

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
September 8, 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 – August 4, 2014

NEW BUSINESS

1. Discussion of status for the Roselle Road traffic signal at Golf Center and Hoffman Plaza.

2. 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**

August 4, 2014

I. Roll Call

Members in Attendance: Gary Stanton, Chairperson
Karen Mills, Vice Chairperson (via telephone)
Gayle Vandenberg, Trustee
Anna Newell, Trustee
Michael Gaeta, Trustee
William McLeod, Village President

Members not in Attendance: Gary Pilafas, Trustee

**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 H&HS
Joe Nebel, Director of Public Works
Rachel Musiala, Finance Director
Fred Besenhoffer, Interim Director of IS
Ashley Monroe, Asst. to the Village Manager
Patricia Cross, Asst. Corp. Counsel
Austin Pollack, Administrative Intern
Clayton Black, Mgmt. Analyst

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

II. Approval of Minutes

Motion by Trustee Gaeta, seconded by Trustee Vandenberg, to approve the Transportation & Road Improvement Committee meeting minutes of July 7, 2014. Roll call vote taken. All ayes. Motion carried.

NEW BUSINESS

- 1. Review of Greenspoint Parkway design options related to the Barrington Road Interchange.**

An agenda item summary from Michael Hankey was presented to Committee.

Mr. Hankey highlighted the plan options and that final plans were still being developed.

Mayor McLeod and Mr. Hankey discussed that any additional property needed for the roadwork would be acquired by the Tollway Authority.

Trustee Stanton and Mr. Hankey discussed the different options presented and the goal of getting direction for moving forward with plans. Mr. Norris highlighted that the Tollway Authority may share some of the cost for a reconstruction of the road.

Trustee Newell and Mr. Hankey discussed traffic volume studies that had been done previously.

Mr. Norris and Mr. Hankey discussed the cost differences between the options based on the reconstruction life cycles of the roads.

Motion by Trustee Gaeta, seconded by Mayor McLeod, to recommend working with the engineering consultants and Illinois Tollway on an interim design for Greenspoint Parkway in the area impacted by the full interchange project. Roll call vote taken. All ayes. Motion carried.

2. Request authorization:

- a. to award a contract for construction engineering services on the Bode Road reconstruction project to Hancock Engineering of Westchester, IL, at a cost not to exceed \$279,984.93;
- b. to approve the Phase III construction services agreement with IDOT for the Bode Road reconstruction process.

An agenda item summary from Michael Hankey was presented to Committee.

Mr. Hankey provided background on the request.

Mayor McLeod and Mr. Hankey discussed the timeframe of the project.

Motion by Trustee Gaeta, seconded by Trustee Vandenberg, to a.) to award a contract for construction engineering services on the Bode Road reconstruction project to Hancock Engineering of Westchester, IL, at a cost not to exceed \$279,984.93; b.) to approve the Phase III construction services agreement with IDOT for the Bode Road reconstruction process. Roll call vote taken. All ayes. Motion carried.

3. Request acceptance of Transportation Division Monthly Report.

The Transportation Division Monthly Report was presented to Committee.

Trustee Newell noted the taxi discount program is growing.

Trustee Stanton and Mr. Hankey discussed the Canadian National noise mitigation program progress.

Motion by Trustee Gaeta, seconded by Trustee Vandenberg, to approve the Transportation Division Monthly Report. Roll call vote taken. All ayes. Motion carried.

III. President's Report

Mayor McLeod shared that this was Emily Kerous's last Committee Meeting.

IV. Other

V. Items in Review

VI. Adjournment

Motion by Trustee Vandenberg, seconded by Mayor McLeod, to adjourn the meeting at 7:20 p.m. Roll call vote taken. All ayes. Motion carried.

Minutes submitted by:

Emily Kerous – Dir. Of Ops/Outreach
Office of the Mayor and Board

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Discussion of Roselle Road traffic signal at Golf Center and Hoffman Plaza

MEETING DATE: September 8, 2014

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: Information is presented on the status of approvals for a new traffic signal on Roselle Road at Golf Center and Hoffman Plaza drives.

DISCUSSION: The proposed traffic signal on Roselle Road at the entrances to Golf Center and Hoffman Plaza has been under review and development for over ten years. Roselle Road is controlled by Cook County so primary approval from that agency is required. The location of the signal is between the existing signalized intersections of Golf Road and Higgins Road with Roselle Road. The signal system on Golf, Higgins, and Roselle Roads are coordinated and maintained by IDOT. Therefore, the new signal on Roselle Road at the shopping center drives requires IDOT approval too. Changes to convert the mountable median on Roselle Road to a barrier design, lengthening existing left turn lanes, and on-site modifications are part of the signal scope. The barrier median on Roselle Road will limit turns at driveways to right turns in and out between Golf and Higgins Roads.

The Village hired Civiltech Engineering in 2001 to perform the traffic signal warrant evaluation and to develop preliminary plans. Signal warrants take into consideration the amount of traffic on the intersecting roads, reported crash history, hourly variations in traffic volumes, and a number of other factors. The justification for the Roselle Road traffic signal is primarily based on safety concerns. A signal at the shopping center entrance and exit drives will provide a controlled point of access for motorists and pedestrians crossing Roselle Road as well as for drivers turning left from Roselle Road to enter the shopping centers. Minimum traffic volume criteria as specified in the signal warrants also exceeded the thresholds which indicate a signal could be installed. Following an initial analysis of signal warrants the County requested that the study be updated. The second warrant analysis also found that minimum criteria were met.

The Village and Civiltech provided substantial documentation regarding the justification for a new signal at this location. Both Cook County and IDOT were involved in this coordination. IDOT ultimately replied in early 2009 that if approved by Cook County,

DISCUSSION: (Continued)

they would not oppose a signal at the shopping center entrances. This was followed by Cook County finally agreeing to the signal installation, including pedestrian signals to cross Roselle Road, in March 2012. Since that time, Civiltech has been submitting construction plans to the County and IDOT, revising based on comments, and resubmitting. After years of design reviews, modifications, and iterations of the plans, both Cook County and IDOT have finally given approvals for the signal. The installation work will be done under a permit issued by Cook County. Correspondence last week indicated that the permit is to be issued in the near future.

The operation of the Roselle traffic signal between the two major intersections of Golf Road and Higgins Road with Roselle Road needs to be considered as part of the overall signal system. IDOT controls the timing and operations of the Golf-Higgins-Roselle system and will assign the majority of green time based on which approaches are carrying the most traffic. The two main intersections of Golf / Roselle and Higgins / Roselle will dictate the amount of green time available for vehicles exiting the shopping centers at the new Roselle Road signal. The signal at the shopping center drives will be limited by the main signals' operations. This means that while safer movements to and from the shopping center drives will be provided with the signal, drivers exiting the center will experience wait times for the signal to turn green. IDOT will not let the Roselle Road signal operation negatively impact their main intersections nearby. Cook County asked for documentation that the shopping center signal will not create backups on Roselle Road that would interfere with the Golf and Higgins intersections. Civiltech provided modeling analyses that confirmed this. A future task for Civiltech will be to document the existing queue lengths on Roselle Road in case the issue comes up with the County or IDOT. Shopping center owners have generally supported the signal installation. Information on the safety benefits as well as the operational challenges of a signal at this location has been discussed with owners, tenants, and prospective developers.

The signal project has been listed in the Village's Capital Improvements Program for a number of years but always for one of the future years. The project has been discussed with the Transportation and Road Improvement Committee at several points in the past for approvals of contracts and supplements for Civiltech's design work. As the project now has the necessary approvals to allow it to move towards bids, input from the Village Board on proceeding is desired. The next steps would be as follows if directed by the Village Board.

1. Following receipt of the permit and final approved plans from Cook County, a bid package will be prepared by Civiltech.
2. Easements from the bank owner of the former Myoda building will be obtained.
3. The project will be placed out for bid by the Village.
4. Bids will be opened and reviewed with a recommendation for award of contract presented to the Village Board.
5. Following Village Board approval, a contract with the selected bidder will be executed.
6. Coordination with Cook County, IDOT, and utility companies will occur prior to construction beginning.

The estimated timeline, starting from the time the County issues the construction permit, is listed below. The intent is to provide some idea of the project's progress toward completion.

DISCUSSION: (Continued)

Authorization to bid	9/8/14 Transportation & Road Improvement Committee
Consultant finalizes plans and prepares bid documents	1 month
Notice of bids / bids due	3 weeks
Open bids, review, schedule review by Committee / approval by Village Board	1 month
Project start up / shop drawing for County review	1 – 2 months
Lead time for equipment order (steel mast arms)	4 months
Infrastructure road work and utilities	2 months (concurrent with equipment lead time)
Signal installation	1 month
Set up signal turn on with Cook County and IDOT	1 month
Total Time from bids to completion	6 to 8 months

FINANCIAL IMPACT:

The estimated cost of the traffic signal and associated changes to Roselle Road and the entrance designs is approximately \$1,000,000. The Village will pay the entire cost of the project as well as for annual maintenance (\$6,000 for current County contract). The project has been listed in the Village's Capital Improvement Program for a number of years. TIF funds from the Roselle business district area will be used to pay for the signal project. Civiltech's time for preliminary and final design has been paid from these funds too. Their services for construction inspection are also proposed to be paid from TIF funds. Civiltech will submit a construction inspection proposal for consideration by the Village Board in the future as the project advances closer to construction.

RECOMMENDATION:

Request authorization to prepare final project documentation and advertise the Roselle Road traffic signal project for bids.

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

**MONTHLY REPORT
SEPTEMBER 2014**

ROAD PROJECTS

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

The Tollway work continues on the Barrington Road bridge replacement. Traffic has been shifted to the west side of the bridge through the fall for demolition and construction on the east side. Daily lane closures generally between 9:00 am and 3:00 pm will continue. Some overnight work will occur occasionally and may result in closures of the ramps. The Tollway posts notices of the more significant events on message boards. Bridge construction will continue through mid-2015. CMT completed the first submittal of design plans for the ramps and Barrington Road work and Village staff provided comments on these documents. Pre-final plans are under review. Final plans are due in October 2014. The Tollway will then be prepared to advertise the balance of the interchange and Barrington Road later this year.

Funding:

Item	Total	State	Tollway	Local
Engineering – Phase I	\$2,076,000	\$1,038,000	-	\$1,038,000
Engineering – Phase II	\$3,566,000	-	\$1,816,000	\$1,750,000

◆ **Illinois Tollway Capital Plan I-90 Widening and Reconstruction**

The Illinois Tollway’s work is underway on various parts of I-90 east of Elgin. Tasks include utilities, some retaining wall and noise wall, and grading at the outside edges of the right of way. Notices regarding noise wall to be installed were sent to homes closest to I-90 earlier this year and the Tollway’s plans are on the Village website. Lanes have been shifted to the inside on I-90 to allow construction work on the outer edges. Traffic will be shifted between the inside and outside lanes as needed. The Tollway uses message boards to advise drivers of changes. Work on crossroad bridges is described below – please note that dates and schedules are subject to change by the Illinois Tollway and its contractors. Most work is weather dependent.

Bartlett Road Bridge: Bartlett Road is closed at the Tollway for replacement of the bridge with traffic detoured via IL Route 59. The project is expected to continue until the end of 2014.

Higgins Road Bridge: Two-way traffic has been shifted to the existing eastbound bridge. Work to replace the westbound bridge is anticipated to continue thru mid-October 2014. The bridges will be replaced one at a time with traffic reduced to one lane in each direction. Once the new westbound bridge is ready, all traffic will use the westbound bridge. Overall completion is expected in mid-2015.

Barrington Road Bridge: Traffic on Barrington Road has been shifted to allow the Tollway to replace the eastern portion of the bridge over I-90 first. Barrington Road is reduced to two

lanes in each direction. This stage is scheduled to remain in place through the end of 2014. Work will then shift to build the new western side of the bridge which is targeted for completion in mid-2015. As the work progresses, there will be continued shifts of traffic to accommodate the construction zone as it progresses across the bridge. At times, daytime off-peak and overnight lane closures will be required.

Roselle Road Bridge: Traffic on Roselle Road has been shifted to allow removal and rebuilding the east side of the bridge. Roselle Road will generally be reduced to two thru-lanes of traffic in each direction although due to the construction staging there will be times when only a single lane is open. Work on Roselle Road will continue through mid-2015.

The Illinois Tollway posts information on its webpage (www.illinoistollway.com) for the I-90 construction work. The Illinois Tollway, its consultants and contractors hold coordination meetings for the various projects. Village staff attends these status meetings to stay current with upcoming project work. Links from the Village website to the Illinois Tollway have been provided on the website

◆ **Shoe Factory Road - Cook County**

Comments from the County on the pre-final plans have finally been received. Civiltech, the Village's consultant, is reviewing this input and will modify the plans as appropriate to meet County approval. Work on right of way documents is complete and documents have been 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.

◆ **Algonquin Road Patching - IDOT**

IDOT completed concrete pavement patching in the eastbound lanes of Algonquin Road from Penny Road to near Roselle Road. The process involved using precast concrete panels to replace sections of the existing concrete pavement. Plans for IDOT to do the westbound lanes have not been announced.

◆ **Barrington Road Resurfacing- IDOT**

IDOT is expected to begin resurfacing Barrington Road from south of Higgins Road to north of Schaumburg Road sometime this fall. The work consists of grinding the surface layer, patching, and laying down a new surface, along with replacing pavement markings and loop detectors at traffic signals. The road will be open during construction however delays are likely when the pavement grinding and paving operations are underway. Coordination between IDOT and St. Alexius contractors is being established since the hospital is working under an IDOT permit to install a pedestrian crossing from their camps to the existing Forest Preserve path on the west side of Barrington Road.

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: Final plans for Bode Road are due at IDOT in early September. Village staff and our consultant HR Green are coordinating outstanding items with IDOT. The Village will be able to use federal funds for the Phase III construction engineering. IDOT forms for construction and engineering federal participation have been submitted to IDOT.

Next Steps: Final plans are due at IDOT in early September. The project is targeted for an IDOT letting in November 2014 with work starting in early 2015. Construction would then be completed before the end of next year, however project closeout will continue into 2016.

Funding:

Item	Total	Federal (STP)	Local (MFT)
Phase II engineering completion	\$ 57,000	\$ 0	\$ 57,000
Reconstruction (estimate)	\$3,100,000	\$2,480,000	\$620,000
Phase III engineering	\$ 280,000	\$ 224,000	\$ 56,000

◆ **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 including ditch regrading and landscaping are being addressed by the contractor. Project closeout will occur in 2014.

Next Steps: Contractor to complete punch list items followed by project closeout. This project will be removed from the active list as all work is essentially complete.

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: Construction is complete.

Next Steps: Project closeout will occur in 2014. This project will be removed from the active list as all work is essentially complete.

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.

◆ **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 has completed field work for survey data. Environmental studies, wetland delineation, and related documents have been submitted or are being prepared. Alignment plans are under development. Coordination with the Illinois Tollway’s consultants working on the CN bridge replacement is occurring. A meeting was held with funding partners in late June to discuss schedule and status. Meeting with CN as the alignment evolves will be needed to determine what approvals are required. CN has been notified of the project and relevant project data has been provided to them.

Next Steps: Preliminary design work will continue as will coordination with Forest Preserve, Park District, Illinois Tollway, and the railroad

Funding:

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

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. The

group held its annual community fun ride on July 5th in the area north of Algonquin Road (map attached). The next meeting is to be determined.

TRANSIT

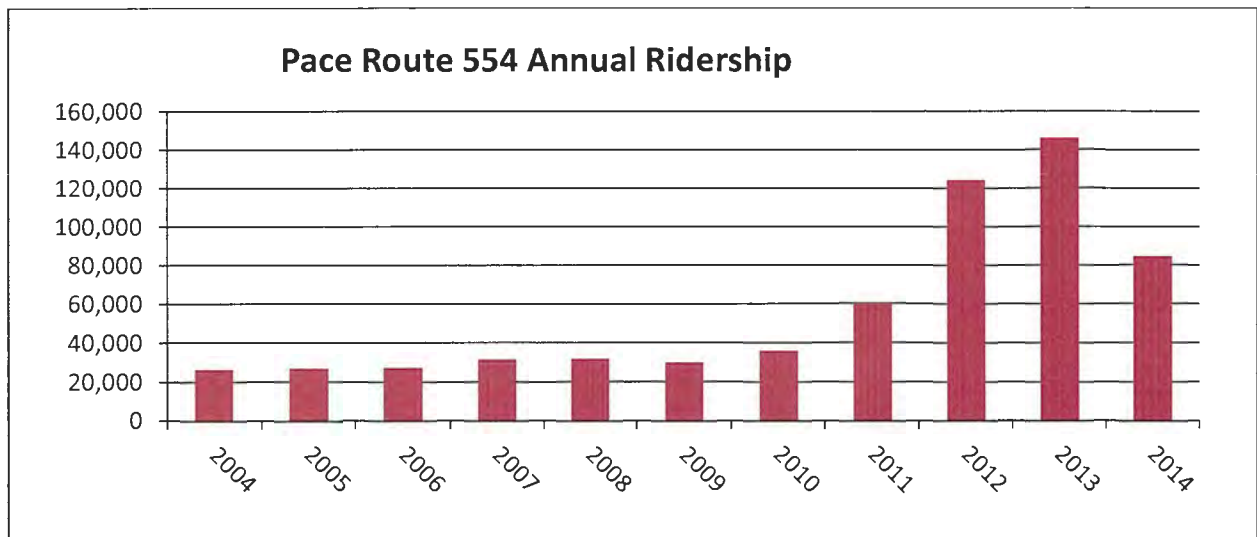
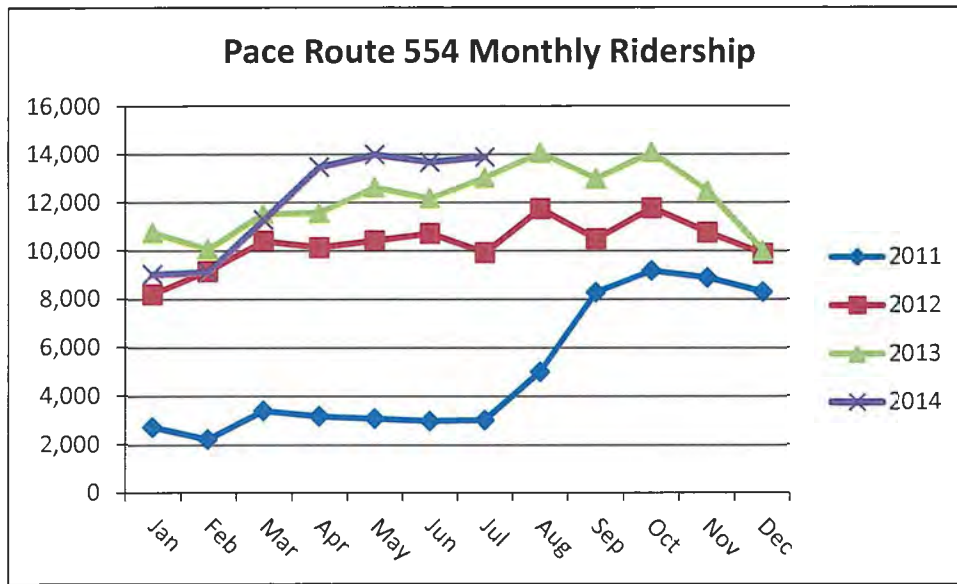
◆ **Taxi Discount Program**

Registration continues with identification cards and coupons sent to residents. To date, a total of 427 residents have registered for the program. Coupons redeemed to date in 2014 total 2,926. Projecting usage from year to date data to an annual estimate for 2014 suggests the number of trips will be similar to 2013.



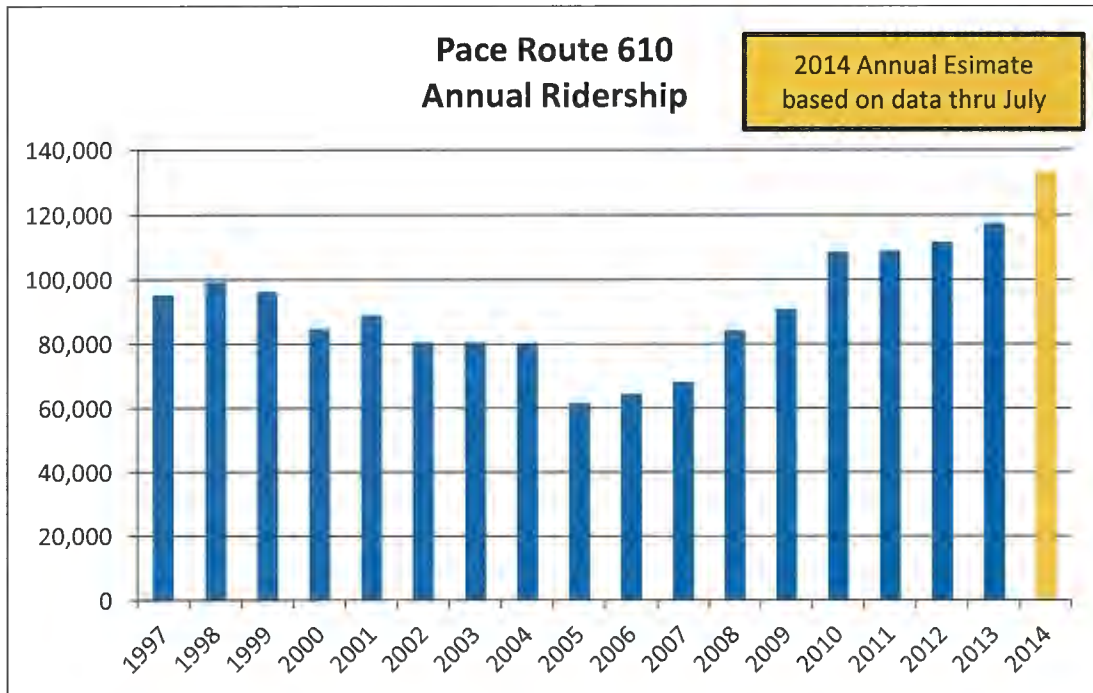
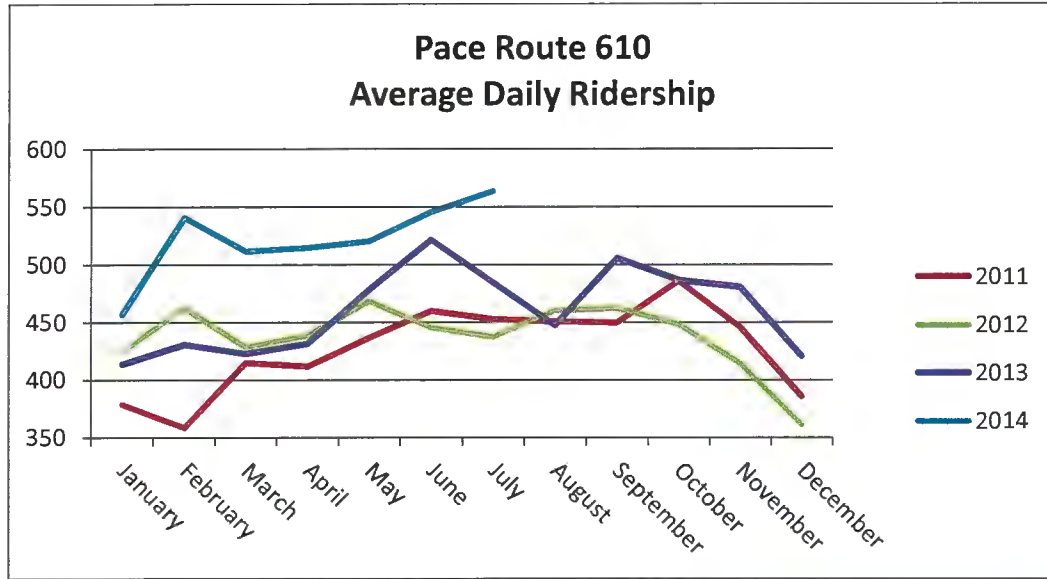
◆ **Pace Route 554**

The most recent data from July 2014 showed an average weekday ridership of 581 per weekday and a Saturday average of 280 riders per day. The extreme weather in January and February affected ridership levels throughout the area. Comparisons starting with the March data suggest an improvement in use and ridership higher than last year. At the coordination meeting in August Pace announced that local funding will not be requested starting in 2015. The growth in ridership over the past several years has shown Pace that Route 554 is viable for their agency to fund without financial assistance from the communities.



◆ **Pace Route 610**

Ridership trends in 2014 continue to show an increase over 2013 levels. Since August 2013, Pace has been operating bidirectional trips on Route 610. The temporary Park & Ride at the Sears Centre also began at that time. 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 ridership and a benchmark for comparison before and after the expanded service and Park & Ride lot began. It will likely take some time before meaningful assessments of the Park & Ride usage can be made.



◆ **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 & 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 & Ride is established at Barrington Road, start-up of a local service option for access to and from the Park & Ride area is likely to be created by Pace. Village staff will stay involved through the Transit Improvement Task Force and other opportunities. Pace is currently preparing a request for proposals for the Park & Ride design. They also are

discussing possible additions to existing design contracts to incorporate some Park & Ride features into these contracts.

TRAFFIC SIGNALS

◆ Roselle Road Traffic Signal

Civiltech received approval from IDOT and received additional comments from Cook County. Revised plans were submitted to the County. The County provided information that the permit is in the process of being issued. 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. Staff continues to establish a contact with the owner of the former Myoda property to finalize easements. A contract proposal for construction engineering services is being reviewed and will be presented to the Village Board once all final arrangements are in place for the signal construction to proceed.

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. The total number of applications can be greater than the number of residences since some homeowner have done their improvements in phases, meaning multiple applications for a single address. 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 through June 30, 2014.

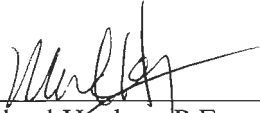
CN Noise Mitigation Reimbursement Program Status - August 2014					
Subdivision	# of Eligible Residences	# of Residences Participating	# of Applications Submitted	# of Applications Approved	# of Reimbursements Paid
Bridlewood	21	18	18	18	14
Deer Crossing	34	25	29	29	20
Winding Trails / Hunters Ridge	49	44	55	55	50

◆ O’Hare Noise Compatibility Commission

No new information related to the Village.

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