

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
April 21, 2014

Immediately Following General Administration and 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 – March 17, 2014

NEW BUSINESS

1. Request approval of a supplement to the Phase I engineering contract for the Barrington Road full interchange project with Crawford, Murphy, and Tilly, Inc. of Aurora, IL at a supplemental cost of \$77,952.68 for a total not to exceed cost of \$2,075,530.31.
2. Request approval of:
 - a. the first addendum to the Intergovernmental Agreement with the Illinois Tollway for additional Phase II design engineering services for the Barrington Road full interchange; and
 - b. a supplement to the Phase II design engineering contract with Crawford, Murphy, and Tilly, Inc. of Aurora, IL at a supplemental cost not to exceed \$66,000.
3. Request acceptance of Transportation Division Monthly Report.

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

**TRANSPORTATION & ROAD IMPROVEMENT
COMMITTEE MEETING MINUTES**

March 17, 2014

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:**

Jim Norris, Village Manager
Arthur Janura, Corporation Counsel
Dan O'Malley, Deputy Village Manager
Mark Koplun, Asst. Vlg. Mgr., Dev. Services
Peter Gugliotta, Director of Planning
Kevin Kramer, Economic Development Coord.
Michael Hankey, Director of Transportation
Jeff Jorian, Fire Chief
Michael Hish, Police Chief
Algean Garner, Director of HHS
Rachel Musiala, Director of Finance
Ashley Monroe, Asst. to the Village Manager
Bruce Anderson, CATV Coordinator
Tia Messino, Administrative Intern
Patricia Cross, Asst. Corp. Counsel
Patrick Seger, Director HRM

Others in Attendance:

Reporter from *Daily Herald*

The Transportation & Road Improvement Committee meeting was called to order at 7:34 p.m.

II. Approval of Minutes

Motion by Trustee Gaeta, seconded by Mayor McLeod, to approve the Transportation & Road Improvement Committee meeting minutes of February 10, 2014. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

1. Discussion of potential traffic control changes at Frank C. Whiteley Elementary School.

An item summary sheet from Joe Weesner and Mike Hankey was presented to the Committee.

Joe Weesner addressed the Committee and stated that the principal of Whiteley School requested that Village staff review potential parking changes and turn restrictions to alleviate traffic issues stemming from parent pick up and drop off. Staff met with the principal to discuss potential changes to school traffic circulation and associated changes on Haman Avenue and Haman Court. Surveys were mailed to 24 residents and 12 surveys were returned, with all in favor of the changes described in the survey.

Village staff recommends a parking restriction on the west side of Haman Avenue from the existing crosswalk south of Westbury Drive towards the crosswalk at Haman Court. Staff also recommends turn restrictions at the school entrances.

The school will distribute information on the proposed changes to parents prior to the start of the 2014-2015 school year. Mayor McLeod requested a police presence when the changes go into effect.

Motion by Mayor McLeod, seconded by Trustee Pilafas, to approve an ordinance implementing the parking and turn restrictions. Voice vote taken. All ayes. Motion carried.

2. Request acceptance of Transportation Division Monthly Report.

The Transportation Division Monthly Report was presented to Committee.

Motion by Trustee Pilafas, seconded by Trustee Gaeta, 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 Trustee Newell, to adjourn the meeting at 7:40 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Asst.

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of a supplement to the Phase I engineering contract for the Barrington Road full interchange project with Crawford, Murphy, and Tilly, Inc. of Aurora, IL at a supplemental cost of \$77,952.68 for a total not to exceed cost of \$2,075,530.31.

MEETING DATE: April 21, 2014

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Approval is requested of a supplement to the Phase I contract with Crawford, Murphy, and Tilly, Inc. (CMT) for the full interchange at Barrington Road.

DISCUSSION: The Phase I contract scope of services covered the preliminary engineering for the full interchange. Originally the scope of Phase I services developed by the Village included an assessment of transit alternatives in the vicinity of the interchange. Village staff felt that this was an opportunity to consider Complete Streets concepts and flexibility for future transit services as part of the evaluation of different interchange designs. During the negotiations with CMT, IDOT, and the Village, IDOT made the case that as there were no imminent transit projects planned by Pace or Metra for either I-90 or Barrington Road, that the transit component of the study could be removed. While CMT had identified the costs for including a study of various transit options during the negotiation period, this work was not included in the scope of services in the final Phase I contract.

After Phase I was well underway, Pace received notice that a grant for enhanced transit services in the I-90 corridor had been approved. New routes, along with expanded operating hours and new Park and Ride lots, were all components of the grant. Barrington Road was one of the identified locations for the Park and Ride. With this new information, transit became a significant consideration to be included in the evaluation of alternative interchange configurations. CMT was directed to work with all the partners as part of the Phase I design to determine ways to include access for transit and the Park and Ride area in the interchange layout. The assessment and preliminary design of the transit services were not a part of the original Phase I scope but became essential to include. Once Phase I work was

DISCUSSION: (Continued)

complete, the need for a supplement to amend the amount of the original contract would be determined based on actual hours spent on the transit component of the interchange design. Now that Phase I is done, this supplemental request was developed.

During working design meetings with Pace, IDOT, Illinois Tollway, and Village staff, various options for incorporating Park and Ride access into the interchange configuration were developed by CMT. While the Single Point Urban interchange design was evolving as the draft preferred alternative, more specific designs to include the inline bus ramps and stop areas were created. The transit component of the interchange is a key feature which led to increased funding shares from the Illinois Tollway and IDOT. In particular the inline access for the buses allows transit operations to be much more efficient than requiring the buses to exit to Barrington Road and then travel to a parking lot to drop off and pick up passengers. The significantly shorter travel time for the buses to reach the stops is critical to increasing the attractiveness of the transit option. The bus ramp design also does not affect the traffic signal operations on Barrington Road which was a concern of IDOT with some of the other options.

The single point interchange with the inline bus ramps and stop areas was presented as the preferred alternative at the public hearing last November. The final approved Phase I design plans for the interchange include the inline ramp access. Pace will develop the balance of the Park and Ride design as part of a separate project it will lead. The timing for completion of their plans will determine whether the rest of the Park and Ride facility will be built with the Illinois Tollway's mainline contract or as a separate complementary construction contract.

FINANCIAL IMPACT:

The estimated cost of the additional Phase I design services for the transit options is \$77,952.68. The State and Village both concur with the hours and fee for this supplement and will equally share the cost of this additional design work. This change will bring the revised contract amount to \$2,075,530.31 with approval of this supplement. No modification to the Phase I agreement with IDOT is needed as the revised contract amount is less than the maximum authorized for Phase I. As Phase I design approval has been received, there will be no more changes to the Phase I contract. The supplement is essentially reimbursing CMT for actual costs incurred for this work they were directed to perform during the course of Phase I.

RECOMMENDATION:

Request approval of a supplement for transit alternatives to the Phase I engineering contract with Crawford, Murphy, and Tilly, Inc. of Aurora, IL at a supplemental cost of \$77,952.68 bringing the total not to exceed cost to \$2,075,530.31.



CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

March 3, 2014

Mr. Gary Salavitch
Director of Engineering
Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169

*Re: CMT Job No. 12201-03-00
Barrington Road at the Jane Addams Memorial Tollway (I-90)
Interchange Improvements
Phase I Engineering Supplement 1*

Dear Mr. Salavitch:

This letter serves as a follow-up to our previous discussions regarding out-of-scope work that we have encountered on the Barrington Road at the Jane Addams Memorial Tollway (I-90) project. Crawford, Murphy & Tilly, Inc. (CMT) requests your consideration in supplementing our engineering fees for the Phase I portion of the project.

During the procurement stage, the Village was interested in furthering the studies of ongoing transit planning efforts for the I-90 corridor as well as the transit oriented development portion of the Village's comprehensive plan. During the statement of qualifications (SOQ) stage and interview stages of procurement, CMT had included Soodan & Associates, Inc., a designated disadvantaged business enterprise (DBE), for transit planning and development work. During the negotiations stage, with the Village, IDOT and Tollway, the transit effort was removed from the project scope per IDOT's request.

This project followed a public involvement program following the principles of context sensitive solutions (CSS) of which a community advisory group (CAG) is a key element. The CAG included stakeholder representatives from Metra, Pace, the Regional Transportation Authority (RTA), and the Chicago Metropolitan Agency for Planning (CMAP). All of these agencies had participated in or were leading transit planning efforts that directly affected the project area. During the alternative development and evaluation stage of the study process, it became evident to the project study group (PSG – Village, IDOT, Tollway) that the interchange alternative evaluation and selection could not progress without the concurrent development and evaluation of transit alternatives.

Due to the set project deadlines established by the Tollway's I-90 mainline schedule, of which this interchange project is scheduled to coincide, the Phase I study had a very aggressive schedule. In January of 2013, Village transportation and engineering staff directed CMT to coordinate with Pace to further study transit bus park-n-ride alternatives, while acknowledging that this work was out of scope.

CMT developed transit alternatives for multiple interchange types, developed a transit alternative memorandum, and presented the work to the transit agencies, PSG and CAG. The interchange alternative

selection proceeded based upon the knowledge gained from the additional transit studies. The transit design was then refined further based upon a selected alternative and subsequent coordination with Pace as part of the overall refined interchange design.

The additional effort and fee associated with the out-of-scope work is categorized by task and described below:

1. Task 11 – Alternate Geometric Studies
This out-of-scope work and effort includes the development, evaluation and documentation of transit alternatives. The actual amount of engineering effort associated with this task was \$43,469.61.
2. Task 14 – Intersection and Interchange Design Studies
This out-of-scope work and effort includes the development, evaluation and documentation of transit alternatives. The actual amount of engineering effort associated with this task was \$4,330.64.
3. Task 17 – Public Involvement
This out-of-scope work and effort includes the development of transit content for presentations to the PSG, CAG and Public Meetings. The actual amount of engineering effort associated with this task was \$8,143.07.
4. Task 24 – Project Administration, Management and Coordination
This out-of-scope work and effort includes coordination associated with transit. The actual amount of engineering effort associated with this task was \$22,009.36.

The total engineering effort expended for the above tasks equates to \$77,952.68, approximately 3.9% of the original contract fee of \$1,997,577.63.

As a reminder, the first draft of the scope, developed in September 2011, included an estimated \$89,336.70 for transit effort. The second draft of the scope, developed in November 2011, included \$68,250.00 for transit effort. The final approved contract maximum, developed in March 2012, was \$1,997,577.63 with no transit effort. The documented effort on transit, \$77,952.68, is within the range of the originally estimated budget for transit (\$68k to \$90k).

We respectfully request an increase in the amount of \$77,952.68 for these supplemental engineering efforts which were cut from the original draft agreement during negotiations. This would establish a revised not-to-exceed contract amount of \$2,075,530.31. We trust that the Villages recognizes that our efforts have (1) improved the overall transportation solution for the area, (2) identified a solution that addresses the transit oriented development goals of the Village's comprehensive plan, (3) provided significant positive impacts and capabilities for the Village's Flexible Transit Service Operations Plan and (4) provided a highly efficient and unique freeway-based park-n-ride facility.


We anticipate that this supplement will allow the Phase I engineering efforts to be completed in an efficient manner. As design approval was received on February 27, 2014, we do not anticipate that any further unforeseen efforts would be required to complete the Phase I portion of the project.

We appreciate the opportunity to provide engineering services on this project with the Village and we look forward to continuing our relationship with other projects in the future. If you have any questions, need additional information, or would like to meet, please contact Kevin Nelson or me at our Aurora office.

March 3, 2014
Page 3 of 3
Phase I Engineering Supplement 1

Sincerely,

CRAWFORD, MURPHY & TILLY, INC.

A handwritten signature in black ink, appearing to read "Cha M Cole". The signature is fluid and cursive, with a long horizontal stroke at the end.

Charles "Tice" Cole, P.E., PTOE
Senior Engineer

Cc: File 12201-03-00-24

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of:

- a. the first addendum to the Intergovernmental Agreement with the Illinois Tollway for additional Phase II design engineering services for the Barrington Road full interchange; and
- b. a supplement to the Phase II design engineering contract with Crawford, Murphy, and Tilly, Inc. of Aurora, IL at a supplemental cost not to exceed \$66,000.

MEETING DATE: April 21, 2014

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Approvals of an addendum to the Intergovernmental Agreement (IGA) with the Illinois Tollway for additional Phase II design services and a supplement to Phase II contract with Crawford, Murphy, and Tilly, Inc. (CMT) for the full interchange at Barrington Road are requested.

BACKGROUND: The IGA for Phase II design services was approved by the Village in May 2013. The basic terms are that the Village will act as the lead agency, share the \$3.5 million cost equally with the Illinois Tollway, provide coordination with IDOT, and produce plan sets for the Barrington Road bridge and interchange improvements for the Illinois Tollway to use when bidding the work. The Phase II engineering contract with CMT was approved last May and consists of two parts. The scope of Contract 1 includes the Barrington Road bridge design and this work has been completed. Contract 2 is for design of the new ramps and Barrington Road improvements which is scheduled to be complete in Fall 2014. The Illinois Tollway's consultants are working on the mainline reconstruction and widening plans also with a completion date of this fall. The main construction will occur in 2015-2016.

DISCUSSION: There are several projects on I-90 in the vicinity of the Barrington Road interchange that are progressing concurrently. These are:

1. Replacement of the Barrington Road bridge by the Illinois Tollway.
2. The interchange ramps and Barrington Road design being done by CMT for the Village.

DISCUSSION: (Continued)

3. Mainline reconstruction and widening plans being done by the Illinois Tollway's consultants.
4. The Pace Park and Ride plans which will be done separately by Pace. This work has not yet begun.

The Illinois Tollway has awarded a contract for the new Barrington Road bridge with work expected to begin in May 2014. Engineering on the second two items is progressing according to the Illinois Tollway's schedule. A portion of the future Park and Ride improvements are actually part of the interchange design. The westbound exit ramp and westbound entrance ramp at Barrington Road also provide access to the communications tower and maintenance facilities on the north side of I-90. The access road to these facilities will be used as the bus ramp for the single point interchange design. As the Illinois Tollway needs to maintain access to these locations, the design of the dual purpose access road / bus ramp for the westbound direction is part of the interchange design plans being prepared by CMT. But the eastbound bus ramp and both of the turnout areas for the Park and Ride stop are not part of CMT's interchange design scope. However, the Illinois Tollway desires to have the bus turnouts and the eastbound bus ramp designed now so that it can construct all the accommodations for the bus ramps with its I-90 mainline work. These are additional design services the Illinois Tollway wants to have CMT perform as they are most familiar with the details since they prepared the concept plans for the bus ramps. The additional cost for CMT to do this design is approximately \$66,000 and would be funded solely by the Illinois Tollway. The IGA addendum attached for the Phase II services reflects this increase in scope and funding on the part of the Illinois Tollway. The Village's share of the Phase II design services will not change.

Assuming the addendum to the Phase II IGA is approved, CMT's contract with the Village will need to be amended. The scope of services and related costs is attached. If approved, the additional design elements will be included in CMT's contract. Costs for these additional services will be tracked separately so that only the Illinois Tollway pays the extra costs per the terms of the addendum to the IGA. The transit accommodations to be developed through these additional services will then be incorporated into the Illinois Tollway's plans for reconstruction and widening of I-90 from the Elgin toll plaza to the Kennedy Expressway. Construction is planned for 2015-16 and when complete, the portions of the transit facilities within the interchange footprint will be in place for the Pace Park and Ride. Separately, Pace will have the design for the Park and Ride lot along with access connections completed leading to construction.

FINANCIAL IMPACT:

The estimated cost of the additional Phase II design services is approximately \$66,000. The Illinois Tollway will pay the cost of this additional design work. The Village's share of the Phase II design engineering will remain unchanged.

RECOMMENDATION:

Request approval of:

- a. the first addendum to the Intergovernmental Agreement with the Illinois Tollway for additional Phase II design engineering services of the Barrington Road full interchange; and
- b. a supplement to the Phase II design engineering contract with Crawford, Murphy, and Tilly, Inc. of Aurora, IL at a supplemental cost not to exceed \$66,000.

**FIRST ADDENDUM TO THE INTERGOVERNMENTAL AGREEMENT
BETWEEN
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
AND
THE VILLAGE OF HOFFMAN ESTATES**

This FIRST ADDENDUM TO THE INTERGOVERNMENTAL AGREEMENT (hereinafter referred to as the "FIRST ADDENDUM") is entered into this _____ day of _____ AD, 2014, by and between THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY, an instrumentality and administrative agency of the State of Illinois, hereinafter called the "ILLINOIS TOLLWAY", and THE VILLAGE OF HOFFMAN ESTATES, a municipal corporation of the State of Illinois, hereinafter called the "VILLAGE", individually referred to as "PARTY", and collectively referred to as "PARTIES".

WITNESSETH:

WHEREAS, the PARTIES entered into an INTERGOVERNMENTAL AGREEMENT executed on May 17, 2013, (hereinafter referred to as the "ORIGINAL AGREEMENT") for the engineering of a three phase project improvement under Contract I-13-5668, to provide a full access interchange facility and a Park-n-Ride at the Jane Addams Memorial Tollway (I-90) (hereinafter sometimes referred to as "Toll Highway"), and Barrington Road interchange (hereinafter referred to as the "PROJECT"). The first improvement is the ILLINOIS TOLLWAY I-90 Rebuild and Widen, the second improvement is the Barrington Road and I-90 interchange improvements and the third improvement is the future Park-n-Ride improvement; and

WHEREAS, except where the terms of this FIRST ADDENDUM conflict with the ORIGINAL AGREEMENT, the terms and conditions agreed upon and memorialized in the ORIGINAL AGREEMENT remain applicable and in full force; and

WHEREAS, subsequent to the ORIGINAL AGREEMENT's execution, the ILLINOIS TOLLWAY has become desirous of amending the ORIGINAL AGREEMENT's scope of engineering to move a portion of the Park-n-Ride engineering beneficial to the ILLINOIS TOLLWAY and motorists into the interchange engineering, as part of the PROJECT. The portion of the Park-n-Ride improvement design to be added to the original design contract includes the eastbound bus ramp, and the eastbound and westbound bus parking pullouts which shall serve as access roads for the ILLINOIS TOLLWAY's contractor(s) use during interchange construction, improve maintenance access for toll plazas on the west side of the interchange, and provide for emergency pull-off for motorist until such time as the Park-n-Ride is commissioned; and

WHEREAS, the ILLINOIS TOLLWAY by virtue of its powers as set forth in the "Toll Highway Act," 605 ILCS 10/1 *et seq.* is authorized to enter into this FIRST ADDENDUM; and

WHEREAS, the VILLAGE by virtue of its powers as set forth in the Illinois Municipal Code 65 ILCS 5/1-1-1 *et seq.* is authorized to enter into this FIRST ADDENDUM; and

WHEREAS, a cooperative FIRST ADDENDUM is appropriate and such a FIRST ADDENEDUM is authorized by Article VII, Section 10 of the Illinois Constitution and the “Intergovernmental Cooperation Act”, 5 ILCS 220/1 *et seq.*

NOW, THEREFORE, in consideration of the aforementioned recitals and the mutual covenants contained herein, the PARTIES hereto agree as follows:

1. The ILLINOIS TOLLWAY shall pay 100% of the additional engineering estimated at \$66,000. This cost shall increase the ILLINOIS TOLLWAY’S design engineering responsibility from \$1,750,000 to \$1,816,000 in the ORIGINAL AGREEMENT.
2. It is understood and agreed that this FIRST ADDENDUM constitutes the complete and exclusive statement of the agreement of the PARTIES relative to the subject matter hereof and supersedes all previous oral and written proposals, negotiations, representations or understandings concerning such subject matter.
3. This FIRST ADDENDUM may be executed in two (2) or more counterparts, each of which shall be deemed an original and all of which shall be deemed one and the same instrument.
4. This FIRST ADDENDUM may only be modified by written modification executed by duly authorized representatives of the PARTIES hereto.
5. This FIRST ADDENDUM shall be binding upon and inure to the benefit of the PARTIES hereto and their respective successors and approved assigns.
6. The failure by the ILLINOIS TOLLWAY or the VILLAGE to seek redress for violation of or to insist upon the strict performance of any condition or covenant of this FIRST ADDENDUM shall not constitute a waiver of any such breach or subsequent breach of such covenants, terms, conditions, rights and remedies. No provision of this FIRST ADDENDUM shall be deemed waived by the ILLINOIS TOLLWAY or the VILLAGE unless such provision is waived in writing.
7. It is agreed that the laws of the State of Illinois shall apply to this FIRST ADDENDUM and that, in the event of litigation, venue shall lie in Du Page County, Illinois.
8. The introductory recitals included at the beginning of this FIRST ADDENDUM are agreed to and incorporated into this FIRST ADDENDUM.

IN WITNESS THEREOF, the PARTIES have executed this FIRST ADDENDUM on the dates indicated.

THE VILLAGE OF HOFFMAN ESTATES

By: _____
William D. McLeod, Mayor

Attest: _____

Date: _____

(Please Print Name)

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

By: _____
Kristi Lafleur, Executive Director

Date: _____

By: _____
Michael Colsch, Chief of Finance

Date: _____

By: _____
David A. Goldberg, General Counsel

Date: _____

Approved as to Form and Constitutionality

Tiffany I. Bohn, Assistant Attorney General, State of Illinois

EXHIBIT F

Estimating Data and Project Scope

Transit Supplement

Pace Suburban Bus – Barrington Road Park-n-Ride
Bus Rapid Transit (BRT) Lane and Bus Pullout Components

Phase II Design

Barrington Road Interchange at the Jane Addams Tollway (I-90)
in Cook County
for the
Village of Hoffman Estates and the Illinois Tollway

February 27, 2014

Introduction

This scope of services follows the outline/format of the original agreement for comparison and consistency purposes.

Background

Three concurrent projects are being implemented at the Barrington Road and Jane Addams Memorial Tollway (I-90) interchange. The first project is the Illinois Tollway I-90 Rebuild and Widen improvement; from now on herein referred to as “mainline improvements”. The second project is the Barrington Road and Jane Addams Memorial Tollway (I-90) interchange improvement, including the change from a modified partial cloverleaf to a single point urban interchange; from now on herein referred to as “interchange improvements”, which is a three-party improvement project including the Village of Hoffman Estates, Illinois Department of Transportation and Illinois Tollway. The third project is the Pace Suburban Bus Barrington Road Park-n-Ride; from now on herein referred to as “park-n-ride improvements”. The park-n-ride improvements is a joint Pace and Illinois Tollway improvement.

Phase of Services

The Village of Hoffman Estates is leading the engineering for the interchange improvements. The Illinois Tollway is leading the engineering for both the mainline and park-n-ride improvements. The Illinois Tollway is leading the construction of all three improvement projects.

This existing interchange improvements scope of services for Phase II engineering is being amended to move a portion of the park-n-ride improvements into the interchange engineering. The portion of the park-n-ride improvements being shifted to the interchange engineering includes the eastbound bus rapid transit (BRT) ramp and the eastbound and westbound bus parking pullouts. From now on here within this shifted transit scope shall be referred to as “bus ramp improvements”.

Contract Packaging

Construction contract documents for the bus ramp improvements will be prepared by CMT as part of the Phase II engineering. The construction contract documents for the bus ramp improvements will be provided to the Illinois Tollway mainline improvement design section engineer (DSE) for incorporation into the mainline improvement construction contract documents.

The westbound Tollway maintenance access road, which will also serve as the westbound bus rapid transit ramp; from now on herein referred to as “westbound access road” is already included with the original scope of services for the interchange improvements. The westbound bus ramp improvement contract documents will also be provided to the Illinois Tollway mainline improvement design section engineer (DSE) for incorporation into the mainline improvement construction contract documents.

Schedule

Submittals shall follow the same submittals as the interchange improvement; however, the documents will be included in the mainline improvements. The interchange improvement submittals are approximately two weeks before the mainline submittals. The interchange submittals are as follows:

Preliminary (40%) – 3/28/2014

Prefinal – 6/27/2014

Final – 8/22/2014

Project Team

The project team for the supplemental task shall consist of:

- a. Prime Consultant - CMT
- b. Subconsultants - None

General Project Information & Features

Project Limits:

The bus ramp improvements generally include three items with the length and stationing data as follows:

1. Eastbound Bus Ramp
 - a. Western limit from Interchange Ramp G STA 713+82 (Mainline STA 3238+15) to Eastern limit Interchange Ramp D STA 410+56 (Mainline STA 3257+50) for a length of approximately 1970 feet
 - b. Barrier Wall – total length of approximately 2650 feet
 - i. Double Face Barrier Wall separating mainline from ramp from Mainline STA 3237+29 to 3258+80 for a length of approximately 2150 feet
 - ii. Single Face Barrier Wall on southern Barrington Road Bridge abutment retaining wall from Mainline STA 3245+32 to STA 3250+27 for a length of approximately 500 feet
2. Eastbound Bus Parking Pullout (Drop)
 - a. Mainline STA 3252+66 to STA 3254+61
 - b. Length of approximately 200 feet
3. Westbound Bus Parking Pullout (Drop)
 - a. Mainline STA 3253+26 to STA 3255+23
 - b. Length of approximately 200 feet

Preliminary Estimated Construction Cost:

Total of approximately \$650,000

1. Eastbound Bus Ramp – \$550,000
 - a. Pavement - \$250,000
 - b. Barrier Wall - \$300,000
2. Eastbound Bus Pullout (Drop) - \$50,000
3. Westbound Bus Pullout (Drop) - \$50,000

Estimated Structural Features:

None

Signalized Intersections:

None

Preliminary Index of Sheets:

This preliminary index of sheets is for the anticipated Main-Harmony Realignment and does not include any sheets for improving the intersection of Main Street at Coyne Station Road.

SECTION #	SECTION NAME	ANTICIPATED # OF SHEETS
1	Schedule of Quantities	1
2	Alignments, Ties and Benchmarks	1
3	Typical Sections	2
4	Key Maps	1
5	Removal Plans	4
6	Ramp Plan	4
7	Ramp Profile	4
8	Intersection Details	2
9	PCC Pavement Jointing Plan	4
10	Site Plan	2
11	Pavement Marking and Signing	4
12	Cross Sections	11
TOTAL	TOTAL	40

Task Item Summary:**Existing Phase II Scope Tasks**

All of these tasks are in the original prime agreement for Phase II engineering.

1. Data Collection
2. Supplemental Field Surveys
3. Geotechnical Investigations
4. Environmental
5. Drainage Design
6. Erosion Control Design
7. Barrier Warrant Analysis
8. Type, Size & Location Drawings
9. Prefinal/Final Structure Plans
10. Roadway Plans
11. Specifications and Quantities
12. Progress Meetings/Field Checks/Coordination
Included coordination with transit agencies including Pace, Metra and RTA as needed
13. Quality Management Plan
14. Administration/Project Management

Other New Non-related Phase II Scope Tasks

15. Renderings and 3D Animations
This task and scope was not in the original agreement and is currently being tracked separately.
This task is not part of this supplement.

New Task For Transit Supplement

16. Transit
The following subtasks shall apply for this supplement. While some of the subtasks may overlap the type of work being performed elsewhere in the original scope, such as: Plans, Specs and Quantities, the effort for all work related to the transit shall be included with this scope task.
 - A. Plans
This work shall be completed at the Preliminary (40%), Prefinal and Final submittal milestones in conjunction with the submittals made as part of the interchange project.
 - 1) Cover Sheet
Not included or necessary, plans incorporated into mainline contract plans
 - 2) General Notes
Assumes this work includes the review of the mainline DSE general notes, and preparation of improvement specific text by CMT and then sent to the mainline DSE to incorporate into their general notes sheet
 - 3) Suggested Construction Schedule
Review mainline improvement schedule and provide information to for mainline DSE to incorporate
 - 4) Utility Plan Relocation Matrix/Status of Utilities to be Adjusted

- This work will already be done as part of the interchange improvements scope and will be coordinated with the mainline DSE
- 5) Summary of Quantities
SOQ will be prepared in a spreadsheet and submitted to the mainline DSE for incorporation into the mainline SOQ
 - 6) Schedule of Quantities
Schedule will be necessary for summarizing this transit improvement and incorporating into the mainline project documents. CMT will prepare spreadsheet and submit to mainline DSE
 - 7) Alignments, Ties and Benchmarks
Plan sheets will be prepared to show the centerline and baseline break points and curve information. Horizontal control points and vertical benchmarks from the mainline DSE will be references. The design coordinates for each point will be provided along with station and offsets. No Field survey swing ties and control points are anticipated to be necessary for this sheet.
 - 8) Typical Sections
Typical Sections sheets shall include mixture requirements, existing and proposed legends, and shall show existing and proposed sections with station range data for the eastbound bus ramp improvement
 - 9) Key Maps
Key Maps will be necessary to coordinate the areas of improvements with the mainline DSE
 - 10) Construction Staging and Maintenance of Traffic Control
This work is already included within the interchange improvements scope.
 - 11) Removal Plans
Removal Plans will be prepared to remove the existing collector-distributor road located at the eastbound bus ramp along with the bus pullout areas.
 - 12) Ramp Plan
Ramp Profile Sheets will be prepared for the eastbound bus ramp.
 - 13) Ramp Profile
Ramp Profile Sheets will be prepared for the eastbound bus ramp.
 - 14) Intersection Details
Two locations of intersection details will be prepared. One at the intersection of Ramp G and the beginning of the eastbound bus ramp and another at the intersection of Ramp D and the end of the westbound bus ramp.
 - 15) Superelevation Details
Not anticipated, nor included within this scope of services
 - 16) PCC Pavement Jointing Plan
Assumes the use of PCC pavement for the eastbound BRT Ramp and Bus Pullout
 - 17) Site Plan
Two site plans will be prepared, one for the eastbound bus pullout and another for the westbound bus pullout.
 - 18) Utility Plan and Profile

Not anticipated, nor included within this scope of services

19) Grading

Rough grading work for the transit was already anticipated in the original scope of services. Grading will be redesigned accordingly as part of the interchange improvements. Grading will be shown on the interchange improvement sheets

20) Drainage

The interchange improvement already included coordinated drainage improvements with the mainline and third party bus ramp improvements designers.

21) Erosion and Sediment Control Plans

The erosion and sediment control for the interchange improvements already included these areas and the designs will be modified accordingly to handle this work.

22) Stormwater Pollution Prevention Plans (SWPPP)

It is assumed that the SWPPP by the mainline will cover this additional area when integrated into their improvements.

23) Landscaping

It is assumed that the landscaping around these areas are already included in the interchange improvements and will be designed to accommodate the improvements accordingly

24) Pavement Marking and Signing

Marking and Signing sheets will be prepared for the eastbound bus ramp and pullouts

25) Traffic Signal Plans

Not anticipated, nor included within this scope of services

26) Lighting Plans

No exclusive lighting is currently under consideration for the transit improvements. The interchange ramps, mainline and bridge (underpass) will have lighting improvements and those are already part of the interchange and mainline improvements.

27) Illinois Tollway/IDOT Details

It is assumed that the mainline DSE will already be using any of the pertinent details necessary for the construction of the improvements.

28) Miscellaneous Details

No special details are anticipated for the construction of these improvements

29) Cross Sections

Cross sections will be performed every 100 feet for earthwork calculations. It is estimated that 11 cross section sheets will be needed at two per page.

B. Specifications

It is assumed that all of the pay items for the transit work will use standard Tollway or IDOT pay items which would reference standard specifications or specifications already being used on the mainline project. Therefore, no effort is anticipated for the preparation of specifications or special provisions. Hours include the CMT review of the

mainline DSE specifications to ensure consistency with the mainline improvement specifications.

C. Quantities

This shall include measuring quantities based upon standard IDOT and Tollway pay items as well as checks by another engineer to ensure the accuracy of the computation. This work shall be completed at the Preliminary (40%), Prefinal and Final submittal milestones in conjunction with the submittals made as part of the interchange project.

D. Opinion of Probable Construction Cost

This work shall be completed at the Preliminary (40%), Prefinal and Final submittal milestones in conjunction with the submittals made as part of the interchange project. Since the contract documents will be included with the mainline and will have shared pay items, CMT will coordinate with the mainline DSE to determine the appropriate unit price for these improvements.

E. Quality Assurance Reviews

Since the contract documents will be a separate submittal to the mainline DSE and not included as part of interchange contract documents, separate quality assurance reviews will be performed at the preliminary, prefinal and final submittal submittals.

F. Utility Coordination

Coordination with NSMJAWA and Nicor will be needed for the eastbound bus ramp.

Items to be completed and deliverables to be prepared by design team

1. Preliminary Submittal to Mainline DSE
 - A. preliminary plans in pdf format
 - B. quantity computation sheets for each pay item in pdf format
 - C. summary of quantities in pdf format
 - D. list of required specifications
2. Prefinal Submittal to Mainline DSE
 - A. prefinal plans in pdf format
 - B. quantity computation sheets for each pay item in pdf format
 - C. summary of quantities in pdf format
 - D. list of required specifications
3. Final Submittal to Mainline DSE
 - A. prefinal plans in pdf format
 - B. quantity computation sheets for each pay item in pdf format
 - C. summary of quantities in pdf format
 - D. list of required specifications

Items to be obtained from (Tollway, Village and Pace (If Available))

1. Periodic exchange of CAD files with the park-n-ride improvements engineer (to be determined).
2. Periodic exchange of CAD files with the Mainline DSE, which is already being done as part of the interchange and mainline improvements.
3. Since these bus ramp improvements are already bounded by the interchange and mainline improvements, it is assumed that all the utility information obtained for the interchange improvements or the mainline improvements can be utilized for this work

Project Number: JA2-B

Consultant: CRAWFORD,MURPHY and TILLY,INC.

EXHIBIT B - FEE CALCULATIONS

A. DIRECT SALARY (without overtime)

Total Work Hours: <u>719.00</u> (From Exhibit A)	Total Dollars: \$ <u>22,543.00</u> (From Exhibit C-3)
Multiplier to be used on this project: Allowable Multiplier = (2.8 DSE)	<u>2.80</u>
DIRECT REGULAR SALARY TIMES MULTIPLIER	\$ <u>63,120.40</u>

B. REIMBURSABLE DIRECT COSTS NOT ELIGIBLE FOR PROFIT
(For Consultant listed above.)

TOTAL DIRECT COSTS (from Exhibit D) \$ 1,963.26

C. SERVICES BY OTHERS (List all Subconsultants)

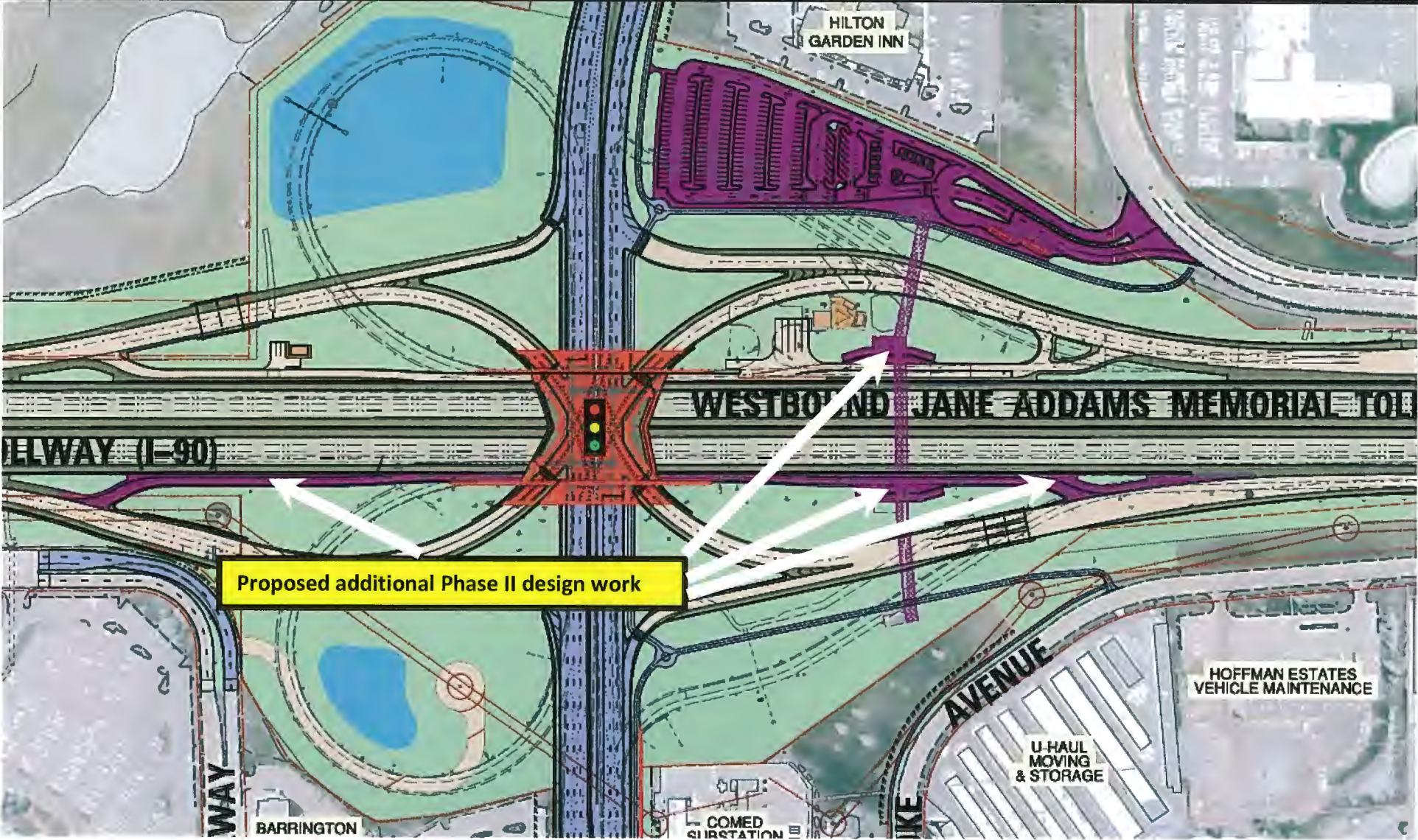
<u>None</u>	<u>-</u>
_____	<u>-</u>
_____	<u>-</u>
_____	<u>-</u>
_____	<u>-</u>
_____	<u>-</u>

TOTAL SERVICES BY OTHERS (from Exhibit H) \$ -

D.1. Additional Services (Requires Prior Authorization) (Prime)	\$ <u>-</u>
D.2. Additional Services (Requires Prior Authorization) (DBE)	\$ <u>-</u>

E. MAXIMUM ALLOWABLE FEE (Upper Limit of Compensation) \$ 65,083.66

Barrington Road Interchange Additional Phase II Transit Design Work



TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

MONTHLY REPORT APRIL 2014

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: The Bode Road and Salem Drive segments will be split into two projects for construction. The design work has essentially been progressing independently up to this point and is approaching the pre-final stage. The Village will be eligible to use federal funds for the Phase III construction engineering as a result of separating the projects and have more direct control over Bode Road elements during construction. A Request for Qualifications is being prepared to solicit interest from consultants for construction inspection and documentation services. A long lead time is needed with IDOT for approval of the Phase III professional services agreements.

Next Steps: A coordination meeting with Schaumburg and its consultant will be held the week of April 21. A late fall or early 2015 letting by IDOT is expected with construction in 2015.

Funding:

Item	Total	Federal (STP)	Local (MFT)
Phase II engineering completion	\$ 57,000	\$ 0	\$ 57,000
Reconstruction (estimate)	\$2,750,000	\$2,200,000	\$550,000
Phase III engineering	\$ 300,000	\$ 240,000	\$ 60,000

◆ **Palatine Road Widening Project**

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

Status: Project construction is complete. Project punch list items and closeout will occur in 2014.

Next Steps: Some landscaping installation will occur in Spring 2014 along with the project closeout.

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: The majority of the striping was completed, however some stop bars and crosswalks need to be finished once weather allows. Condition of striping and other punch list items will be addressed once the contractor begins work again.

Next Steps: Some remaining construction elements, punchlist items, and project documentation will occur in 2014.

Funding:

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

◆ **RTA Community Planning Grant**

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

Status: Transit Implementation Task Force resolution was approved by the Village Board.

Next Steps: Once members are appointed to the Transit Implementation Task Force, RTA staff will assist with tasks 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: Consultant beginning field work as weather improves. Meeting to be held with funding partners to discuss schedule and status.

Next Steps: Preliminary design work will continue as will coordination with Forest Preserve and Park District.

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 in the Spring of 2013. DNR notified the Village that the project was not selected for funding.

BIKE / PEDESTRIAN PROJECTS

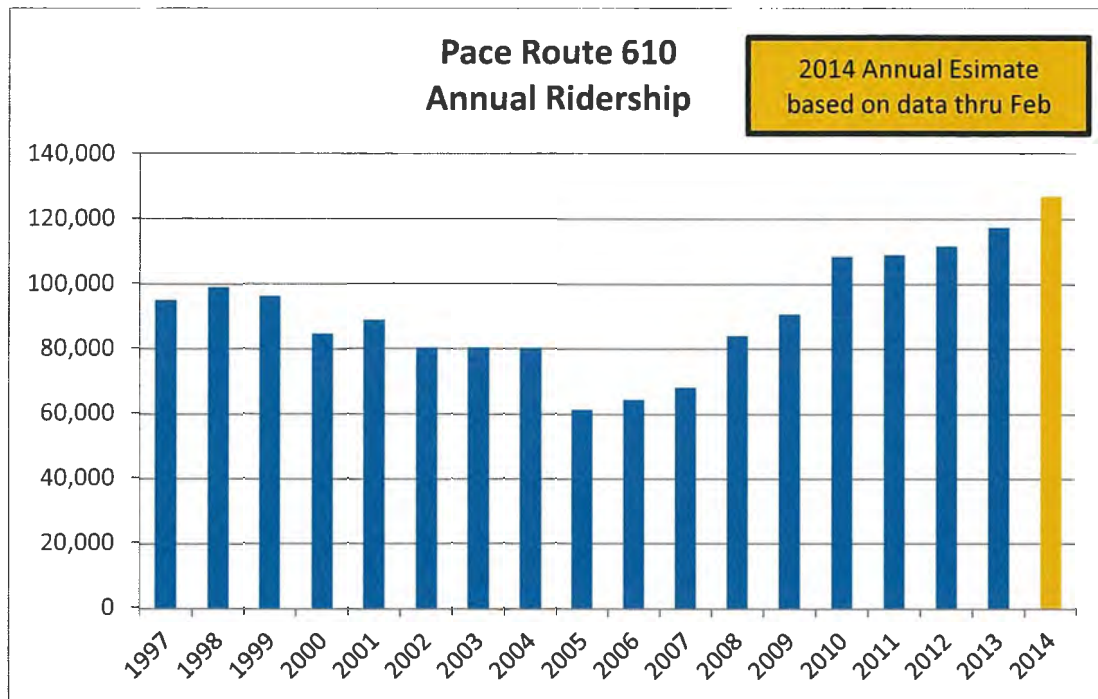
◆ **Bicycle Planning**

The Bicycle and Pedestrian Advisory Committee met on February 26. Topics discussed included feedback from members on 2014 sidewalk and bicycle facility options, status of current projects, concurrence to hold a bike ride with the July 4th festival, further investigation into helmet programs, and the next steps for pedestrian system planning.

TRANSIT

◆ **Taxi Discount Program**

Registration continues with identification cards and coupons sent to residents. To date, a total of 407 residents have registered for the program. Coupons redeemed to date in 2014 total 1,056. Projecting usage from year to date data to an annual estimate for 2014 suggests the number of trips will be similar to 2013. Seasonal usage does vary, so better estimates of annual use will be provided as more information becomes available.



◆ **Pace I-90 Corridor Plans**

Pace is working with the Illinois Tollway to build off the transit concept identified during the Phase I engineering for the Barrington Road interchange. The design and construction of a Park and Ride lot at Barrington Road and I-90, transit facilities, and in-line bus access will be developed separately from the interchange design work. Pace and the Illinois Tollway will determine the construction timeline and coordinate with the Village and other agencies as needed. Once the Park and Ride is established at Barrington Road, start-up of a local service option for access to and from the Park and Ride area is likely to be created by Pace. Village staff will stay involved through the Transit Improvement Task Force and other opportunities.

ROAD PROJECTS

◆ **Barrington Road Interchange – Phase I and II Engineering**

Phase I design approval received from IDOT. The Tollway awarded the bridge replacement contract for Barrington Road (Contract 1 of CMT’s scope). Bridge work could begin around May 2014. The bridge work will last until mid 2015. CMT completed the first submittal of plans for the ramps and Barrington Road work. The goal is to complete this second contract to finish Phase II engineering by the fall of 2014. Two agenda items are presented this month to account for supplemental services performed by CMT related to the interchange.

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

◆ Illinois Tollway Capital Plan I-90 Widening and Reconstruction

The Illinois Tollway has begun preparatory work on I-90 east of Elgin. This will consist of utilities, some retaining wall and noise wall, and grading at the outside edges of the right of way. Work on crossroad bridges is already underway or will begin soon. The Tollway has started on the Higgins Road bridges over I-90. The bridges will be replaced one at a time with traffic reduced to one lane in each direction. Bartlett Road will be closed at the Tollway for replacement of the bridge. Traffic will be detoured via IL Route 59. The start date is expected some time in May. The Barrington Road bridge replacement work is expected to start in mid-May. Two lanes of traffic in each direction will be maintained, meaning one southbound lane will need to be closed. Construction on the Roselle Road bridge replacement is also expected to start in April. All the crossroad bridge work is expected to last until mid-2015. The Illinois Tollway will post information on its webpage (www.illinoistollway.com) for the I-90 construction work. The Illinois Tollway and its consultants have started coordination meetings with contractors selected for the various projects. Village staff will attend these status meetings to stay current with upcoming project work. Links from the Village website to the Illinois Tollway have been provided.

◆ Shoe Factory Road - Cook County

Civiltech, the Village's consultant, submitted pre-final plans to the County in Spring 2013 but the County is still in the review process. Work on right of way documents is complete and approved, making it ready for the County to begin the appraisals and negotiations. The timing of construction will depend upon the duration of the right of way process, project funding availability, and approval of final plans. Outreach was made to the County to determine the status of their review of the pre-final plans which found their review ongoing.

TRAFFIC SIGNALS**◆ Roselle Road Traffic Signal**

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 final signal plans to Cook County and IDOT for review in December 2013.

ADDITIONAL PROJECTS:**COORDINATION****◆ CN Noise Mitigation Program and Related CN Projects**

The Village Board approved a noise mitigation program on April 1, 2013. The program started on April 15, 2013 and will last through April 2015. 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 below 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. A semi-annual report as stipulated in the noise mitigation agreement was submitted to CN covering the period from April 15 to October 15, 2013.

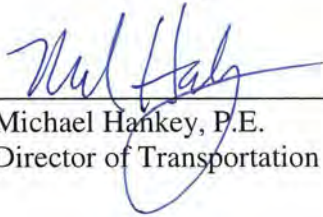
CN Noise Mitigation Reimbursement Program Status - April 2014				
Subdivision	# of Eligible Residences	# of Applications Submitted	# of Applications Approved	# of Reimbursements Paid
Bridlewood	21	15	15	11
Deer Crossing	34	19	19	16
Winding Trails / Hunters Ridge	49	47	47	45

◆ **O’Hare Noise Compatibility Commission**

No new information.

NEW DEVELOPMENTS

- ◆ Traffic data, site plans, and inspections are ongoing for a variety of projects which are in the early stages of project development and review.
- ◆ Various smaller site modifications and permits for parking lot sealcoating, striping, patching are underway.



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