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Dates to Remember

- August 16** **NWMC Bike/Ped Committee—10:30 a.m.**
NWMC offices

- August 17** **CN Quiet Zone Task Force—2:00 p.m.**
Vernon Hills Village Hall—290 Evergreen Drive, *Vernon Hills*, Illinois 60061

- August 18-23** **Illinois Tollway Public Hearings**
Various locations (see article below)

- August 19** **I-90 Corridor Planning Council Meeting—9:30 a.m.**
Gail Borden Library, Elgin—270 N. Grove, Elgin, IL 60120



Tollway Proposes New \$12 Billion Capital Plan

The Illinois State Toll Highway Authority Board of Directors has proposed a new, \$12 billion, 15-year capital plan, including the reconstruction and widening of the Jane Addams Tollway (see article page 4), the construction of the Elgin O’Hare West Bypass and funding for a study to extend Route 53 into Lake County. The plan, which covers projects from 2012 to 2026 would be funded through a toll rate increase on passenger vehicles typically from 40 to 75 cents per plaza, the first increase in 28 years. Rates for commercial vehicles would not be affected due to a separate rate increase scheduled to begin in 2015. Even with the proposed increase, toll rates will remain in the bottom third of toll road agencies in the country. Funding for the proposed plan will also be generated through toll revenue from additional facilities, including the new Elgin O’Hare West Bypass.

Other projects in the program include:

- Reconstructing more than 20 miles of the central Tri-State Tollway (I-294) and the Edens Spur (I-94)

- Preservation work on the Reagan Memorial Tollway (I-88) and Veterans Memorial Tollway (I-355)

- Repairing roads, bridges and maintenance facilities

- Other capital projects, including local interchanges

- Constructing a new interchange at I-294/I-57, as well as the 147th Street ramps

- Planning for transit on the Jane Addams Memorial Tollway (I-90)

- Planning study for the Illiana Expressway

The Tollway Board of Directors is scheduled to vote on the capital plan and proposed toll increase at its August 25 meeting at the Tollway’s headquarters in Downers Grove. The Toll Highway Act requires the Board to complete its capital plan by the end of 2011. The Conference will submit comments to the Tollway on the proposed program. Please contact Conference staff with any com-

ments from your municipality. The full plan can be viewed at: <http://www.illinoistollway.com>.

Tollway Public Hearings in NWMC Area
August 18, 7-9 p.m.

DuPage County - DuPage County Government Center, 421 N. County Farm Road, Wheaton

Kane County - Kane County Gov. Center, 719 S. Batavia Ave, Building A, Geneva

August 19, 7-9 p.m.

Lake County - Libertyville Civic Center, 135 W. Church Street, *Libertyville*

McHenry County - Village of Huntley, 10987 Main Street, Huntley

August 23, 4-6 p.m.

Cook County - Prairie Center for the Arts, 201 Schaumburg Ct., *Schaumburg*

August 23, 7-9 p.m.

Lake County - Buffalo Grove Village Hall 50 Raupp Blvd. *Buffalo Grove*



CMAQ Program Released for Public Comment

On August 5, the CMAP Transportation Committee released the proposed 2012-2016 Congestion Mitigation and Air Quality Improvement (CMAQ) program for a 30 day public comment period, through September 3.

The proposed program, which was developed by the CMAQ Project Selection Committee, is a \$400 million five year program of CMAQ projects that improve air quality, mitigate congestion and help to implement GO TO 2040. The proposed program includes a list of Multi-Year "B" (MYB) list projects. The MYB list encompasses projects recommended by the Program Focus Groups but not included in the proposed program by the CMAQ Project Selection Committee. CMAP received over 350 applications requesting over \$1.8 billion in total dollars and over \$930 million in federal funds.

The majority of the projects in the NWMC area which are recommended for funding are intersection improvements and bicycle and pedestrian projects. Highlights include a series of intersection improvements along Dundee Road, Illinois 59 and Lake-Cook Road, a new grade separation of Washington Street from the CN/Metra tracks in Lake County, and Pace's I-90 Transit Enhancement project (see article beginning on page 4).

The program includes approximately \$4.2 million in funding for bicycle and pedestrian projects sponsored by NWMC communities. This funding is dramatically lower than the funding proposed by the CMAP Bicycle and Pedestrian Task Force, where approximately \$20 million in funding was recommended for NWMC related projects (These projects have been recommended multi-year B list).

The table on page 3 details projects rec-

ommended for CMAQ funding and on the MYB list. NWMC staff did provide comments to the CMAQ Project Selection Committee regarding NWMC Tier One bicycle corridors, all of which were included in the CMAP Bicycle and Pedestrian Task Force recommendation. NWMC staff highlighted the importance of implementing the 2010 NWMC Bicycle Plan to create a regional bicycle network; however, the Committee did not alter the staff recommended program.

The full list of recommended projects is here: <http://www.cmap.illinois.gov/cmaq/minutes>.

CMAP anticipates final approval of the CMAQ program in October of this year.

NWMC will be preparing comments on the proposed program and ask that municipalities share any comments they will be submitting with NWMC staff.

Project Category	Sponsor	Facility to be Improved	Project Total	Application Federal	Proposed Funding
Intersection Improvement	IDOT	IL 59 at IL 38 (south ramps)	\$460,000	\$320,000	\$320,000
Intersection Improvement	IDOT	IL 68/Dundee Rd at Kennicott Av	\$472,500	\$336,000	\$336,000
Intersection Improvement	IDOT	IL 19/Irving Park Rd at IL 59	\$472,500	\$336,000	\$336,000
Intersection Improvement	IDOT	IL 68/Dundee Rd at North Wilke Rd	\$540,000	\$384,000	\$384,000
Intersection Improvement	IDOT	Barrington Rd at Bode Rd	\$540,000	\$384,000	\$384,000
Intersection Improvement	IDOT	IL 62/Algonquin Rd at Barrington Rd	\$675,000	\$480,000	\$480,000
Intersection Improvement	IDOT	IL 59 at W Bartlett Rd	\$810,000	\$576,000	\$576,000
Intersection Improvement	IDOT	IL 68/E Dundee Rd at S Barrington Rd	\$810,000	\$576,000	\$576,000
Intersection Improvement	IDOT	IL 68/Dundee Rd at Landwehr Rd	\$810,000	\$576,000	\$576,000
Intersection Improvement	IDOT	IL 68/Dundee Rd at Pfingsten Rd	\$1,120,000	\$800,000	\$800,000
Intersection Improvement	IDOT	IL 68/Dundee Rd at IL 83	\$1,177,500	\$840,000	\$840,000
Intersection Improvement	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd	\$1,350,000	\$960,000	\$960,000
Intersection Improvement	IDOT	IL 59/Sutton Rd at Stearns Rd	\$1,925,000	\$1,360,000	\$1,360,000
Intersection Improvement	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	\$3,075,000	\$2,160,000	\$2,160,000
Intersection Improvement	Cook County	Lake Cook Rd at IL 83/McHenry Rd	\$5,099,000	\$2,974,000	\$2,974,000
Intersection Improvement	Lake County	Hart Rd at US 14/W Northwest Hwy	\$9,531,200	\$3,465,000	\$3,465,000
Intersection Improvement	Cook County	Lake Cook Rd at Weiland Rd	\$6,752,000	\$4,185,000	\$4,185,000
Intersection Improvement	Cook County	Lake Cook Rd at Buffalo Grove Rd	\$8,453,000	\$5,113,000	\$5,113,000
Bottleneck Elimination	Lake County	Washington St/CH A22 at CN/Metra Crossing	\$25,989,000	\$16,939,000	\$16,939,000
Other	Lake County	Aptakisic Rd Adaptive Traffic Control	\$488,270	\$390,610	\$390,610
Other	Lake County	Gilmer/Hawley/IL176 Adaptive Traffic Control	\$1,291,380	\$1,033,110	\$1,033,110
Signal Interconnect	<i>Evanston</i>	Dempster St from Fowler Av to Ridge Av	\$990,000	\$792,000	\$792,000
Signal Interconnect	<i>Grayslake</i>	Lake St from Washington St to Belvidere Rd	\$675,180	\$540,140	\$540,140
Transit Service & Equipment	Pace	I-90 Corridor Enhanced Markets	\$48,720,700	\$38,976,560	\$38,976,560



CMAQ Proposed Program— NWMC Bike/Ped Projects

Projects Recommended for Funding

Sponsor	Facility to be Improved	Project Total	Application Federal	Proposed CMAQ Funding
<i>Schaumburg</i>	Bike-to-Metra Guides: Round 2 (Regionwide)	\$96,000	\$76,800	\$76,800
Forest Preserve District of Cook County	North Branch Bike Trail Extension (East Segment)	\$3,734,500	\$3,402,000	\$3,402,000
Lincolnwood	Touhy Avenue Overpass (Skokie Valley Bike Trail)	\$1,790,000	\$1,432,000	\$1,432,000
<i>Lincolnwood</i>	Union Pacific Bike Path from Touhy Av to Devon Av	\$6,749,000	\$688,000	\$688,000
Skokie	Skokie Valley Trail from Oakton St to Village Limits	\$802,000	\$544,000	\$544,000
<i>Skokie</i>	Old Orchard Rd from Skokie Blv to Gross Point Rd	\$625,000	\$461,000	\$461,000
Des Plaines	Ballard Rd from Bender Rd to Good Av	\$533,000	\$426,000	\$426,000
Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	\$412,000	\$292,000	\$292,000
<i>Crystal Lake</i>	Crystal Lake Bikeway Corridor Improvements	\$80,120	\$60,468	\$60,468
<i>Lake Forest</i>	Bicycle Parking Facility adjacent to Lake Forest Train Station	\$59,800	\$47,840	\$47,840
Des Plaines	Des Plaines - Pedestrian Refuge Medians	\$196,000	\$144,800	\$144,800
<i>Niles</i>	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	\$142,000	\$102,000	\$102,000
			Total	\$7,676,908

Projects Recommended for MYB list

Sponsor	Facility to be Improved	Project Total	Application Federal	Proposed MYB List Projects
CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	\$9,210,000	\$5,128,888	\$5,128,888
Lake County DOT	Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River	\$696,000	\$341,000	\$341,000
<i>Buffalo Grove</i>	Weiland Rd/Prairie Rd from IL 22 to Lake Cook Rd	\$1,783,000	\$1,075,000	\$1,075,000
Lake County DOT	Quentin Rd from Main St to White Pine Rd	\$3,449,000	\$2,196,800	\$2,196,800
Lake County DOT	Deerfield Rd from Thornmeadow Rd to Saunders Rd	\$2,302,500	\$1,842,000	\$1,842,000
Wilmette	Skokie Valley Trail from Lake Cook Rd to Old Orchard Rd	\$6,864,000	\$5,491,000	\$5,491,000
Des Plaines	US 12/Rand Rd Sidepath-Golf Rd to Elk Blvd	\$1,220,000	\$976,000	\$976,000
Hoffman Estates	Shoe Factory Road / I 90 Bicycle and Pedestrian Project,	\$993,000	\$794,300	\$794,300
<i>Elk Grove Village</i>	Overpass at IL Route 72 (Higgins Road) in Busse Woods/IL72/Higgins Road Overpass in Busse Woods	\$4,921,000	\$3,495,000	\$3,495,000
Rolling Meadows	IL 58/Golf Rd Bike Path Extension from IL 53 to Busse woods Forest Preserve Trail	\$790,800	\$632,600	\$632,600
Schaumburg	Higgins and Roselle Rds Corridor Bikeways	\$4,976,000	\$3,980,800	\$3,980,800
			Total	\$25,953,388

Highlighted Projects were recommended for funding by the CMAP Bicycle and Pedestrian Task Force

Bold Projects are related to NWMC Tier One Corridors

I-90 Corridor Planning Update

In May, the Illinois Toll Highway Authority (Tollway) created the I-90 Corridor Planning Council to seek consensus on a plan for the I-90 Corridor from Chicago to Rockford, including the Kennedy Expressway and the Jane Addams Memorial Tollway. The Tollway is moving quickly this summer to reach a decision point on the future of the I-90 corridor, as it is planning to begin construction on the Jane Addams portion of the corridor as early as 2012. The I-90 Corridor Planning Council will be asked to present recommendations to the Tollway Board this fall. NWMC is represented on the Council by *Schaumburg Village President Al Larson*.

As part of the planning, the Tollway is working with the Regional Transportation Authority (RTA) and Pace to consider express bus options in the corridor. The Tollway's preferred alternative is the reconstruction of the existing roadway and the construction of one additional lane in each direction (approximately between IL 31 to River Rd.) that the Tollway would operate as managed lanes with congestion pricing. A managed lanes approach would allow for express buses to operate in these lanes.

The Tollway's decision on how to proceed in the corridor will have major implications on the future of the STAR Line, a long time NWMC priority. The STAR Line, which proposes to operate in the I-90 corridor before turning south in Hoffman Estates, has a projected weekday ridership of 21,700. It will ease congestion in the northwest, west, and southwest suburbs while encouraging redevelopment and transit-oriented development at station locations. All

Impact of priced lane on travel times
2020 modeling results

Jane Addams Tollway (I-90)

From IL-31 and the Tri-State Tollway (I-294)

	Travel time, in 2020, no build	Travel time, with congestion priced lane	
		priced lane	regularly tolled*
Inbound, A.M. Rush			
From IL 31 To IL 53/ I-290 12 miles	59 minutes 12 mph	12 minutes 59 mph, \$3.27*	22.6 minutes 32 mph
From IL 53/I-290 To I-294 9.1 miles	10 minutes 57.6 mph	9 minutes 62 mph, \$2.62*	14 minutes 41 mph
Outbound, P.M. Rush			
From IL 31 To IL 53/ I-290 12 miles	40 minutes 18 mph	13 minutes 57 mph, \$2.06*	15 minutes 48 mph
From IL 53/I-290 To I-294 9.1 miles	11 minutes 51 mph	11 minutes 55 mph, \$2.91*	16 minutes 37 mph

* Toll price

* Because a lane would be added to accommodate the congestion pricing lane, drivers in the regularly tolled lanes also benefit.

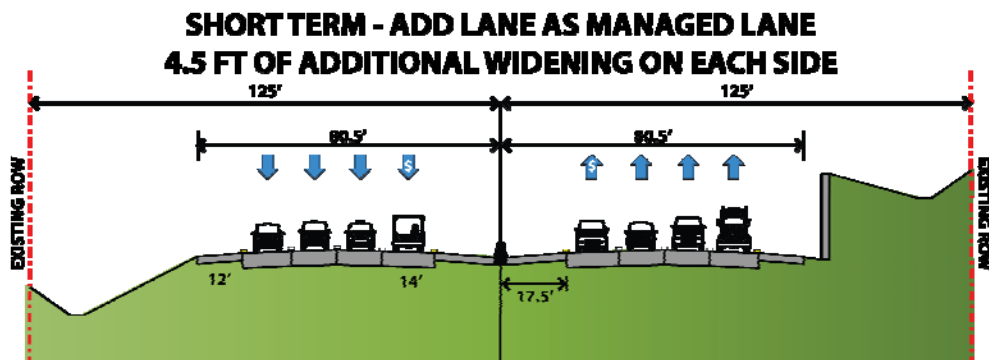
communities along the line have contributed significant staff time and resources to acquire land or make zoning and comprehensive plan changes at potential station locations. Metra is still developing a financial plan for the STAR Line. With the project estimated to cost over \$3.5 billion, Metra does not have federal, state or local funding to implement the project in the near term.

Illinois Tollway's Vision

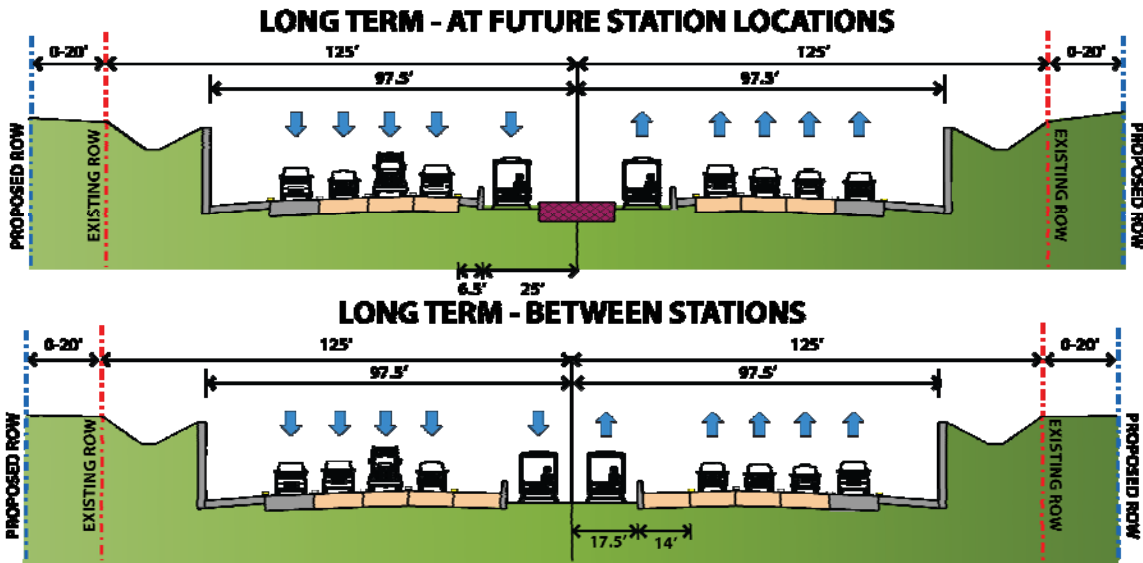
The Tollway is currently in its fifth resurfacing cycle for the Jane Addams Memorial Tollway (I-90), and the roadway is being stretched past its useful life. Consequently, the Tollway is looking to reconstruct I-90. As mentioned in the introduction, the Tollway is planning to

add a fourth lane in both directions during the reconstruction, likely between IL 31 and River Road (see cross-section below). The inside lane would be a managed lane, where the toll prices would be structured to ensure free-flow traffic. The lanes would offer continuous access, with periodic sensors for variable toll collection.

The Illinois Tollway, in association with the Metropolitan Planning Council (MPC) and Wilbur Smith Associates, has done preliminary modeling for congestion pricing on I-90. The above table is taken from the 2010 report entitled "The Road Less Traveled: Exploring Congesting Pricing in Chicagoland." It displays both the travel savings from adding a managed lane and the esti-



I-90 Corridor Planning Update (Continued)



(Continued from page 4)

mated cost to use the lane. The study assumed that the Tollway would construct an additional lane in each direction and price the lane to allow drivers to travel between 55 and 62 miles per hour.

Further study and engineering is necessary to determine the appropriate implementation of managed lanes within the I-90 corridor. Transitioning the managed lane into the Kennedy Expressway (I-90) is one such issue that the Tollway and the Illinois Department of Transportation (IDOT) must consider.

Transit in the I-90 Corridor:

In the short term, buses will be able to use the managed lane to provide transit service in the corridor. The Tollway has proposed widening the inside shoulder and inside lane (managed lane) in order to accommodate the future implementation of rail transit.

To implement the short term transit option, Pace worked with the Tollway on a Congestion Mitigation and Air Quality (CMAQ) grant application requesting over \$38 million in federal funds, which the CMAQ Project Selection Committee has recommended for funding. The project includes new, expanded express

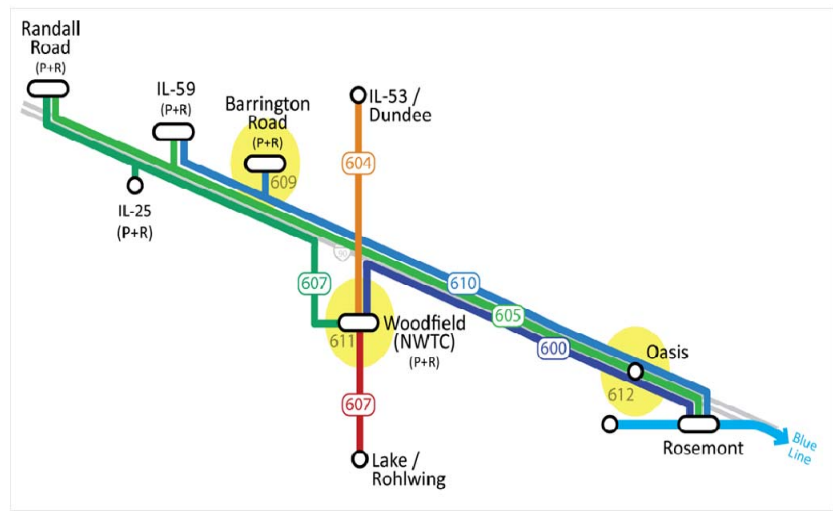
bus service, marketing, local distribution zones (call-in-rides), new transit vehicles and construction of new park-and-ride lots. The map below and table on page 6 explain the components of the I-90 CMAQ application.

In addition, the I-90 Transit Working Group has discussed planning for at least one in-line station (within the right-of-way). Possible locations included Schaumburg – Meacham Road, Arlington Heights Road, and the Des Plaines Oasis. These locations could foster transit-oriented development and encourage additional demand for mass transit

services.

The middle term proposal would allow buses to ride on the inside shoulder as well as in the managed lane if demand for additional transit develops; however, there are some operation issues with this proposal (for example: snow storage and accident management).

The long term transit solution is to add the STAR Line in the center of the right-of-way as shown in the graphics above. Tollway engineers have proposed dropping the shoulder at station locations, reducing the amount of costly right-of-way purchases and utility relocation that





I-90 Corridor Planning Update (Continued)

(Continued from page 5)

will be necessary. This long-term proposal will still require twenty feet of right-of-way on both sides of the roadway. The costs for implementing rail transit in the long term have not been developed.

By adding a wider inside shoulder in the short term, it preserves the ability to

implement a rail transit solution without drastically affecting the roadway configuration. The inside shoulder becomes the rail line. The four travel lanes are shifted out. The inside travel lane would continue as a managed lane with congestion pricing.

Next Steps in Planning Process:

Topics for future meetings of the I-90

Corridor Planning Council include financing plans for the transit improvements, connecting the Jane Addams improvements to the Kennedy Expressway and the overall recommendations for future corridor planning. The Council is scheduled to complete its work by the end of August and present its recommendations to the Illinois Tollway Board.

Pace I-90 CMAQ Application: Route Details	
Route	Explanation
Route 600 Northwest Express	This peak only uni-directional express route, which operates between the Rosemont Blue Line Station and the Pace Northwest Transportation Center in <i>Schaumburg</i> with a significant portion of its routing on I-90, would be changed to bi-directional and operate all day long and on Saturday.
Route 604 <i>Palatine-Schaumburg Express</i>	This new weekday route would operate between Dundee Rd./IL 53 and the Pace Northwest Transportation Center in <i>Schaumburg</i> via IL 53 and would connect with the express routes on I-90 as well as other Pace routes at the <i>Schaumburg</i> terminal.
Route 605 Randall Rd, Elgin - Rosemont Blue Line Station Express	This new all-day Mon – Sat bi-directional express route would operate between a park n ride lot near Randall Road/I-90 and the Rosemont Blue line Station with stops at various park n rides along I-90 as well as at the Tollway's <i>Des Plaines Oasis</i> (see attached map) for connections to a new distributor service that will operate between the Oasis stop and the greater O'Hare industrial corridor.
Route 607 Randall Rd, Elgin - <i>Schaumburg</i>	This new all day Mon – Sat service would be a branch of Route 605 and would operate from the Randall Road/I-90 park n ride and serve various park n rides along I-90 and then operate via a to- be-determined slip ramp to the Northwest Transportation Center in <i>Schaumburg</i> for connections to the Pace network including a demand-responsive service.
Route 608 <i>Addison - Schaumburg</i>	This new weekday route would operate between the Addison Walmart at Lake/Rohlwing to the Pace Northwest Transportation Center in <i>Schaumburg</i> via several northwest suburban communities. This service would distribute people from the I-90 corridor to areas south of the Jane Addams Tollway.
Route 609 Barrington Rd, <i>Hoffman Estates</i> Call N Ride	This new all day distributor service would connect with several Pace express routes at a new Barrington Road park n ride and will distribute riders to nearby office parks/retail businesses.
Route 610 River Rd - <i>Prairie Stone Express</i>	This peak only express route operates between the Rosemont Blue Line Station and Sears headquarters at <i>Prairie Stone</i> in <i>Hoffman Estates</i> with some reverse trips. This proposal calls for expanded reverse service which would also serve a new park n ride to be established near IL 59/I-90 for service to the Rosemont Blue Line Station.
Route 611 North <i>Schaumburg</i> Call N Ride	This new all day and Sat distributor service would connect with many Pace routes serving the Pace Northwest Transportation Center in <i>Schaumburg</i> and distribute riders to nearby office parks/retail businesses.
Route 612 <i>Des Plaines Oasis</i> Call N Ride	This new peak distributor service would connect with the new Elgin – Rosemont express route and other Pace routes in the greater O'Hare/ <i>Elk Grove Village</i> area to distribute riders to nearby office parks/retail businesses.



Major Bridge Program Seeking Candidate Bridges

The Illinois Department of Transportation (IDOT) will add a FY 2017 increment to the Illinois Major Bridge Program as the 20-13 2018 Highway Improvement Program is developed. Local and state major highway bridges that meet all the criteria will be eligible. This is a discretionary program and all proposed projects must compete statewide based in the following criteria:

Each candidate must be a deficient bridge eligible for Highway Bridge Program funding. Funding is for existing structures that meet HBP eligibility; not for constructing new structures.

The total cost for all engineering, utilities, land acquisition and construction costs, including minimal approach work must total a minimum of \$1,000,000 for local Major Bridge candidates. However, only the construction and construction engineering cost will be eligible for funding from the Major Bridge Program. The federal share is 80 percent of the eligible cost, with the local agency responsible for the 20 percent matching funds and any costs above the approved major bridge funding.

Any proposed local bridge must be under the jurisdictional responsibility of a county, municipality or township and located on a route with appropriate jurisdictional responsibility. If local agencies are willing to accept a jurisdictional transfer of certain private bridges, such as a highway bridge over a railroad or bridges that are in jurisdictional dispute between the state and local

agency, and an agreement can be signed, these bridges may be submitted as candidates. Actual transfer of jurisdiction should be withheld until candidate bridges have been approved for funding.

Applicants should work with their Local Roads engineer to complete the required major bridge fund request form along with a briefing paper which should include:

- Completed major bridge fund request form
- Structure number
- Location and general description
- Proposed improvement and detailed cost estimate(Identify costs for each phase of the project)
- Source and extent of local participation (Specify cost estimates for local participation, including estimated railroad cost participation, if applicable)
- Preconstruction activity status
- Tentative letting dates for proposed improvements
- Load posting, if applicable
- Current Structure Inspection and Appraisal sheet
- Explanation of the proposed jurisdictional transfer agreement required for eligibility for private bridges
- Contact person and address

The district must receive all program candidates by September 12, 2011.



News from the Northwest Council of Mayors

Projects on the upcoming September letting from the Northwest Council are: Lee at Perry Intersection Improvement in *Des Plaines* (STP funded), Plum Grove Road Bike Trail in *Rolling Meadows* (CMAQ funded), Davis Street sidewalk in *Arlington Heights* (ITEP funded), the Milwaukee Avenue Streetscape in *Niles* (ITEP funded) and the Higgins Road Bike Path in *Hoffman Estates* (CMAQ funded)

The next meeting of the Technical Committee will likely be held in October. On the agenda for the next meeting will be a review of the Council's STP methodology.

News from the North Shore Council of Mayors

The North Shore Council of Mayors Surface Transportation Program (STP) Methodology Subgroup met on July 12 to begin its review of the Council's project selection methodology and programming practices. The subgroup is made up of members from the North Shore Council of Mayors Technical Committee. The subgroup spent time reviewing the North Shore project selection criteria and discussing the strengths and weaknesses of various evaluation measures. The subgroup will continue to review existing and potential selection criteria at its next meeting.

The majority of the meeting was spent discussing STP funding parameters. The subgroup discussed spending on right-of-way (ROW) acquisition and Local Agency Pavement Preservation (LAPP) projects. In regards to ROW acquisition, the subgroup's preliminary thinking was that ROW should not be the responsibility of the North Shore Council. Less than half of the subregional Councils of Mayors use STP funding for ROW acquisition. For LAPP, the subgroup felt that the Council's policies and methodology should reflect the reality that LAPP is an important tool for preserving and maintaining the roadway network. Staff will attempt to use the comments and input on funding parameters to develop potential recommendations for the subgroup's next meeting. In addition, the subgroup discussed spending caps on cost increases or project totals, but there was no consensus on whether or not hard caps are necessary.

The subgroup will meet again in August. The next North Shore Council of Mayors Technical Committee meeting is scheduled for Wednesday, September 21 at the *Skokie Village Hall*.



River Road Reconstruction Wrap Up

By Jon Duddles, P.E.

**Assistant Director of Public Works and Engineering
City of Des Plaines**

The Illinois Department of Transportation and the *City of Des Plaines* recently completed the reconstruction of 1.52 miles of Des Plaines River Road, 0.28 miles of Touhy Avenue & 0.28 miles of Devon Avenue. New storm sewer including stormwater treatment, subbase, traffic signals, roadway lighting, curb/gutter, lane expansion with a center turn lane, Tollway ramp reconstruction, land clearing and entrance configurations of a new Casino facility constructed simultaneously with Des Plaines River Road Reconstruction.

Timeline

Project was slated for completion in 18 months, which was reduced to a 12 month period to coincide with completion of the Rivers Casino. Project was finished on July 1st, 2011 with complete beneficial use and seventeen days before the Casino Grand Opening.

Benefits

Economically, this span of roadway reconstruction is not only a main thoroughfare but has a tremendous positive impact upon numerous business complexes, restaurants and hotels which will be significantly influenced by the development of a major casino along this section of roadway, creating new jobs for over 1200 employees and increasing local revenues for the *City of Des Plaines* and surrounding communities.

Environmentally, as Des Plaines River Road is adjacent to the Des Plaines River, notoriously known for overflowing its banks, the new elevated profiles of this roadway will further reduce the potential for flooding in this area. Beneath the reconstructed River Road., Devon Avenue and Touhy Avenue, storm water conveyance through the new drainage system, will significantly improve water quality with the implementation of a treatment system capable of storing solids, trapping oil and other floating contaminants that would otherwise pollute the Des Plaines River.

Enhanced traffic flow, including up-

grades in traffic signalization, expansion of roadway lighting, and installation of a center turn lane and the addition of multiple intersection turn lanes on this four lane highway will relieve congestion and promote usage as a major corridor to O'Hare airport.

Stakeholders

Besides the Rivers Casino Construction project, River Road houses four major hotels and seventeen major business complexes all requesting special needs due to the broad spectrum of their clients as well as individual residents along River Road and Touhy Avenue Numerous agencies involved with this project included Illinois Department of Transportation, Metropolitan Water Reclamation District, *City of Des Plaines*, Village of Rosemont, Forest Preserve District of Cook County, PACE & Illinois Tollway Authority.

Project Utility Obstacles

Multiple utilities including NICOR, ComEd, AT&T, Level 3, Comcast and water mains required relocation. Paramount to acquiring a suitable construction zone for contract work was the relocation of a major NICOR underground pressure reducing vault and relocation of 8" gas main. Level 3 vault structures required complete reconstruction. This project also contended with a three week labor strike during construction start-up and endured Chicago's 3rd worst snow storm in the middle of construction. Encountered major excavation undercuts due to unstable soils. Identified and resolved conflicts with abandoned utilities, incorporated six construction revisions throughout project and circumvented virtually non-existent staging/storage areas. Contractor contended with disparities of roadway elevations due to proposed varying roadway profiles which disrupted normal traffic patterns. Pile driving performed adjacent to an MWRD 72" brick interceptor sewer was temporarily suspended, pending resolution of the effects of vibration.

Solutions for Utility conflicts

An independent utility coordinator was hired to coordinate with various utility representatives to simultaneously facili-



Before



River Road Reconstruction Wrap Up (Continued)



(Continued from page 8)

tate utility relocations for the casino and the road reconstruction.

Performed major utility relocations during winter months with multiple crews.

Prior to winter conditions, subbase materials were capped with Stabilized Subbase HM to provide a stabilized platform for utility companies to perform their relocations beneath future pavement. Subbase capping limited the amount of moisture during the winter and eliminated the lag period in the spring which normally requires optimal weather conditions to maintain a dry subbase.

CLSM was used exclusively throughout all utility trenches, including storm sewers to avoid frozen trench backfill.

Staged storm sewer work immediately subsequent to utility relocation efforts.

Monitored pile driving work with Vibration Analysis proving this methodology for installation was a non-impact activity.



Project Maintenance of Traffic (MOT) Obstacles

Increased traffic congestion, exacerbated by utility conflicts and lane closures, constantly warranted MOT modifications throughout the project limits, especially the intersection of Devon Avenue and River Road. This construction zone was further constricted by a four lane bridge just east of this intersection driving the schedule as a critical activity. Continuance of construction was compounded by winter's inclement weather with numerous snow events and freezing weather conditions. Fast track double lane paving operations required constantly maintaining temporary commercial drives.

Solutions for MOT Conflicts

Created new MOT layouts and traffic configurations corresponding to utility relocations conducive to both the City of Des Plaines and the Village of Rosemont.

Reduced multiple placements of concrete paving to maintain joint layout by coordinating multiple temporary shut-

downs of turn lanes to allow consistent paving through intersections.

Negotiated and coordinated an ISTHA ramp shutdown for 30 days that reduced overall project completion by four weeks.

Established new jog patterns in traffic to open up more space for construction work and rerouted traffic through short-term detours.

Accelerated pavement installation by utilizing temporary heating and thawing equipment to prevent frozen subbase and heat newly placed concrete.

Paving constraints due to driveway locations was solved by pairing up local businesses to share ingress and egress that reduced mainline paving by 8 days, insured smoother pavement with machine pours and substantially reduced construction joints.



After

Municipal Spotlight

If your municipality is undertaking a transportation plan or project of note, please contact NWMC staff to be featured in an upcoming edition of the NWMC Transportation Newsletter.



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FHWA Offering Free Travel Demand Workshop

The Federal Highway Administration is hosting a workshop on Managing Travel Demand to Address Congestion at their Chicago offices (200 West Adams Street, Suite 330) on Wednesday, August 31 from 8:30 a.m. to 4:00 p.m. This workshop has been offered in over 20 locations throughout the United States and attended by over 500 transportation professionals.

Workshop beneficiaries represent those whose responsibilities include, but not limited to: Traffic operations managers (state/local municipalities); Transportation engineers; Planners; Public Transit operators; Ridesharing specialists; Federal Highway/Federal Transit Representatives; and Public Agency Partners (environmental, sustainability groups, etc.).

The concept of managing travel demand, also called Transportation Demand Management (TDM), has a long history in the U.S., dating back to the gas crises of the 1970's. The traditional view of TDM focused on commuter carpooling programs. However, a new,

broader definition of TDM includes a wider range of traveler choices, including mode choice (e.g., public transit), time choice (time of day tolls), location choice (telecommuting), route choice (comparative travel times on parallel roads), and even lane choice (HOV lanes and active traffic management).

The workshop will provide: a new definition of transportation demand management; a conceptual framework for broadening traveler choices; examples and case studies for each type of choice; an introduction of how to integrate TDM into the planning process an overview of resources and tools related to Active Transportation and Demand Management and the transportation planning process.

Please note that space is limited. For registration information please visit: <http://mtdworkshopchicago.eventbrite.com/> or contact Ralph Volpe, ralph.volpe@dot.gov or 404-562-3637. The registration deadline is August 24.

CMAP Planning Commissioner Workshops Announced

CMAP has announced the times and locations for the next round of Planning Commissioner Workshops. All programs will be presented on Saturday mornings from 8:00 a.m. to Noon.

The registration fee is \$25.

Program 1

Session #1 – September 17, 2011
Session #2 – October 1, 2011

Kane County Government Center
719 Batavia Ave., Building A
Geneva, IL 60134

Program 2

Session #1 – September 24, 2011
Session #2 – November 5, 2011

Grant Park Recreation Center
44 W. Golfview Drive (East Room)
Northlake, IL 60164

Program 3

Session #1 – October 8, 2011
Session #2 – November 12, 2011

South Suburban Mayors & Managers Association
1904 West 174th Street
East Hazel Crest, IL 60429

The presentations and discussions focus on the role of the planning commission, the legal framework for planning, CMAP's [GO TO 2040](#) plan, basic components of a comprehensive plan and the relationship between planning and zoning.

Registration will soon be available at: <http://www.cmap.illinois.gov/training>.