

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
July 22, 2013

Immediately Following General Administration & Personnel

Members:	Gary Stanton, Chairperson	Anna Newell, Trustee
	Karen Mills, Vice Chairperson	Gary Pilafas, Trustee
	Gayle Vandenberg, Trustee	Michael Gaeta, Trustee
		William McLeod, Mayor

I. Roll Call

II. Approval of Minutes – June 10, 2013

NEW BUSINESS

1. Request approval of an Intergovernmental Agreement with the Hoffman Estates Park District and the Forest Preserve District of Cook County for the Illinois Traffic Enhancement Program grant Shoe Factory Road / I 90 bicycle and pedestrian project.
2. Review of request for No U-Turn signs on Kensington Drive at John Muir Literacy Academy.
3. Discussion of project status and aesthetic options for the Barrington Road Full Interchange project.
4. 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**

June 10, 2013

I. Roll Call

Members in Attendance:

**Gary Stanton, Chairperson
Karen Mills, Vice Chairperson
Gayle Vandenberg, Trustee
Anna Newell, Trustee
Gary Pilafas, Trustee
Michael Gaeta, Trustee
William McLeod, Village President**

**Management Team Members
in Attendance:**

**Art Janura, Corporation Counsel
Dan O'Malley, Deputy Village Manager
Peter Gugliotta, Director of Planning
Mike Hankey, Director of Transportation
Patrick Seger, Director of Human Resources
Bruce Anderson, Cable TV Coordinator
Tia Messino, Administrative Intern
Ashley Monroe, Management Analyst**

The Transportation & Road Improvement Committee meeting was called to order at 7:52 p.m.

II. Approval of Minutes

Motion by Trustee Pilafas, seconded by Trustee Gaeta, to approve the Transportation & Road Improvement Committee meeting minutes of May 28, 2013. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

- 1. Request approval of an Intergovernmental Agreement with PACE for Park and Ride services.**

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

Mr. Hankey presented background information on the request. Trustee Pilafas and Mr. Hankey discussed the opportunity to add spaces if needed and confirmed that this was the fifth PACE stop on Route 610 in Prairie Stone. Trustee Pilafas requested ridership information for Route 610.

Trustee Stanton and Mr. Hankey discussed the origin locations of potential riders for Route 610. Trustee Stanton and Mr. Hankey also discussed that PACE is not charging for parking and was not interested in building parking spaces, but rather a joint use with existing buildings.

Mayor McLeod and Trustee Pilafas discussed the potential to extend the rail transit on I-90 to Rockford.

Trustee Mills and Mr. Janura discussed adding language to the contract that would allow for paid parking and confirmed that the Village was covered by the indemnity clause.

Trustee Pilafas and Mr. Hankey discussed future options for adding parking spaces since detention near the site was not needed.

Motion by Trustee Mills, seconded by Trustee Pilafas, to approve an Intergovernmental Agreement with PACE for Park and Ride services. All ayes. Motion carried.

2. Request approval of an agreement with IDOT for traffic signal upgrade to LED and related improvements.

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

Mr. Hankey provided additional background on the request.

Motion by Trustee Pilafas, seconded by Trustee Gaeta, to approve of an agreement with IDOT for traffic signal upgrade to LED and related improvements. All ayes. Motion carried.

3. Request acceptance of Transportation Division Monthly Report.

The Transportation Division Monthly Report was presented to Committee.

Motion by Mayor McLeod, seconded by Trustee Pilafas, to approve the Transportation Division Monthly Report. Voice vote taken. All ayes. Motion carried.

III. President's Report

IV. Other

Trustee Pilafas stated that on Sunday he attended the Special Olympics Torch run and offered kudos to the Police Officers who ran.

V. Items in Review

VI. Adjournment

Motion by Trustee Mills, seconded by Trustee Vandenberg, to adjourn the meeting at 8:03 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Emily Kerous, Dir. of Ops/Outreach -
Office of the Mayor & the Board

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of an Intergovernmental Agreement with the Hoffman Estates Park District and the Forest Preserve District of Cook County for the Illinois Traffic Enhancement Program grant Shoe Factory Road / I 90 bicycle and pedestrian project

MEETING DATE: July 22, 2013

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

REQUEST: Request approval of an Intergovernmental Agreement with the Hoffman Estates Park District and the Forest Preserve District of Cook County for the Illinois Traffic Enhancement Program (ITEP) grant Shoe Factory Road / I 90 bicycle and pedestrian project.

BACKGROUND: The Intergovernmental Agreement with the Hoffman Estates Park District (Park District) and the Forest Preserve District of Cook County (Forest Preserve) for the Shoe Factory Road / I 90 ITEP project is presented for approval.

The Village Comprehensive Bicycle Plan, approved in 2010, includes the Shoe Factory Road / I 90 project. The Bicycle Plan is reflective of various requests, including opportunities to safely cross the Tollway in order to travel to work, shopping, and other recreational activities. Input received during the development of the Comprehensive Plan Update also highlighted the need for Tollway crossings. The Village previously applied for federal funding for this project prior to being awarded funds in early 2013. The approved project consists of a bicycle and pedestrian undercrossing of I-90 and improvements to existing Shoe Factory Road facilities. A location map for the project is attached. The project will provide a new connection to the Hoffman Estates Park District's Prairie Stone Wellness Center, as well as new recreational opportunities for residents. The existing earth path leading through the Poplar Creek Forest Preserve from IL Route 59 to the CN railroad crossing on Shoe Factory Road will be paved, and improved connections for the Forest Preserve will be created with this project. The Forest Preserve will maintain its portion of the path east of the railroad right of way. The balance will be maintained by the Village. The Forest Preserve has listed paving

BACKGROUND: (CONTINUED)

of the path in the Poplar Creek Forest Preserve on its capital program.

DISCUSSION:

The Village is the lead applicant for this project, however the Forest Preserve and the Park District each are partners on the application and have pledged to share the project costs. The total project cost estimate is \$845,000, with ITEP funding in the amount of \$676,000 (80% federal) and a local match requirement of \$169,310 (20%). The local match will be shared by the Village (5%), the Forest Preserve (10%), and the Park District (5%).

IDOT offers an option for funding of Phase I and II engineering for ITEP projects like this. Known as the Federal Flexible Match program, local agencies can use their own funds to cover the entire cost of engineering using no federal dollars. These contributions count towards each party's share of the local match to the overall project costs as the project is closed out. An application for this program was submitted to IDOT and approval is expected. A significant advantage of this approach is a large reduction in the processing times needed for IDOT agreements. When federal funds are used for engineering, a professional services agreement must be approved by the Springfield office of IDOT. This review process alone can take three to six months meaning no engineering work can begin until the approval is received. Since only local funds are to be used for Phase I engineering for the example of the Federal Flexible Match, the approval is at the District level which is much quicker. This project has a close tie with the Illinois Tollway's widening and reconstruction work on I-90 and the schedule would benefit significantly from reduced review and approval times for agreements. The I-90 bridge over the CN railroad tracks will be replaced with the Tollway project which affords an opportunity to have adjustments made to the bridge abutments to provide space for the path under the Tollway bridge. To keep pace with the Illinois Tollway's schedule and not incur a higher risk of the time limit for the ITEP funds expiring, using the Federal Flexible Match program will save time on the front end of the engineering and design services. This gives a better chance that the timing of the construction work for the path will complement the Tollway schedule. In addition, the Village and Forest Preserve District have received frequent questions about when the Forest Preserve trail will be paved. If time can be saved through this optional approach to funding, the improvements can be in place sooner to benefit users. IDOT approval of the flexible match approach also implies that the project has little risk of not being completed within the five year time limit on the use of ITEP funds.

The draft agreement attached covers the roles of each agency, cost participation, and what support is to be provided. The Village as lead agency will be the contracting agency for the engineering services. Since this is a federally funded project for construction, the construction letting and award will be done through IDOT. These types of projects typically operate as reimbursements for the preliminary and design engineering. The Village as the lead agency for engineering services will be reimbursed by the other parties for shares of the engineering costs. IDOT will handle invoicing of the construction shares, meaning no federal funds will pass through the Village for construction. Construction engineering services will be on a reimbursement basis. Contributions by each local party to the preliminary and design

DISCUSSION: (CONTINUED)

engineering services leading to construction will be credited towards the local share of the overall project costs as the work is finalized.

The draft IGA has been submitted to the Park District and Forest Preserve District for review and comment. Comments from Village Corporation Counsel have been incorporated. A Committee of the Park District Board will review the draft during a meeting in July with final action on approval targeted for late August. The Forest Preserve District review is ongoing. The Cook County Board process typically looks to have such agreements reviewed and receiving at least preliminary approval from the other parties prior to presentation to the County Board. Any additional comments will be reviewed by all parties prior to final approval of the IGA. The Village Board will be kept informed of substantial changes to roles, responsibilities, costs, etc.

FINANCIAL IMPACT:

The ITEP funds will cover 80% of the total project costs. The concept level estimate of cost in the ITEP application was \$845,000. The Village, Park District and the Forest Preserve District collectively will pay the 20% local match. The table below summarizes the current estimate of project costs. The Village share will be paid from EDA Junior Lien Bond funds.

Item	Local Cost Summary	Total Cost Summary
Total Project Cost Estimate (all engineering phases and construction)		\$845,000
ITEP Funds (80%)		\$676,000
Local Contribution (20%)		\$169,000
Forest Preserve District (10%)	\$ 84,500	
Park District (5%)	\$ 42,250	
Village (5%)	\$ 42,250	
	\$169,000	

RECOMMENDATION:

Recommend approval of the Intergovernmental Agreement with the Hoffman Estates Park District and the Forest Preserve District of Cook County for the Illinois Traffic Enhancement Program (ITEP) grant Shoe Factory Road / I 90 bicycle and pedestrian project subject to final revisions and contingent upon approval by Boards of the other parties.

Attachments

Hoffman Estates – ITEP 2012 – Poplar Creek Path and I-90 Undercrossing Project Location Map



**DRAFT INTERGOVERNMENTAL AGREEMENT
Shoe Factory Road / I-90 Bicycle and Pedestrian Project
in Cook County and the
Village of Hoffman Estates, Illinois.**

This Intergovernmental Agreement (the “Agreement”) is made and entered into by and between the Forest Preserve District of Cook County (the “District”), the Hoffman Estates Park District (the “Park District”), and the Village of Hoffman Estates, Illinois, (the “Village”), a municipality of the State of Illinois. The District, the Park District, and the Village are collectively referred to as the “Parties.”

WITNESSETH:

WHEREAS, the continued development and organization of the metropolitan areas has increased public awareness of the importance of maintaining open space and providing recreational opportunities for individuals throughout the metropolitan area; and

WHEREAS, Article VII, Section 10 of the Constitution of the State of Illinois authorizes and encourages units of local government to contract or otherwise associate among themselves and with the State to obtain or share services and to exercise, combine or transfer any power or function; and

WHEREAS, The Intergovernmental Cooperation Act, 5 ILCS 220/1 et seq., authorizes and encourages cooperative agreements between units of Illinois’ state and local government; and

WHEREAS, the Parties are authorized to participate in the development of the Shoe Factory Road / I-90 Bicycle and Pedestrian Project and execute this Intergovernmental Agreement by act of their duly constituted Boards and Council; and

WHEREAS, the planned improvements include a new connection to a Hoffman Estates Park District facility, paving of the existing unpaved recreational path leading through the Poplar Creek Forest Preserve from Route 59 to Shoe Factory Road, and a bicycle and pedestrian undercrossing of I 90 and improvements to existing Shoe Factory Road facilities, and improvements in the Prairie Stone Business Park (hereinafter called “Project” generally depicted in Exhibit A); and

WHEREAS, the Village has applied for Illinois Department of Transportation’s ITEP (Illinois Transportation Enhancement Program) funding for all phases of the engineering and construction of the Project;

WHEREAS, the Illinois Department of Transportation (hereinafter referred to as "IDOT") informed the Village of Hoffman Estates that it had been awarded an ITEP grant from the Illinois Department of Transportation in the amount of six-hundred and seventy-six thousand dollars (\$676,000) in order to fund the Engineering and Construction costs for the Project (hereinafter referred to as the "Grant"); and

WHEREAS, the total cost of the Project is estimated to be eight-hundred forty-five thousand and three-hundred ten dollars (\$845,310); and

WHEREAS, under the terms of the Grant, the Parties are collectively responsible for twenty percent (20%) of all phases of the engineering costs and twenty percent (20%) of construction costs associated with the Project, with the federal government being responsible for eighty percent (80%) of the engineering costs and construction costs which is subject to reimbursement under the Grant; and

WHEREAS, the Grant will be administered by IDOT, which shall be responsible for approving all reimbursement requests; and

WHEREAS, the Parties have agreed to pay a share of the costs for the Project construction items and a share of the costs of engineering for the Project; and

WHEREAS, the District, Park District, and Village have agreed to collectively pay 20% of the engineering and construction costs for the Project; and

WHEREAS, the cost estimates for the Project are set out in the Project Funding Breakdown dated May 25, 2012 ("Project Estimate"), which is attached hereto and incorporated herein as Exhibit B; and

WHEREAS, the Parties, by this instrument, desire to memorialize their respective obligations and responsibilities toward engineering, construction and funding of the Project as well as future maintenance responsibilities of the completed Project;

NOW, THEREFORE, in consideration of the mutual promises, terms and conditions set forth herein, and in the spirit of intergovernmental cooperation, the Parties agree as follows:

1. **Incorporation of Preambles.** The preamble set forth above are incorporated herein and made a part thereof.
2. **Term and Termination**
 - 2.1 **Agreement Term.**

This Agreement among the Parties shall not become effective unless authorized and executed by the Forest Preserve District of Cook County, the Park District Board of Hoffman Estates, and an authorized

representative of the Village. This Agreement is a legal, valid and binding agreement, enforceable against the Parties, in accordance with its terms.

- 2.2 Transfers. No Agency shall sell, assign or otherwise transfer its interest under this Agreement without the written approval of the other Agencies. The provisions set forth in this Agreement shall be binding upon and inure to the benefit of the approved successors and assigns of the Parties.
- 2.3 Cooperation. If any of the Parties have reason to believe that a violation of this Agreement has occurred or is occurring, written notice thereof specifying in detail the violation and the facts supporting the claim shall be served upon the party to this agreement that allegedly committed or is permitting such violation to occur. The Parties agree to act in good faith and to cooperate with each other to resolve any disputes which may arise in the performance of this Agreement. The Parties may use any legal action or proceeding, whether at law or in equity, to enforce any provision of this Agreement against the party and to recover any damages including but not limited to, reasonable attorney fees from said party.

3. Project Funds

- 3.1 Illinois Transportation Enhancement Program Funds. A maximum amount of Six-Hundred and Seventy-Six Thousand Dollars (\$676,000.00) in Federal Funds is available toward the engineering, construction, and construction engineering costs of the Project. The Parties agree that the amount of Federal Funds to be allocated to the Project will be eighty (80%) of the actual costs of said items up to the maximum amount of said funds.
- 3.2 District's Share of the Project. The District shall pay ten (10%) of the total costs for the Project. The total cost to the District shall not exceed the actual total cost of the Project less the Federal, Village, and Park District shares of funds allocated to the Project. The District's total estimated cost for the Project is \$84,500.
- 3.3 Park District's Share of the Project. The Park District shall pay five (5%) of the total costs for the Project. The total cost to the Park District shall not exceed the actual total cost of the Project less the Federal, Village, and District shares of funds allocated to the Project. The Park District's total estimated cost for the Project is \$42,250.
- 3.4 Village's Share of the Project. The Village shall pay five (5%) of the total costs for the Project. The total cost to the Village shall not exceed the actual total cost of the Project less the Federal, District, and Park District shares of funds allocated to the Project. The Village's total estimated cost for the Project is \$42,250.

3.5 Cost Estimates. The Project Estimate described in Exhibit B is only an estimate and does not limit the financial obligations of the Parties as described in 3.1, 3.2, 3.3, and 3.4 above. Notwithstanding the forgoing, the Parties' obligations to pay for eligible items shall be based upon the actual quantities used and the contract unit prices as awarded.

3.6 Payments. As lead agency for the project, the Village will send invoices to the District and Park District for their respective shares of the engineering cost. Upon award of contract for engineering services, 50% of the of each Party's total cost share will be invoiced, with payment due within 30 days per Village requirements. An additional 25% of the Parties' respective total shares will be due upon IDOT approval of Phase II. The final 25% will be invoiced on a progress basis during Phase III.

4. District's Responsibilities.

4.1 Land Use. The District agrees to allow the Project to be constructed on land presently owned, as is necessary for the completion of its construction.

4.2 Transfer of Responsibility. Upon completion of construction of the Path, and upon release of project and the Parties accepting construction, such acceptance shall not be unreasonably withheld, the District will assume full responsibility for the maintenance and operation of the segment of Project located on District property.

4.3 Access. The District will coordinate and provide access for the portion the Project on the Poplar Creek Preserve, owned by the District. The access will be maintained for construction and use of the Project.

4.4 Plan Review and Approval. The District will review project plans and related documents and provide comments to the Village in a timely manner.

4.5 Payment. The District will pay to the Village its share of Project costs upon receipt of invoices for engineering services and construction of the Project as specified in Section 3.6.

4.6 Consultant Services Selection. The District agrees to cooperate with the Park District and Village on the selection of an engineering consultant for services related to design and construction of the Project.

5. Park District's Responsibilities.

5.1 Plan Review and Approval. The Park District will review project plans and related documents and provide comments to the Village in a timely manner.

5.2 Payment. The Park District will pay to the Village its share of Project costs upon receipt of invoices for engineering services and construction of the Project as specified in Section 3.6.

5.3 Consultant Services Selection. The Park District agrees to cooperate with the District and Village on the selection of an engineering consultant for services related to design and construction of the Project.

6. Village's Responsibilities.

6.1 Lead Agency. The Village agrees to act as the lead Agency for the engineering services for the Project. The Village will serve as the lead agency to coordinate construction with the State of Illinois as the construction of the Project will be let by the State.

6.2 Plan Review. The Village through its engineering consultant will provide plans to the District, Park District, and IDOT for review and comment.

6.3 Consultant Services Selection. The Village will seek input from the District and Park District on the selection of an engineering consultant to provide design and construction services for the Project.

6.4 Payment. The Village agrees to enter into a contract with the selected engineering consultant for design and construction services for the Project. The Village will invoice the other Parties for their shares of the engineering services. As lead agency, the Village will invoice the Parties for their shares of construction.

6.5 Timing of Payments. As lead agency, the Village will determine through coordination with IDOT the schedule for payment of the local funding shares based on criteria used for this federal funding program. Any payments made by the Parties will count toward those individual shares of the total project costs.

7. General Provisions.

7.1 Engineering Services. The Parties mutually agree to cooperate in establishing criteria to be used in the design and construction of the Project and criteria for the path shall be based on criteria required by IDOT and Federal Highway Administration.

7.2 Autonomy. None of the Parties shall act as agent for the other and shall solely be responsible for the commitment of their respective resources, allocation of funds and assignment of their personnel in fulfilling the

objectives and obligation of this agreement.

8. **Notices.** All notices given under this Agreement shall be in writing and shall be either (a) served personally during regular business hours; (b) served by facsimile transmission during regular business hours coupled with the mailing of the original in the U.S. Mail on the same day, postage prepaid, or (c) served by certified or registered mail, return receipt requested, properly addressed with postage prepaid and deposited in the United States Mail. Notices served personally or by facsimile transmission shall be effective upon receipt, and notices served by mail shall be effective upon receipt as verified by the United State Postal Service. Notices shall be served at the following addresses:

Forest Preserve District of Cook County
Attn: Dave Kircher
536 North Harlem Avenue
River Forest, IL 60305
Tel (708) 771-1172
Fax (708) 771-1360

Village of Hoffman Estates
Attn: Michael Hankey, Director of Transportation and Engineering
1900 Hassell Road
Hoffman Estates, IL 60169
Tel (847) 252-5801
Fax (847) 781-2679

Hoffman Estates Park District
Attn: Gary Buczkowski, Director of Planning and Development
1685 W. Higgins Road
Hoffman Estates, IL 60169
Tel (847) 310-3606
Fax (847)

9. **Execution.** The Parties shall approve this Agreement by the execution of a separate signature page.
10. **Incorporation.** The provisions set forth herein represent the entire agreement between the Village, the District, and the Park District, and supersede any previous oral or written agreements, as it is the intent of the Parties to provide for integration within the terms of this Agreement. No provision may be modified in any respect unless such modification is in writing and signed by each agency.

IN WITNESS THEREOF, the parties have entered into this Agreement as of the _____ day of _____, 2013.

**SIGNATURE PAGE FOR INTERGOVERNMENTAL AGREEMENT
PROVIDING FOR ENGINEERING AND CONSTRUCTION OF THE
SHOE FACTORY ROAD / I-90 BICYCLE AND PEDESTRIAN PROJECT**

FOREST PRESERVE DISTRICT
OF COOK COUNTY

By: _____
TONI PRECKWINKLE
President

Attest: _____
MATTHEW DeLEON
Secretary

Recommended by:

ARNOLD RANDALL
General Superintendent

Approved as to form by:

DENNIS WHITE
Chief Attorney

**SIGNATURE PAGE FOR INTERGOVERNMENTAL AGREEMENT
PROVIDING FOR ENGINEERING AND CONSTRUCTION OF THE
SHOE FACTORY ROAD / I-90 BICYCLE AND PEDESTRIAN PROJECT**

VILLAGE OF HOFFMAN ESTATES

By: _____
William D. McLeod, Village President

This ___ day of _____, 2013

Attest: _____
Village Clerk

**SIGNATURE PAGE FOR INTERGOVERNMENTAL AGREEMENT
PROVIDING FOR ENGINEERING AND CONSTRUCTION OF SHOE
FACTORY ROAD / I-90 BICYCLE AND PEDESTRIAN PROJECT**

HOFFMAN ESTATES PARK DISTRICT

By: _____
Park District Board President

This ____ day of _____, 2013

Attest: _____
Administrator

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Review of request for No U-Turn signs on Kensington Drive at John Muir Literacy Academy

MEETING DATE: July 22, 2013

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: A resident requested consideration of posting No U-Turn signs on Kensington Drive at John Muir Literacy Academy.

DISCUSSION: A resident and staff member of John Muir Literacy Academy inquired about the potential for adding No U-Turn signs on Kensington Drive in front of John Muir Literacy Academy. Traffic conditions on the public street at this school are similar to many other locations in the Village. Especially in the afternoon, parent pickup on-street can be heavy. Kensington Drive is wide enough for parking on both sides with space for two lanes of moving traffic. The concern was that some motorists who try to make a U-Turn can disrupt traffic and possibly create problems for parents and children crossing the street.

The Police Department observed operations over the period of a week during the spring. Counts of U-Turns in the morning arrival and afternoon dismissal periods were made as well as general notes regarding traffic operations. During the morning, the number of U-Turns observed during the counts ranged from 1 to 11 movements. In the afternoon, the range was from 4 to 10 U-Turns.

Additional observations were made which identified a number of issues related to crossing behavior and on-site operations. A meeting with the school principal was held to discuss possible on-site modifications for parent pick-up and drop-off procedures. While the No U-Turn restriction would help somewhat, the larger discussion in the future should focus on the potential for operational changes on the school property which could be done in phases.

FINANCIAL IMPACT: The cost of sign installation is relatively minor.

RECOMMENDATION: Amend the Hoffman Estates Code of Ordinances to prohibit U-Turns on Kensington Drive adjacent to John Muir Literacy Academy.

Attachments



Proposed Signs

Proposed Signs



**R3-4
U-Turns
Prohibited**

**John Muir
Literacy
Academy**

ORDINANCE NO. _____ - 2013

VILLAGE OF HOFFMAN ESTATES

AN ORDINANCE AMENDING
SECTION 6-2-1-HE-11-802 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-11-801, "U" URNS NOT PERMITTED of the Hoffman Estates Municipal Code be amended by adding sub-section 4, to read as follows:

HE-11-802 "U" URNS NOT PERMITTED

4. "U" turns are not permitted on Kensington Drive at John Muir Literacy Academy.

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

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

Section 4: That this Ordinance shall be in full force and effect immediately from and after its passage and approval.

PASSED THIS _____ day of _____, 2013

VOTE	AYE	NAY	ABSENT	ABSTAIN
Trustee Karen V. Mills	_____	_____	_____	_____
Trustee Anna Newell	_____	_____	_____	_____
Trustee Gary J. Pilafas	_____	_____	_____	_____
Trustee Gary G. Stanton	_____	_____	_____	_____
Trustee Michael Gaeta	_____	_____	_____	_____
Trustee Gayle Vandenberg	_____	_____	_____	_____
Mayor William D. McLeod	_____	_____	_____	_____

APPROVED THIS _____ DAY OF _____, 2013

Village President

ATTEST:

Village Clerk

Published in pamphlet form this _____ day of _____, 2013.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Discussion of project status and aesthetic options for the Barrington Road Full Interchange project

MEETING DATE: July 22, 2013

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey / Gary Salavitch

PURPOSE: To provide information for consideration to improve the aesthetics of the new bridge structure at the Barrington Road Interchange and to seek direction to proceed with the design of various alternatives. An update on the project status will be presented too.

BACKGROUND: The Village is the lead agency for the Phase I engineering analysis and Phase II engineering design for the Full Interchange project. Phase I work started in June of 2012 and has involved extensive coordination with IDOT, the Illinois Tollway, Pace, and other agencies. Pedestrian and bicycle accommodations along with transit services are included within the scope of the proposed interchange work. Phase I is nearing completion. The Village Board recently approved the Phase II design contract with Crawford, Murphy, and Tilly, Inc. (CMT).

The Village and IDOT are sharing the cost of the Phase I engineering work (\$2,000,000 total). The Village and the Tollway are sharing the cost of Phase II engineering design (\$3,500,000 total).

To meet the aggressive Tollway construction schedule, CMT is concentrating their initial Phase II design efforts on just the Barrington Road bridge components. The design for the remainder of the interchange project will continue through 2014. A coordination goal of the Barrington Road Full Interchange project is to begin the bridge design in 2013 so that the Tollway can do construction work on the Barrington Road Bridge in 2014. Ramps and other interchange work would follow in 2015 as funding allows.

Since the last presentation to the Village Board, coordination with Pace has advanced to identify their preferred transit alternative. A park and ride lot is proposed in the northeast quadrant of the

BACKGROUND: (CONTINUED)

interchange. Bus access to and from the mainline I-90 lanes will use the new entrance and exit ramps to be constructed with the single point interchange design. A station area for loading and unloading will be provided. Further design work will be done by Pace with the goal of completing these improvements at the same time as the Illinois Tollway's work on the mainline lanes. The Tollway's current schedule is for completion by the end of 2016.

DISCUSSION:

The Village has an opportunity to provide amenities to the Barrington Road Bridge to make it a gateway structure into and through Hoffman Estates. There are many ways to accomplish this and CMT will present an overview of options for consideration that would improve the aesthetics of this bridge. Direction is needed on which type(s) of aesthetic components should be included at this time in the bridge design effort. The Illinois Tollway does not need all the details now but rather an indication of which feature(s) would be of interest to the Village. As the design progresses, more information will become available for presentation to the Village Board and for use by the Tollway.

A summary of the potential items and estimated costs is provided below. This reference information will be helpful during future discussion of details should some of these features be incorporated into the design. Ranges of estimated costs are provided which reflect both the variety of options available as well as the preliminary nature of this part of the study. Landscaping options, for example, reflect a range from just the areas between the ramps and the mainline to the entire footprint area of the Tollway property. The design could be tailored to fit a certain defined aesthetic goal and budget as desired. All costs should be considered order of magnitude numbers subject to further revisions as details are developed. Other features such as color stained concrete to provide visual contrast and decorative lighting components are also options but may not have as significant of cost impact depending upon how these are incorporated.

SUMMARY OF POTENTIAL BRIDGE DESIGN FEATURES

Item	Approximate Cost
Decorative Bicycle / Pedestrian Railing	\$75,000 - 85,000
Bridge wall treatment on Barrington Rd	\$5,000 - 10,000
Form Liner with raised pattern	\$95,000 - 105,000
Form Liner on I-90 abutment walls	\$40,000 - 50,000
Center Pier Form Liner	\$10,000 - 20,000
Corner Monuments	\$50,000 - \$170,000
Decorative Sign	\$5,000 - 10,000
Landscaping of interchange areas	\$65,000 - 400,000
Ornamental lighting with landscaped wall sign	\$125,000 - 150,000
LED Roadway Lighting	\$175,000 - 185,000

DISCUSSION: (CONTINUED)

Staff believes that there is an opportunity to create a distinctive bridge structure for the Village with various components like railings, textured walls, signage, etc. Communities in Illinois and other States have elected to include these types of features as interchanges and bridges are built and replaced. Others are in the process of evaluating such elements as a part of the current designs on the Illinois Tollway system. The costs associated with these features would not be paid by the Tollway or IDOT. Some items such as landscaping will have ongoing maintenance costs. There are many combinations and choices as the presentation will illustrate which could present a distinctive branding for the bridge and interchange. Depending on which and what types of features are selected, the cost could be in a broad range of \$250,000 to \$500,000. With these features, the Village has the chance to help create a bridge structure that would provide aesthetic enhancements that would last for years.

FINANCIAL IMPACT:

The total construction cost of this interchange is currently estimated at approximately \$62,000,000, including the construction engineering. The overall project cost including all phases of engineering is approximately \$68,000,000 based on the current level of design. The local share of the overall project cost is approximately \$17,000,000. The Village's share of the current engineering work counts towards the overall local contribution, leaving about \$14,000,000 to fund. The cost of any of the aesthetic improvements ultimately selected would be paid as a part of the local share of the project. As noted, depending on which items are of interest to the Village, the additional cost could be in the range of \$250,000 to \$500,000.

RECOMMENDATION:

For discussion and direction to include aesthetic treatments in the bridge and interchange design within a suggested range of \$250,000 to \$500,000.

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

**MONTHLY REPORT
July 2013**

GRANT PROJECTS

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

Scope: Bode Road will be reconstructed from the intersection with Braintree to Bode Circle East. On-street bicycle facilities will be included along with improved roadway lighting. The Village of Schaumburg’s work includes reconstructing Salem Drive from Bode Road to Golf Road with similar lighting and bicycle components.

Status: Design approval of the Project Development Report was given by IDOT.

Next Steps: Staff will assess the cost of using Schaumburg’s Phase II consultant for lighting design. The project is targeted for construction in 2015.

Funding:

Item	Total	Federal (STP)	Local (MFT)
Reconstruction	\$2,500,000	\$2,000,000	\$500,000
Safety Study	\$ 50,000	\$ 40,000 (HSIP)	\$ 10,000

◆ **Higgins Road Pedestrian/Bicycle Project**

Scope: Construct new sidewalk and bicycle path on north side of Higgins Road from Basswood Street to west of Roselle Road.

Status: Coordination continues with IDOT on the bicycle detection for the signal at Ash Road. Staff developed a concept plan for loop placement and equipment which needs to be further refined with IDOT.

Next Steps: Project closeout will occur in 2013.

Funding:

Item	Total	Federal	Local*
Construction	\$725,000	\$540,000	\$135,000
Engineering – Phase III	\$ 80,000	N/A	\$ 80,000

* Roselle TIF, Village of Schaumburg, Traffic Improvement Fund

◆ **Palatine Road Widening Project**

Scope: Widen to a consistent three (3) lane section from Huntington to Haman and install new traffic signal at Huntington.

Status: Work is underway with excavation and pavement widening ongoing. Homer L. Chastain & Associates was hired by the Village to perform Phase III engineering.

Next Steps: Paving work will continue along with the grading of ditches.

Funding:

Item	Total	Federal	State	Local (Tr Impr Fund)
Construction (estimate)	\$2,500,000	\$2,000,000	\$450,000	\$50,000
IDOT Bid Opening	\$2,132,000			
Engineering – Phase III (estimate)	\$ 250,000	\$ 200,000	\$ 45,000	\$ 5,000
Village contract award	\$ 150,000	\$ 120,000	\$ 25,000	\$ 5,000

◆ **Hassell Road Surface Transportation Program Project**

Scope: Reconstruct Hassell Road from Pembroke to Fairway Court. Includes new lane configuration for left turns and on-street bicycle facilities.

Status: Work is underway on the Phase I part of construction and the Phase III closure from Kensington Road to Parkview Circle West is in place. Concrete driveway and sidewalk work is occurring in Phase I. Asphalt paving is expected to begin in Phase I as well. Culvert work is ongoing at the western location. The culvert in Phase III near Kensington is waiting on utility adjustments before continuing. Updates are distributed via the email list and posted on the Village website.

Next Steps: Paving work will continue on the north half in Phase I, along with the western culvert. Phase III will start up again when the contractors have completed utility modifications at the culvert.

Funding:

Item	Total	Federal	Local (MFT)
Construction	\$5,300,000	\$4,000,000	\$1,300,000
IDOT Bid Opening (low bid)	\$4,600,000	\$3,680,000	\$ 920,000
Material Testing – Phase III	\$ 150,000 (est.)	\$ 120,000	\$ 30,000

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

Scope: Add right turn lanes on each leg.

Status: Paving work is complete on both Shoe Factory and IL 59. The permanent traffic signal installation, lighting, and restoration are complete. The Village hired H.R. Green Engineering to perform all phases of engineering design and construction management.

Next Steps: The consultant staff is conducting the project inspections and documentation.

Funding:

Item	Total	Federal	State	Cook County
Construction	\$1,000,000	\$800,000	\$100,000	\$100,000
Engineering	\$ 100,000	\$ 80,000	\$ 10,000	\$ 10,000

◆ **Beverly and Higgins HSIP Project**

Scope: Install dual left turn lanes on Higgins Road and convert left turn to a “left on green arrow only” operation. The northbound approach on Beverly Road was widened to include a right turn lane and dual left turn lanes.

Status: All work is complete.

Next Steps: The first invoice for the Village share of work was processed. The final payment will occur upon project close out.

Funding:

Item	Total	Federal	State	Local (Western Tr Impr Fund)
Construction	\$910,000	\$810,000	\$70,000	\$30,000

◆ **RTA Community Planning Grant**

Scope: Evaluate feasibility and design of flexible route transit services in the Village.

Status: A final report has been prepared. Payment for the Village’s share of the study was processed.

Next Steps: RTA staff will assist with creating a Village Transit Task Force as recommended in the study findings.

Funding:

Item	Total	RTA	Local (Tr Impr Fund)
Planning	\$80,000	\$64,000	\$16,000

◆ **Illinois Transportation Enhancement Program (ITEP) Grant Application**

Scope: This bicycle and pedestrian improvement project will connect Shoe Factory Road and Prairie Stone Business Park with a path crossing underneath I-90 and Hoffman Boulevard. The path within the Forest Preserve from IL 59 to the CN right of way will be paved.

Status: Eighteen responses were received as a result of the Request for Qualifications for engineering services being posted on the Village website. Staff interviewed the top five firms and will present a recommendation to the Committee at an upcoming meeting. The proposed intergovernmental agreement will be presented to the Committee while reviews by the Park District and Forest Preserve District continue.

Next Steps: Present recommendation on consultant to perform the engineering work. Monitor agency reviews of the intergovernmental agreement.

Funding:

Item	Total	Federal	Local (EDA, Park District, Forest Preserve)
Construction	\$700,000	\$560,000	\$140,000
Engineering	\$150,000	\$120,000	\$ 30,000

◆ **Department of Natural Resources (DNR) Grant Application**

The Central Road bicycle path project from the west AT&T Center Drive to Huntington Boulevard was submitted on March 1. Past experience with the DNR process suggests a very long review cycle before an announcement of which projects are selected.

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

A new application for this round of TIGER funding was submitted on June 3. The benefit cost analysis was prepared by Parsons Brinckerhoff. The competition for these funds remains extremely strong across the country. An announcement of selected projects may occur in late summer or fall 2013.

BIKE / PEDESTRIAN PROJECTS

◆ **Bicycle Planning**

BPAC hosted a family ride on July 6 in the western area of the Village in conjunction with the Northwest Fourth Fest. The next Committee meeting will occur in the fall to provide an update on various projects and discuss items of interest.

TRANSIT

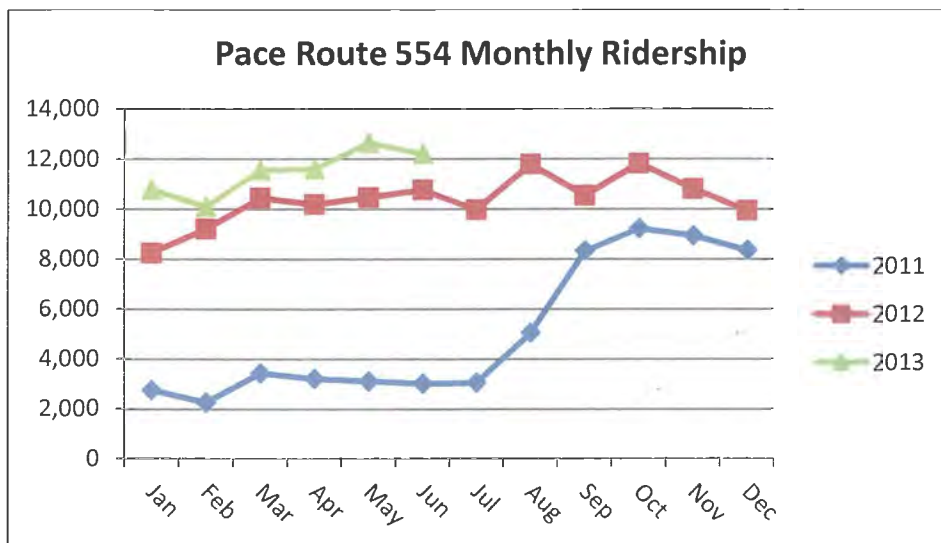
◆ **Taxi Discount Program**

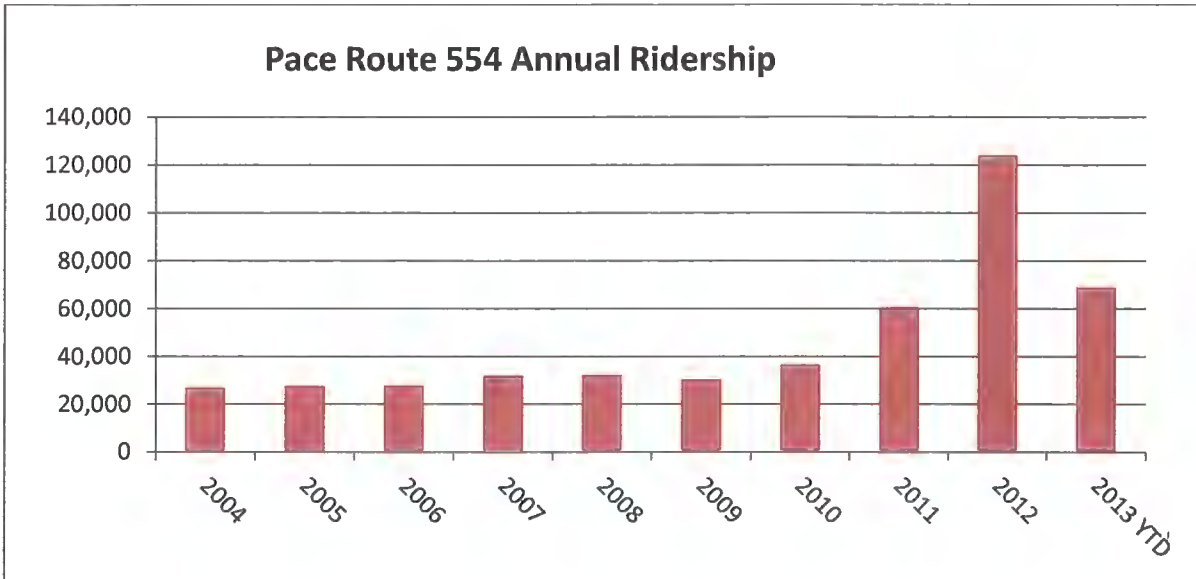
Registration continues with identification cards and coupons sent to residents. To date, a total of 380 residents have registered for the program. Coupons redeemed to date in 2013 total 1943. Year to date usage based on coupons turned in by the taxi companies suggest an increase in annual usage of approximately 10%. An article appeared in the April *Citizen* and registration increased as a result.



◆ **Pace Route 554**

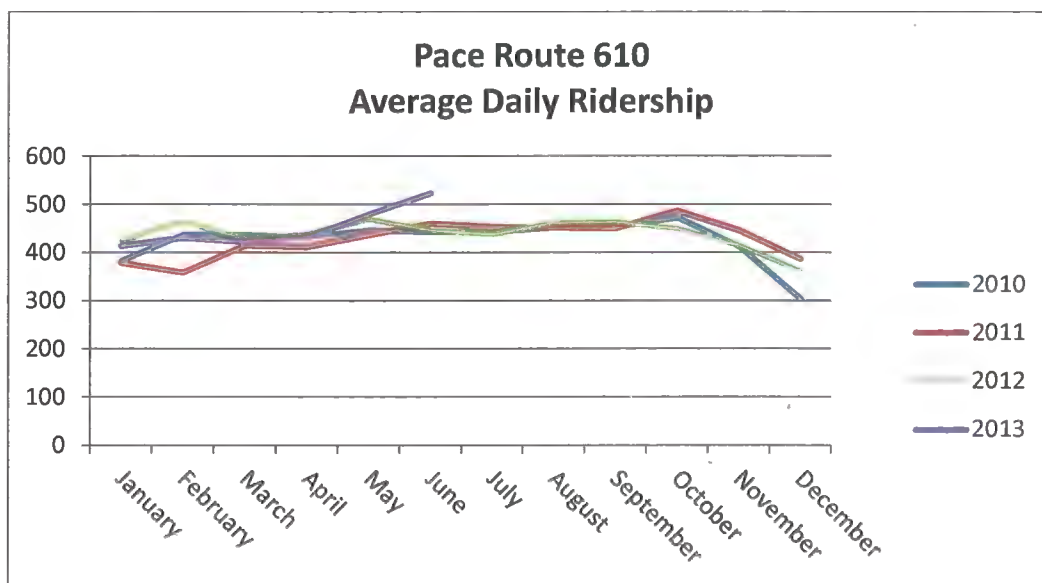
The most recent data from June 2013 showed an average weekday ridership of 533 per day and a Saturday average of 304 riders per day. A comparison with the same month from previous years shows a continuing upward trend. The service was expanded to bidirectional operation and Saturday hours in August 2011. ADA service is available for qualified individuals within three quarter mile of the route.

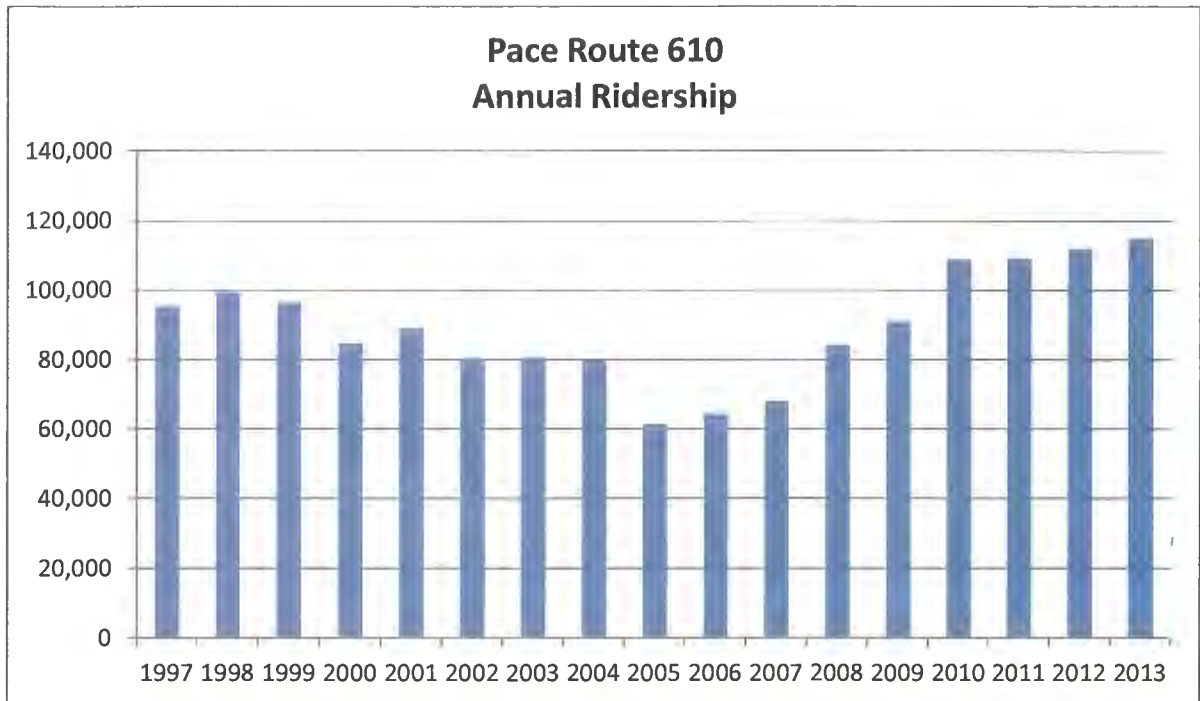




◆ **Pace Route 610**

Route 610 currently provides weekday service westbound in the morning from the River Road CTA station to the Prairie Stone Business Park. In the afternoon, the buses provide eastbound trips from Prairie Stone back to River Road. As part of Pace’s I-90 service expansion, a temporary Park and Ride lot will be established in the Sears Centre Arena lot along Pratum Avenue. In mid-August 2013, Pace will start up reverse trips on Route 610 to offer a new option for inbound travel in the morning and outbound in the afternoon on weekdays. Route 610 has been in operation for a number of years and has demonstrated steady ridership levels averaging above 400 rides per day over the last several years. The charts below provide a history of Route 610 use and a benchmark for comparison once the reverse service begins from the Park and Ride lot.





◆ Pace I-90 Corridor Plans

Staff from the Tollway, Pace, the Village, and its consultant have been meeting to discuss the Park and Ride accommodations for the preferred alternative design of the Barrington Road Interchange. Discussion included timing of improvements, roles, funding, and coordination. Pace continues its planning work on temporary Park and Ride facilities in Prairie Stone. 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 interim and permanent park and ride lot facilities, and operational funding for two years. Introduction of initial service changes is planned to begin August 2013 to coincide with advance Tollway widening work for the reconstruction of I-90. A temporary Park and Ride location has been identified by Pace in the Sears Centre Arena lot. This is expected to last for the duration of the Tollway's construction work on I-90.

ROAD PROJECTS

◆ Barrington Road Interchange – Phase I and II Engineering

CMT continues work on completion of the Phase I engineering. A value engineering review of various project elements was conducted by IDOT to identify potential cost savings through the use of different design and construction practices. IDOT typically goes through this evaluation on projects of this size. Environmental clearances are being processed and are anticipated to be complete in the fall. Design engineering work on Phase II is underway. The Tollway and Village are sharing the cost of Phase II with a goal of completing the Barrington Road bridge design by the end of 2013 to allow the Tollway to begin construction in the spring of 2014. The balance of the interchange design is expected in the fall of 2014 which would coincide with the timing of the reconstruction and widening of I-90 in 2015-16. Discussions continue on completing the financing package for construction.

Funding:

Item	Total	State	Tollway	Local
Engineering – Phase I	\$2,000,000	\$1,000,000	-	\$1,000,000
Engineering – Phase II	\$3,500,000	-	\$1,750,000	\$1,750,000

◆ **Shoe Factory Road - Cook County**

Civiltech, the Village's consultant, submitted pre-final plans to the County at the end of April. Work on right of way will begin next. The County intends to handle right of way appraisals and negotiations while Civiltech will prepare the plats and legal documents. The timing of construction will depend upon the duration of the right of way process, project funding, and approval of final plans.

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

The Illinois Tollway began mainline work on I-90 west of Elgin with construction in the eastbound lanes. This advance work is expected to last into 2014. The portion of I-90 east of Elgin is in the design phase now with initial construction in 2014 and mainline work occurring in 2015-16. 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. Additional widening work would be needed to implement a Bus Rapid Transit or the STAR Line station but the current Tollway plan does not preclude these changes in the future. Coordination with the Barrington Road Interchange project is essential and ongoing.

TRAFFIC SIGNALS

◆ **Roselle Road Traffic Signal**

Cook County granted approval for the signal with the pedestrian phase crossing Roselle Road. Baseline data will be collected to document existing conditions before the signal with the pedestrian phase is installed in case there is a question related to impacts of its operation. Civiltech submitted pre-final signal plans to Cook County for review. The majority of comments from County Departments were received in late January and the consultant is working on a response and waiting on additional feedback.

◆ **Higgins Road / Prairie Stone Parkway Traffic Signal**

All work has been completed. Project close out will occur next.

◆ **Higgins Road / Huntington Boulevard**

Left Must Yield on Green ball signs were installed by Public Works for northbound and southbound traffic at the intersection. Long term changes will likely require IDOT pursuit of HSIP funds.

ADDITIONAL PROJECTS:

COORDINATION

◆ **CN Noise Mitigation Program and Related CN Projects**

The Village Board approved a noise mitigation program on April 1st. The program started on April 15th. The Intergovernmental Agreement with Cook County has been approved by the Village and County Boards. Information on products and contractors licensed in the Village has been posted to the Village webpage. Staff is reviewing, researching, and responding to questions from residents and contractors as the reimbursement program gets started. The table summarizes activity as of this month. Applications approved may not equal the number submitted if the staff technical review has not been completed. Reimbursements are made only after work has been completed, inspected, and approved.

CN Noise Mitigation Reimbursement Program Status July 2013			
Subdivision	# of Applications Submitted	# of Applications Approved	# of Reimbursements Paid
Bridlewood	5	5	0
Deer Crossing	3	2	1
Winding Trails / Hunters Ridge	6	6	1

◆ **O’Hare Noise Compatibility Commission**

No new information.

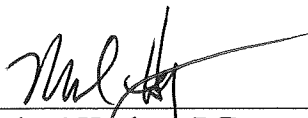
NEW DEVELOPMENTS

- ◆ Traffic data, site plans, and inspections are ongoing for a variety of projects.
- ◆ Various smaller site modifications and permits for parking lot sealcoating, striping, patching are underway.

TRAFFIC STUDIES / OTHER

◆ **Resident requests for traffic analysis currently underway include:**

- Blind Pedestrians Sign – Plymouth Road
- Parking Restriction Modification Request – Alcoa Lane
- Traffic Restrictions – Moon Lake Boulevard
- Dexter Lane - speeding
- Parking Restriction Modification Request – Flagstaff Lane



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