois Bicyclists; both recognized groups who have developed plans for other communities.
- The bicycle plan was presented to the Plan Commission in March 2010 for discussion, review, and comment.
- Notice on the availability of the plan for public comment was included in the *Citizen* and on cable television.
- An open comment period was held through the end of March 2010 with input via email to a special address or by contacting Village staff.
- BPAC has met four times to date and recommends adoption of the Comprehensive Bicycle Plan in its current form.

Bicycle Plan Production and Review

All the technical analysis, narrative, and graphics were done in house by Village staff. Coordination has occurred with numerous public and private groups throughout the process. Other communities, the Park District, Forest Preserve, etc. were consulted as the elements of the plan were defined to ensure coordination occurred among agencies. Two well respected bicycle advocacy groups, Active Transportation Alliance and League of Illinois Bicyclists, were retained to critique the plan. Suggested changes from these reviews were very minor. Input from all these sources has been reviewed and incorporated as appropriate.

The plan is truly comprehensive with chapters discussing its development process and public review, opportunities for new on-street and off-street bicycle facilities, and ideas for programs in the areas of education, enforcement, encouragement, and evaluation. An overall map was created to show both existing and potential bicycle facilities in the Village. This map depicts how the Village plan integrates with adjacent communities' existing and planned bicycle accommodations. The discussion in the plan regarding implementing plan components identified short and long range projects. The BPAC will remain involved with the review of projects and programs with recommendations forwarded to the Village Board for consideration.

Plan Commission and Potential Subdivision Code Updates

One means of implementing the components of the bicycle plan is to work with private property owners during redevelopment or new construction projects to incorporate bicycle facilities into their plans. The current Subdivision Code contains recommendations for sustainable facilities within developments, including several of the bicycle amenities discussed within the plan's encouragement section. After adoption of the final bicycle plan, these and other recommendations could be incorporated as requirements of the Subdivision Code and applied to site plan review when appropriate.

Plan Commission and Potential Subdivision Code Updates (continued)

With concurrence of the Village Board, in the next few months staff will draft potential text amendments to the Subdivision Code to include additional bicycle facility requirements. These recommendations will be developed with input from BPAC and will be reviewed by the Plan Commission prior to presentation to the Village Board.

BPAC Recommendations

The item presented at the May 10 Transportation and Road Improvement Committee will also include two recommendations from the BPAC. The group would like to organize two Village bicycle rides as part of the July 4th Festival and Fitness for America. Coordination for would be done by BPAC and waivers from participants will be required. This is not a race but a bicycle tour of some neighborhoods and areas of the Village.

Next Steps

Short and long term planning can begin once the Bicycle Plan is adopted. There are a number of policy and planning activities that can be done at no cost. Various encouragement activities can also occur. Some of these activities will be reviewed and discussed by BPAC prior to Village Board action. Keeping BPAC actively involved in identifying components of the plan for implementation will be a key responsibility of this group. Upcoming activities related to the Bicycle Plan include:

- BPAC coordination of bike rides in the Village
- Plan Commission and BPAC review of potential Subdivision Code updates
- Identify future project proposals through BPAC to be discussed as part of the CIP process
- Conduct a detailed assessment of facility alternatives for key streets with BPAC
- Distribution of printed plan to key locations such as Village Hall, Park District, Library, etc.
- Finalize the electronic version of the Bicycle Plan document and map to include a searchable index, hot links
- Review of IDOT Complete Streets policy development with BPAC

FINANCIAL IMPACT

The plan includes recommendations on different types of on-street and off-street bicycle facilities for the future as well as identifying various programs for implementation. However, no specific timeline for implementation is included; rather projects are grouped into broader categories to allow flexibility when evaluating these and other Village projects for funding. No Village funds are requested at this time as part of the adoption of the Bicycle Plan. All requests for capital funds will be done through BPAC, the Capital Improvements Board, the budget process, and ultimately the Village Board. One part of the plan addresses possible grants that the Village could pursue for building and implementing components of the Bicycle Plan. Applications for these federal and state grants will be processed through the Village Board as has been done in the past for other transportation projects.

RECOMMENDATION

Village staff recommends and requests the following:

1. Request adoption of the Comprehensive Bicycle Plan and Map.
2. Concur with BPAC recommendations for two Village bicycle rides.
3. Develop draft text amendments to the Subdivision Code to incorporate bicycle facilities for review by the Plan Commission.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of a Letter of Intent with IDOT for IL 59 and Shoe Factory Road CMAQ project

MEETING DATE: May 10, 2010

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: A Letter of Intent (LOI) with IDOT for improvements to the intersection of IL 59 and Shoe Factory Road is presented for review and approval.

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 attached Letter of Intent from the State outlines their cost participation. They propose to pay half of the local share for the project. Federal funds will pay for 80% of the cost for engineering, right of way, and construction. The Letter of Intent forms the basis for future cost sharing agreements for this project.

Information has been provided to Cook County to request a similar letter of commitment. They have verbally stated that the County should be able to fund half of the local match. When that document is received it will be processed for approval. The State Letter of Intent is presented in advance of the County's letter since these are two separate agreements. Village approval of the State's offer also will demonstrate to CMAP that the project is proceeding. CMAP oversees the distribution of CMAQ funds and is charged with the responsibility to see that projects are moving in a timely way.

The Village prepared 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.

DISCUSSION: (continued)

The evaluations of the most qualified proposals will be coordinated with the State and Cook County. After the award of contract for engineering services is brought to the Village Board, another IDOT agreement for engineering services will be required.

FINANCIAL IMPACT:

The table attached to the LOI is the proposed cost sharing and is shown below. As shown there is no cost to the Village. However, as a note, this project would be eligible for funding through the Village's Road Improvement Impact Fee program.

**Illinois 59 and Shoe Factory Road CMAQ Project
Estimate of Costs Prepared by IDOT**

Item	Total Estimated Cost	State	County	Federal
Phase I	\$80,000	\$8,000	\$8,000	\$64,000
Phase II	\$100,000	\$10,000	\$10,000	\$80,000
Right of Way	\$100,000	\$10,000	\$10,000	\$80,000
Phase III				
Construction	\$1,000,000	\$800,000	\$100,000	\$100,000
Total	\$1,280,000	\$128,000	\$128,000	\$1,024,000

RECOMMENDATION:

Recommend approval of Letter of Intent with IDOT for IL 59 and Shoe Factory Road improvements.

Attachment



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Jim Norris

April 30, 2010

RECEIVED

MAY - 4 2010

Mr. William D. McLeod
Village President
Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169

**OFFICE OF THE MAYOR
AND TRUSTEES**

Dear Mr. McLeod:

This is in response to your letter dated March 16, 2010 requesting that the Illinois Department of Transportation participate in the proposed Intersection Improvements of Illinois State Route 59 (Sutton Road) and Cook County Route Shoe Factory Road in the Village of Hoffman Estates. This will serve as a Letter of Intent between the Illinois Department of Transportation and the Village of Hoffman Estates outlining the State's anticipated financial participation in this locally initiated improvement.

The general scope of work for this Intersection Improvement is to construct right turn lanes on their respective roads at the intersection of Illinois State Route 59 (Sutton Road) and Cook County Route Shoe Factory Road. The Phase I study of this intersection will evaluate the possible right of way acquisition needed, any signal modifications required, the feasibility of right turn lanes for all four legs, pedestrian and bicycle accessibility and any other issues as determined.

It is our understanding that the Village of Hoffman Estates has secured Congestion Mitigation Air Quality (CMAQ) funding for Design Engineering, Construction, and Construction Engineering. The State's financial participation is anticipated to be 10% of the estimated project cost of \$1,280,000, or a maximum payable of \$128,000.

Item	Total Cost	CMAQ	State	County
Phase I	\$80,000	\$64,000	\$8,000	\$8,000
Phase II	\$100,000	\$80,000	\$10,000	\$10,000
ROW	\$100,000	\$80,000	\$10,000	\$10,000
Phase III				
Construction	\$1,000,000	\$800,000	\$100,000	\$100,00
Total	\$1,280,000	\$1,024,000	\$128,000	\$128,000

Mr. William D. McLeod
April 30, 2010
Page two

The Department maximum participation in the State portion of this project shall not exceed \$128,000. The Village of Hoffman Estates agrees to continue to act as the lead agency for this improvement and will continue to process this improvement through the District's Bureau of Local Roads and Streets. Any increase in State participation in this locally initiated improvement must be requested in writing and approved prior to any expenditure.

This Letter of Intent will serve as a basis for the preparation of the future intergovernmental agreement between the Village of Hoffman Estates and the State. The Department will make every effort to program the State financial participation in the appropriate future fund year to coincide with engineering and construction activities. At the end of this letter, there is an area where you can state your concurrence to the State financial participation in this locally initiated improvement. Please indicate your concurrence and return an original signed copy of this letter at your earliest convenience.

If you have any questions or need additional information, please contact me or Mr. Earl D. Dunn Sr., Area Programmer, at (847) 705-4082.

Very truly yours,



Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

Concur _____

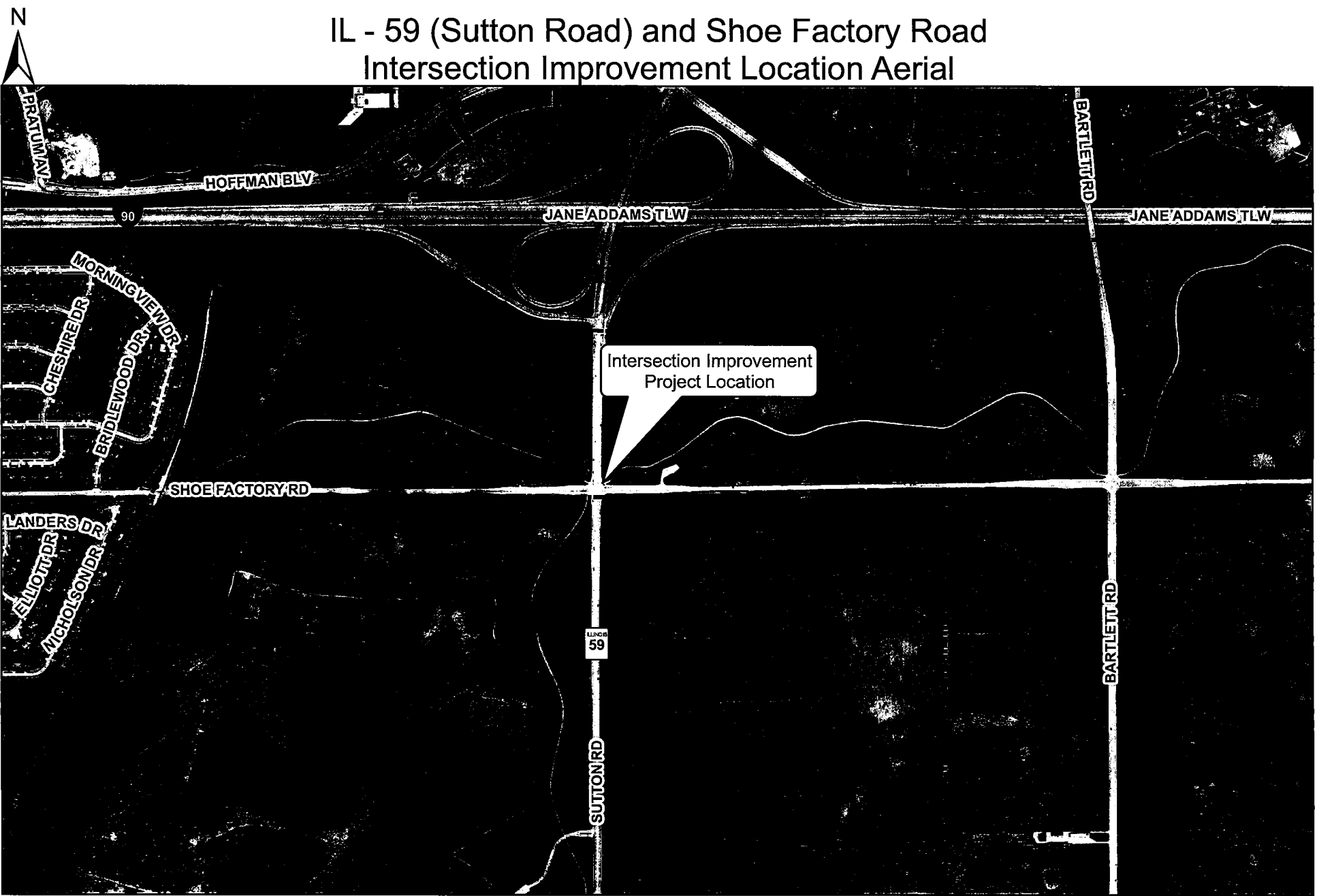
Do Not Concur _____

Signature _____

Title _____

Date _____

IL - 59 (Sutton Road) and Shoe Factory Road Intersection Improvement Location Aerial



1 inch = 1,000 feet

Transportation and Engineering Division
Village of Hoffman Estates

**TRANSPORTATION DIVISION
DEPARTMENT OF DEVELOPMENT SERVICES**

**MONTHLY REPORT
May 2010**

New Developments

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

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

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 approve the Comprehensive Bicycle Plan and Map and two Village bicycle rides this summer.

Barrington Road Interchange

A draft letter of intent from IDOT will be revised to meet Tollway needs. After Village and Tollway review, the letter of intent will be presented to Transportation and Road Improvement Committee for approval. The Tollway provided a letter outlining their role and intent for the project.

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 will be included as a part of the Phase I scope of services. A draft of the RFP for Phase I services is being prepared for review by IDOT and the Tollway prior to being released.

Roselle Road Traffic 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. One application is pending due to income information from the resident. Information on the program registration is provided on Village website and will appear in an upcoming *Citizen*. 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 525 rides were provided through approximately the first quarter of the year. Currently twenty-five 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. An article regarding the Taxi Discount Program will be placed in the next *Citizen*.

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. IDOT comments on the Intersection Design Study were received. Revised information will be submitted to 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. BPAC can review options with a recommendation to the Village Board. 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 received. Cook County has been contacted regarding their local share and requested some additional information in order to provide a commitment for the project funding.

Higgins / Moon Lake / Governors

IDOT has completed all paving and sidewalk work. 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. The STB reviewed discrepancies in reporting incidents and will rule on any additional actions and requirements. 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.

The CN License Agreement for access to crossing data was approved by Village Board. The agreement for the path crossing the tracks is under review and discussion with CN. Staff 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

Civiltech submitted plans to the Village and Cook County for review. Target is for letting in 2011; however right of way acquisition will be the primary determinant of schedule. Village reviewing plans and will provide comments to the County and the consultants.

Northwest Tollway (I-90) Corridor Study

No new information.

O'Hare Noise Compatibility Commission

No new information.

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 March 2010. The monthly total was 613 riders.

Average daily ridership was 27 through 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 in March 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. Companies not participating in the Hot Line were provided information on the Shuttle Service and other Pace options. Follow-up will occur to determine their interest in some forms of transit service.

Pace Route 554

The most recent ridership data provided by Pace for Route 554 was for March 2010. Average daily use was 129 riders which are higher than the same month in 2009. Year to date ridership is about 17% higher than the long term average ridership (2004 to 2008) through March.


STAR Line

Metra presented information on costs and ridership. A Task Force Meeting is scheduled for May 10 in Hoffman Estates. Metra anticipates submitting to Federal Transit Administration in 2010. Public hearings and environmental scoping meetings will be scheduled. Coordination between Metra and Tollway continues. The Tollway is receiving various options for construction, widening, and transit improvements on I-90.

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