

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
June 14, 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 – May 10, 2010

OLD BUSINESS

1. Discussion and review of the physical and traffic conditions at the Jones Road / Hassell Road curve.

NEW BUSINESS

1. Discussion regarding a resident request to install stop signs on Nottingham Lane and Mayfield Lane at Rosedale Lane.
2. Request approval of a letter of intent from IDOT for the completion of a full interchange at Barrington Road.
3. Request authorization to award engineering professional service contract for Phase I, II, and III for the Shoe Factory Road / IL 59 CMAQ intersection project to SEC Group, Inc. of McHenry, Illinois in an amount not to exceed \$246,015.97.
4. Request approval of an IDOT Agreement for Phase II engineering with the State of Illinois for the Palatine Road STP Improvement Project.
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**

May 10, 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:**

**James H. Norris, Village Manager
Dan O'Malley, Deputy Village Manager
Arthur Janura, Corporation Counsel
Mark Koplín, Asst. Vlg. Mgr., Dev. Services
Don Plass, Director of Code
Mike Hankey, Director of Transportation
Peter Gugliotta, Director of Planning
Ben Gibbs, Sears Centre
Gary Skoog, Economic Development Coord.
Bev Romanoff, Village Clerk
Nathan Roseberry, Transportation
Rachel Musiala, Asst. Dir. of Finance
Rebecca Suhajda, Administrative Intern**

Others in Attendance

Reporter from Daily Herald

The Transportation and Road Improvement Committee meeting was called to order at 7:30 p.m.

II. Approval of Minutes

Motion by Trustee Pilafas, seconded by Trustee Mills, to approve the Transportation & Road Improvement Committee meeting minutes of April 12, 2010. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

- 1. Discussion and review of the physical and traffic conditions at the Jones Road/Hassell Road curve.**

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

Mike Hankey addressed the Committee and stated that a request to review the curve on Hassell Road at Jones Road was made at a recent Village Board meeting. There was a concern about speed and motorists braking suddenly. Changes that could be implemented include pavement striping, no parking on curve, reflective sign post strips, warning signs, curb top reflectors and speed actuated radar signs. All of these options were discussed.

Motion by Trustee Pilafas, seconded by Trustee Green, to recommend staff analysis of pursuing potential implementation of stop signs and bring back to Committee. Voice vote taken. All ayes. Motion carried.

2. **Request authorization to award the 2010 crack sealing project contract to Denler, Inc, Mokena, IL, in an amount not to exceed \$50,000.**

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

Motion by Trustee Pilafas, seconded by Trustee Mills, to award contract for 2010 crack sealing project to Denler, Inc., Mokena, IL, in an amount not to exceed \$50,000. Voice vote taken. All ayes. Motion carried.

3. **Review of request for parking restrictions on Grand Canyon Parkway at Community Park.**

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

Motion by Mayor McLeod, seconded by Trustee Mills, to approve ordinance 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. Voice vote taken. All ayes. Motion carried.

4. **Request adoption of the Village Comprehensive Bicycle Plan.**

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

Nathan Roseberry presented information regarding the proposed Comprehensive Bicycle Plan. There was significant discussion regarding the components and development of the Bicycle Plan by the Bicycle and Pedestrian Advisory Committee.

Trustee Collins expressed concern about organized bike rides that take over streets and ignore signs.

Motion by Trustee Pilafas, seconded by Trustee Newell, to adopt the Comprehensive Bicycle Plan and Map and draft text amendments to the Subdivision Code to incorporate bicycle facilities for review by the Plan Commission. Voice vote taken. All ayes. Motion carried.

Motion by Trustee Pilafas, seconded by Mayor McLeod, to concur with the Bicycle and Pedestrian Advisory Committee for two (2) Village bicycle rides. Voice vote taken. Nay: Collins. Motion carried.

5. **Request approval of IDOT Letter of Intent for IL 59 and Shoe Factory Road CMAQ project.**

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

Motion by Trustee Pilafas, seconded by Trustee Mills, to approve IDOT Letter of Intent for IL 59 and Shoe Factory Road CMAQ project. Voice vote taken. All ayes. Motion carried.

6. Request acceptance of Transportation Division Monthly Report.

The Transportation Division Monthly Report was submitted to the Committee.

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

III. President's Report

Mayor McLeod reported that he attended the District 54 Foundation Board meeting on May 4, Commission for Senior Citizens spring lunch of May 5, participated in the ComEd drill on May 6 and read to children at Timber Trails School. On May 8, he attended the SuperSibs event and also the Joint Commission movie program and on May 9 attended Dairy Queen's anniversary celebration.

IV. Other

V. Items in Review

VI. Adjournment

Motion by Trustee Collins, seconded by Trustee Mills, to adjourn the meeting at 8:16 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: June 14, 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.

BACKGROUND: A request to review the curve on Hassell Road at Jones Road was made at a recent Village Board meeting and discussed at the May 10, 2010 Transportation and Road Improvement Committee. Speeds and motorists braking suddenly within the curve were voiced as concerns. Various options for changes in traffic control signs and markings were discussed. The Committee requested additional information on the applicability of an all way stop for this location as well as costs associated with different options be brought back to the Committee. The following summarizes the previous material.

The area of the curve is shown in the attached exhibit. A driveway to Eisenhower School is located on the outside of the curve. The streets are connected by an approximately 90 degree curve. The radius of the curve combined with the cross slope is designed for approximately 15 to 20 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 from face of curb. Within the curve at the Eisenhower School driveway the street is actually wider, up to about 45 feet. Adequate space exists on collector streets like these to allow on-street parking on both sides and one travel lane in each direction. Street lighting 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 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 lane to crosswalk. Traffic 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 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.

DISCUSSION

Since the last Committee meeting, new data on traffic volumes and speeds were collected in the vicinity of the curve.

Traffic Data Collection

Traffic counts were conducted on each approach to the curve. A counter was also placed on the school driveway. The count duration included when school was in session, a weekend, and after school had recessed for the year to allow comparisons among different periods. The counters on Hassell Road were used to measure the speed and volume of traffic by time of day and direction of travel over the course of the study. The data for the school driveway was used to tabulate the volume of traffic entering and exiting by time of day. Each approach to the curve on Hassell and Jones Roads carries about 4,500 vehicles per day. This compares to 260 per day at the school drive. After school hours and on weekends there are various activities occurring that result in use of the driveway. Depending on the day and the activities, these volumes can be much less during some periods of time.

During the peak periods of traffic, the volume on Hassell Road and Jones Road each side of the curve ranged from about 350 to 450 vehicles per hour. As noted above, depending on the activity at the school property, the amount of driveway traffic can vary considerably. For the same peak periods on Hassell and Jones Roads, the traffic exiting the school driveway ranged from about 20 to 35 vehicles over the hour with up to 150 vehicles over the entire day. As expected the vast majority of traffic continues as a through movement between Hassell Road and Jones Road. An order of magnitude comparison from the study is well over ten times more traffic on Hassell and Jones Roads compared to the school driveway.

The speeds over the course of the study showed an average of about 24 (northbound) to 33 mph (eastbound) measured at approximately the locations of the advance turn warning signs with the 15 mph advisories. The northbound Jones Road approach found a lower average speed most likely due to vehicles just leaving a stop sign at Jones Road and Hillcrest Boulevard. Another speed measure is the 85th percentile speed which means that 85% of the vehicles were travelling at this speed or less. The 85th percentile speed is used for evaluating speed limits and for advisory speed postings. For eastbound Hassell Road, the 85th percentile speed was about 38 mph while the northbound 85th percentile speed on Jones Road was about 26 mph. Based on the measured approach speeds, the advance turn and advisory speed sign locations are placed properly.

Parking

During large events at the school and on school property, 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.

Stop Signs on Jones and Hassell Roads Approaches to Curve

The Federal and State *Manual on Uniform Traffic Control Devices* provide criteria for installation of traffic signs and pavement markings among other items. Stop signs are used only to assign right of way at intersections where certain conditions exist. Stop signs are not to be used in an attempt to control speed; their sole purpose is to assign right of way. Stop control is applicable at intersections where a combination of traffic volumes, visibility, intersection configuration, etc. identifies the need to assign right of way to vehicles entering the intersection. All-way stop control can be justified if the volume of traffic entering the intersection from the conflicting approaches is approximately equal. The major street volume must average at least 300 vehicles per hour for each of 8 hours. During these same 8 hours, the side street must average at least 200 vehicles per hour and experience an average of 30 seconds of delay during the peak hour. If this curve was evaluated as an intersection with the school drive as the third leg, the criteria for considering all-way stop are not met. The amount of traffic entering from the driveway is very small compared to the amount of traffic travelling through the curve between Hassell Road and Jones Road. With an all-way stop, every vehicle on Jones and Hassell approaching the curve would be required to stop all the time, even when school was not in session or when the driveway volumes are very low. This would lead to excessive delay and stops for drivers on Hassell and Jones Roads. In cases like this where the imbalance of traffic between intersection approaches is very high, yet stop signs are installed anyway, the drivers on the main route typically see no reason to stop. This questions the validity and rationale for the stop requirement and motorists often develop a pattern of disobeying the stop sign. In the case of this curve in the street, there is no reason for traffic on Hassell Road and Jones Road to be stop controlled.

Potential Treatments

As discussed previously, the first step is to define the problem that is to be addressed. The primary issues that raised concern were: the speed of traffic approaching and in the curve; the perception of how sharp the curve is; proper travel path within the curve; and visibility in the vicinity of the curve. The width of the street increases near the school driveway and results in a larger undefined pavement space. This can mislead drivers as to the proper path through the curve. 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. The speed data identified a pattern of speeds above the posted limit especially for eastbound vehicles. 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. The estimated cost is about \$1,000 to \$1,500 for the striping using a pavement marking contractor.

Potential Treatments (continued)

No Parking on Curve

Creating a new No Parking restriction on the inside of the curve would help improve visibility of the school crossing. The limits would be from the beginning to the end of the curve (about 100 feet). 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. The cost for material and installation is about \$500.

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. The reflective strips are about \$50 each to install.

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. The cost is about \$250 per sign including installation.

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. In other locations in the Village, the lighted markers have been installed at the ends of the treatment with the non-lighted markers spaced in between. To delineate the curve, the cost would be about \$300 per direction.

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 separate sign enclosures attached to existing sign posts while other installations have the feedback display built into the sign face. The sign can be solar powered. The purpose is to give feedback to drivers whose speed is measured to be above the advisory speed for the curve. The advantage of some of the separate display units is that they can be moved to other locations if needed. The cost of these signs varies and can range from up to \$2,500 to \$4,000 depending on power supply, features, portability, and size.

LED Enhanced Warning Signs

Standard diamond shaped warning signs can be equipped with LED lights in the border to improve conspicuity. They can be set to flash continuously, or if equipped with speed sensors (such as radar), can activate when a defined speed threshold is exceeded. The sign can be solar powered. Depending on the size, the cost can be from about \$900 for a smaller sign to about \$1,800 to \$3,500 for a larger turn warning sign depending on power options and other features.

FINANCIAL IMPACT

The cost (materials and labor) will depend on the option selected and is described above.

RECOMMENDATION: For discussion.

Attachments



Hassell Road and Jones Road Curve - Location Aerial



1 inch = 100 feet

Transportation and Engineering Division
Village of Hoffman Estates

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Discussion regarding a resident request to install stop signs on Nottingham Lane and Mayfield Lane at Rosedale Lane

MEETING DATE: June 14, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Nathan Roseberry

PURPOSE: Discussion regarding a resident request to install stop signs on Nottingham Lane and Mayfield Lane at Rosedale Lane.

DISCUSSION: A recent run off the road incident at the intersection of Nottingham Lane and Rosedale Lane initiated this request. Both Nottingham Lane and Mayfield Lane intersect Rosedale Lane as a "T". All streets are posted at 20 mph. There is a curve on Rosedale Lane north of Nottingham Lane signed with a 15 mph advisory. Both of these side street approaches to Rosedale Lane have a curve to the right. The curve on Mayfield Lane is tighter than on Nottingham Lane but both curves result in similar conditions for a driver's view of the intersection. The library is located to the south at the corner of Rosedale Lane and Hassell Road. A pedestrian walk connects Rosedale Lane to Cottonwood Park on the north side of Nottingham Lane. Parking is prohibited on the west side of Rosedale Lane in this area. Parking is prohibited on the north sides of both Nottingham and Mayfield Lanes.

A recent incident involving a westbound driver on Nottingham Lane that failed to negotiate a left turn to Rosedale Lane prompted the current review. This vehicle travelled across the intersection, through the parkway and yard on the west side of Rosedale Lane. According to the Police Department, the driver was young and mistakenly applied the accelerator instead of the brake as the vehicle approached Rosedale Lane. There have been resident reports of other similar incidents of vehicles not negotiating the turn at the intersection.

A visibility analysis was conducted for both intersections. A side street driver must be able to see traffic on the intersecting street to determine the need to slow or stop before entering. Both of the side street approaches have a curve in advance of Rosedale Lane. The line of sight for westbound traffic on Mayfield Lane does not afford a driver a view of the intersection until near Rosedale Lane. At this point, shrubs and trees to the driver's left restrict the view. Similar conditions exist for the approach curve on Nottingham Lane but a driver has a bit more advance visibility of the intersection. Due to the curved alignment of both streets and the location of on-street parking, drivers' views are more restricted to the driver's right approaching the intersection. The *Manual on Uniform Traffic Control Devices (MUTCD)* has qualitative criteria for stop control on minor streets.

DISCUSSION: (continued)

The curved alignment of the streets and the presence of landscaping near the corners results in limited sight lines through the intersections. For this reason, stop control could be installed on both Nottingham Lane and Mayfield Lane at Rosedale Lane consistent with the guidance in the MUTCD. Based on the circumstances of the recent incident where the driver indicated they meant to slow or stop, the addition of a stop sign may not have prevented this particular occurrence. Over the last several years, no other crashes appear in the Police database for these two intersections.

Resident Surveys

Surveys were mailed to 23 residences within the general vicinity of these intersections. Each survey asked for an opinion to install stop signs on Nottingham Lane at Rosedale and on Mayfield Lane at Rosedale or leave them unchanged. A total of 14 surveys were returned. Nine were in favor of installing stop signs on the side street at both of the intersections while the other five were not in favor of installing stop signs. Comments received supporting the opinion to install stop signs cited concerns about speed, the recent and previous reports of loss of control incidents at Nottingham, and pedestrian traffic. Comments associated with not installing stop signs included no observed problems with operations and too little traffic. Residents were notified of the Committee meeting date and time.

RECOMMENDATION

Install stop signs on Nottingham Lane at Rosedale Lane and on Mayfield Lane at Rosedale Lane.

Attachment

ORDINANCE NO. _____ - 2010

VILLAGE OF HOFFMAN ESTATES

AN ORDINANCE AMENDING
SECTION 6-2-1-HE-11-1201
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-11-1201, STOP INTERSECTIONS, of the Hoffman Estates Municipal Code be amended by adding the following:

<u>A</u>	<u>B</u>
<u>STOP STREETS</u>	<u>LOCATION</u>
<u>HIGH POINT SECTION</u>	
NOTTINGHAM LANE	AT ROSEDALE LANE
MAYFIELD LANE	AT ROSEDALE LANE

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).

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 letter of intent from IDOT for the Barrington Road full interchange project

MEETING DATE: June 14, 2010

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: Approval of a letter of intent (LOI) from IDOT for completion of the Barrington Road full interchange is requested.

DISCUSSION: In October 2009, the Village Board discussed and approved the Village serving as the lead agency for engineering work associated with completion of a full interchange at Barrington Road. Since then, staff from IDOT, the Illinois Tollway, and the Village has met on several occasions to discuss the project development process. It was agreed that moving forward with the project under the rules and regulations applied by the Federal Highway Administration where federal funds are to be used is the most appropriate path. IDOT created a LOI for review by Village and Illinois Tollway staff. The attached document is the product of these discussions and is presented for approval.

The LOI defines the financial contributions as well as the role and responsibilities of IDOT for the design and construction of a full interchange. The language now makes the funding IDOT references in the agreement eligible for preliminary engineering, final engineering, and construction of improvements associated with Barrington Road. The document also outlines the Village and Tollway responsibilities for the overall project's scope of work. The Village will serve as the lead agency for Phase I preliminary engineering. This will involve the Village releasing a request for proposals and selecting a consultant to perform this work following consultation with IDOT and the Illinois Tollway. Key capabilities of the consultant will be a demonstrated ability to work with both IDOT and the Illinois Tollway in receiving approval for Phase I engineering plans. Close coordination with IDOT and Illinois Tollway staff, among others, will be required throughout the consultant selection and preliminary engineering design stage. Towards the end of Phase I, a decision will be made on the lead roles for Phase II and construction, including inspection services.

The State of Illinois lists the Barrington Road full interchange in its six year (2010 to 2015) highway improvement program as referenced in the LOI. The project is included in the multi-year program component (MYP) of the IDOT plan with a State contribution of \$18 million. Only the first year of the IDOT six year plan is programmed or budgeted. As the funds for the Barrington Road full interchange are in the MYP, one of the next steps will be to request IDOT to participate in the Phase I engineering work. Any funds IDOT applies towards Phase I work associated with Barrington Road will count towards the State's overall contribution to the project.

The Illinois Tollway's cost sharing policy for interchange upgrades like Barrington Road is up to 50% of the construction cost. The Tollway policy requires an agreement among all participating parties to identify responsibilities and cost participation. The IDOT LOI is the first type of agreement required. Actual costs will be further developed as the design proceeds, leading to an Intergovernmental Agreement as the project prepares to go to construction. The Tollway's interchange policy states that credit will be given to the local agency for costs, services, right of way, etc. that the agency contributes towards the project. Illinois Tollway also staff developed some additional configuration concepts for the full interchange that will be evaluated as a part of Phase I by the selected consultant. This task will be included in the scope of work for Phase I.

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

The next steps following approval of the IDOT LOI will include the following:

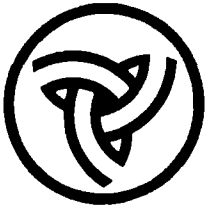
- Obtain approval of the IDOT LOI from the Illinois Tollway
- Request IDOT to use a portion of its financial commitment noted in the LOI for Phase I engineering
- Village develops and releases the request for proposals for Phase I engineering services
- Village award contract for Phase I engineering
- Continue to pursue funding opportunities for both engineering and construction

FINANCIAL IMPACT

The overall cost estimated for design and construction of the full interchange ranges from about \$51 million (Civiltech estimate) to about \$72 million (IDOT estimate). The costs will continue to be refined as the design progresses. IDOT estimated the potential cost of the full interchange at \$72 million which was the basis for its \$18 million financial commitment. Local funding will be required to start the first phase of engineering work. Village funds and contributions along with the potential for funding from the IDOT allocation could be used to get the design started. An estimate of the first phase of design costs based on general industry percentages is about \$2.5 to \$3.0 million. Village funding from the Traffic Improvement Fund and Road Improvement Impact Fees totaling \$1 million is expected to be the primary sources of the local contribution if State funds are used for Phase I engineering.

RECOMMENDATION

Approval of a Letter of Intent from IDOT for the completion of a full interchange at Barrington Road is requested.



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

May 11, 2010

The Honorable William D. McLeod
Mayor
Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169

Dear Mayor McLeod:

The following information included in this Letter of Intent is to outline the anticipated financial participation by State of Illinois, through the Illinois Department of Transportation (IDOT), in this future improvement.

The Village of Hoffman Estates (Village), acting as the lead agency, is desirous of improving the existing interchange at Interstate Route 90 (Jane Addams Memorial Tollway) and Barrington Road by reconstructing the existing interchange facility to provide full access in all directions. The State's financial participation is anticipated to be 25% of the estimated project cost of \$72,000,000, or a maximum payable of \$18,000,000. The State's anticipated financial participation in the proposed interchange reconstruction project is subject to the following terms and conditions.

- The Village of Hoffman Estates will continue to act as the lead agency and will coordinate any and all future aspects of the improvements associated with the State-owned portion of the proposed interchange facility with IDOT.
- The State's financial participation is limited to the payable engineering and construction related items associated with the State-owned portion of the proposed interchange facility as outlined in the attachment.
- The Village of Hoffman Estates will serve as the lead agency performing all necessary preliminary engineering. All preliminary engineering involving the State-owned portion of the proposed interchange facility is subject to review and approval by IDOT.
- The Village's cost for Phase I preliminary engineering will be considered part of the Village's overall contribution to the proposed improvement. Any financial participation by IDOT in the preliminary engineering will be considered part of the State's overall contribution to the proposed improvement.

The Honorable William D. McLeod

May 11, 2010

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- The Village of Hoffman Estates will serve as the lead agency for all right-of-way engineering and IDOT will secure right-of-way necessary (including permanent and temporary easements) for the construction of the State-owned portion of the interchange facility. The cost of the right-of-way associated with the State-owned portion of the proposed facility will be borne by the State and will be considered part of the State's overall contribution to the project. If not done so at the time of acquisition, the right-of-way acquired to accommodate improvements to the State-owned portion of the proposed interchange facility will ultimately be conveyed to the State of Illinois.
- The Village of Hoffman Estates will serve as the lead agency for the coordination of any utility relocation necessary including those to accommodate the proposed interchange facility. The Village of Hoffman Estates agrees to provide IDOT as soon as they are identified, the locations (existing and proposed) of public and/or private utility facilities within existing and proposed IDOT right of way which require adjustment as part of the improvement. IDOT will cause any necessary utility adjustments to existing utilities located within existing or proposed IDOT right of way to be performed in accordance with IDOT utility relocation cost participation as outlined in the attachment.
- The Village of Hoffman Estates will serve as the lead agency for the preparation of any and all plans and documents necessary to facilitate the proposed interchange reconstruction project. The contract advertisement and ultimate award any and all contracts associated with the proposed interchange reconstruction project will be determined in the future based on factors including but not limited to construction staging, facility ownership, funding mechanisms, and funding availability.
- The Village of Hoffman Estates will secure all funding necessary to award the aforementioned construction contracts. The State's financial participation is identified in the Department's FY 2010-2014 Proposed Highway Improvement Program with funding made available as part of the Illinois Jobs Now! Capital Improvement Program. IDOT will make every effort to program the State's financial participation in the appropriate State Fiscal Year to coincide with the anticipated preconstruction and construction schedule. IDOT reserves the flexibility to program State's financial participation in a single State Fiscal Year within a future IDOT Multi-Year Highway Improvement Program or across several State Fiscal Years within a future IDOT Multi-Year Highway Improvement Program.

The Honorable William D. McLeod
May 11, 2010
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- Any additional funding secured by the Village for improvements at the proposed interchange facility from other agencies not currently involved in the proposed project will be applied towards the Village's contribution to the project. This does not include any right-of-way contributed from other agencies or private entities, which would be applied proportionally towards the total project cost.
- In recognition that the preliminary engineering process will be conducted in a manner such that the proposed interchange reconstruction project will be eligible for federal funds, the State's reserves the ability to utilize available federal funds allocated to the State for the State's anticipated financial participation in the proposed project. The potential use of federal funds allocated to the State for the State's financial participation does not reduce the financial responsibility to the other agencies for their respective cost participation in the proposed project.
- The State's maximum anticipated financial participation in this locally initiated improvement is \$18,000,000 for all components of the proposed project including pre-construction activities. Any cost adjustments, including inflationary costs, that alter the State's maximum anticipated financial participation will require formal request by the lead agency and written approval by IDOT. Any written request for an increase in the State's maximum anticipated financial participation must be accompanied by supporting documentation substantiating the request.
- Depending on the fund sources secured for the project, either IDOT, ISTHA, or a combination thereof shall advertise and receive bids, and obtain concurrence from all agencies involved in the proposed interchange reconstruction project as to amount of bids (for work to be funded wholly or partially by all agencies) before award of the contract(s).
- IDOT and their authorized agents shall have all reasonable rights of inspection (including pre-final and final inspection) and access to construction inspection records during the progress of work on all contracts involving the State-owned portion of the proposed interchange reconstruction project.

The Honorable William D. McLeod
May 11, 2010
Page Four

- Upon completion of the proposed interchange reconstruction project the State will maintain or cause to be maintained the State owned portion of the proposed interchange facility in accordance with ISTHA Type 3 bridge structures that intersect the ISTHA right-of-way (an intersection where a partial or complete ramp interchange system, as well as a grade separation structure, has been constructed between the local road and the toll highway). The State will also maintain or cause to be maintained the portions of the State owned facility beyond the ISTHA right-of-way.

If you are in general agreement with the terms outlined in this Letter of Intent, please indicate your concurrence in the area specified below. The executed Letter of Intent will serve as the basis for future Intergovernmental Agreement(s) once the State's anticipated financial participation is included in a future IDOT Annual Highway Improvement Program. IDOT will reimburse the lead agency (ies) for the State's share of the construction and pre-construction costs upon inclusion of all or a portion of the State's anticipated financial participation in a future IDOT Annual Highway Improvement Program and upon execution of future intergovernmental agreement(s).

If you have any questions or require additional information, please contact me or Mr. John Fortmann, Engineer of Program Development at (847) 705-4118.

Very truly yours,

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

THE VILLAGE OF HOFFMAN ESTATES

By: _____
President

Date: _____

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

By: _____
Executive Director/Chairman

Date: _____

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request authorization to award engineering professional service contract for Phase I, II, and III for the Shoe Factory Road / IL 59 CMAQ intersection project to SEC Group, Inc. of McHenry, Illinois at a cost not to exceed \$246,015.97.

MEETING DATE: June 14, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Mike Hankey / Gary Salavitch

PURPOSE: Request authorization to award engineering professional service contract for Phase I, II, and III for the CMAQ Shoe Factory Road / IL 59 intersection project to SEC Group, Inc. of McHenry, Illinois at a cost not to exceed \$246,015.97.

BACKGROUND: The project scope is to design and construct right turn lanes on all approaches to the Illinois 59 and Shoe Factory Road intersection. This is a CMAQ project with 80% federal contribution and a 20% local match. The Village approved a Letter of Intent (LOI) from the State in May 2010 outlining their cost participation. The State will pay half of the local share for the project. A local agency agreement with the State was previously reviewed and approved by the Village. 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 project is planned for the use of 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 financial section contains more information on the cost sharing, but no Village funds are anticipated to be used.

DISCUSSION: The Village issued a Request for Proposals (RFP) for qualified engineering firms to perform the Phase I, II, and III work for the proposed right turn lane improvements for the intersection of IL 59 and Shoe Factory Road. The RFP was also posted on the Village's website for additional access. The requested detailed "cost not to exceed" breakdown was submitted in a separate sealed envelope with the proposal.

The sealed cost proposal was utilized after the top ranked consultants were selected for further consideration. Nineteen proposals with sealed fee estimates were received on the March 19th due date.

Each proposal was evaluated with an established, lengthy, criteria-filled list. The evaluation was primarily categorized into Phase I (Study), Phase II (Design), Phase III (Construction), Right of Way Acquisition, Coordination with Various Agencies, Project Schedule, Firm and Staff Qualifications, Project Approach and various project related issues. The combined categories contained a total of 37 criteria being reviewed for each proposal.

All of the proposals were carefully reviewed using the established criteria list. Following this effort, six consultants were selected for interviews based on their responsiveness, understanding of the project, experience, and staffing. The fee proposals were used only after evaluating all the proposals. The six firms that were selected for interview, in no particular order were, Bollinger, Lach & Associates, Inc., HDR Engineering, Inc., Metro Transportation Group, Inc. with Hancock Engineering Company, SEC Group, Inc., TranSystems and V3 Companies of Illinois. During the course of the interviews additional information was requested from several firms in order to allow an equal comparison on the scope of services proposed by each. The ability of the firm to move this project through the State and Federal approval processes is critical to success. CMAP is placing much more emphasis on the progress and status of CMAQ projects. Bi-annual status reports are required on the project's progress. At the risk of losing CMAQ funding, projects must stay on an approved schedule moving toward implementation. A key factor is the consultant team's ability to manage the agreement process while also preparing a technically sound engineering design and completing construction inspection to required standards. After the revisions were submitted by the consultants interviewed, the revised fee estimates from the six firms were summarized and ranged from \$216,094 to \$318,792.39.

REVISED FEE SUMMARY

CONSULTANT	FEE ESTIMATE TOTAL
Bollinger, Lach & Associates, Inc.	\$289,177.66
HDR Engineering, Inc.	\$296,196.38
Metro Transportation Group, Inc. / Hancock Engineering Company	\$255,452.40
SEC Group, Inc.	\$246,015.97
TranSystems	\$318,792.39
V3 Companies of Illinois	\$216,094.00

Based on the consultant proposals and interview performance, SEC Group, Inc. is recommended for award of the contract. Their proposed fee of \$246,015.97 is less than the IDOT estimate for all phases on engineering services shown in the IDOT LOI. After further review of their proposal, the cost could be closer to \$230,000 since right of way is anticipated on just two of the four corners at the intersection; their proposal included a cost for all four. While V3 Companies' proposed fee was lower, SEC Group, Inc. presented a much stronger team, project approach, experience, and performed the best during the interview. Neither the State nor the County had any objection to the selection of SEC Group, Inc. Award at the proposed fee not to exceed cost of \$246,015.97 is recommended.

FINANCIAL IMPACT:

The total project cost was estimated by IDOT at \$1,280,000, with the CMAQ grant totaling \$1,024,000 and a local match of \$256,000. The non-federal share (20%) of the project cost by phase is: \$16,000 for preliminary engineering, \$20,000 for final engineering, \$20,000 for right of way, and \$200,000 for construction. IDOT estimated the total cost for all engineering phases at about \$285,000.

The State provided a LOI outlining their participation in 50% of the project costs. A similar agreement is expected from Cook County. With funding from these two agencies there would be no cost to the Village. Village staff will serve as the project manager for the work since the CMAQ application is under the Village's name. As a note, if the County approval lags, the local share of this project would be eligible for funding through the Village's Road Improvement Impact Fee program. It would be possible to use impact fees to fund the other half of the local match with reimbursement later by the County. In order to demonstrate progress on the project, it is recommended to proceed with the award of contract now. This will allow time for the required engineering agreements to be processed through IDOT to meet the goal of beginning work during federal fiscal year 2010.

RECOMMENDATION:

Request authorization to award engineering professional service contract for Phase I, II, and III for the Shoe Factory Road / IL 59 intersection improvements to SEC Group, Inc. of McHenry, Illinois at a cost not to exceed \$246,015.97.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request Approval of a Local Agency Agreement for Phase II Engineering with the State of Illinois for the Palatine Road Improvement Project

MEETING DATE: January 11, 2010

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: Present a local agency agreement for Phase II engineering with the State of Illinois to improve Palatine Road to a consistent three lane cross section.

DISCUSSION: The Village approved a local agency agreement in February 2010. This current request is for IDOT to reimburse the Village for 50% of Phase II engineering costs. The Phase II work is primarily being done in house so this allows reimbursement for up to 50% of Village staff time expended during Phase II. The IDOT letter of intent (LOI) previously approved by the Village specifies the State's contributions towards the project including Phase II engineering. While the current agreement covers reimbursement for a share of Village staff time it is likely that consultant services will be required for drainage analysis during Phase II. The IDOT LOI allows the State to reimburse the Village for 50% of this cost as well, up to a total maximum of \$47,500 from the State. As the attached agreement is only for Village staff costs during Phase II, the IDOT share is listed as up to \$25,675. Once Phase I is approved (see below), the Phase II work can begin, including the Village hiring a consultant for engineering services to complete drainage analysis and design. At the time this occurs, another IDOT agreement similar to this one will be required.

The project's construction is included in the Northwest Municipal Conference program for Surface Transportation Program (STP) funds. The preliminary engineering plans and documents have been submitted to IDOT, revised, and resubmitted. These are currently undergoing reviews by IDOT which will ultimately lead to Phase I approval. This project scope is to widen Palatine Road to a consistent three lane cross section through the Village. There will be left turn lanes at all intersections to improve traffic flow and reduce the potential for left turn related crashes. No additional right of way is anticipated for the road work at this time. The State also determined the intersection of Huntington Boulevard and Palatine Road met traffic signal warrants. As a result, the scope of work includes a new signal at this intersection.

FINANCIAL IMPACT

For the purpose of the IDOT engineering agreement (attached), the Village must list \$25,675 as the local share under Division of Cost. As noted above, this is actually Village staff time and not a direct cost. The State will reimburse the Village for 50% of estimated cost of staff time to prepare Phase II plans and documents. Other Phase II costs will likely include hiring an engineering firm to perform the drainage analysis and design to IDOT and federal standards. This cost would be shared 50/50 with IDOT as an eligible Phase II expense. Traffic Improvement Funds could be used for the Village's share of consultant services during Phase II. A separate IDOT agreement for the engineering services, similar to this document, will be processed once Phase I work is complete and a scope has been defined by IDOT for the Phase II drainage design.

RECOMMENDATION:

Recommend approval of a Local Agency Agreement for Phase II engineering costs with the State of Illinois for the Palatine Road Improvement Project.

Attachment

Local Agency Village of Hoffman Estates	 Illinois Department of Transportation Local Agency/State Agreement	Job Number - Construction
Section 09-00082-00-CH		Job Number - Engineering/ROW D 91-079-10

This Agreement is made and entered into between the above local agency hereinafter referred to as "LA", and the State of Illinois, acting by and through its Department of Transportation, hereinafter referred to as "STATE". The STATE and LA jointly propose to improve the designated location as shown below.

Location

Local Name Palatine Road Route FAU 1285 Length 0.98 miles

Termini Huntington Boulevard to Haman Road

Current Jurisdiction STATE

Project Description

The proposed work will consist of widening approximately 6 feet to the north and south, surface grinding of the existing two lane section, and then overlaying the existing pavement to provide one 12 foot through lane in each direction plus a 12 foot center median/ two-way left turn lane. A new traffic signal with pedestrian crossing will be installed at the intersection of Palatine Road and Huntington Boulevard.

Division of Cost

Type of Work	STATE	LA	Total
Participating Construction			0
Non-Participating Construction			0
Preliminary Engineering	25,675	25,675	51,350
Construction Engineering			0
Right-of-Way			0
			0
TOTAL	\$25,675	\$ 0	\$51,350

Note: Division of cost is 50/50

Payment Method (check one):

- Upon award of the project and request of payment from the LA, the STATE will pay the LA 100% its share of the project costs.
- Upon execution of the construction contract and request of payment from the LA, the STATE will pay the LA 95% of its share of the project costs. The remaining 5% will be paid to the LA upon receipt of the final invoice.
- The STATE will reimburse the LA for the STATE share of the project on the basis of periodic billings, provided said billings contain sufficient cost information and show evidence of payment by the LA

Agreement Provisions

1. It is mutually agreed that the PROJECT will be processed, let and constructed in accordance with Motor Fuel Tax standards, policies and procedures.
 2. The LA will certify to the STATE that all necessary right-of-way, temporary and permanent easements, and temporary use permits have been obtained or are not required, prior to the LA advertising for bids for the PROJECT.
 3. The PROJECT will be let and awarded by the LA upon approval of the plans and specifications by the STATE.
 4. The LA agrees to retain jurisdiction and to maintain or cause to be maintained the completed PROJECT in a manner satisfactory to the STATE unless otherwise specified by addendum.
 5. Upon approval of the final plans and specifications by the STATE and the LA, the LA agrees to accept bids and award the contract to the lowest responsible bidder after receipt of a satisfactory bid and concurrence in the award has been received from the STATE. If necessary the LA agrees to provide, or cause to be provided, all of the initial funding necessary to complete the project subject to reimbursement by the STATE.
 6. The LA shall maintain, for a minimum of 3 years after the completion of the project, adequate books, records, and supporting documents to verify the amounts, recipients and uses of all disbursements of funds passing in conjunction with this Agreement. All books, records, and supporting documents related to the project shall be available for review and audit by the Auditor General and the Department. The LA agrees to cooperate fully with any audit conducted by the Auditor General and the Department and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the STATE for the recovery of any funds paid by the STATE under the contract of which adequate books, records, and supporting documentation are not available to support their purported disbursement.
 7. To complete this phase of the project within three years from the date this agreement is approved by the STATE if this portion of the project described in the Project Description does not exceed \$1,000,000 (five years if the project costs exceed \$1,000,000).
 8. Upon completion of this phase of the project, the LA will submit to the STATE a complete and detailed final invoice with all applicable supporting documentation of all incurred costs, less previous payments, no later than one year from the date of completion of this phase of the project. If a final invoice is not received within one year of completion of this phase of the project, the most recent invoice may be considered the final invoice and the obligation of funds closed.
 9. Obligations of the STATE shall cease immediately without penalty or further payment being required if, in any fiscal year, the Illinois General Assembly fails to appropriate or otherwise make available funds for the work contemplated herein.
 10. All projects for the construction of fixed works which are financed in whole or in part with funds provided by this Agreement shall be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.) unless the provisions of that Act exempt its application.
 11. This Agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.
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Local Agency Village of Hoffman Estates	Section 09-00082-00-CH
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EXHIBITS

Additional information and/or stipulations are hereby attached and identified below as being a part of this Agreement.
Exhibit A - Location Map

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

APPROVED

Local Agency

William McLeod
(Print or Type Name)

Village President
(County Board Chairperson/Mayor/Village President/etc.)

(Signature)

Date

TIN Number 36-2434131

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

APPROVED

State of Illinois
Department of Transportation

Gary Hannig, Secretary of Transportation

Date

By: _____
Delegate's Signature)

(Delegate's Name -Printed)

Christine M. Reed, Director of Highways/Chief Engineer

Date

Ellen J. Schanzle-Haskins, Chief Counsel

Date

Ann L. Schneider, Director of Finance and Administration

Date

Local Agency Village of Hoffman Estates
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Section 09-00082-00-CH

**TRANSPORTATION DIVISION
DEPARTMENT OF DEVELOPMENT SERVICES**

**MONTHLY REPORT
June 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
Shree Jalaram Church	Heidner Property
Church of the Cross	5 E. Golf Road

Village Projects

Bicycle Planning

The Village Board approved the Comprehensive Bicycle Plan in May. BPAC met on June 9 to discuss upcoming bicycle rides, area events, and to begin review of potential future capital projects. Two new members were added to the BPAC. The focus of the group will be on short to long term planning for implementation. Notices of Bike to Work week in the Chicago area were distributed.

Barrington Road Interchange

A letter of intent from IDOT was revised to meet Tollway needs. The item is on the agenda in June for approval. A follow-up meeting with the Illinois Tollway will occur to review the full interchange project with new Tollway staff. 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 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 213 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 appeared in *The 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 788 rides were provided through approximately the first five months 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 appeared in the June Citizen.

Village Grant Applications

Bode – Salem Road Surface Transportation Program Project

Staff submitted 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, possibly by August.

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. A status update was provided to IDOT.

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 with Public Works led to completion of the agreements and specifications for the project, which were submitted to IDOT. 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 was again submitted to IDOT whose review continues. IDOT is processing an agreement for Phase II engineering for the project consistent with the LOI (see item this month). 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 was released for the culvert design and staff will be reviewing proposals from consultants. A modification to the STP 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 award of contract is an item this month. 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.

RTA Community Planning Grant Application

An application was submitted for 2011 funds to the RTA to develop specific operating plans for flexible transit services. This builds on the findings from the Joint Transit Study completed for the Village in 2004. These flexible services are a hybrid of route operation and a call-in service. The goal is to create operating plans with estimates of

costs, ridership, and potential funding sources. The RTA will recommend a projects to include in their program later this year. There is no cost estimate at this time for the project, which has a 20% local match. Once a decision is made on projects by the RTA, specific costs will be determined through consultants under contract to the RTA.

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 using the EZ-Rider Pass was 20 per day through May. Total ridership is closer to 39 per day based on the most recent total ridership information from April. 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.

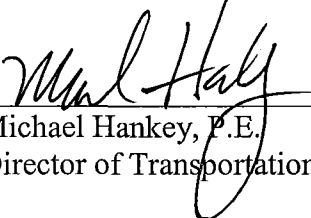
STAR Line

A Task Force Meeting will be scheduled by Metra. 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