

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
March 19, 2012

Immediately Following General Administration & Personnel

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

I. Roll Call

II. Approval of Minutes - February 20, 2012

NEW BUSINESS

1. Request authorization to award contract for the 2012 Street Revitalization Project to Schroeder Asphalt Services, Inc. (low bidder) in the amount of \$2,731,837.
2. Request approval of a contract for Phase I engineering services on the Barrington Road full interchange project with Crawford, Murphy, & Tilly of Aurora, IL at a cost not to exceed \$1,977,577.41.
3. Discussion regarding striping on Huntington Boulevard from Algonquin Road to Freeman Road.
4. Request acceptance of Transportation Division Monthly Report.

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

Village of Hoffman Estates

**TRANSPORTATION & ROAD IMPROVEMENT
COMMITTEE MEETING MINUTES**

February 20, 2012

I. Roll Call

Members in Attendance:

**Gary Stanton, Chairperson
Karen Mills, Vice Chairperson
Ray Kincaid, Trustee**

**Other Corporate Authorities
in Attendance:**

**Trustee Jacquelyn Green
Trustee Anna Newell
Trustee Gary Pilafas
Village President William McLeod**

**Management Team Members
in Attendance:**

**Jim Norris, Village Manager
Dan O'Malley, Deputy Village Manager
Art Janura, Corporation Counsel
Peter Gugliotta, Director of Planning
Gary Skoog, Director of Economic Dev.
Patrick Seger, Dir. of Human Resource Mgmt.
Jeff Jorian, Deputy Fire Chief
Michael Hish, Police Chief
Rachel Musiala, Asst. Director of Finance
Joe Nebel, Director of Public Works
Algean Garner, Dir. of HHS
Mike Hankey, Director of Transportation
Doug Schultz, Community Relations Coord.
Ben Gibbs, GM, Sears Centre Arena
Patty Cross, Asst. Corporation Counsel
Sarah Kuechler, Admin. Intern
Bruce Anderson, Cable TV Coordinator
Bev Romanoff, Village Clerk**

Others in Attendance:

Daily Herald

The Transportation & Road Improvement Committee meeting was called to order at 7:00 p.m.

II. Approval of Minutes

Motion by Trustee Pilafas, seconded by Trustee Mills, to approve the Transportation & Road Improvement Committee meeting minutes of January 9, 2012. Voice vote taken. All ayes. Motion carried.

Motion by Trustee Pilafas, seconded by Trustee Green, to approve the Special Transportation & Road Improvement Committee meeting minutes of February 6, 2012. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

1. **Request approval for an IDOT resolution to appropriate Motor Fuel Tax funds for the 2012 Street Revitalization Project and related work in an amount not to exceed \$1,650,000.**

Item summary sheet from Mike Hankey was presented to Committee.

Motion by Trustee Pilafas, seconded by Mayor McLeod, to approve IDOT resolution to appropriate Motor Fuel Tax funds for the 2012 Street Revitalization Project and related work in an amount not to exceed \$1,650,000. Voice vote taken. All ayes. Motion carried.

2. **Request approval for thirteen IDOT supplemental resolutions to appropriate Motor Fuel Tax funds for various projects:**
 - a. **Bode Road Reconstruction Project in the amount of \$20,897.38**
 - b. **Traffic Signal Installations in the amount of \$829.86**
 - c. **1992 Street Revitalization Project in the amount of \$6,483.04**
 - d. **1995 Street Revitalization Project in the amount of \$86,000**
 - e. **1998 Street Revitalization Project in the amount of \$183,858**
 - f. **1999 Street Revitalization Project in the amount of \$392,700**
 - g. **2000 Street Revitalization Project in the amount of \$164,499.27**
 - h. **2002 Street Revitalization Project in the amount of \$1,297,145.57**
 - i. **2003 Traffic Signal Maintenance in the amount of \$33,554.21**
 - j. **2004 Traffic Signal Maintenance in the amount of \$30,174.98**
 - k. **2005 Traffic Signal Maintenance in the amount of \$45,229.11**
 - l. **2006 Traffic Signal Maintenance in the amount of \$50,145.14**
 - m. **2007 Traffic Signal Maintenance in the amount of \$42,425.11**

Item summary sheet from Mike Hankey was presented to Committee.

Jim Norris addressed the Committee and indicated that these funds have been spent and that this is merely IDOT paperwork that is required.

Motion by Trustee Pilafas, seconded by Mayor McLeod, to approve thirteen (13) IDOT supplemental resolutions to appropriate Motor Fuel Tax funds for various projects. Voice vote taken. All ayes. Motion carried.

3. **Request acceptance of Transportation Division Monthly Report.**

The Transportation Division Monthly Report was presented to Committee.

Motion by Trustee Mills, seconded by Trustee Pilafas, to approve the 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 7:11 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: Request authorization to award contract for the 2012 Street Revitalization Project to Schroeder Asphalt Services, Inc. (low bidder) in the amount of \$2,731,837

MEETING DATE: March 19, 2012

COMMITTEE: Transportation and Road Improvement

FROM: Mike Hankey and Gary Salavitch

PURPOSE: The purpose of this agenda item is to present the bids for the 2012 Street Revitalization Project and recommend approval of award of contract for the 2012 Street Revitalization Project.

DISCUSSION: Five bids were received on March 12, 2012 for this year's project. A copy of the proposed street list and map are attached. The project scope consists of street reconstruction, resurfacing, surface patching, and sidewalk replacement on various streets. The bids are summarized below.

Table 1: Bid Summary

Engineer's Estimate	\$3,254,043
Schroeder Asphalt	\$2,731,837
Arrow Road Construction	\$2,821,845
Johnson Paving	\$2,965,286
Plote Construction	\$2,971,043
A Lamp Concrete	\$3,589,893

Schroeder Asphalt has previously worked with the Village on the 2009 Glen Lane Reconstruction and the 2011 Street Revitalization Projects. All work was completed in an acceptable manner. Also, references have been checked and no problems were found with this company.

FINANCIAL IMPACT:

The approved portion of the CIP budget in the amount of \$2,480,000 includes general reconstruction/resurfacing, surface patching, material testing, and crack sealing. These parts of the project are funded through the Motor Fuel Tax (MFT) account and 2009 Bond fund. The crack sealing project will be put out to bid in the near future and proposals for material testing are currently being evaluated by staff. Both these project elements will be funded through the 2009 bond account. The other project components are funded through specific programs which cannot be spent for general street maintenance. For example, Community Development Block Grant (CDBG) funds can only be used in certain eligible areas; the same is true for the EDA Administration funds. In these cases the budget will be made to equal the final cost with any surplus remaining in that specific account.

The 2012 project is funded by MFT, 2009 Bond funds, CDBG, EDA Administrative, EDA Bond, Water and Sewer, and Hoffman Estates Park District funds. The amount that the CDBG project estimate is over the available budget is proposed to be paid with MFT funds, leaving a total of \$103,398 under budget. A summary of the available budget and low bid costs is shown below.

Table 2: Budget Summary
2012 Street Revitalization Project

Funding	Budget	Low Bid Cost	(Over)/Under
Motor Fuel Tax (MFT) Funds			
Reconstruction/Resurfacing	\$1,430,000	\$1,288,163	
Surface Patching	\$50,000	\$86,754	\$105,083
2009 Bond Funds			
Reconstruction/Resurfacing	\$870,000	\$870,000	
Crack Sealing	\$50,000	\$50,000 (Estimate)	
Material Testing	\$80,000	\$80,000 (Estimate)	\$0
Community Development Block Grant (CDBG) Funds			
Williamsburg Drive (N) Reconstruction	\$160,000	\$161,700	(\$1,700)
			\$103,383
EDA Administrative Funds			
Forbs Avenue/Pratum Avenue Resurfacing	\$260,000	\$219,867	\$40,133
EDA Bond Funds			
Pratum Avenue/Prairie Stone Parkway Median	\$49,210	\$49,210	\$0
Water and Sewer Fund			
Various Sanitary Sewer Spot Repairs	\$50,000	\$48,747	\$1,253
Hoffman Estates Park District			
Park District Share of Various Bike Path Connections	\$10,000	\$7,396	\$2,604

It is proposed to use the additional \$103,383 of MFT funds that is under budget, along with any additional savings from the 2012 Street Project, towards the local match for Hassell Road reconstruction, Bode Road reconstruction, and future street projects.

RECOMMENDATION:

Request authorization to award contract for the 2012 Street Revitalization Project to Schroeder Asphalt Services, Inc. (low bidder) in the amount of \$2,731,837.

Attachments

2012 Street Revitalization Project
Section Number: 12-00089-00-FP

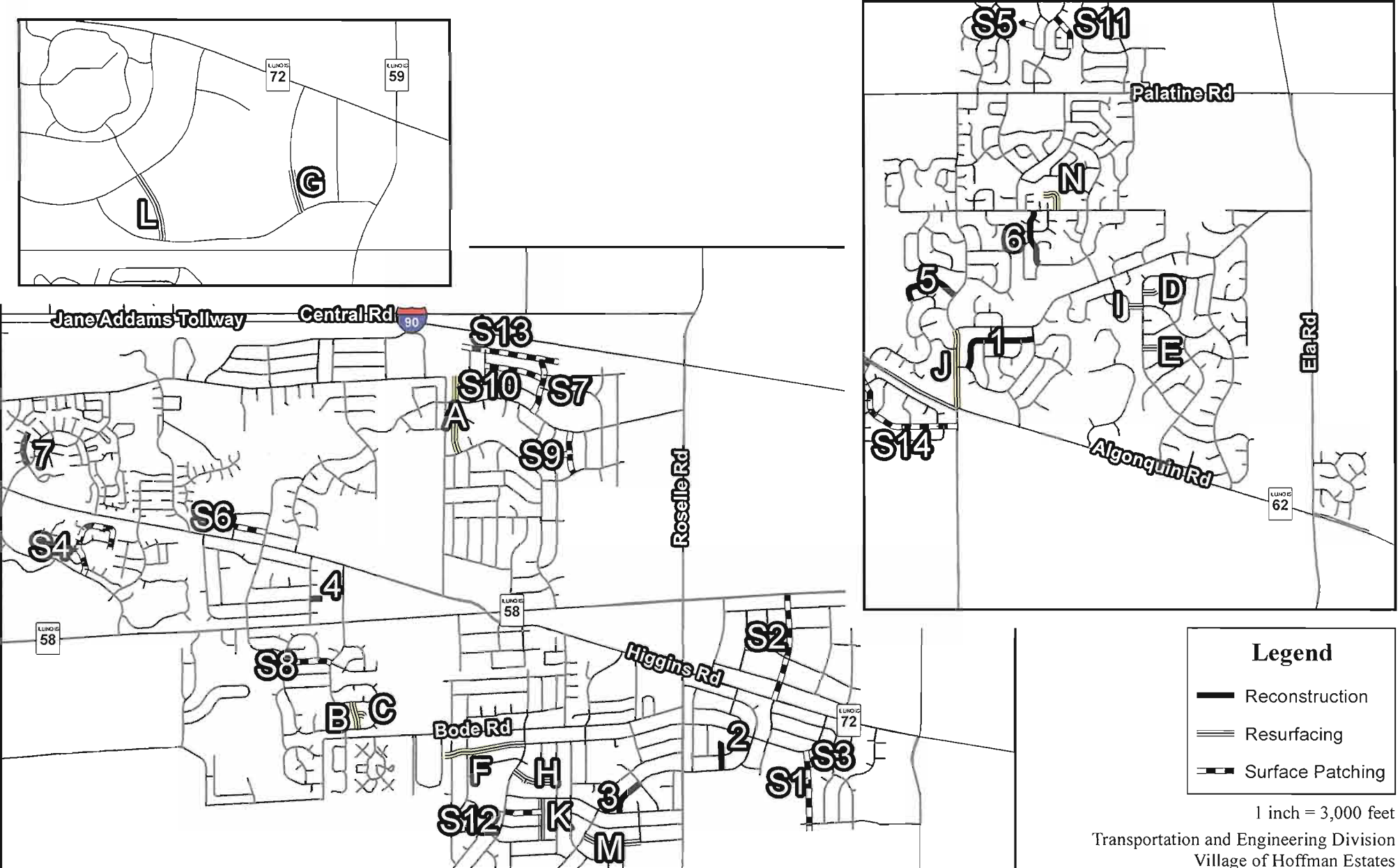
Reconstruction Streets					
	STREET	BEGIN	END	LENGTH	WIDTH
1.	Brittany Lane	Charlemagne Dr (W)	Charlemagne Dr (N)	1910	24
2.	Buckeye Drive	Bradley Ln	End of St	605	24
3.	Des Plaines Lane	Kingman Ln	Geronimo St	812	24
4.	Newcastle Lane	Fairmont Rd	End of St	268	24
5.	Parkside Drive (N)	Ridgewood Ln	Huntington Blvd	1452	24
6.	Sturbridge Drive	Portage Ln (S)	Westbury Dr	1315	24
7.	Williamsburg Drive (N)	Governors Ln	End of St	741	22

Resurfacing Streets					
	STREET	BEGIN	END	LENGTH	WIDTH
A	Ashley Lane	Highland Blvd	End of St	1643	24
B	Deerpath Court	Deerpath Lane	End of St	256	24
C	Deerpath Lane	Warwick Cir (S)	Worthington Dr	548	24
D	Firestone Court (N)	Firestone Dr	End of St	314	24
E	Firestone Lane	Firestone Dr	End of St	311	24
F	Flagstaff Lane	End of St	Washington Blvd	1708	24
G	Forbs Avenue	Hoffman Blvd	Marriott Driveway	846	48
H	Glendale Lane	Washington Blvd	Morton St	951	24
I	Harrison Lane	Victoria Dr (N)	Firestone Dr	240	24
J	Huntington Blvd	Algonquin Rd	Freeman Rd	1866	44
K	Olive Street	Milton Ln	Kingman Ln	908	24
L	Pratum Avenue	Prairie Stone Pkwy	Hoffman Blvd	1512	48
M	Thacker Street (W)	Illinois Blvd	Lincoln St	855	35
N	Trailside Court	Westbury Dr	End of St	662	21

Surface Patching			
	STREET	BEGIN	END
S1	Asbury Lane	Ashland St	End of St
S2	Ash Road	Higgins Rd	Golf Rd
S3	Ashland Street	Arizona Blvd	End of St
S4	Brookside Drive	Moon Lake Blvd	Brookside Ln
S5	Cameron Court	Rochester Dr	End of St
S6	Devonshire Lane	Kenwood Rd	Kingsdale Rd
S7	Hampton Road	Hillcrest Blvd	Northview Ln
S8	John Drive	Darlington Cir	Gannon Dr
S9	Kent Road	Frederick Ln	Hillcrest Blvd
S10	Lafayette Lane	Carleton Rd	Hampton Rd
S11	Lichfield Drive (N)	Somerton Dr	Chambers Dr
S12	Maywood Lane	Washington Blvd	Olive St
S13	Northview Lane	Shepard Rd	End of St
S14	Whispering Trails Drive (S)	Algonquin Rd	Huntington Blvd



2012 STREET REVITALIZATION PROJECT MAP



Tabulation of Bids
Village of Hoffman Estates 2012 Street Revitalization Project
Section Number: 12-00089-00-FP

County Cook				2012 STREET REVITALIZATION PROJECT - ENGINEERS ESTIMATE		Schroeder Asphalt Services, Inc. PO Box 831 Huntley, IL 60142		Arrow Road Construction Co. 3401 South Busse Road PO Box 334 Mount Prospect, IL 60056-0334		Johnson Paving 1025 East Addison Court Arlington Heights, IL 60005	
Estimate \$3,254,042.80											
March 12, 2012 10:00 AM Attendees: Bev Romanoff, Mike Hankey, Marty Salerno, Gary Salavtich, Alan Wenderski (All VOHE)											
ITEM #	ITEMS	UNIT	QUANTITIES	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
01	EARTH EXCAVATION	CU YD	6,354	\$29.25	\$185,854.50	\$21.50	\$136,611.00	\$31.25	\$198,562.50	\$38.00	\$241,452.00
02	FURNISHED EXCAVATION	CU YD	276	\$25.00	\$6,900.00	\$19.00	\$5,244.00	\$33.00	\$9,108.00	\$30.00	\$8,280.00
03	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS	CU YD	3,611	\$26.00	\$93,886.00	\$21.50	\$77,636.50	\$17.50	\$63,192.50	\$5.00	\$18,055.00
04	POROUS GRANULAR EMBANKMENT	CU YD	1,278	\$26.00	\$33,228.00	\$26.00	\$33,228.00	\$19.00	\$24,282.00	\$4.00	\$5,112.00
05	SUBBASE GRANULAR MATERIAL, TYPE B, 6 INCH	SQ YD	22,723	\$6.75	\$153,380.25	\$4.65	\$105,661.95	\$6.00	\$136,338.00	\$6.00	\$136,338.00
06	AGGREGATE, SPECIAL	TON	4,328	\$14.50	\$62,756.00	\$11.00	\$47,608.00	\$11.00	\$47,608.00	\$2.00	\$8,656.00
07	AGGREGATE FOR TEMPORARY ACCESS	TON	1,232	\$20.00	\$24,640.00	\$5.00	\$6,160.00	\$11.00	\$13,552.00	\$2.00	\$2,464.00
08	SUBBASE GRANULAR MATERIAL, 3 INCH, SPECIAL	FOOT	1,585	\$4.50	\$7,132.50	\$3.75	\$5,943.75	\$0.50	\$792.50	\$1.70	\$2,694.50
09	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	22,723	\$1.10	\$24,995.30	\$0.85	\$19,314.55	\$0.60	\$13,633.80	\$1.00	\$22,723.00
10	VARIABLE DEPTH GRINDING, (0" TO 3")	SQ YD	49,867	\$2.30	\$114,694.10	\$1.85	\$92,253.95	\$2.20	\$109,707.40	\$3.00	\$149,601.00
11	HOT-MIX ASPHALT SURFACE REMOVAL AND REPLACEMENT, 2", SPECIAL	SQ YD	5,475	\$27.00	\$147,825.00	\$15.50	\$84,862.50	\$16.80	\$91,980.00	\$20.00	\$109,500.00
12	PAVEMENT REMOVAL, 4"	SQ YD	10,261	\$3.75	\$38,478.75	\$3.50	\$35,913.50	\$2.55	\$26,165.55	\$4.00	\$41,044.00
13	PAVEMENT REMOVAL, 5"	SQ YD	8,187	\$4.65	\$38,069.55	\$3.90	\$31,929.30	\$2.55	\$20,876.85	\$5.50	\$45,028.50
14	PAVEMENT REMOVAL, 6"	SQ YD	2,203	\$5.75	\$12,667.25	\$4.25	\$9,362.75	\$3.25	\$7,159.75	\$6.00	\$13,218.00
15	PAVEMENT REMOVAL, 11"	SQ YD	424	\$15.00	\$6,360.00	\$7.00	\$2,968.00	\$5.65	\$2,395.60	\$10.00	\$4,240.00
16	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	10,495	\$2.15	\$22,564.25	\$0.01	\$104.95	\$2.25	\$23,613.75	\$0.01	\$104.95
17	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4.5 INCH	SQ YD	20,350	\$15.40	\$313,390.00	\$16.00	\$325,600.00	\$17.10	\$347,985.00	\$20.00	\$407,000.00
18	LEVELING BINDER (MACHINE METHOD), N50	TON	1,848	\$77.00	\$142,296.00	\$70.00	\$129,360.00	\$65.95	\$121,875.60	\$85.00	\$157,080.00
19	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	6,088	\$72.00	\$438,336.00	\$69.00	\$420,072.00	\$68.65	\$417,941.20	\$79.90	\$486,431.20
20	CLASS D PATCH, SPECIAL, 6 INCH	SQ YD	345	\$55.75	\$19,233.75	\$36.50	\$12,592.50	\$44.60	\$15,387.00	\$5.00	\$1,725.00
21	CLASS D PATCH, SPECIAL, 7 INCH	SQ YD	922	\$65.00	\$59,930.00	\$41.00	\$37,802.00	\$42.90	\$39,553.80	\$5.00	\$4,610.00
22	CLASS D PATCH, SPECIAL, 8 INCH	SQ YD	322	\$74.50	\$23,989.00	\$45.00	\$14,490.00	\$51.75	\$16,663.50	\$5.00	\$1,610.00
23	CLASS D PATCH, SPECIAL, 9 INCH	SQ YD	429	\$83.75	\$35,928.75	\$51.00	\$21,879.00	\$51.00	\$21,879.00	\$5.00	\$2,145.00
24	CLASS D PATCH, SPECIAL, 11 INCH	SQ YD	87	\$102.00	\$8,874.00	\$65.00	\$5,655.00	\$58.00	\$5,046.00	\$5.00	\$435.00
25	REMOVAL OF EXISTING STRUCTURES	EACH	30	\$225.00	\$6,750.00	\$130.00	\$3,900.00	\$125.00	\$3,750.00	\$125.00	\$3,750.00
26	INLET FILTERS	EACH	184	\$115.00	\$21,160.00	\$105.00	\$19,320.00	\$50.00	\$9,200.00	\$50.00	\$9,200.00
27	STORM SEWER REMOVAL, 8", SPECIAL	FOOT	61	\$10.00	\$610.00	\$6.25	\$381.25	\$5.00	\$305.00	\$5.00	\$305.00
28	STORM SEWER REMOVAL, 10", SPECIAL	FOOT	12	\$10.00	\$120.00	\$7.35	\$88.20	\$6.00	\$72.00	\$6.00	\$72.00
29	STORM SEWER REMOVAL, 12", SPECIAL	FOOT	146	\$16.00	\$2,336.00	\$8.35	\$1,219.10	\$6.00	\$876.00	\$6.00	\$876.00
30	STORM SEWER REMOVAL, 15", SPECIAL	FOOT	70	\$20.00	\$1,400.00	\$10.50	\$735.00	\$6.00	\$420.00	\$6.00	\$420.00
31	STORM SEWER REMOVAL, 18", SPECIAL	FOOT	36	\$23.00	\$828.00	\$10.50	\$378.00	\$9.00	\$324.00	\$9.00	\$324.00
32	STORM SEWER REMOVAL, 42", SPECIAL	FOOT	40	\$40.00	\$1,600.00	\$15.75	\$630.00	\$9.00	\$360.00	\$9.00	\$360.00
33	STORM SEWERS, CLASS A, TYPE 2, 10 INCH	FOOT	32	\$22.50	\$720.00	\$5.25	\$168.00	\$6.00	\$192.00	\$6.00	\$192.00
34	STORM SEWERS, CLASS A, TYPE 2, 12 INCH	FOOT	32	\$25.00	\$800.00	\$10.50	\$336.00	\$6.00	\$192.00	\$6.00	\$192.00
35	STORM SEWERS, CLASS A, TYPE 2, 15 INCH	FOOT	24	\$30.00	\$720.00	\$10.50	\$252.00	\$8.00	\$192.00	\$8.00	\$192.00
36	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2, 10 INCH	FOOT	12	\$45.00	\$540.00	\$44.00	\$528.00	\$44.00	\$528.00	\$44.00	\$528.00
37	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2, 12 INCH	FOOT	236	\$47.50	\$11,210.00	\$47.85	\$11,292.60	\$44.50	\$10,502.00	\$44.50	\$10,502.00
38	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2, 15 INCH	FOOT	24	\$55.00	\$1,320.00	\$54.70	\$1,312.80	\$49.00	\$1,176.00	\$49.00	\$1,176.00

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ITEM #	ITEMS	UNIT	QUANTITIES	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
39	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2, 18 INCH	FOOT	27	\$57.50	\$1,552.50	\$57.20	\$1,544.40	\$53.00	\$1,431.00	\$53.00	\$1,431.00
40	STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 45, RISE 29	FOOT	26	\$160.00	\$4,160.00	\$157.50	\$4,095.00	\$136.00	\$3,536.00	\$136.00	\$3,536.00
41	SOLID PVC PIPE, 4 INCH	FOOT	15	\$20.00	\$300.00	\$21.00	\$315.00	\$23.00	\$345.00	\$23.00	\$345.00
42	SOLID PVC PIPE, 6 INCH	FOOT	15	\$30.00	\$450.00	\$35.70	\$535.50	\$35.00	\$525.00	\$35.00	\$525.00
43	SOLID PVC PIPE, 8 INCH	FOOT	15	\$40.00	\$600.00	\$48.30	\$724.50	\$38.00	\$570.00	\$38.00	\$570.00
44	PIPE UNDERDRAINS, FABRIC LINED TRENCH, 4 INCH	FOOT	894	\$22.70	\$20,293.80	\$17.30	\$15,466.20	\$17.00	\$15,198.00	\$17.00	\$15,198.00
45	DIRECT CONNECTION TO STORM SEWER	EACH	1	\$550.00	\$550.00	\$840.00	\$840.00	\$750.00	\$750.00	\$750.00	\$750.00
46	MANHOLES, 3 FOOT DIAMETER	EACH	3	\$1,900.00	\$5,700.00	\$1,785.00	\$5,355.00	\$1,670.00	\$5,010.00	\$1,670.00	\$5,010.00
47	MANHOLES, 4 FOOT DIAMETER	EACH	4	\$2,300.00	\$9,200.00	\$2,500.00	\$10,000.00	\$2,215.00	\$8,860.00	\$2,215.00	\$8,860.00
48	MANHOLES, 7 FOOT DIAMETER	EACH	2	\$6,000.00	\$12,000.00	\$5,650.00	\$11,300.00	\$5,225.00	\$10,450.00	\$5,225.00	\$10,450.00
49	INLETS, 2 FOOT DIAMETER	EACH	17	\$1,100.00	\$18,700.00	\$1,050.00	\$17,850.00	\$1,025.00	\$17,425.00	\$1,025.00	\$17,425.00
50	SANITARY SEWER REMOVAL, 4", SPECIAL	FOOT	40	\$15.00	\$600.00	\$9.45	\$378.00	\$6.00	\$240.00	\$6.00	\$240.00
51	SANITARY SEWER REMOVAL, 8", SPECIAL	FOOT	125	\$15.00	\$1,875.00	\$9.45	\$1,181.25	\$6.00	\$750.00	\$6.00	\$750.00
52	SANITARY SEWER, PVC SDR 26, 8", SPECIAL	FOOT	95	\$200.00	\$19,000.00	\$176.00	\$16,720.00	\$165.00	\$15,675.00	\$165.00	\$15,675.00
53	SANITARY SEWER, DUCTILE IRON, 8", SPECIAL	FOOT	30	\$160.00	\$4,800.00	\$91.00	\$2,730.00	\$85.00	\$2,550.00	\$85.00	\$2,550.00
54	SANITARY SERVICE CONNECTION, 4", SPECIAL	EACH	2	\$475.00	\$950.00	\$505.00	\$1,010.00	\$570.00	\$1,140.00	\$570.00	\$1,140.00
55	SANITARY MANHOLES, 4 FOOT DIAMETER, (6' TO 10' DEEP), SPECIAL	EACH	5	\$4,500.00	\$22,500.00	\$4,410.00	\$22,050.00	\$3,650.00	\$18,250.00	\$3,650.00	\$18,250.00
56	FRAMES AND GRATES, FOR M3.12 CURB	EACH	24	\$350.00	\$8,400.00	\$350.00	\$8,400.00	\$320.00	\$7,680.00	\$320.00	\$7,680.00
57	FRAMES AND GRATES, FOR B6.12 CURB	EACH	19	\$375.00	\$7,125.00	\$365.00	\$6,935.00	\$340.00	\$6,460.00	\$340.00	\$6,460.00
58	FRAMES AND GRATES SPECIAL, FOR B6.12 CURB	EACH	3	\$500.00	\$1,500.00	\$450.00	\$1,350.00	\$430.00	\$1,290.00	\$430.00	\$1,290.00
59	MANHOLES TO BE ADJUSTED	EACH	83	\$315.00	\$26,145.00	\$231.00	\$19,173.00	\$210.00	\$17,430.00	\$210.00	\$17,430.00
60	MANHOLES TO BE RECONSTRUCTED	EACH	10	\$800.00	\$8,000.00	\$682.50	\$6,825.00	\$700.00	\$7,000.00	\$700.00	\$7,000.00
61	MANHOLES TO BE ADJUSTED, SPECIAL	EACH	8	\$460.00	\$3,680.00	\$515.00	\$4,120.00	\$500.00	\$4,000.00	\$500.00	\$4,000.00
62	COMBINATION CONCRETE CURB AND GUTTER, M3.12	FOOT	7,570	\$12.25	\$92,732.50	\$12.10	\$91,597.00	\$10.50	\$79,485.00	\$12.00	\$90,840.00
63	COMBINATION CONCRETE CURB AND GUTTER, B6.12	FOOT	9,187	\$13.50	\$124,024.50	\$12.35	\$113,459.45	\$12.00	\$110,244.00	\$13.00	\$119,431.00
64	COMBINATION CONCRETE CURB AND GUTTER REMOVAL	FOOT	16,549	\$3.15	\$52,129.35	\$1.85	\$30,615.65	\$1.50	\$24,823.50	\$3.00	\$49,647.00
65	COMBINATION CONCRETE CURB AND GUTTER REMOVAL & REPLACEMENT, SPECIAL	FOOT	3,383	\$18.00	\$60,894.00	\$16.80	\$56,834.40	\$14.00	\$47,362.00	\$18.00	\$60,894.00
66	DRIVEWAY PAVEMENT REMOVAL	SQ YD	3,782	\$11.00	\$41,602.00	\$8.40	\$31,768.80	\$11.65	\$44,060.30	\$5.00	\$18,910.00
67	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	3,577	\$34.00	\$121,618.00	\$31.50	\$112,675.50	\$29.10	\$104,090.70	\$33.00	\$118,041.00
68	SIDEWALK REMOVAL	SQ FT	42,775	\$1.20	\$51,330.00	\$1.00	\$42,775.00	\$1.00	\$42,775.00	\$1.00	\$42,775.00
69	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQ FT	45,357	\$3.40	\$154,213.80	\$3.35	\$151,945.95	\$3.10	\$140,606.70	\$3.00	\$136,071.00
70	DETECTABLE WARNINGS	SQ FT	1,698	\$23.50	\$39,903.00	\$16.80	\$28,526.40	\$18.00	\$30,564.00	\$18.00	\$30,564.00
71	CONCRETE FRONT FILL, SPECIAL	FOOT	1,585	\$1.50	\$2,377.50	\$6.30	\$9,985.50	\$1.50	\$2,377.50	\$1.00	\$1,585.00
72	STABILIZED DRIVEWAY PAVEMENT, RESIDENTIAL	SQ YD	339	\$45.00	\$15,255.00	\$28.00	\$9,492.00	\$56.45	\$19,136.55	\$35.00	\$11,865.00
73	STABILIZED DRIVEWAY PAVEMENT, COMMERCIAL	SQ YD	89	\$55.00	\$4,895.00	\$28.00	\$2,492.00	\$61.85	\$5,504.65	\$35.00	\$3,115.00
74	SODDING, SPECIAL	SQ YD	10,881	\$7.90	\$85,959.90	\$6.00	\$65,286.00	\$7.25	\$78,887.25	\$7.50	\$81,607.50
75	EROSION CONTROL BLANKET WITH SEED, SPECIAL	SQ YD	2,600	\$6.50	\$16,900.00	\$1.80	\$4,680.00	\$6.50	\$16,900.00	\$4.50	\$11,700.00
76	EROSION CONTROL BLANKET WITH HIGHLANDS FESCUE SEED, SPECIAL	SQ YD	2,404	\$7.25	\$17,429.00	\$1.60	\$3,846.40	\$5.25	\$12,621.00	\$4.75	\$11,419.00

Tabulation of Bids
Village of Hoffman Estates 2012 Street Revitalization Project
Section Number: 12-00089-00-FP

County Cook													
Estimate \$3,254,042.80				2012 STREET REVITALIZATION PROJECT - ENGINEERS ESTIMATE				Schroeder Asphalt Services, Inc. PO Box 831 Huntley, IL 60142		Arrow Road Construction Co. 3401 South Busse Road PO Box 334 Mount Prospect, IL 60056-0334		Johnson Paving 1025 East Addison Court Arlington Heights, IL 60005	
March 12, 2012 10:00 AM Attendees: Bev Romanoff, Mike Hankey, Marty Salerno, Gary Salavtich, Alan Wenderski (All VOHE)													
ITEM #	ITEMS	UNIT	QUANTITIES	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL		
77	TREE ROOT PRUNING	EACH	165	\$58.00	\$9,570.00	\$58.00	\$9,570.00	\$50.00	\$8,250.00	\$52.00	\$8,580.00		
78	THERMOPLASTIC PAVEMENT MARKING - LINE, 4"	FOOT	6,846	\$0.75	\$5,134.50	\$0.60	\$4,107.60	\$0.75	\$5,134.50	\$0.56	\$3,833.76		
79	THERMOPLASTIC PAVEMENT MARKING - LINE, 6"	FOOT	5,330	\$1.50	\$7,995.00	\$0.94	\$5,010.20	\$1.50	\$7,995.00	\$0.85	\$4,530.50		
80	THERMOPLASTIC PAVEMENT MARKING - LINE, 12"	FOOT	1,322	\$3.00	\$3,966.00	\$1.85	\$2,445.70	\$3.00	\$3,966.00	\$1.70	\$2,247.40		
81	THERMOPLASTIC PAVEMENT MARKING - LINE, 24"	FOOT	465	\$6.00	\$2,790.00	\$3.75	\$1,743.75	\$6.00	\$2,790.00	\$3.40	\$1,581.00		
82	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	866	\$6.00	\$5,196.00	\$4.40	\$3,810.40	\$6.00	\$5,196.00	\$4.00	\$3,464.00		
83	PAVEMENT MARKING GROOVING, SPECIAL	FOOT	1,690	\$0.75	\$1,267.50	\$3.50	\$5,915.00	\$4.00	\$6,760.00	\$2.95	\$4,985.50		
84	PAINT PAVEMENT MARKING - LINE, 4"	FOOT	301	\$0.50	\$150.50	\$1.25	\$376.25	\$1.25	\$376.25	\$1.16	\$349.16		
85	PAINT PAVEMENT MARKING - LINE, 6"	FOOT	231	\$0.75	\$173.25	\$2.00	\$462.00	\$1.90	\$438.90	\$1.74	\$401.94		
86	PAINT PAVEMENT MARKING - LINE, 24"	FOOT	253	\$3.00	\$759.00	\$5.00	\$1,265.00	\$5.00	\$1,265.00	\$6.96	\$1,760.88		
87	SHORT TERM PAVEMENT MARKING	FOOT	6,171	\$0.75	\$4,628.25	\$0.45	\$2,776.95	\$0.60	\$3,702.60	\$0.20	\$1,234.20		
88	STREET LIGHT CABLE ADJUSTMENT	FOOT	180	\$26.00	\$4,680.00	\$31.50	\$5,670.00	\$30.00	\$5,400.00	\$30.00	\$5,400.00		
89	UNIT DUCT	FOOT	295	\$7.00	\$2,065.00	\$13.25	\$3,908.75	\$12.50	\$3,687.50	\$12.50	\$3,687.50		
90	ELECTRIC CABLE IN CONDUIT, 600 V (XLP-TYPE USE) 3/C NO.6	FOOT	780	\$7.00	\$5,460.00	\$3.75	\$2,925.00	\$3.50	\$2,730.00	\$3.50	\$2,730.00		
91	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	780	\$3.00	\$2,340.00	\$1.10	\$858.00	\$1.00	\$780.00	\$1.00	\$780.00		
92	REMOVAL OF SIGN FOUNDATION, SPECIAL	EACH	4	\$550.00	\$2,200.00	\$525.00	\$2,100.00	\$500.00	\$2,000.00	\$500.00	\$2,000.00		
93	PRAIRIE STONE SIGN FOUNDATION, SPECIAL	EACH	2	\$900.00	\$1,800.00	\$835.00	\$1,670.00	\$787.50	\$1,575.00	\$787.50	\$1,575.00		
94	PRAIRIE STONE SIGN, SPECIAL	EACH	1	\$1,500.00	\$1,500.00	\$1,050.00	\$1,050.00	\$980.00	\$980.00	\$980.00	\$980.00		
95	TRAFFIC CONTROL AND PROTECTION	LUMP SUM	1	\$65,000.00	\$65,000.00	\$57,000.00	\$57,000.00	\$46,926.80	\$46,926.80	\$79,000.00	\$79,000.00		
96	MAINTENANCE LETTERS OF CREDIT	LUMP SUM	1	\$2,500.00	\$2,500.00	\$1,500.00	\$1,500.00	\$2,500.00	\$2,500.00	\$3,500.00	\$3,500.00		
TOTAL BID As Read					\$3,254,042.80		\$2,732,037.15		\$2,821,845.00		\$2,965,286.49		
TOTAL BID As Corrected							\$2,731,836.65		\$2,821,845.00		\$2,965,286.49		

Tabulation of Bids
Village of Hoffman Estates 2012 Street Revitalization Project
Section Number: 12-00089-00-FP

County Cook					
Estimate \$3,254,042.80			Plote Construction, Inc. 1100 Brandt Drive Hoffman Estates, IL 60192		A Lamp Concrete Contractors, Inc. 1900 Wright Boulevard Schaumburg, IL 60193
March 12, 2012 10:00 AM Attendees: Bev Romanoff, Mike Hankey, Marty Salerno, Gary Salavtich, Alan Wenderski (All VC)					
ITEM #	ITEMS	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
01	EARTH EXCAVATION	\$19.25	\$122,314.50	\$28.00	\$177,912.00
02	FURNISHED EXCAVATION	\$10.50	\$2,898.00	\$10.00	\$2,760.00
03	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS	\$16.60	\$59,942.60	\$26.00	\$93,886.00
04	POROUS GRANULAR EMBANKMENT	\$25.00	\$31,950.00	\$26.00	\$33,228.00
05	SUBBASE GRANULAR MATERIAL, TYPE B, 6 INCH	\$6.45	\$146,563.35	\$5.00	\$113,615.00
06	AGGREGATE, SPECIAL	\$16.75	\$72,494.00	\$15.00	\$64,920.00
07	AGGREGATE FOR TEMPORARY ACCESS	\$5.00	\$6,160.00	\$15.00	\$18,480.00
08	SUBBASE GRANULAR MATERIAL, 3 INCH, SPECIAL	\$1.00	\$1,585.00	\$5.00	\$7,925.00
09	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	\$0.60	\$13,633.80	\$1.00	\$22,723.00
10	VARIABLE DEPTH GRINDING, (0" TO 3")	\$2.10	\$104,720.70	\$2.50	\$124,667.50
11	HOT-MIX ASPHALT SURFACE REMOVAL AND REPLACEMENT, 2", SPECIAL	\$21.75	\$119,081.25	\$24.00	\$131,400.00
12	PAVEMENT REMOVAL, 4"	\$3.05	\$31,296.05	\$3.50	\$35,913.50
13	PAVEMENT REMOVAL, 5"	\$3.75	\$30,701.25	\$4.00	\$32,748.00
14	PAVEMENT REMOVAL, 6"	\$4.20	\$9,252.60	\$5.00	\$11,015.00
15	PAVEMENT REMOVAL, 11"	\$16.00	\$6,784.00	\$10.00	\$4,240.00
16	BITUMINOUS MATERIALS (PRIME COAT)	\$0.01	\$104.95	\$1.00	\$10,495.00
17	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4.5 INCH	\$16.40	\$333,740.00	\$28.00	\$569,800.00
18	LEVELING BINDER (MACHINE METHOD), N50	\$75.50	\$139,524.00	\$74.00	\$136,752.00
19	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	\$71.00	\$432,248.00	\$75.00	\$456,600.00
20	CLASS D PATCH, SPECIAL, 6 INCH	\$50.00	\$17,250.00	\$45.00	\$15,525.00
21	CLASS D PATCH, SPECIAL, 7 INCH	\$52.00	\$47,944.00	\$50.00	\$46,100.00
22	CLASS D PATCH, SPECIAL, 8 INCH	\$55.00	\$17,710.00	\$55.00	\$17,710.00
23	CLASS D PATCH, SPECIAL, 9 INCH	\$59.00	\$25,311.00	\$65.00	\$27,885.00
24	CLASS D PATCH, SPECIAL, 11 INCH	\$61.00	\$5,307.00	\$85.00	\$7,395.00
25	REMOVAL OF EXISTING STRUCTURES	\$125.00	\$3,750.00	\$300.00	\$9,000.00
26	INLET FILTERS	\$130.00	\$23,920.00	\$100.00	\$18,400.00
27	STORM SEWER REMOVAL, 8", SPECIAL	\$5.00	\$305.00	\$10.00	\$610.00
28	STORM SEWER REMOVAL, 10", SPECIAL	\$6.00	\$72.00	\$10.00	\$120.00
29	STORM SEWER REMOVAL, 12", SPECIAL	\$6.00	\$876.00	\$15.00	\$2,190.00
30	STORM SEWER REMOVAL, 15", SPECIAL	\$6.00	\$420.00	\$15.00	\$1,050.00
31	STORM SEWER REMOVAL, 18", SPECIAL	\$9.00	\$324.00	\$15.00	\$540.00
32	STORM SEWER REMOVAL, 42", SPECIAL	\$9.00	\$360.00	\$35.00	\$1,400.00
33	STORM SEWERS, CLASS A, TYPE 2, 10 INCH	\$6.00	\$192.00	\$40.00	\$1,280.00
34	STORM SEWERS, CLASS A, TYPE 2, 12 INCH	\$6.00	\$192.00	\$45.00	\$1,440.00
35	STORM SEWERS, CLASS A, TYPE 2, 15 INCH	\$8.00	\$192.00	\$50.00	\$1,200.00
36	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2, 10 INCH	\$44.00	\$528.00	\$45.00	\$540.00
37	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2, 12 INCH	\$44.50	\$10,502.00	\$50.00	\$11,800.00
38	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2, 15 INCH	\$49.00	\$1,176.00	\$55.00	\$1,320.00

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County Cook					
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March 12, 2012 10:00 AM Attendees: Bev Romanoff, Mike Hankey, Marty Salerno, Gary Salavtich, Alan Wenderski (All VC)					
ITEM #	ITEMS	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
39	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2, 18 INCH	\$53.00	\$1,431.00	\$65.00	\$1,755.00
40	STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 45, RISE 29	\$136.00	\$3,536.00	\$125.00	\$3,250.00
41	SOLID PVC PIPE, 4 INCH	\$23.00	\$345.00	\$30.00	\$450.00
42	SOLID PVC PIPE, 6 INCH	\$35.00	\$525.00	\$35.00	\$525.00
43	SOLID PVC PIPE, 8 INCH	\$38.00	\$570.00	\$40.00	\$600.00
44	PIPE UNDERDRAINS, FABRIC LINED TRENCH, 4 INCH	\$17.00	\$15,198.00	\$30.00	\$26,820.00
45	DIRECT CONNECTION TO STORM SEWER	\$750.00	\$750.00	\$1,500.00	\$1,500.00
46	MANHOLES, 3 FOOT DIAMETER	\$1,670.00	\$5,010.00	\$1,850.00	\$5,550.00
47	MANHOLES, 4 FOOT DIAMETER	\$2,215.00	\$8,860.00	\$2,000.00	\$8,000.00
48	MANHOLES, 7 FOOT DIAMETER	\$5,225.00	\$10,450.00	\$6,500.00	\$13,000.00
49	INLETS, 2 FOOT DIAMETER	\$1,025.00	\$17,425.00	\$1,000.00	\$17,000.00
50	SANITARY SEWER REMOVAL, 4", SPECIAL	\$6.00	\$240.00	\$20.00	\$800.00
51	SANITARY SEWER REMOVAL, 8", SPECIAL	\$6.00	\$750.00	\$20.00	\$2,500.00
52	SANITARY SEWER, PVC SDR 26, 8", SPECIAL	\$165.00	\$15,675.00	\$70.00	\$6,650.00
53	SANITARY SEWER, DUCTILE IRON, 8", SPECIAL	\$85.00	\$2,550.00	\$80.00	\$2,400.00
54	SANITARY SERVICE CONNECTION, 4", SPECIAL	\$570.00	\$1,140.00	\$2,000.00	\$4,000.00
55	SANITARY MANHOLES, 4 FOOT DIAMETER, (6' TO 10' DEEP), SPECIAL	\$3,650.00	\$18,250.00	\$4,000.00	\$20,000.00
56	FRAMES AND GRATES, FOR M3.12 CURB	\$320.00	\$7,680.00	\$350.00	\$8,400.00
57	FRAMES AND GRATES, FOR B6.12 CURB	\$340.00	\$6,460.00	\$350.00	\$6,650.00
58	FRAMES AND GRATES SPECIAL, FOR B6.12 CURB	\$430.00	\$1,290.00	\$500.00	\$1,500.00
59	MANHOLES TO BE ADJUSTED	\$210.00	\$17,430.00	\$350.00	\$29,050.00
60	MANHOLES TO BE RECONSTRUCTED	\$700.00	\$7,000.00	\$1,150.00	\$11,500.00
61	MANHOLES TO BE ADJUSTED, SPECIAL	\$500.00	\$4,000.00	\$550.00	\$4,400.00
62	COMBINATION CONCRETE CURB AND GUTTER, M3.12	\$13.00	\$98,410.00	\$13.00	\$98,410.00
63	COMBINATION CONCRETE CURB AND GUTTER, B6.12	\$14.00	\$128,618.00	\$14.00	\$128,618.00
64	COMBINATION CONCRETE CURB AND GUTTER REMOVAL	\$2.00	\$33,098.00	\$3.00	\$49,647.00
65	COMBINATION CONCRETE CURB AND GUTTER REMOVAL & REPLACEMENT, SPECIAL	\$14.00	\$47,362.00	\$19.50	\$65,968.50
66	DRIVEWAY PAVEMENT REMOVAL	\$12.00	\$45,384.00	\$10.00	\$37,820.00
67	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	\$29.00	\$103,733.00	\$36.00	\$128,772.00
68	SIDEWALK REMOVAL	\$1.10	\$47,052.50	\$1.00	\$42,775.00
69	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	\$3.00	\$136,071.00	\$4.00	\$181,428.00
70	DETECTABLE WARNINGS	\$32.00	\$54,336.00	\$20.00	\$33,960.00
71	CONCRETE FRONT FILL, SPECIAL	\$2.00	\$3,170.00	\$2.00	\$3,170.00
72	STABILIZED DRIVEWAY PAVEMENT, RESIDENTIAL	\$65.00	\$22,035.00	\$40.00	\$13,560.00
73	STABILIZED DRIVEWAY PAVEMENT, COMMERCIAL	\$68.00	\$6,052.00	\$50.00	\$4,450.00
74	SODDING, SPECIAL	\$7.75	\$84,327.75	\$7.00	\$76,167.00
75	EROSION CONTROL BLANKET WITH SEED, SPECIAL	\$4.50	\$11,700.00	\$2.00	\$5,200.00
76	EROSION CONTROL BLANKET WITH HIGHLANDS FESCUE SEED, SPECIAL	\$4.75	\$11,419.00	\$4.00	\$9,616.00

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Village of Hoffman Estates 2012 Street Revitalization Project
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County Cook					
Estimate \$3,254,042.80					
March 12, 2012 10:00 AM Attendees: Bev Romanoff, Mike Hankey, Marty Salerno, Gary Salavtich, Alan Wenderski (All VC)		Plote Construction, Inc. 1100 Brandt Drive Hoffman Estates, IL 60192		A Lamp Concrete Contractors, Inc. 1900 Wright Boulevard Schaumburg, IL 60193	
ITEM #	ITEMS	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
77	TREE ROOT PRUNING	\$69.00	\$11,385.00	\$125.00	\$20,625.00
78	THERMOPLASTIC PAVEMENT MARKING - LINE, 4"	\$0.56	\$3,833.76	\$0.80	\$5,476.80
79	THERMOPLASTIC PAVEMENT MARKING - LINE, 6"	\$0.85	\$4,530.50	\$1.60	\$8,528.00
80	THERMOPLASTIC PAVEMENT MARKING - LINE, 12"	\$1.70	\$2,247.40	\$4.00	\$5,288.00
81	THERMOPLASTIC PAVEMENT MARKING - LINE, 24"	\$3.40	\$1,581.00	\$7.00	\$3,255.00
82	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	\$4.00	\$3,464.00	\$7.00	\$6,062.00
83	PAVEMENT MARKING GROOVING, SPECIAL	\$2.95	\$4,985.50	\$5.00	\$8,450.00
84	PAINT PAVEMENT MARKING - LINE, 4"	\$1.16	\$349.16	\$1.00	\$301.00
85	PAINT PAVEMENT MARKING - LINE, 6"	\$1.74	\$401.94	\$2.00	\$462.00
86	PAINT PAVEMENT MARKING - LINE, 24"	\$6.96	\$1,760.88	\$6.00	\$1,518.00
87	SHORT TERM PAVEMENT MARKING	\$0.60	\$3,702.60	\$1.00	\$6,171.00
88	STREET LIGHT CABLE ADJUSTMENT	\$30.00	\$5,400.00	\$15.00	\$2,700.00
89	UNIT DUCT	\$12.50	\$3,687.50	\$10.00	\$2,950.00
90	ELECTRIC CABLE IN CONDUIT, 600 V (XLP-TYPE USE) 3/C NO.6	\$3.50	\$2,730.00	\$20.00	\$15,600.00
91	REMOVE ELECTRIC CABLE FROM CONDUIT	\$1.00	\$780.00	\$2.00	\$1,560.00
92	REMOVAL OF SIGN FOUNDATION, SPECIAL	\$500.00	\$2,000.00	\$500.00	\$2,000.00
93	PRAIRIE STONE SIGN FOUNDATION, SPECIAL	\$787.50	\$1,575.00	\$3,500.00	\$7,000.00
94	PRAIRIE STONE SIGN, SPECIAL	\$980.00	\$980.00	\$6,500.00	\$6,500.00
95	TRAFFIC CONTROL AND PROTECTION	\$114,000.00	\$114,000.00	\$200,000.00	\$200,000.00
96	MAINTENANCE LETTERS OF CREDIT	\$990.00	\$990.00	\$15,000.00	\$15,000.00
TOTAL BID As Read			\$2,971,042.54		\$3,589,893.30
TOTAL BID As Corrected			\$2,971,042.54		\$3,589,893.30

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of a contract for Phase I engineering services on the Barrington Road full interchange project with Crawford, Murphy, & Tilly of Aurora, IL at a cost not to exceed \$1,977,577.41.

MEETING DATE: March 19, 2012

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: Request approval of a contract with Crawford, Murphy, Tilly for the Barrington Road full interchange Phase I engineering at a cost not to exceed \$1,977,577.41.

BACKGROUND: A Letter of Intent for the interchange project prepared by IDOT was approved by the Village and the Illinois Tollway in 2010. The LOI outlines roles and responsibilities for design and construction activities for the full interchange project. The State included the full interchange in its multiyear highway plan showing a cost share \$18 million for IDOT; this is referenced in the LOI. Following a Village request in early 2011, the Village approved an intergovernmental agreement with the State for its share of preliminary engineering in June 2011. This agreement includes a 50/50 cost sharing agreement with the Village for Phase I engineering. The Phase I estimate was \$3,000,000 with the State and Village splitting the cost equally. The State's share for Phase I engineering will come from the total \$18 million in its multi-year plan and count towards its total contribution to the project. The Village's share of Phase I also will count toward its overall contribution to the full interchange project.

In March 2011, a Request for Qualifications (RFQ) was released by the Village for Phase I engineering services. As State funds are being used for this work, the selection process followed the Quality Based Selection (QBS) method. QBS is required under the terms of the Letter of Intent with IDOT and the Tollway. Under this approach, firms submit a statement of interest along with their qualifications and a proposed approach to meeting the requirements contained in the RFQ. The Village incorporated input from IDOT and the Illinois Tollway on the contents of the RFQ. No estimates of the number of hours or costs are included in the initial response to the RFQ from consultants. The submissions to the RFQ are evaluated based on the responsiveness to the request and its requirements, the experience of the team, the experience of key individuals by specific areas of expertise, work completed by the firm on similar projects, and other similar factors.

BACKGROUND: (Continued)

Once the responses are all reviewed, the top firms are identified and invited to an interview during which detailed questions can be asked. A top ranked firm is identified through this process which then leads to negotiations on the specific scope of services, number of hours, staffing, direct and indirect costs. If agreement on scope, level of effort, and fee is reached with the top ranked firm, an award of contract is then pursued. If agreement cannot be reached with the top ranked firm, then negotiations begin with the second ranked firm, and so on until agreement is reached. As the Village is lead agency for Phase I, a request for award of contract is to be presented to the Village Board.

DISCUSSION:

In response to the RFQ, thirteen proposals were received from consultant teams. Firms must be prequalified with IDOT and the Tollway in order to submit for the interchange engineering work. The firms were evaluated based on their proposed project approach and understanding of the work items, staffing by required tasks, similar experience on other IDOT and Tollway interchange projects, disadvantaged business enterprise participation, project schedule, and workload of the firms. Village staff reviewed the responses and provided copies to IDOT and Tollway staff for their reviews. The Village is acting as the lead agency for the Phase I engineering work so all input was coordinated through the Village. Proposed consultant staffing was evaluated for relevant experience and background of the following positions: project manager, project engineer, structural engineer, drainage engineer, environmental lead, transit lead, and public involvement.

Based on comprehensive reviews of firms' responses, five teams were determined to be the strongest and were selected for a second round of reviews including interviews. Village staff as well as representatives from the Illinois Tollway and IDOT participated in the interviews which were held in July 2011. The five firms that were ranked the highest, in no particular order, were: HDR, Stanley, McDonough, Crawford, Murphy, & Tilly, and TranSystems. A set of standard questions was asked of each team along with questions related to the specifics of each proposal. Follow-up discussions among the reviewers were held to reach a consensus on the top ranked firm based on the quality of the written proposals and performance of the team during the interviews. The decision among the five teams was difficult in that all possessed the skills and team makeup to complete the work. It was agreed among the reviewers that Crawford, Murphy, & Tilly (CMT) ranked highest overall. The CMT team presented well during the interview, was well organized, team members interacted well in response to questions, had a strong traffic evaluation and environmental staff, and provided the highest level of confidence among interviewees.

The next step was for CMT to prepare a detailed proposed scope of services. Once that was reviewed, then comments and modifications could be incorporated for a finer assessment of scope as well as the estimated number of hours by task, direct costs, and indirect costs. This iterative process began in September 2011 with the initial submittal by CMT of a draft scope. Reviews were conducted by IDOT, Illinois Tollway, and Village staff most directly involved with the actual conduct of work. Meetings were held in November 2011, January 2012, and March 2012 with IDOT and Tollway staff as the scope of work, hours, and costs continued to be refined. Technical review comments were also passed back and forth during this time.

DISCUSSION: (Continued)

The series of reviews of scope and level of effort involved coordination among the three agencies as well as within the organizations. A number of different IDOT staff ranging from environmental to surveys to hydraulics to geometrics all performed detailed reviews of the documents. Tollway staff did the same and Village staff coordinated the effort as well as provided technical comments. These reviews required substantial effort from the reviewing agencies as well as for CMT to respond, reconcile, and revise their proposal accordingly. A negotiation meeting on scope, hours, and fee was held on March 8, 2012 at IDOT. After a lengthy session, agreement was reached among IDOT, Tollway, the Village, and CMT. CMT's scope of services includes all necessary data collection, surveys, environmental components, traffic analysis and geometric design assessment of alternatives, hydraulic studies, and public involvement phases needed to identify a preferred alternative design for the full interchange. The assessment of various alternatives will be subject to public review and will consider various parameters of performance associated with alternative designs including traffic operations, safety, ability to meet future demands, environmental impacts, right of way requirements, utility relocations, and cost all at a preliminary level. Several of these options will be identified to continue through the Phase I alternatives analysis undergoing a more detailed review to arrive a consensus on the preferred option. Once Phase I approval is completed, then final engineering can begin which will review a new separate contract for engineering services.

A copy of the contract agreement in IDOT form for the Phase I work is attached. A full copy included the specific scope of work items, estimated work hours, and direct costs has been placed in the Trustee's room for reference.

An important factor which merits attention and consideration is the upcoming design and construction work planned by the Illinois Tollway on Interstate 90. The overall plan is for widening and reconstructing I-90 from the Kennedy Expressway on the east to Rockford on the west. The Illinois Tollway's work will be divided into two large segments, generally east and west of the Elgin Toll Plaza. A number of design consultants will be hired by the Tollway to develop construction plans for this work. In the section east of the Elgin Toll Plaza which includes Barrington Road, the anticipated schedule is for design work over the next two years with construction occurring as early as 2014 to an end in 2016. Some advance bridge work is expected to occur from now through 2014 on various portions of I-90 east and west of the Elgin Toll Plaza. The Barrington Road interchange project is being processed according to all federal criteria and procedures as federal funding is likely to be needed for construction. It will be extremely important to keep the Phase I engineering moving as expeditiously and completely as possible to keep pace with the Tollway work while meeting federal requirements. CMT will need to coordinate closely with the Tollway's design consultant and hours for this task are included in CMT's proposed scope. In order to stay current with the Tollway design process, it may mean that contract amendments will need to be considered to expedite some phases of work. IDOT, the Tollway, Village staffs as well as CMT are aware of the I-90 schedules and the potential need for amendments to the CMT contract. While the project will be managed by the Village with assistance from IDOT and Tollway staff, it is important to acknowledge on a project of this magnitude that unexpected and unpredictable challenges often arise that require adjustments in the scope, schedule, and level of effort. Certain items such as survey data were originally included in the CMT scope but were removed since IDOT will be performing the work. If IDOT is able to deliver needed data in a timely fashion, then there is not as much chance for amendments to the CMT contract. On the other hand, if it is determined that CMT could do the work more efficiently to benefit the project schedule then some items may need to

DISCUSSION: (Continued)

be added to the CMT contract. The Village's goal will be to manage the work flow and number of hours within the limits of the CMT scope agreed to with IDOT and the Tollway. Should the need to adjust the scope and fee arise, it will be brought before the Village Board at the earliest opportunity. The current contract amount is well below the Phase I estimate. It is not anticipated that the total cost will exceed the \$3,000,000 included in the IDOT agreement (\$1,500,000 each for IDOT and the Village).

FINANCIAL IMPACT:

The estimated cost of Phase I engineering was \$3,000,000 and was the amount included in the intergovernmental agreement with IDOT for Phase I engineering. Based on the contract amount, the State and Village shares will be \$1,000,000. The State will be invoiced for their share once the contract is approved by the Village Board. The Village's share is proposed to come from the following accounts; formal impact fee accounts and payments received prior to the formal impact fee program. The eligible components of the interchange project are listed in the Comprehensive Road Improvement Plan for the Village's Road Improvement Impact Fee program. These are funds contributed by developments since 1995 based on traffic impacts associated with these new land uses. There are two separate Road Improvement Impact Fee accounts for the Central and Western Areas of the program with Barrington Road as the dividing line. Funds from either service area can be used for interchange work. The Traffic Improvement Fund and Western Traffic Improvement Fund categories generally predate the adoption of the impact fee program and are intended for use on projects similar to what is included in the impact fee program. As the Central Road and Barrington Road intersection is within the project limits, the Central Corridor Fund is also proposed as a share of the Phase I engineering costs. Since the Road Improvement Impact Fees are most prescriptive regarding their use, it is recommended that these funds be spent first. There is an adequate balance in the Road Improvement Impact Fee accounts to cover the cost of the Village's share for Phase I engineering.

**Barrington Road Full Interchange
Summary of Funds Available
March 2012**

Fund	Amount
Road Improvement Impact Fees – Central Area	\$500,000
Road Improvement Impact Fees – Western Area	\$1,800,000
Traffic Improvement Fund	\$280,000
Western Traffic Improvement Fund	\$100,000
Central Corridor Fund	\$250,000
Total	\$2,930,000

RECOMMENDATION:

Request approval of a contract with Crawford, Murphy, Tilly for the Barrington Road full interchange Phase I engineering at a cost not to exceed \$1,977,577.41.

Attachments



CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

AVIATION • HIGHWAYS & BRIDGES
WATER & WASTEWATER • LAND DEVELOPMENT

March 13, 2012

Mr. Mike Hankey
Director of Transportation and Engineering Division
Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, Illinois 60169

*Re: Village of Hoffman Estates
Barrington Road/I-90 Interchange
Engineering Services*

Dear Mike:

We are submitting a PDF and will be following up with two (2) hard copies of the following documents for your review and execution.

- Preliminary Engineering Services Agreement (BLR 05510)
- Phase I Scope of Services (Exhibit A)
- Summary of Consultant Workhours and Direct Costs (Exhibit B)
- Drainage Report Worksheet (Exhibit C)
- Hydraulic Report Worksheet (Exhibit C)
- CMT CECS (Cost Estimate of Consultant Services) (Exhibit D)
- CMT Direct Costs (BDE 436) (Exhibit D)
- Individual Subconsultants CECS (Exhibits E-I)
- Individual Subconsultants Direct Costs (BDE 436) (Exhibits E-I)

This submittal is in response to IDOT and Tollway's comments as received from our February 1, 2012 submittal and subsequent negotiation meeting held on March 8, 2012. This submittal replaces any of the previously submitted documents. We trust that you find these documents sufficient to carry forward for Village Board approval. Should you have any questions, or require any additional information, please contact me or Kelly Farley at our Aurora office.

Sincerely,
CRAWFORD, MURPHY & TILLY, INC.

Kevin D. Nelson
Senior Manager
Highway and Bridge Services

cc: CMT Project Files

Municipality Village of Hoffman Estates	L O C A L A G E N C Y	 Illinois Department of Transportation Preliminary Engineering Services Agreement For Motor Fuel Tax Funds	C O N S U L T A N T	Name Crawford, Murphy and Tilly, Inc.
Township Barrington and Hanover				Address 550 N. Commons Drive, Suite 116
County Cook County				City Aurora
Section				State IL

THIS AGREEMENT is made and entered into this _____ day of _____, _____ between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION. Motor Fuel Tax Funds, allotted to the LA by the State of Illinois under the general supervision of the State Department of Transportation, hereinafter called the "DEPARTMENT", will be used entirely or in part to finance ENGINEERING services as described under AGREEMENT PROVISIONS.

Section Description

Name Barrington Road /I-90 Interchange

Route Barrington Road/I-90 Length 1/1.3 Mi. 5250/6000 FT (Structure No. SN 016-0522)

Termini Barrington Road - Higgins Road to Lakewood Blvd./I-90: 3000' east and west of Barrington Road bridge

Description:
Phase I Project to study the proposed interchange improvements of the Barrington Road/I-90 Interchange in Hoffman Estates, Illinois

Agreement Provisions

The Engineer Agrees,

1. To perform or be responsible for the performance of the following engineering services for the LA, in connection with the proposed improvements herein before described, and checked below:
 - a. Make such detailed surveys as are necessary for the preparation of ~~detailed roadway plans~~ **Phase I Report**
 - b. Make stream and flood plain hydraulic surveys and gather high water data, and flood histories for the preparation of detailed bridge plans.
 - c. Make or cause to be made such soil surveys or subsurface investigations including borings and soil profiles and analyses thereof as may be required to furnish sufficient data for the design of the proposed improvement. Such investigations are to be made in accordance with the current requirements of the DEPARTMENT.
 - d. Make or cause to be made such traffic studies and counts and special intersection studies as may be required to furnish sufficient data for the design of the proposed improvement.
 - e. Prepare Army Corps of Engineers Permit, Department of Natural Resources-Office of Water Resources Permit, ~~Bridge waterway sketch, and/or Channel Change sketch,~~ Utility plan and locations, and ~~Railroad Crossing work agreements.~~
 - f. Prepare Preliminary Bridge design and Hydraulic Report, (including economic analysis of bridge or culvert types) and high water effects on roadway overflows and bridge approaches.
 - g. Make complete general and detailed plans, special provisions, proposals and estimates of cost and furnish the LA with five (5) copies of the plans, special provisions, proposals and estimates. Additional copies of any or all documents, if required, shall be furnished to the LA by the ENGINEER at his actual cost for reproduction.
 - h. Furnish the LA with survey and drafts in quadruplicate of all necessary right-of-way dedications, construction easement and borrow pit and channel change agreements including prints of the corresponding plats and staking as required.

Note: Four copies to be submitted to the Regional Engineer

- i. Assist the LA in the tabulation and interpretation of the contractors' proposals
 - j. Prepare the necessary environmental documents in accordance with the procedures adopted by the DEPARTMENT's Bureau of Local Roads & Streets.
 - k. Prepare the Project Development Report when required by the DEPARTMENT.
 - l. **Additional services as included and/or defined in the attached Scope of Services (Exhibit "A").**
- (2) That all reports, plans, plats and special provisions to be furnished by the ENGINEER pursuant to the AGREEMENT, will be in accordance with current standard specifications and policies of the LA and DEPARTMENT. It is being understood that all such reports, plats, plans and drafts shall, before being finally accepted, be subject to approval by the LA and the DEPARTMENT.
- (3) To attend conferences at any reasonable time when requested to do so by representatives of the LA or the Department.
- (4) In the event plans or surveys are found to be in error during construction of the SECTION and revisions of the plans or survey corrections are necessary, the ENGINEER agrees that he will perform such work without expense to the LA, even though final payment has been received by him. He shall give immediate attention to these changes so there will be a minimum delay to the Contractor.
- (5) That basic survey notes and sketches, charts, computations and other data prepared or obtained by the Engineer pursuant to this AGREEMENT will be made available, upon request, to the LA or the DEPARTMENT without cost and without restriction or limitations as to their use.
- (6) That all plans and other documents furnished by the ENGINEER pursuant to this AGREEMENT will be endorsed by him and will show his professional seal where such is required by law.

The LA Agrees,

1. To pay the ENGINEER as compensation for all services performed as stipulated in paragraphs 1a, 1g, 1i, 2, 3, 5 and 6 in accordance with one of the following methods indicated by a check mark:
- a. A sum of money equal to _____ percent of the awarded contract cost of the proposed improvement as approved by the DEPARTMENT.
 - b. A sum of money equal to the percent of the awarded contract cost for the proposed improvement as approved by the DEPARTMENT based on the following schedule:

Schedule for Percentages Based on Awarded Contract Cost

Awarded Cost	Percentage Fees	
Under \$50,000	_____	(see note)
	_____	%
	_____	%
	_____	%
	_____	%
	_____	%

Note: Not necessarily a percentage. Could use per diem, cost plus or lump sum.

2. To pay for services rendered in accordance with this AGREEMENT at actual cost of performing such work plus 140 percent to cover profit, overhead and readiness to serve - "actual cost" being defined as material cost plus payrolls, insurance, social security and retirement deductions. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at his actual cost. Subject to the approval of the LA, the ENGINEER may sublet all or part of the services provided under the paragraph 1b, 1c, 1d, 1e, 1f, 1h, 1j & 1k. If the ENGINEER sublets all or part of this work, the LA will pay the cost to the ENGINEER plus a five (5) percent service charge.
- "Cost to Engineer" to be verified by furnishing the LA and the DEPARTMENT copies of invoices from the party doing the work. The classifications of the employees used in the work should be consistent with the employee classifications for the services performed. If the personnel of the firm, including the Principal Engineer, perform routine services that should normally be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the work performed.

The Total Not-to-Exceed Contract Amount shall be \$1,997,577.41. A copy of CECS is included as Exhibit "D".

3. That payments due the ENGINEER for services rendered in accordance with this AGREEMENT will be made as soon as practicable after the services have been performed in accordance with the following schedule:
 - a. Upon completion of detailed plans, special provisions, proposals and estimate of cost - being the work required by paragraphs 1a through 1g under THE ENGINEER AGREES - to the satisfaction of the LA and their approval by the DEPARTMENT, 90 percent of the total fee due under this AGREEMENT based on the approved estimate of cost.
 - b. Upon award of the contract for the improvement by the LA and its approval by the DEPARTMENT, 100 percent of the total fee due under the AGREEMENT based on the awarded contract cost, less any amounts paid under "a" above.

By Mutual agreement, partial payments, not to exceed 90 percent of the amount earned, may be made from time to time as the work progresses.

4. That, should the improvement be abandoned at any time after the ENGINEER has performed any part of the services provided for in paragraphs 1a, through 1h and prior to the completion of such services, the LA shall reimburse the ENGINEER for his actual costs plus 140 percent incurred up to the time he is notified in writing of such abandonment -"actual cost" being defined as in paragraph 2 of THE LA AGREES.
5. That, should the LA require changes in any of the detailed plans, specifications or estimates except for those required pursuant to paragraph 4 of THE ENGINEER AGREES, ~~after they have been approved by the DEPARTMENT~~, the LA will pay the ENGINEER for such changes on the basis of actual cost plus 140 percent to cover profit, overhead and readiness to serve -"actual cost" being defined as in paragraph 2 of THE LA AGREES. It is understood that "changes" as used in this paragraph shall in no way relieve the ENGINEER of his responsibility to prepare a complete and adequate set of plans and specifications.

It is Mutually Agreed,

1. That any difference between the ENGINEER and the LA concerning their interpretation of the provisions of this Agreement shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA and a third member appointed by the two other members for disposition and that the committee's decision shall be final.
2. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at his last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LA all surveys, permits, agreements, preliminary bridge design & hydraulic report, drawings, specifications, partial and completed estimates and data, if any from traffic studies and soil survey and subsurface investigations with the understanding that all such material becomes the property of the LA. The ENGINEER shall be paid for any services completed and any services partially completed in accordance with Section 4 of THE LA AGREES.
3. That if the contract for construction has not been awarded one year after the acceptance of the plans by the LA and their approval by the DEPARTMENT, the LA will pay the ENGINEER the balance of the engineering fee due to make 100 percent of the total fees due under this AGREEMENT, based on the estimate of cost as prepared by the ENGINEER and approved by the LA and the DEPARTMENT.
4. That the ENGINEER warrants that he/she has not employed or retained any company or person, other than a bona fide employee working solely for the ENGINEER, to solicit or secure this contract, and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the ENGINEER, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For Breach or violation of this warranty the LA shall have the right to annul this contract without liability.

IN WITNESS WHEREOF, the parties have caused the AGREEMENT to be executed in quadruplicate counterparts, each of which shall be considered as an original by their duly authorized officers.

Executed by the LA:

Village of Hoffman Estates _____ of the
(Municipality/Township/County)

ATTEST:

State of Illinois, acting by and through its

By _____

Village Board

Village

Clerk

(Seal)

By _____

Title Board Chairman

RECOMMENDED FOR EXECUTION

Village of Hoffman Estates, Illinois

Crawford, Murphy and Tilly, Inc.

550 North Commons Drive, Suite 116

Aurora, IL 60504

ATTEST:

By _____

By _____

Title _____

Title _____

NOTE: Three (3) Original Executed Contracts – (2) Village of Hoffman Estates, (1) Consultant

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Discussion regarding striping on Huntington Boulevard from Algonquin Road to Freeman Road

MEETING DATE: March 19, 2012

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Proposed changes in lane striping that could be implemented with the resurfacing of Huntington Boulevard in 2012 are discussed.

DISCUSSION: Huntington Boulevard from Algonquin Road to Freeman Road is included in the scope of resurfacing work with the 2012 Street Revitalization project. The existing collector street width varies from about 46 feet measured from curb to curb generally north of Charlemagne Drive then flaring to about 60 feet at Algonquin Road. The north section is currently striped as a four lane road. Parking is generally allowed on-street with the exceptions of within the right turn lane at Freeman Road and near Algonquin Road. The outside lane for northbound traffic becomes a right turn only lane at Freeman Road. South of Charlemagne Drive, Huntington Boulevard widens to include a left turn lane for the shopping center drives. At Algonquin Road, there are three southbound lanes (right, through, left) and two northbound lanes. The posted speed limit is 25 mph. Freeman Road and Huntington Boulevard north of Freeman Road are both two lane collector roads. The pavement work proposed does not call for any widening of the existing street.

As the pavement surface will be removed and replaced, there is an opportunity to consider revising the lane configurations on Huntington Boulevard. The Village's Complete Streets policy encourages consideration of ways to improve accommodations for all users when work is being done to a street including vehicles, bicyclists, pedestrians, on-street parking, etc. The Village Comprehensive Bicycle Plan identified Huntington Boulevard as a candidate for on-street bicycle facilities (route and lane) given its connection to the Paul Douglas Forest Preserve and function within the neighborhood north of Algonquin Road. The Village Bicycle Plan cites methods promoted by the Federal Highway Administration (FHWA) to improve safety and operations on four lane streets like Huntington Boulevard. This treatment is commonly referred to as a

DISCUSSION: (Continued)

“road diet” in that the existing pavement width is investigated for ways to improve accessibility by reducing the number of through lanes while still meeting needs of all users. The curb to curb dimension is redefined to allow space for on-street bicycle facilities, to define on-street parking, and to provide space for left turning vehicles. The general plan for Huntington Boulevard is to reduce the number of marked through lanes from two to one in each direction. This leaves space for an on-street bicycle lane in one section and designation of a bicycle route in the other. On-street parking lanes will be striped, like used on Bode Road and Hillcrest Boulevard, to increase the buffer between front yards and the moving lane of traffic. The right turn lane on Huntington Boulevard at Freeman Road will be maintained and there will be no changes to on-street parking regulations. An excerpt from the description in the FHWA guide is listed below.

The classic roadway reconfiguration, commonly referred to as a "road diet," involves converting an undivided four lane roadway into three lanes made up of two through lanes and a center two-way left turn lane. The reduction of lanes allows the roadway to be reallocated for other uses such as bike lanes, pedestrian crossing islands, and/or parking. Road diets have multiple safety and operational benefits for vehicles as well as pedestrians, such as:

- *Decreasing vehicle travel lanes for pedestrians to cross, therefore reducing the multiple-threat crash (when one vehicle stops for a pedestrian in a travel lane on a multi-lane road, but the motorist in the next lane does not, resulting in a crash) for pedestrians,*
- *Providing room for a pedestrian crossing island,*
- *Improving safety for bicyclists when bike lanes are added (such lanes also create a buffer space between pedestrians and vehicles),*
- *Providing the opportunity for on-street parking (also a buffer between pedestrians and vehicles),*
- *Reducing rear-end and side-swipe crashes, and*
- *Improving speed limit compliance and decreasing crash severity when crashes do occur.*

An exhibit showing the application of these principles to Huntington Boulevard is attached. This concept will be included in the public information materials at the Open House meeting for the street project, referenced in notices sent to residents, and posted on the Village web page for review.

The volume of traffic on Huntington Boulevard is equal to or less than other collector streets in the Village which carry one through lane of traffic in each direction. As might be expected, the volume is higher at the south end in the vicinity of the shopping centers. Examples of streets with higher volumes include Hillcrest Boulevard and Moon Lake Boulevard. Streets with similar volumes as Huntington Boulevard with one lane per direction include Jones Road and Bode Road. Bode Road was reconstructed to include a single lane in each direction and an on-street parking lane in 1993 as was Hillcrest Boulevard in 1997. While these were not four lane roads before reconstruction, the point of comparison is that they serve volumes equal to or greater than Huntington Boulevard with no reported problems due to a single lane. When Moon Lake Boulevard was reconstructed in 2004, it was converted from essentially a four lane wide undivided street to the configuration with a landscaped median and one through lane in each direction. The road diet concept does not fit in all instances. The evaluation of its suitability should take into consideration the amount of through and

DISCUSSION: (Continued)

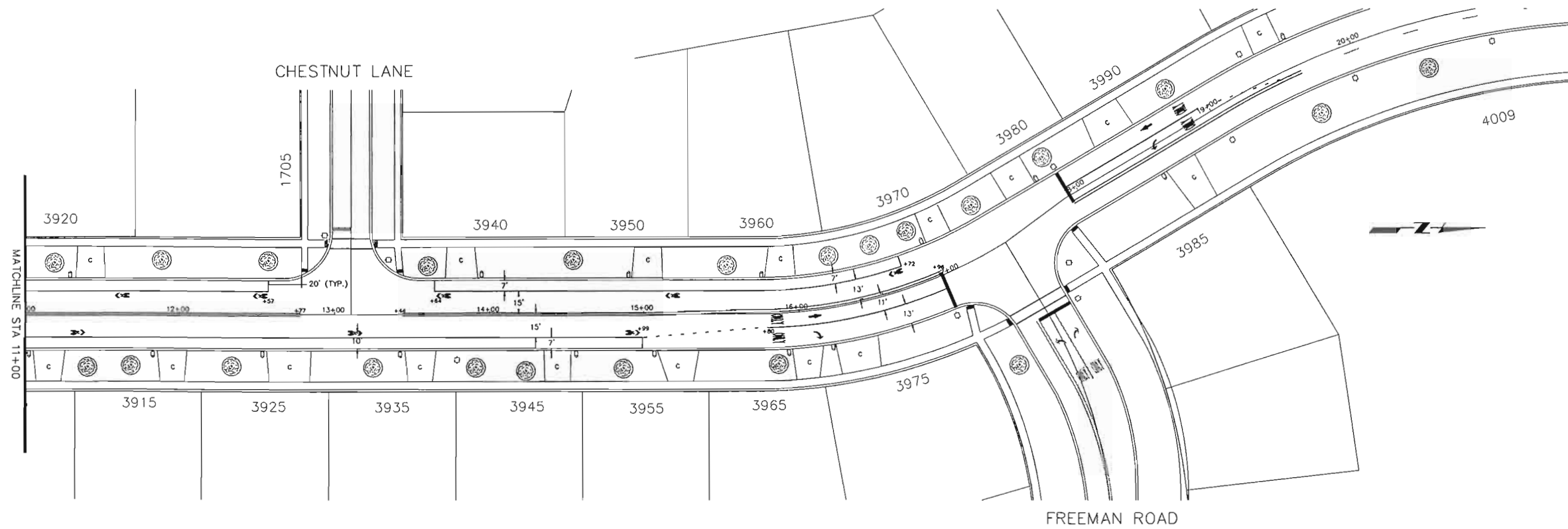
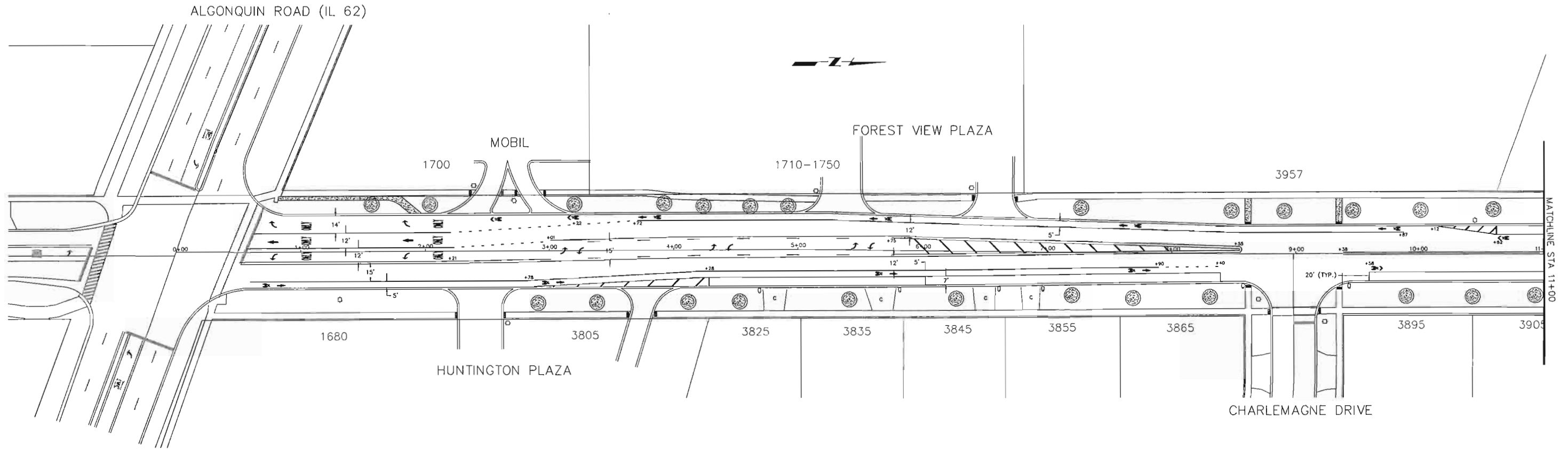
turning traffic, the need for left turn lanes, how bicycle and pedestrian movements can be accommodated, intersections and driveway densities to name several items. The two-way left turn lane on Huntington Boulevard at the south end adequately serves turning traffic and will be retained. It could be that traffic flow is smoothed in this section due to the definition of one through lane in each direction. As motorists typically drive faster on wider roads or those with more lanes, the reduction in the number of through lanes and the more limited driver's view of the road can result in more consistent and lower travel speeds. While this may not be the main objective of the road diet, it is one of the potential benefits.

FINANCIAL IMPACT:

The restriping will be done as part of the resurfacing during the 2012 street project. Signs will either be fabricated or used from attic stock received from the Community Putting Prevention to Work grant in 2011.

RECOMMENDATION:

For information.



HUNTINGTON BOULEVARD
SCALE: 1" = 40'

**TRANSPORTATION AND ENGINEERING DIVISION
DEPARTMENT OF DEVELOPMENT SERVICES**

**MONTHLY REPORT
March 2012**

New Developments

Traffic data, site plans, and inspections are occurring for the following projects:

Beverly Road Properties	Barrington Square Mall plans
St. Alexius Medical Center	Chase Bank – Roselle Road
Bradwell subdivision	Various smaller projects and permit applications
Barrington Lakes Apartments	

Village Projects

◆ **Bicycle Planning**

The Bicycle and Pedestrian Advisory Committee (BPAC) met on February 8, 2012. Potential changes to the Subdivision Code to reflect the complete streets approach were discussed, as well as a status report on various projects. Potential Subdivision Code changes are under review and will be brought to the Village Board for consideration when complete. BPAC plans to hold a community ride on July 7 starting at 9:00 a.m. The specifics of the route will be determined but it is likely that the ride would begin and end at Village Hall. Comments were provided to IDOT in response to a request for information on a State Bikeway Plan.

◆ **Barrington Road Interchange**

Met with IDOT and Tollway staff in early March 2012 on negotiations for the scope, hours, and fee. An agreement was reached and a contract is to be presented to the Village Board for award. A request to include the interchange project in the Statewide Transportation Improvement Program (STIP) update in the spring of 2012 has been made and will be considered by CMAP in March. Additional air quality modeling will be required in the fall which will be done by CMAP.

◆ **Roselle Road Traffic Signal**

The one remaining issue with Cook County is whether a pedestrian crossing signal will be included. The Village supports its inclusion and the County's traffic consultant is reviewing the documentation showing the effects of the pedestrian signal phase. The County has re-engaged this item and there is some indication that resolution will be forthcoming.

◆ **Taxi Discount Program**

Registration continues with identification cards and coupons sent to residents. To date, a total of 309 residents have registered for the program. Coupons received to date in 2012 total 568. A reminder about the Taxi Discount Program appeared in the March 2012 *Citizen* and has generated positive interest in the program. Application requests have increased beyond typical monthly numbers.

Village Grant Applications

- ◆ **Bode - Salem Road Surface Transportation Program Project**

Work on the Highway Safety Improvement Program (HSIP) grant to fund an intersection safety study is continuing. Staff level technical meetings were held to review the initial findings. Some clarifications and modifications need to be made before the report is finalized. An initial capacity and geometric analysis report has been reviewed and comments provided to DLZ, the consultant hired by the Village to perform the study. The potential for different intersection designs and traffic controls (all way stop, signals, modern roundabouts) along with modifications to lane configurations are included in the study. 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. Public Works staff is proceeding with the engine retrofits, engine replacements and acquiring the new vehicles. One engine replacement and two diesel oxidation catalysts have been completed to date. The project is expected to be done by May 2012.
- ◆ **Higgins Road Pedestrian/Bicycle Project**

The project was on the IDOT on September 23, 2011 letting. The low bid of about \$640,000 was reviewed and approved by IDOT. The low bid is less than the \$750,000 estimate included in the CMAQ application. Due to the processing and approval times required by IDOT, the work will begin the week of March 12 with tree removal. notifications to adjacent residents and businesses were hand delivered about the start of work and to remind them of what will be done. A consultant is managing the day to day activities and documentation of the Phase III construction engineering tasks.
- ◆ **Palatine Road Widening Project**

The Village application for Surface Transportation Program funds (\$1.3 million) was approved by NWMC. The Village also signed a Letter of Intent (LOI) with IDOT which will pay a significant share of the local project cost. The Project Development Report along with the Location Drainage Study required by IDOT was approved by IDOT. Work is underway on Phase II design which will allow some reimbursement for staff time conducting the in-house design. The primary work at this time is for the traffic signal installation at Huntington and Palatine. IDOT currently shows the project on an August 2012 letting but this will be dependent upon IDOT submittals and reviews.
- ◆ **Hassell Road Surface Transportation Program Project**

An application for STP funds was approved by the Northwest Municipal Conference for reconstruction and culvert replacement on Hassell Road. The revised Project Development Report was submitted to IDOT with responses to their comments and approval of Phase I is expected. IDOT is processing the Phase II engineering services agreement which, once Phase I is complete, will allow reimbursement of some staff time for the in-house design. IDOT currently shows Hassell Road on an August 2012 letting. This will be dependent on timely reviews and approvals by IDOT. If that date is met, it is likely that the culvert work could begin in late 2012 with the bulk of the road reconstruction occurring in 2013. During 2013, the work on Hassell Road would be the

only street rehabilitation taking place that year. Three cross road culverts are proposed for replacement as a part of this work.

◆ **IL 59 / Shoe Factory Road Right Turn Lanes**

This CMAQ funded project received Phase I approval. Assuming timely IDOT reviews and approvals, the project should be ready for a letting in June 2012. The local match will be paid by IDOT and Cook County. Village impact fee funds are being used to advance funds for design with reimbursement from the State and County. The State and County will be working on intergovernmental agreements for the construction shares. The Village provided comments to the consultant on the pre-final plans.

◆ **Transportation Investment Generating Economic Recovery Grant (TIGER)**

A new call for TIGER 2012 was released with objectives and funding similar to the 2011 call for projects.. A new application for the Barrington Road interchange was submitted. An announcement of program awards is expected within the next two to three months.

Staff submitted an application for TIGER grant funds to help with the costs of the full interchange project at Barrington Road. The project was not one of the 46 selected for funding. Nationwide, 848 applications were submitted requesting a total of \$14.3 billion. This greatly exceeded the \$510 million available. The initial response to the 2012 TIGER program has been similar.

◆ **Higgins/Moon Lake/Governors**

IDOT has completed all paving and sidewalk work. A final invoice from the State is pending.

◆ **RTA Community Planning Grant Application**

A draft of the initial evaluation report was provided to the steering committee. A meeting with this group will be scheduled to finalize the first phase evaluation report and to establish tasks and schedule for completion of the next phase.

◆ **Congestion Mitigation Air Quality (CMAQ) Grant Applications**

Two CMAQ bicycle projects were submitted in March 2011 in response to CMAP's call for projects. One was a bicycle path under the Tollway and Hoffman Boulevard bridges adjacent to the CN right of way and along Shoe Factory Road. The other was the Huntington Boulevard/Harmon Boulevard corridor. CMAP's project funding list did not include either Village proposal, even though the Shoe Factory Road project was recommended by a CMAP advisory group charged with reviewing all bicycle and pedestrian applications. The Village submitted comments on the proposed CMAQ funding plan asking that the Shoe Factory Road project be included with this cycle. A Pace project to increase bus service along the I-90 Corridor is in CMAP's funded list as well as intersection improvements submitted by IDOT at Barrington/Bode and Barrington/Algonquin Road intersections. Staff testified at the CMAP project selection committee meeting on the merits of the Shoe Factory Road bicycle project however it is still shown on the "B" list.

- ◆ **Department of Natural Resources (DNR) Grant Application**
The current call for projects does not include bicycle path projects so no action has been undertaken.

- ◆ **Communities Putting Prevention to Work (CPPW) Grant Application**
The Village was awarded a Model Communities Grant by Cook County Department of Health. Funds are to be used to reduce obesity through physical activity and improved nutrition. The Village application included policy review and bicycle route signage. The grant provides 100% of the funds with no local match and must be spent between February 2011 and February 2012. The bicycle route sign component was awarded and the installation is complete. A resolution for a Complete Streets approach to planning, design, and operation of transportation projects was approved. A set of possible updates to the Village Subdivision Code to help with the implementation of Complete Streets will be presented to the Village Board.

- ◆ **Illinois Transportation Enhancement Program (ITEP) Grant Application**
An application for funds is being prepared in response to the IDOT call for projects. This will be similar to previous CMAQ and ITEP applications for the project to connect Shoe Factory Road and Prairie Stone Business Park with a path crossing underneath I-90 and Hoffman Boulevard. While competition for funds is still very high, the Village's application should be stronger than before because the proposed segments are part of the Northwest Municipal Conference's regional bicycle system. The construction scope will be reduced because CN railroad path crossing is complete. Coordination will occur with the Forest Preserve and Park District on a joint application.

Agency Coordination

- ◆ **CN Purchase of EJ&E**
The Open House meeting was held on December 14, 2011 and attended by 36 people. A list of Frequently Asked Questions from the meeting has been posted to the Village website. The Village hired a sound consultant to review the CN analysis of the noise wall and to collect new data. A similar assessment of drainage effects is being performed by another consultant retained by the Village.

CN completed required changes to the advance vehicle detection system on Shoe Factory Road. The contractor will continue testing and coordination with Cook County.

CN's application with Cook County for a special use for the proposed noise wall from Golf Road to Cannon Crossings was approved by the County. The Cook County hearing for the Estates of Deer Crossing Subdivision was held on December 5. Village staff attended both these hearings to provide input.

CN contractors have completed a number of changes at the Shoe Factory Road crossing including the siding track extension, a median barrier on Shoe Factory to help maintain the Quiet Zone, replacement of the crossing material, installation of a path on the north side of Shoe Factory to connect the existing paths on either side of the railroad right of way.

◆ **Shoe Factory Road - Cook County**

Recent conversations with Cook County staff indicate the County is ready to proceed into the right of way acquisition phase for the road work. Several payments are pending from Cook County. Civiltech submitted revised plans and drainage analysis to Cook County for approval. As-built information on various utilities and stormwater calculations was provided to the consultant. Utility relocation cost estimates are being developed. Work on right of way determination and negotiation could begin soon following receipt of drainage comments from the County. The County is expected to concur with approval of supplemental services by Civiltech and they will develop an amendment to the current agreement.

◆ **O'Hare Noise Compatibility Commission**

No new information. Village staff will continue to attend full commission meetings when schedules allow. The Technical Committee meetings will not be attended due to recurring conflicts with other meetings and tasks.

◆ **Pace HOT Line Bus Service (Route 557)**

The Pace Board voted to discontinue the route effective April 4, 2011. Pace coordinated an option to utilize two runs on Route 610 to serve the employees. The 610 alternative began on April 4, 2011. Van pools were also formed by some employees.

◆ **Pace Route 554**

Pace approved changes for Route 554 to bi-directional service and to add Saturday operation which began on August 22, 2011. Information has been posted on the Village website and a joint press release with other communities was issued. A notice appeared in the September 2011 *Citizen*. ADA Service will also be available for eligible riders near Route 554. At this time, Pace is accumulating data on the changes in ridership since the route changes were implemented.

◆ **Pace I-90 Corridor Plans**

Pace received approval for CMAQ funds to enhance bus service along the Jane Addams (I-90) Tollway corridor. The scope of the project includes new vehicles, creation of park and ride lot facilities, and operational funding for two years. Pace will be meeting with Village staff to review options for park and ride lot locations that could work in the interim until such time as more permanent facilities can be constructed. Pace will coordinate with property owners for use of property for a Park and Ride operation. Introduction of service may begin in 2013 to coincide with planned Tollway widening and reconstruction of I-90.

◆ **STAR Line**

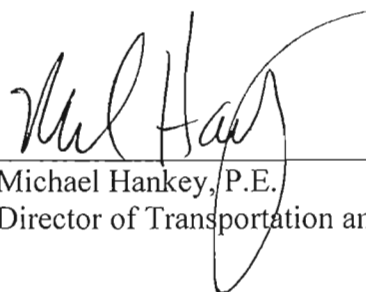
A STAR Line Task Force met on December 5, 2011 at Village Hall. Metra plans to complete the Alternatives Analysis by March 2012. A final public meeting was held on January 19, 2012 in Arlington Heights and staff attended. The current Tollway plan for reconstructing and widening I-90 envisions providing space for expanded bus service as an initial way to increase transit use in the corridor. The design has some flexibility to allow for conversion to a higher capacity form of transit such as the STAR Line or Bus Rapid Transit in the future. Additional widening of the tollway would be needed at that time but the current design does not preclude further changes to transit service.

◆ **Illinois Tollway Capital Plan and Corridor Planning Council**

The Illinois Tollway plans to begin design and construction work on I-90 starting in 2012. Some advance bridge construction work is likely in 2012. The section of I-90 generally west of Elgin will undergo some advance construction work in 2012 with the majority of mainline work in 2013. The portion east of Elgin will be designed in 2012 and 2013 with construction in 2014 through 2016. The scope of the Tollway work will be to widen and reconstruct the mainline, adding a fourth lane in each direction. A wider inside lane and shoulder will be included to allow operation of a managed lane and/or bus on shoulder operation as an interim transit measure. As noted above, additional widening work would be needed to implement Bus Rapid Transit or the STAR Line but the current Tollway plan does not preclude these changes in the future.

Traffic Studies/Other

- ◆ Work continues on the update to the Road Improvement Impact Fee Program. The annual summary report has been completed. A meeting of the advisory committee is scheduled for March 22.
- ◆ Information has been included on the website for engineering services, as well as posting new transportation data.
- ◆ Assisting Police Department with red light camera reviews being done by the Village consultant and IDOT.
- ◆ 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. Beverly and Higgins qualified and is undergoing Phase I engineering and could be ready for construction in 2012. The change will be to dual left turn lanes with a left on arrow only operation for westbound Higgins Road. The northbound approach on Beverly Road to Higgins will consist of two left turn lanes and an added right turn lane. As part of a current call for projects, other candidates for Highway Safety Improvement Program funding on State and County roads are being reviewed by Village staff.



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