



Village of Hanover Park Administration

Municipal Building
2121 Lake Street
Hanover Park, IL 60133-4398

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www.hpil.org

PRESIDENT
RODNEY S. CRAIG

VILLAGE CLERK
EIRA CORRAL

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WILLIAM CANNON
JAMES KEMPER
JON KUNKEL
HERB PORTER
RICK ROBERTS
LISA TROUSDALE

VILLAGE MANAGER
JULIANA A. MALLER

VILLAGE OF HANOVER PARK **PUBLIC NOTICE OF** **SPECIAL VILLAGE BOARD WORKSHOP**

Public Notice is hereby given pursuant to the Open Meetings Act - Illinois Compiled Statutes, Chapter 5, Act 120, Section 1.01 (5 ILCS 120/1.01 et seq.) that the

Board of Trustees of the Village of Hanover Park

SHALL MEET IN A SPECIAL WORKSHOP ON *Thursday, January 7, 2016 at 6:00 P.M.* AT THE

Municipal Building at 2121 Lake Street, Hanover Park, IL 60133, Room 214. The purpose of the meeting is to hold a special Workshop meeting of the Village Board.

Agenda Attached

Posted on : _____
(Date)

By _____
Eira L. Corral, Village Clerk



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VILLAGE OF HANOVER PARK

VILLAGE BOARD SPECIAL WORKSHOP MEETING Municipal Building: 2121 W. Lake Street Hanover Park, IL 60133

Thursday, January 7, 2016
6:00 p.m.

AGENDA

1. CALL TO ORDER-ROLL CALL
2. ACCEPTANCE OF AGENDA
3. DISCUSSION ITEMS
 - a. IDOT Feasibility Study
4. ADJOURNMENT

The traffic projections were made to 2010. IDOT is now looking at alternatives for this connection in light of the current transportation needs, trends and the Village's vision for our future Village Center development.

The project limits extend from the current intersection of I-390 with Rt. 20 in Hanover Park to the Shales Parkway intersection with Rt. 20 in Elgin.

Status to date:

In 2014, IDOT (working with a consultant (CH2M)), completed the following steps:

- Scoped the project and conducted traffic modeling with data collection, and analysis of existing conditions.
- Reviewed traffic data, including crash statistics, traffic projections – with and without improvements
- Designed several alternatives and reviewed them with staff from all concerned municipalities.

In 2015, IDOT further analyzed the information:

- Determined that roadway improvements are necessary as several segments and intersections are already over capacity.
- Reviewed the impact of each alternative on traffic on existing streets.
- Reviewed the design of the alternatives as it relates to the future development and vision.

Mayors, Managers and several staff members from each municipality have met and have provided feedback to IDOT. The proposed changes at the eastern end of the project will have the most impact for Hanover Park.

Next Steps:

- ✓ IDOT will be making a presentation to each community's Board.
- ✓ The goal is to have a joint letter of support from all communities in order to seek funding opportunities.
- ✓ Determine phasing options

Recommended Action

Review the information from IDOT and provide direction/feedback.

Attachments: IDOT memo

Budgeted Item:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Budgeted Amount:	\$ N/A	
Actual Cost:	N/A	
Account Number:		

**IL Rte 390 Extension/ US 20 (Shales Parkway to Greenbrook Blvd
Feasibility Study (Summary)
December 29, 2015**

Background

As part of the planning studies for the Elgin-O'Hare project in the 1980's, an access controlled expressway from the west side of O'Hare to North Avenue (formerly East Bartlett Road) was recommended (see Exhibit 1). Improvements to US 20 (Lake Street) were also recommended, and consisted of maintaining the current four lane cross section, while adding a curbed median to consolidate access and improve safety, from Shales Parkway to North Avenue. These improvement recommendations were based upon year 2010 traffic forecasts. This planning work was completed in 1991, and a six mile section of the Elgin-O'Hare was opened to traffic in 1993. In 2007, IDOT began a new study for the Elgin-O'Hare project, which now included consideration of a west O'Hare Bypass, focused on an eastern extension of the existing Elgin-O'Hare, and was based upon year 2040 traffic forecasts (see Exhibit 2). This planning work was completed in 2012, and construction of the project is underway. The Village of Hanover Park was also developing their Village Center Plan during this timeframe and completed their plan in 2012 (see Exhibit 3). The Village's plan envisions mixed used development that is clustered around the existing Metra station, as well as an arterial type of roadway serving this area.

IDOT began a feasibility study in the spring of 2014. The purpose of the feasibility study is to further evaluate the Village's arterial concept, and in doing so, provide an updated evaluation of past recommendations for the western portion of the Elgin-O'Hare corridor, including the connection to Lake Street at North Avenue. The feasibility study would also provide the platform for a future Preliminary Engineering and Environmental Study (Phase I) if appropriate. A working group consisting of Hanover Park, Bartlett, Streamwood, Elgin, the Illinois Tollway, Cook County, and DuPage County was formed and several meetings were held to discuss existing conditions, alternatives, and the recommended alternative.

Alternatives Considered

Several variations of an arterial extension of the Elgin-O'Hare Expressway (IL Rte 390) were examined:

- Four lane arterial
- Four lane arterial with overpasses
- Two Lane Arterial
- Four lane arterial with modified transition from existing Elgin-O'Hare Expressway.

In general, these alternatives reduced traffic on the section of Lake Street that parallels the extension of the Elgin-O'Hare, as well as Greenbrook Boulevard. Another important factor is the Village Center Plan, which, if fully developed, would add approximately 40,000 vehicle trips to the local network, and would require adding lanes to Devon Avenue, from Newport Blvd to west of the Ontarioville historic district.

The four lane arterial with the modified transition is the recommended alternative (see Exhibit 4), based upon the following factors:

- Provides an improved transition from the existing expressway to arterial cross section
- Provides design flexibility with respect to alignment and reduces roadway footprint, which can provide additional buffering for adjoining residential land uses.
- Improves access to adjoining communities
- Provides better compatibility with Hanover Park's future land use planning

The estimated cost for the IL Rte 390 Extension/ US 20 improvements are as follows:

- US 20 reconstruction, from Shales Parkway to North Avenue: ~\$137 Million
- IL 390 extension, from North Avenue to the existing Elgin-O'Hare expressway: ~\$96 Million

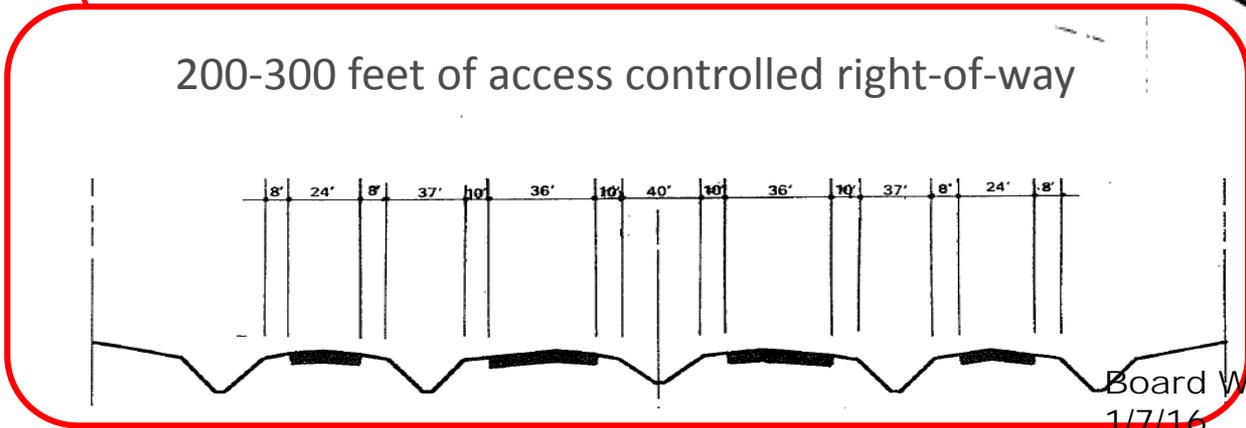
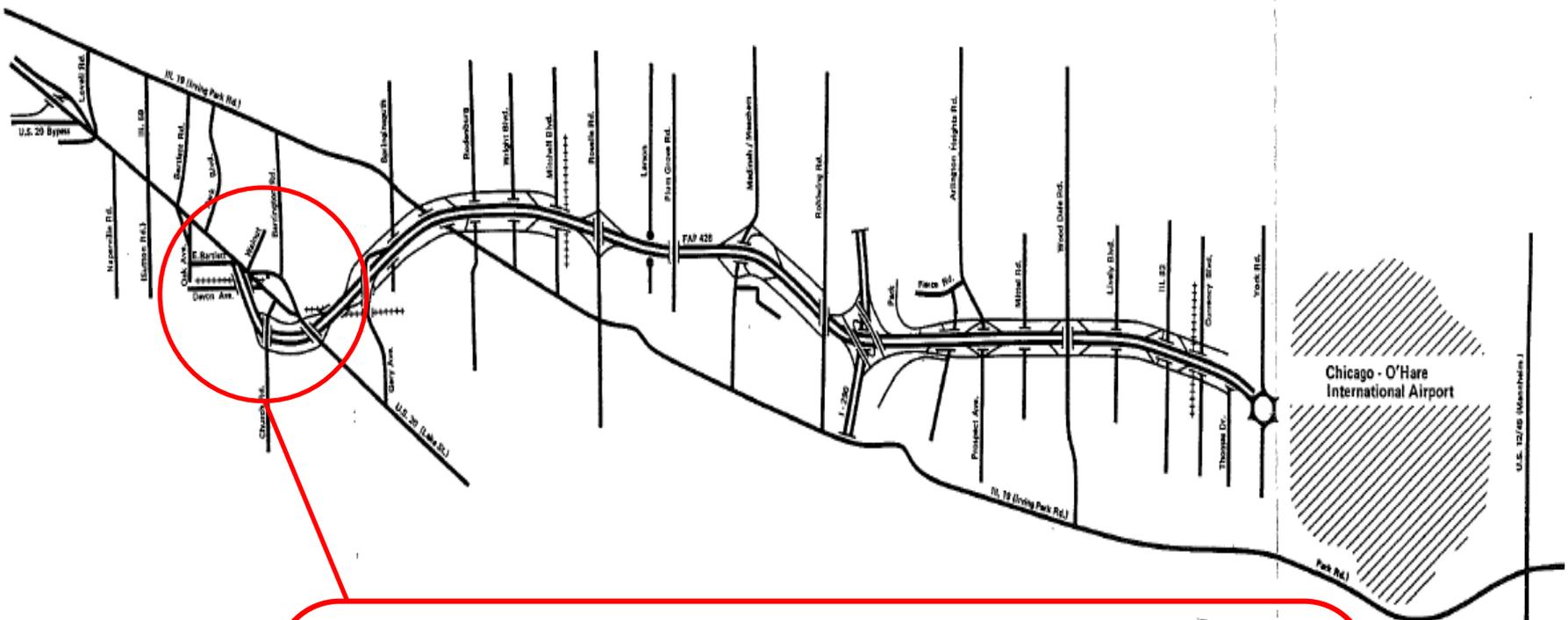
Next Steps

Present feasibility study findings to communities along the study corridor, address stakeholder comments, and finalize study.

1991 Access Controlled Freeway Elgin-O'Hare Expressway

Original Concept Included Frontage Roads (County Farm to US 20)

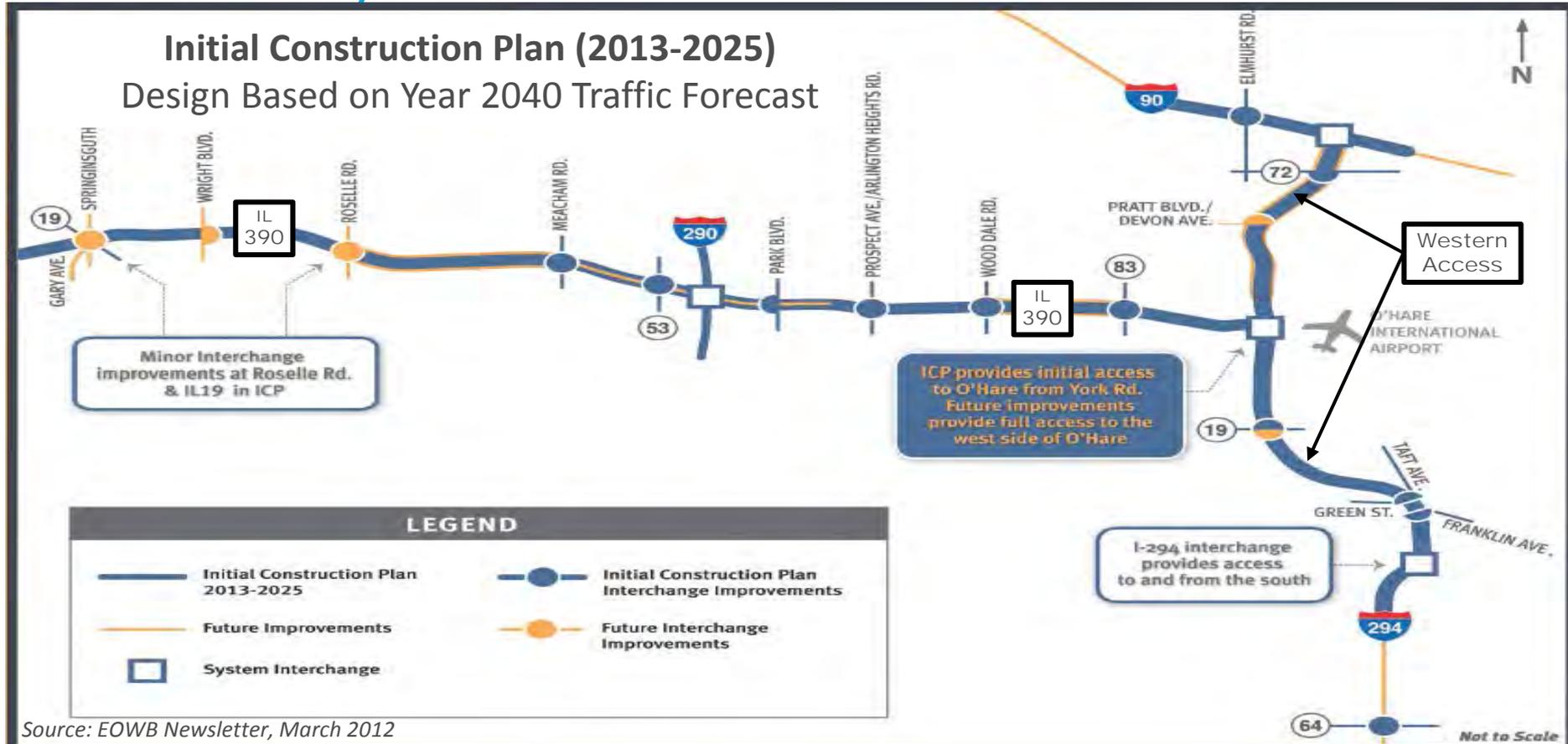
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Background

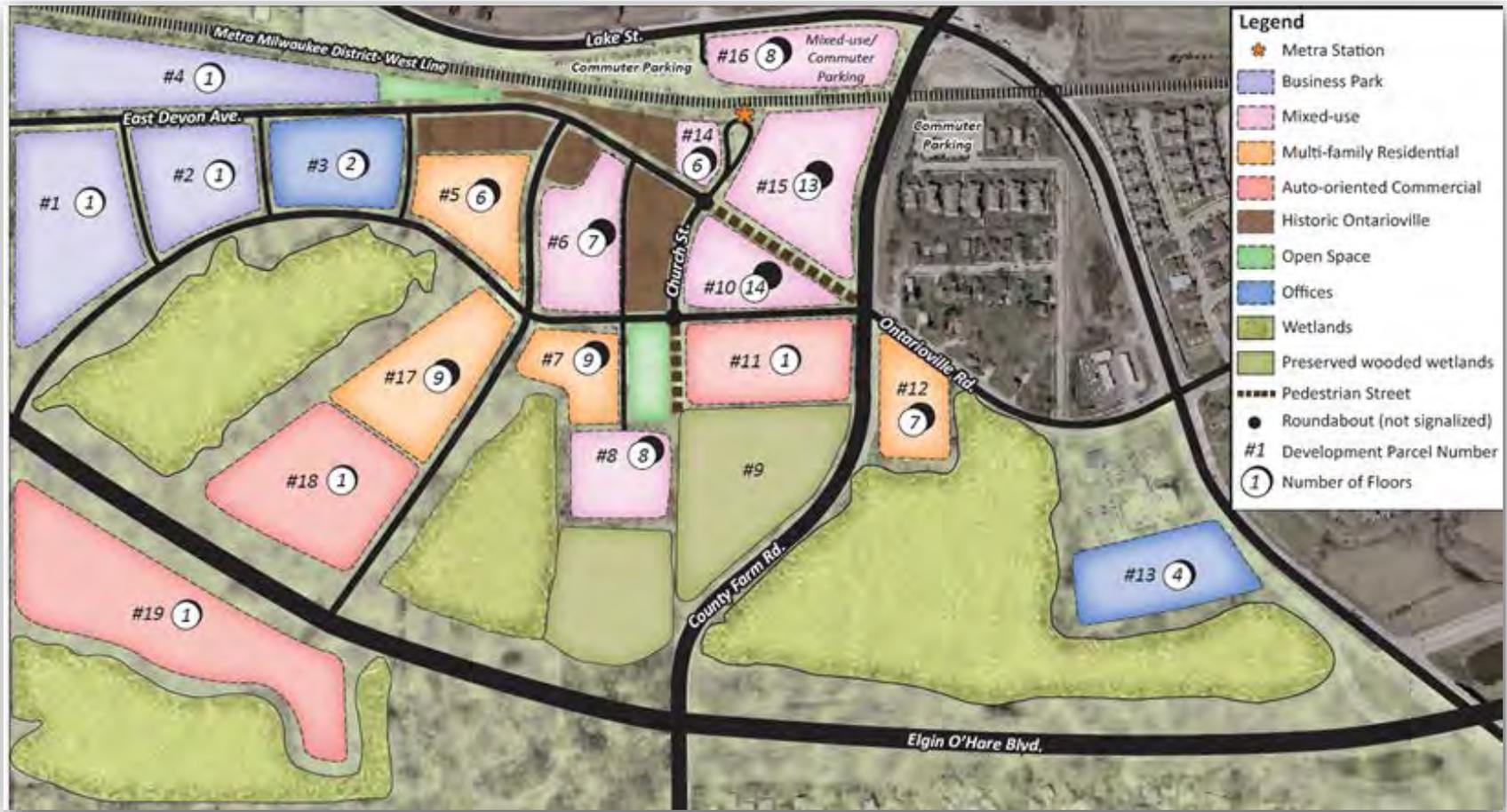
2012 IDOT Study Recommendations

3-A



- Improve existing Elgin O'Hare (renamed IL 390) from US 20 to I-290
- Extend Elgin O'Hare (IL 390) from I-290 to Western Access
- Construct Western Access with connections to I-90, IL 390, and I-294

Village of Hanover Park Comprehensive Plan



- Hanover Park Village Center Plan designed to be compatible with the Western Terminus
- Development area has direct access to the Western Terminus and IL 390

IL 390 Westerly Extension Recommended Concept

3-A

