

**Village of
Barrington Hills
ROADS & BRIDGES**

Memo

To: Trustee Cecola
From: Robert Kosin
cc: Board of Trustees, Village President
Date: August 25, 2017
Re: IDOT Algonquin Road Phase 1

The Illinois Department of Transportation has notified the Village of its resumption of a Phase 1 study of State Route 62 between State Route 25 and Brinker Road. General participation areas are identified by IDOT to which an initial response would be forward through the Roads and Bridge Committee.

Subsequent comments would likely involve other aspects of Village functions as well as public participation.

The scope of the project both in terms of budget being a minimum of \$100M and a roadway network of over seven miles in three counties will involve a greater than ordinary time horizon. Participation can occur through existing staff support or arrange for outside consultants.

The initial review is to occur through the Department's Context Sensitive Solutions and a link describing that review is as follows

www.idot.illinois.gov/transportation-system/transportation-management/context-sensitive-solutions/index



Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

August 18, 2017

The Honorable Martin J. McLaughlin
Village President
Village of Barrington Hills
112 Algonquin Road
Barrington Hills, IL 60010

Dear Village President McLaughlin:

This is to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies (Phase I) to improve IL 62 from IL 25 to IL 68 in the Village of Barrington Hills in Cook and Kane Counties. A location map is attached for your reference. This improvement is not currently included in the Department's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The proposed improvement is anticipated to accommodate existing and projected 2040 travel demands and address safety concerns. Improvements may include additional through lanes, a median, auxiliary lanes at intersections, and pedestrian and bicyclist accommodations.

A key planning tool for this project will include a public involvement program based upon the principles of Context Sensitive Solutions (CSS). CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings (its "context"). Through early, frequent, and meaningful communication with stakeholders (which includes elected officials at the federal, state and local levels) and a flexible as well as creative approach to design, the resulting project should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

This will be accomplished through an outreach program that will include meetings with stakeholder groups including a Community Advisory Group and public meetings, as well as a public hearing, at key points in the study process. This input will be evaluated and used to help shape viable solutions. A project website is being developed that will provide current project information, activities and details on upcoming public involvement. Proposed highway improvements are typically processed in three distinct phases. In Phase I, proposed geometry, environmental concerns, as well as right-of-way (ROW) requirements are defined. During Phase II, contract plans are prepared and the necessary ROW is acquired. Phase III represents the actual construction of the improvement.

In an effort to ensure that our highway improvement will address actual highway needs and will be sensitive to local and community concerns, we will be contacting you at various points during our preliminary studies. The purpose of these contacts will be to assist us in data gathering, to incorporate locally requested improvements into our highway improvement (as appropriate), and to keep you informed of project status. Please note that our Hydraulics Section may be contacting you independently to discuss the drainage elements of our project.

At this early stage of our project development, we would particularly like to inform the Village of their opportunity to provide input into the need for pedestrian and bicycle accommodations. Please inform us of any existing or planned bicycle usage in the vicinity of the project, particularly bike lanes, separate bicycle trails, or signed bike routes. This information will be helpful in determining whether any special design features need to be considered to accommodate bicyclists or pedestrians within the improvement area.

Please also provide the following data and information, if it is available:

- Land use plans and planned developments
- Zoning ordinances and maps
- School, park, fire protection, and sanitary districts and boundaries
- On street parking ordinances, if applicable
- Locations of Village lighting and/or utilities within the study area
- Other community features, facilities, or items that you feel may be relevant for our consideration in development of this project
- Any engineering studies and/or programmed improvements, along with their respective schedules, involving Village routes which may affect implementation of our proposed project

Enclosed for your information and reference is a copy of Exhibits A and B. Exhibit A generally defines our cost participation policies for highway improvements, including such items as traffic signals, parking lanes, utilities, lighting, sidewalks, and additional work. Exhibit B outlines the steps and cost participation specifically for emergency vehicle pre-emption related items. Your areas of participation, if any, will be defined at a later date as the study nears completion. This information will be provided via a Letter of Intent which will form the groundwork for the Village/State agreement to be written during Phase II, contract plan development.

The Department is responsible for 100% of the cost for removal and replacement of existing sidewalk or paths affected by the roadway improvements. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee. In addition, the Village must agree to assume long-term responsibility for the administration, control, reconstruction, and maintenance of the sidewalk or shared-use path.

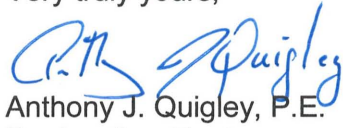
The Honorable Martin J. McLaughlin
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Based on a preliminary review of existing conditions, it appears as though a separate off-road shared-use path will likely be required in order to accommodate bicyclists and pedestrians. According to our policy, this accommodation would be provided along, or short distances outside of, the project limits if the local agency is willing to participate in cost sharing and accept maintenance responsibilities of this path. If the local agency chooses not to participate in the bicycle or pedestrian accommodations, the Department requests that a local resolution indicating their non-participation be sent to the Department (see enclosed example). Without the local agency cost participation, the Department will consider the highest and best accommodation feasible.

Public utilities, installed in the highway ROW via permit and requiring relocation, will be relocated at no expense to the Department. The Village will be responsible for relocation of its facilities in conflict with the Department's improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain and fire hydrants as well as storm, sanitary and/or combined sewers.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,



Anthony J. Quigley, P.E.
Region One Engineer

Enclosures

cc: Dan Strahan

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicycle and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicycle and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented the Village, for its consideration, a bicycle and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by the Village; therefore, be it

RESOLVED, That the Village hereby rejects the Department's proposed bicycle and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

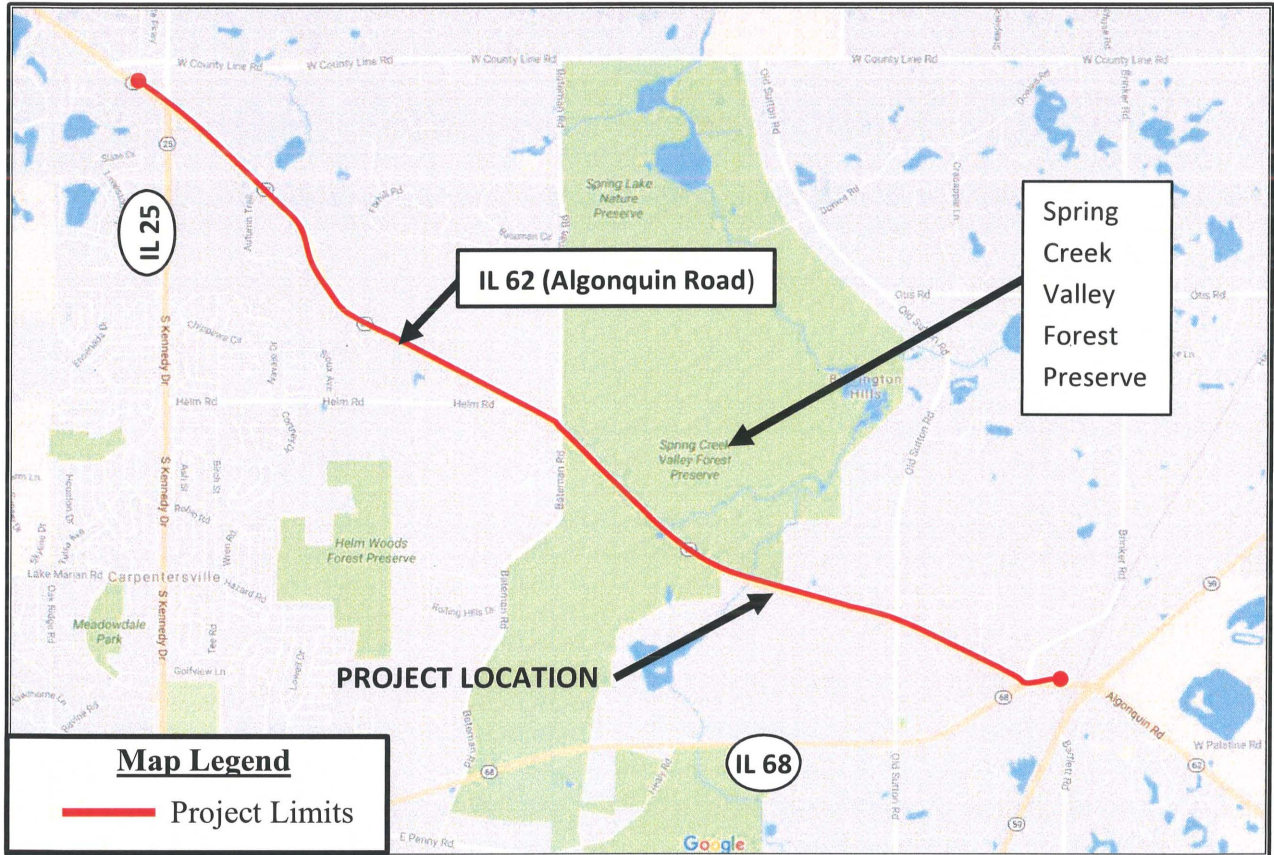
RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

PROJECT LOCATION MAP

IL 62 (Algonquin Road)

IL 25 to IL 68

P-91-404-16



IL 62 (Algonquin Road)

IL 25 to IL 68

Village of Barrington Hills

Dundee/Barrington Township

Cook/Kane County

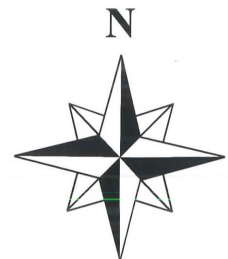


Exhibit "A"

TRAFFIC SIGNAL PARTICIPATION

The cost participation associated with traffic signal installation, modernization, or relocation will be in accordance with 92 Ill. Adm. Code 544 "Financing of Traffic Control Signal Installations, Modernization, Maintenance, and Operation on Streets and Highway under State Jurisdiction."

Traffic signals may be installed only where conditions meet warrants established in the current Illinois Manual on Uniform Traffic Control Devices. If a new signal installation is warranted, it may be included within the roadway improvement.

Current IDOT policy requires that IDOT and Local Agency (ies) share the responsibility for installation, modernization, and relocation of traffic signals. The installation, modernization, and relocation of pedestrian signals associated with traffic signal improvements will also require the Department and Local Agency (ies) to share financial responsibility. The eligible share of the cost to each agency will be in proportion to the number of intersection approaches that the agency maintains. Generally, traffic signal costs are 80% Federal and 20% non-Federal based on established cost participation policy (90% Federal and 10% non-Federal for safety projects). IDOT will participate in the non-Federal portion for the State-owned legs of an intersection. At locations where all legs of an intersection are State-owned, IDOT will participate in 100% of the cost of the traffic signal installation, modernization, or relocation. Closely spaced new or modernized traffic signals within the improvement limits generally require signal coordination or hardware interconnection for the purpose of providing vehicle progression. IDOT will be financially responsible for 100% of coordination or interconnection costs.

IDOT will be financially responsible for 100% of the installation and modernization of traffic signals at ramp terminals of ramps connecting to or from a State highway.

The entire cost of installing push button ("Fire pre-emption") and emergency vehicle pre-emption equipment is the responsibility of the requesting local fire district or municipality.

The entire cost of installing, modernizing, relocating, maintaining and energizing private benefit signals is the responsibility of the private benefit agency being served by the traffic signals. However, IDOT will enter into a formal agreement for a private benefit signal installation only with the local jurisdictional or governmental agency.

It should be noted that an agency involved might voluntarily assume responsibility for another agency's share of the cost in order to expedite the installation or modernization.

When warrants are met for school crossing signals at public road intersections, the eligible share to each agency for the installation and modernization cost shall be split on a 50/50 basis or in proportion to the number of intersection approaches that each agency maintains.

TRAFFIC SIGNAL MAINTENANCE

At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will be responsible for the maintenance of the signals.

At intersections lying wholly or partially within the Corporate Limits of one or more municipalities, IDOT will assume the following costs for the maintenance of traffic signals on State highways within municipalities:

- (A) The total costs for all signals at the intersections of two or more State highways.
- (B) The total costs for all signals at the intersections along State highways that have an average daily traffic in excess of 35,000 vehicles per day as shown on the latest published edition of the traffic volume (AADT) map. The District Engineer will determine the limits of this section within the municipality.
- (C) The total costs for all signals located at the terminals of ramps connecting to or from a State highway.
- (D) At all other intersections IDOT and the municipalities will share in the cost of signal maintenance. The cost to the municipalities will be in proportion to the number of approaches that they maintain.

ENERGY CHARGES

The division of financial responsibility for the energy charges will be as follows:

- (A) At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will pay the energy charges for the operation of the signals.
- (B) At intersections lying wholly within the Corporate Limits of a municipality, IDOT and the municipality will share the energy charges according to the proportionate number of intersection approaches maintained by each agency.
- (C) At intersections lying partially within the Corporate Limits of one or more municipalities, the municipalities will be responsible for the energy charges.

Traffic Signal Master Agreements, consummated by IDOT, give municipality defined maintenance and energy responsibilities required for the operation of traffic signals. New traffic signal improvements shall contain maintenance and energy provisions in the improvement agreement adding the new traffic signals to said Master Agreement. Existing traffic signals to be modernized or relocated, shall contain maintenance and energy provisions in the improvement agreement indicating traffic signal maintenance and energy responsibilities for given traffic signal(s) shall continue to be as outlined in the Master Agreement. Certain circumstances, such as jurisdictional transfers of roadway segments affecting signalized intersections with the improvement limits, could result in a revision to maintenance and energy responsibilities contained in the Master Agreement for a given traffic signal(s). An amendment to the Master Agreement would be required.

IDOT does not share in maintenance costs for school crossing signals unless specified otherwise in the Master Agreement or if the school crossing signals are installed at public road intersections for which the maintenance costs shall be shared in proportion to the number of intersection approaches that each agency maintains.

PARKING LANES

If a new parking lane is added, IDOT will participate in 50% of the cost if the ADT is greater than 5,000 vehicles per day and if the pavement composition and lane width meets the IDOT criteria. The municipality would assume the total cost (100%) of the parking lane if the pavement composition or lane width does not meet IDOT criteria or if the ADT is less than 5,000 vehicles per day.

If an exclusive existing parking lane requires resurfacing, IDOT will participate in 50% of the milling and resurfacing costs for parking with lane widths equal to or less than the adjacent travel lanes. The municipality will assume the total cost (100%) of the milling and resurfacing costs for that portion of the parking that is greater than the width of the adjacent travel lane. The municipality will also assume 100% of any base repair cost for the entire width of the existing parking as well as any patching and curb and gutter repairs. If the municipality declines to participate, a very minimal amount of resurfacing would be done IDOT expense. (Minimal amount of resurfacing is defined as a taper across the parking lane ranging from approximately 1½ inch thick adjacent to the through lane to 1 inch or less adjacent to gutter line).

IDOT will assume the total cost (100%) associated with the milling and resurfacing of parking lanes when parking is eliminated during one or more peak hours.

The municipality is responsible for the total cost (100%) of reconstructing existing parking and any adjacent curb and gutter.

The State will not consider an improvement of a State-maintained highway unless the proposed parking or existing parking adjacent to the traffic lanes is parallel parking except as provided under Chapter 95 1/2 Art. 11-1304(c) (Illinois Revised Statutes).

Parking prohibition ordinances will be required through areas where there are no parking lanes.

ROADWAY MAINTENANCE

The State will assume the maintenance cost associated with the through traffic lanes, turning lanes, and the curb and gutter adjacent to these traffic lanes. The municipality will assume the maintenance cost associated with all other facilities including but not limited to items such as storm sewers, parkways, exclusive parking lanes, curb and gutter adjacent to the parking lanes, sidewalks, landscape features, appurtenances, etc.

UTILITY RELOCATION

Municipal utilities, installed by permit and requiring relocation, will be relocated at no expense to the Department.

Municipal utilities installed prior to the Department's assuming maintenance of the roadway will be relocated, if required, at IDOT expense.

The cost of any improvement to, or betterment of municipal utilities, would be the entire financial responsibility (100%) of the local agency.

ROADWAY LIGHTING

Existing highway lighting that is owned and maintained by the municipality, will be relocated and upgraded to current standards. New lighting, proposed by the municipality, may be incorporated into the total improvement plans.

The cost of the above work would be the entire financial responsibility of the local agency.

PEDESTRIAN AND BICYCLE FACILITIES

Sections 17 Bicycle and Pedestrian Accommodations and 48-2.04 Sidewalks of the IDOT Bureau of Design and Environment Manual establish the criteria to determine pedestrian and bicycle needs. Maintenance responsibilities as well as State and local agency participation toward the cost of these facilities included as part of a roadway construction contract on a State route shall be in accordance with Sections 5-03 and 5-05 of the Bureau of Design and Environment Manual as follows.

Maintenance Responsibilities – The Municipality will maintain any new or replacement sidewalks the Department provides in conjunction with the highway improvement project, excluding those constructed on structures. The Municipality will also maintain any bicycle paths associated with the State highway project other than that portion of the bicycle path carried on state structures. The State will assume the maintenance responsibilities for On-Road Bicycle Lanes or Wide Outside Lane and Widened Shoulders constructed as bicycle accommodations.

Cost Participation

1. New and Deteriorated Sidewalks – Use the criteria in Chapters 17 and 48 to determine the warrants for sidewalks. If these criteria are met and the Local Agency agrees to maintain the sidewalks, proportion the improvement costs associated with new or deteriorated sidewalks as follows:
 - a. New Sidewalks – Proportion the cost between the State and Local Agency at 80/20 for new sidewalks within the project termini or for short distances outside the project termini as may be required to connect sidewalks to significant pedestrian generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for sidewalk construction.
 - b. Deteriorated Sidewalks – The Local Agency will pay 100% of the cost to remove existing deteriorated sidewalks. Proportion the cost 80/20 between the State and Local Agency for deteriorated sidewalk replacement when associated with a highway project. Local Agency will pay 100% of the cost of decorative sidewalks.
 - c. Sidewalk Removal and Replacement – The State is 100% financially responsible for removing and replacing existing sidewalks if such a need is caused by the construction of an IDOT highway improvement.
2. Bicycle Accommodations – Use the criteria in Chapter 17 to determine the warrants for bicycle accommodations. If these criteria are met and the Local Agency agrees to maintain the bicycle accommodation as appropriate, proportion the improvement costs associated with the bicycle accommodations as follows:

- a. On-Road Bicycle Lanes – Proportion the cost 80/20 between the State and Local Agency for the construction of new on-road bicycle lanes as indicated by the facility selection criteria contained in Chapter 17.
 - b. Wide Outside Lanes and Widened Shoulders – The State will pay 100% of all costs for wide outside lanes or widened shoulders indicated for bicycle accommodation.
 - c. New Paths – Proportion the cost 80/20 between the State and Local Agency for construction of new paths within the project termini or for short distances outside the project termini as may be required to connect paths to significant bicycle traffic generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for path construction.
 - d. Path Removal and Replacement – The State is 100% financially responsible for removing and replacing existing paths if such a need is caused by the construction of an IDOT highway improvement.
 - e. Adjustment of Existing Paths – If an existing path requires adjustment due to an IDOT improvement, the State will pay 100% of the adjustment cost. The Department will construct the replacement in accordance with IDOT path criteria. The Local Agency is 100% financially responsible for path adjustments that are caused or initiated by a work request from the Local Agency.
 - f. Paths Above and Beyond Selection Criteria – If facility selection criteria for side paths are not met and the Local Agency still requests side path installation, the Local Agency is 100% financially responsible for all costs for installation of the path above those costs for the improvement identified in the selection criteria, including any necessary right-of-way and construction.
 - g. Paths on Structures - The State will pay 100% of all costs for bicycle and pedestrian accommodations on structures and approaches. The Local Agency will pay 100% of the cost difference of a separate bicycle and pedestrian structure if bicyclists and pedestrians could have been safely accommodated on the roadway structure, or request grade separation when at-grade crossings are considered safe.
3. Utility Adjustments and Other Items – Proportion the cost 80/20 between the State and Local Agency for reimbursable utility adjustments as defined in Chapter 6, Section 6-1.03 of the BDE Manual, as well as pedestrian barriers, retaining walls, and other collateral items that are required solely for pedestrian and bicycle accommodations not necessitated by the IDOT project. The Local Agency is responsible for 100% of the costs for right-of-way, utility adjustments, barriers, retaining walls, and other collateral items that are not required solely for the pedestrian and bicycle accommodations.
 4. Right-of-Way – Proportion the cost 80/20 between the State and Local Agency for right-of-way if acquired solely for sidewalk construction. Also, the Local Agency will pay 100% of the construction costs for sidewalks associated with the construction of on-system parking not necessitated by the IDOT project. The State will pay 100% for right-of-way if additional right-of-way is required to construct an IDOT-proposed highway cross section.
 5. Local Agency Does Not Accept Maintenance Responsibilities – If the Local Agency does not agree to maintain the sidewalk, the State will not construct it, even if it is

warranted. However, the State will take reasonable actions to not preclude future additions of sidewalk at such locations.

6. Local Agency Does Not Choose To Participate – If the local agency chooses not to participate financially in the bicycle or pedestrian accommodation, the Department will request that that local agency pass a local resolution indicating their non-participation and have this noted in the Phase I Project Report.

ADDITIONAL WORK

IDOT would be receptive to considering additional highway related work items suggested and paid for by the local agency for incorporation within the improvement, providing that the additional work items would not delay the implementation of the project. Such items could include lighting, over-size storm sewer, utilities, emergency vehicle pre-emption equipment etc.

The local agency may be expected to provide plans, specifications, and estimates for such additional work that is requested to be incorporated into the contract plans for the State-owned portion of the project. Said plans and specifications shall be of such quality to facilitate inclusion in the contract package and shall be available in a timeframe consistent with anticipated contract processing schedules and deadlines.

EXHIBIT "B"
(Updated June 2002)

The following improvements are optional and may be incorporated into this traffic signal improvement if the Municipality requests it. Construction costs and engineering costs of these items would have to be borne entirely by the Municipality. Please check the appropriate square. The Bureau of Traffic will not proceed with the design of plans for this improvement until this questionnaire has been completed.

Construction bracket-mounted traffic signals on existing street lighting standards.

Yes No

Install emergency fire pre-emption equipment.

Yes No

If "Yes" indicate what type: _____

Type of existing parking on the four approaches of this intersection:

Parallel Diagonal Prohibition Ordinance

Would the Municipality be willing to prohibit existing parking, including any off street parking within the limits of the State right-of-way, on the approaches to this intersection? (Depending upon individual situations the minimum distance for no parking from the stop line, along any approach, would vary from 30 to 250 feet).

Yes No

Is this intersection located at an established school crossing?

Yes No

If "Yes", across which leg or legs of the intersection do children cross?

North South East West

Additional comments:

By:

Date:

1. **Job No. P-91-404-16, IL 62 from IL 25 to IL 68, Phase I Project, Kane and Cook Counties, Region One, District One**

This project requires **20% DBE** participation, or if the contract goal is not met documented evidence of good faith efforts.

The **Complexity Factor** for this project is **0.035**.

The Consultant who is selected for this project and all subconsultants the prime Consultant will be using are scheduled to attend an initial meeting on **October 26, 2016 at 9:00 A.M.** at the Region One, District One Office in Schaumburg.

Phase I engineering services are required for all work associated with the preparation of preliminary engineering and environmental studies for the improvement of approximately five miles of IL 62 (Algonquin Road) from IL 25 to IL 68 in Cook and Kane Counties. Typically, the existing roadway cross section consists of one lane in each direction (undivided) with aggregate shoulders. The proposed improvement is anticipated to address geometric modifications through reconstruction to accommodate existing and projected year 2040 travel demands. Also anticipated to be considered is the need for a center median to accommodate turning vehicles with auxiliary lanes at intersections. Existing signals will be modernized and other intersections will be investigated for signal warrants. Bridge inspections and reports will be required. A key planning tool will include a public involvement program based upon the principles of Context Sensitive Solutions. The scope will also include all related work necessary to complete a Combined Design Report and an accompanying Environmental Assessment.

The Consultant's work will include data collection, traffic counts, crash analysis, alternate geometric studies, location drainage studies, hydraulic reports, construction cost estimates, intersection design studies, bridge inspections and reports, traffic maintenance analysis, and all other work necessary to complete Phase I.

The department will make available to the Consultant microfilm plans, survey, crash data, utility coordination and correspondence, structural inventory data, and archeological, historical, biological, and special waste and coordination.

The estimated construction cost is expected to be in excess of \$100,000,000. The completion date for this contract will be 48 months after authorization to proceed.

Key personnel listed on **Exhibits A and B** for this project must include:

- The person who will assume the duties of Project Manager for all aspects of the work documents (must be an Illinois Licensed Professional Engineer).
- The person who will perform the duties of Project Engineer, that individual in charge who is directly involved in the development of the contract documents (must be an Illinois Licensed Professional Engineer).
- The person who will perform/supervise the work in the area of hydraulic/drainage calculations and preparation of the Drainage/Hydraulic Reports (must be an Illinois Licensed Professional Engineer). **Special Studies (Location Drainage) and the Hydraulic Reports (Waterways: Typical)** categories may be completed by a sub and/or prime Consultant.

- The person who will perform the work in the area of structure plan preparation (must be an Illinois Licensed Structural Engineer). In addition, the staff performing this work must be identified. **Structures (Highway: Typical)** prequalification category requirement may be completed by sub and/or prime Consultant.
- The person(s) who will perform the QC/QA review work of all milestone submittals (must be an Illinois Licensed Professional Engineer for roadway work and an Illinois Licensed Structural Engineer for structure work with adequate plan review experience).
- The Environmental Lead, who will be responsible for the day-to-day management of the environmental work effort, and persons responsible for all environmental disciplines including air quality, water quality, traffic noise, socio-economic/community impacts, and ecology. Environmental staffing on **Exhibit B** must match the staffing presented in the firm's most recently approved Statement of Experience and Financial Condition.
- The person in charge of CSS/Public Involvement procedures. Include a detailed description of CSS/public involvement work he/she has directed involving facilitation of public meetings and public hearings, organizing work groups and press conferences, drafting press releases and property owner contact letters, etc.

The prime firm must be prequalified in the **Location/Design Studies (Reconstruction/Major Rehabilitation)** category to be considered for this project.

The Prime Consultant must be prequalified in **Environmental Reports (Environmental Assessment)** and must perform all of the environmental work using staff presented in your most recently approved Statement of Experience and Financial Condition or your firm may use a single subconsulting firm prequalified in **Environmental Reports (Environmental Assessment)** to perform all of the environmental work. The subconsultant's staff must be the same as presented in their most recently approved Statement of Experience and Financial Condition.

Statements of Interest, including resumes of the key people noted above, must be submitted electronically to the Central Bureau of Design and Environment through the Engineering Prequalification and Agreement System (EPAS).

Illinois Department of Transportation Professional Transportation Bulletin 181

Advertised August 4, 2016
 Selection October 19, 2016

Item #	Selection Results	Job #	Project Description	Location
1	<p>Selected Firm EPSTEIN, A. & SONS INTERN., INC./CLARK DIETZ, INC</p> <p>Proposed Subconsultants AES SERVICES, INC. BLUE DARING CONSULTING, INC. DAMA CONSULTANTS, INC. HUFF & HUFF, INC. LIN ENGINEERING, LTD. STRAIGHTFORWARD COMMUNICATIONS</p> <p>1st Alternate STANLEY CONSULTANTS, INC.</p> <p>2nd Alternate THOMAS ENGINEERING GROUP, LLC</p>	P-91-404-16	Phase I engineering services are required for all work associated in the preparation of preliminary engineering and environmental studies for the improvement of approximately five miles on IL 62 (Algonquin Road) from IL 25 to IL 68	District One
2	<p>Selected Firm S. T. A. T. E. TESTING, LLC</p> <p>Proposed Subconsultants ILLINOIS CONSTRUCTION & ENVIRONMENTAL CONSULTING, INC. MATERIAL SERVICE TESTING, INC. MATERIAL SOLUTIONS LABORATORY CORP.</p> <p>1st Alternate MATERIAL SOLUTIONS LABORATORY</p> <p>2nd Alternate INTERRA, INC.</p>	C-91-473-16	Various Quality Assurance Management for Aggregate/HMA/PCC and other Material Inspection Projects	District One
3	<p>Selected Firm EXP US SERVICES, INC.</p> <p>Proposed Subconsultants AES SERVICES, INC. GARZA KARHOFF ENGINEERING, LLC SINGH & ASSOC., INC.</p> <p>1st Alternate CIORBA GROUP, INC.</p> <p>2nd Alternate STANTEC CONSULTING SERVICES</p>	P-91-475-16	Phase I engineering services are required for all work associated with the preparation of preliminary engineering and environmental studies (anticipated to be processed as a Categorical Exclusion) to improve IL 43 (Harlem Avenue) from 46th Street to south of 53rd Street	District One