



# CAG Meeting #5

## Summary

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### Community Advisory Group Meeting #5 Summary

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The fifth Community Advisory Group (CAG) meeting for the Barrington Road Interchange on the Jane Addams Memorial Tollway (I-90) Phase I Study was held on April 17, 2013 from 1 to 3 P.M. at the Hoffman Estates Village Hall, 1900 Hassell Road, Hoffman Estates, IL 60169.

The meeting included the following topics:

- Introduction of the project team and CAG members
- Recent Activities
- CAG Activities to Date
- Preferred Interchange Alternative
- Overview of Transit Accommodations
- Overview of Bicycle and Pedestrian Accommodations
- Preferred Alternative
  - Small Group Discussion
  - Facilitated Question and Answer Session
- Closing Remarks and Next Steps

### Project Team Attendance

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- Marty Morse, IDOT
- Ken Doll, IDOT
- Jennifer Kaluarachchige, IDOT
- Gary Salavitch, Hoffman Estates
- Greg Dreyer, Illinois Tollway
- Kevin Nelson, CMT
- Tice Cole, CMT
- Jason Dove, CMT
- Lou Dixon, CMT
- Kara Peach, Planning Communities
- Kevin Hall, Planning Communities
- Elli Cosky, Metro Strategies (representing Illinois Tollway)
- Jamie Bents, Huff & Huff

The meeting was attended by 10 of the 36 CAG members. A list of CAG members that attended is provided on the next page.

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### CAG Member Attendance

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- Peter Fahrenwald, Regional Transportation Authority
- Peter Gugliotta, Hoffman Estates Planning Director
- Marcie Majewski (alternate for Gregg Majewski), Jerseys Pizza
- Ross Morizzo, Morizzo Funeral Home
- Steve Anderson, Pace
- Duane Mahone, Pace
- Nancy Wagner, Active Transportation Alliance
- Michael Kies, Hoffman Estates Park and Recreation
- Kelly Clancy, Alexian Brothers
- Jeffrey Skender, Hoffman Estates Bicycle Planning Advisory Committee (BPAC)

### Preferred Interchange Alternative

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An updated draft preferred alternative was presented to the CAG. After a full description and visual presentation of the configuration, the CAG were given the opportunity to ask questions related to the alternative. No questions or comments were received, and the CAG came to a general understanding of agreement on the preferred interchange alternative.

### Overview of Transit Accommodations

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Three transit accommodations were presented to the CAG members. A full description and visual presentation for each was provided as well as an overview of the evaluation process used to determine the preferred configuration. The evaluation process deemed that Configuration C, direct access from the ramps, was the only configuration that was feasible based on the criteria. The future transit design will be determined by Pace.

### Draft Bicycle and Pedestrian Accommodations

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The CAG was provided an overview of the possible bicycle and pedestrian options and a visual demonstration of how each configuration would interact with the transit options. Crossing locations were also explained in detail, and it was described how the bicycle and pedestrian facilities would interact with planned bicycle routes on Central Road and Pembroke Avenue.

### Preferred Alternative Group Discussion

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CAG members were provided fifteen minutes to review the bicycle and pedestrian configurations and discussed as small groups as Project Team members circulated the room to answer questions and discuss with the CAG members.

The small groups then returned to the large group for a facilitated question and answer session. One CAG member questioned the need for the channelized right turn lanes on Hassell Road if a bike lane



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is proposed for that area. CMT noted that this intersection does not have free-flowing traffic, it is a signalized intersection. CMT responded that the islands reduce the distance the pedestrians need to walk to cross the intersection. The Village of Hoffman Estates added that the proposed bike lane is on the sidewalk in this area; the bike lane will be on the pavement east of the intersection and a ramp will lead the path onto the sidewalk west of Pembroke Avenue.

The CAG was also interested in the northwest and southwest quadrants of the interchange and opportunities to develop the open land in those locations. CMT noted the existing power pole constraints for conceptual development in the southwest quadrant. CMT explained that both northwest and southwest quadrants are currently being reserved by the Tollway for storm water storage for both this interchange project and the I-90 mainline project. It was also noted that a bridge across a Poplar Creek Tributary A would be required to access any developments in the northwest quadrant, which could make development cost prohibitive.

Pace noted interest in sharing their overpass path as part of the shared-use path proposed and suggested exploring more opportunities with the Village to work together to share the cost and maintenance. There was discussion amongst the Project Team on how the sharing of costs is very critical and this could also create more opportunities to connect to the local forest preserves. This led to further discussion on the ramping of the path versus the implementation of elevators. This would require further investigation by Pace. The Village of Hoffman Estates stated that they are still in the process of evaluating the original request from Pace and will provide a response soon.

The Project Team and CAG continued to discuss the need to enclose the pedestrian bridge for the safety of users and to prevent objects from falling onto I-90 below. The fencing required for the Pace overpass was discussed. The CAG also asked what kind of fencing would be required for the bicycle/pedestrian facilities at the Barrington Road Bridge. The project team discussed examples of bridge fencing at Meacham Road over I-90 in Schaumburg and Meyer Road over I-88 in Oak Brook Terrace. The project team stated that the fencing is a balance between safety and aesthetics and this issue would be investigated further.

Finally, CAG members observed that the widening of Barrington Road at the northeast quadrant of Hassell Road results in a significant grade change and wanted to know what impacts this would have to the Assembly's parking lots. The project team stated that the improvements would require a larger retaining wall than existing, with or without the proposed shared use path, to mitigate impacts of the Barrington Road widening. There may be parking impacts at the southwest quadrant of the parking lot that could be mitigated by a rearrangement of parking. The layout of the proposed retaining wall is currently planned to avoid significant impacts to parking along the west side of the parking lot.

As a result of the discussion, the Project Team will explore more options for bicycle access on the overpass and explore options for the pedestrian bridge fencing/enclosure. The revised parking options for Assembly will be presented at the Public Hearing. CAG members came to a general understanding of agreement on the bicycle and pedestrian facilities and transit accommodations.



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### Closing Remarks and Next Steps

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CMT provided closing remarks and stated that the Public Hearing will be the conclusion of the Public Involvement process that was initiated in June 2012.

The contract schedules for construction for the Tollway and the interchange were presented and it was noted that Pace's schedule is an independent schedule, although the Project Team hopes to meet with Pace soon to coordinate these schedules. The interchange would be split into two construction contracts with the first contract including the Barrington Road Bridge and some approach work along Barrington Road. This first contract would be constructed in 2014 to remove the impediment that the existing Barrington Road Bridge creates for the paving of the I-90 mainline project occurring in 2015 and 2016. The second contract for the interchange would include the remainder of Barrington Road, the ramps to and from the east and west, and the bicycle and pedestrian accommodations. CAG members inquired into the timeline for construction bids and actual construction of the second contract. Assuming the interchange project were to be fully funded it is currently anticipated that the construction would take one and a half to two years and be performed in conjunction with the I-90 mainline improvements. The Tollway would like to complete the entire I-90 corridor by the end of 2016, so the schedule for this project would ideally fit within that timeline in order to minimize the duration of construction impacts to motorists.