

PROJECT DEVELOPMENT REPORT
FOR CATEGORICAL EXCLUSION
GROUP I (STATE APPROVED CE)

Park Avenue West over Skokie Ditch
Highland Park, IL

Lake County, Illinois

February 2018

Section No.: 13-00122-00-BR



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**PARK AVENUE WEST OVER SKOKIE DITCH
HIGHLAND PARK, IL**

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**Illinois Department
of Transportation**

**Local Project Development Report
for Group Categorical I Exclusions
and Design Approval**

County: _____ Lake
Local Public Agency: _____ City of Highland Park
Section Number: _____ 13-00122-00-BR
Route: _____ FAU 1255

Project Number: BRM-4003 (353) Project Length: 2,033' (0.38 miles)

Street/Road Name: Park Avenue West

Termini: US 41 (Skokie Valley Road) to 115' east of the 1201 Park Avenue West east entrance/exit.

- ☐ For Township or Road District bridge projects: The County Engineer certifies that the project design speed exceeds the minimum design speed recommended for this classification of roadway as provided in the BLRS Manual in order to prevent a deficient NBIS rating for approach roadway alignment appraisal. All elements have been designed to the chosen design speed unless noted otherwise in Section 2(e) and/or the attached BLR 22120.

County Engineer

Date

- ☒ Categorical Exclusion and Design Approval Recommended

K. Paul Kim
Local Agency

1/11/18
Date

Categorical Exclusion Statement

This project will not have any significant impacts on the environment, or involve any unusual circumstances, therefore, it is a Categorical Exclusion I.

- ☒ Categorical Exclusion and Design Approval

Anthony J. Quigley
Regional Engineer

3/6/18
Date

Checklist for State Approved Categorical Exclusions (CE)

County: Lake
Local Public Agency: Highland Park
Section Number: 13-00122-00-BR
Route: FAU 1255 (Park Ave. West)
BDE Seq #: 19124

POTENTIAL FOR UNUSUAL CIRCUMSTANCES AND EXCLUSIONS TO STATE APPROVED CEs

Projects that IDOT proposes to approve as a CE on FHWA's behalf shall be evaluated for unusual circumstances. This evaluation must consider the effects of all aspects of the project, which includes, but is not limited to, detours, runarounds, or ramp closures that the action will require. IDOT CE documentation will record the outcome of this evaluation.

<u>Activity</u>	<u>Date</u>	<u>Activity</u>	<u>Date</u>
Coordination Meeting	12/13/2016	SHPO Concurrence	
Natural Resource Review	8/12/2016	Special Waste Screening	
Wetland Impact Evaluation	11/16/2016	PESA	4/6/2015
Cultural Resource Concurrence	2/18/2015		

Exclusions to State Approved CEs: If actions involving any of the following circumstances are included on the project, then IDOT cannot approve, on FHWA's behalf, a CE determination.

Does The Project Include Any of These Unusual Circumstances		YES	NO
1.	<i>Require one or more residential or business relocations and/or the acquisition of more than 10 acres total for a non-linear improvement (spot improvement, e.g. bridge, intersection) or the acquisition of more than 3 acres per mile;</i>		
a.	Did the project require a residence or business to be relocated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Is the right of way acquisition more than 10 acres total for a non-linear improvement (spot improvement, e.g. bridge, intersection) or the acquisition of more than 3 acres per mile?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	<i>Are defined as a "Type I project" per 23 CFR 772.5 and therefore requires a noise analysis;</i> See BLRS Section 20-6.05 for definition of "Type 1 project"		
a.	Does the project include the construction of a highway on a new location?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Did the project include additional through lanes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Did the project include a substantial horizontal or vertical alteration?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Did the project include restriping the existing pavement for the purpose of adding a through lane or auxiliary lane?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Did the project include the addition of an auxiliary lane, except when the auxiliary lane is a turn lane?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.	<i>Result in an "adverse effect" finding to a historic property, as defined in 36 CFR 800.16(1);</i>		
a.	Did the project require a Section 106/4(f) report and MOA?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date Section 106/4(f) report approved: _____			
4.	<i>Require the use of properties as defined and protected by Section 4(f) of the Department of Transportation Act (49 U.S.C. 303) that cannot be documented with either an FHWA de minimis determination or a programmatic Section 4(f) evaluation;</i>		
a.	Did the project require the acquisition or use of ROW and/or easements from a Section 4(f) property? If "Yes", how many acres: _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Did the FHWA make an individual Section 4(f) evaluation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Did the FHWA make a programmatic Section 4(f) evaluation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Did the FHWA make a de minimis determination?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Did the FHWA make a determination that the Section 4(f) involvement was a temporary occupancy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Did the FHWA make a determination that the project will not "use" the 4(f) property by exception as defined in 23 CFR 774.13(g)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 4(f) Determination Date: _____			
Note: If Item "b" is checked "Yes", this is a Federal Approved CE.			

Does The Project Include Any of These Unusual Circumstances		YES	NO
5.	<i>Involve impacts that would require an Individual Section 404 Permit from the U.S. Army Corps of Engineers or involve stream channelization or stream relocations;</i>		
a.	Does the project involve stream channelization or relocation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Does the project require an Individual Section 404 Permit from the U.S. Army Corps of Engineers?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Note: Channel cleaning within the ROW is not considered channelization.			
6.	<i>Through Section 7 of the Endangered Species Act consultation, result in a finding of "may affect, likely to adversely affect" a federally listed or candidate species, or proposed or designated critical habitat;</i>		
a.	Did the ESR results include a finding of "may affect, likely to adversely affect" a federally listed or candidate species, or proposed or designated critical habitat?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date of USFWS Biological Assessment and Biological Opinion: _____			
7.	<i>Through consultation with the Illinois Department of Natural Resources (IDNR) under the Illinois Endangered Species Act, an Incidental Take Authorization will be required;</i>		
a.	Did the ESR results include an Incidental Take Authorization?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date of IDNR Incidental Take Authorization: _____			
8.	<i>Require substantial changes in access, access control, or travel patterns. IDOT will present such information to FHWA to determine if changes are substantial;</i>		
a.	Does the project include changes in access, access control or travel patterns?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Did the FHWA determine that the above changes were substantial?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Note: If Item "b" is checked "Yes", this is a Federal Approved CE.			
9.	<i>Require the use of a temporary road, detour or ramp closure, unless the use of such facilities satisfies the following conditions:</i>		
i.	<i>Provisions are made for access by local traffic and so posted,</i>		
ii.	<i>Businesses dependent on through-traffic will not be adversely affected,</i>		
iii.	<i>To the extent possible, there is no interference with any local special event or festival,</i>		
iv.	<i>There is no substantial change to the environmental consequences of the action, and</i>		
v.	<i>There is no substantial controversy associated with such facilities.</i>		
a.	Does the project include a road closure and detour to maintain traffic during construction? Detour is <input type="checkbox"/> Marked <input type="checkbox"/> Unmarked. Local access will be maintained.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Are businesses dependent on through-traffic adversely affected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Is there interference with any local special event or festival?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Is there a substantial change to the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Is there substantial controversy associated with such facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Note: If any of the Items "b, c, d or e" are checked "Yes", this is a Federal Approved CE.			
10.	<i>Involve State designated Nature Preserves, areas listed on the Illinois Natural Area Inventory, Land and Water Reserves;</i>		
a.	Did the results of the ESR indicate there was a State designated Nature Preserves, areas listed on the Illinois Natural Area Inventory, Land and Water Reserves near the project limits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Does the project adversely impact a State designated Nature Preserve?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date of Coordination with the Nature Preserves Commission: _____			
c.	Does the project adversely impact an area listed on the Illinois Natural Area Inventory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date of Biological Resource Review memorandum and IDNR Response : _____			
d.	Does the project adversely impact a Land and Water Reserves?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date of Land and Water Reserves Finding: _____			
Note: If any of Items "b, c or d" are checked "Yes", this is a Federal Approved CE.			
11.	<i>Exceed the IDNR threshold for an increase in 100-year flood water surface elevations, or has potential for a "significant encroachment" to floodplains, as defined in Executive Order 11988;</i>		
See BLRS 20-7 for more information			
a.	Did the hydraulic report show an increase in the 100-year-water-surface elevation produced by a longitudinal encroachment on a flood plain that exceeded the 1 ft (300 mm) allowed by the Federal NFIP standards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Is the highway encroachment and any direct support of likely base flood plain development that would involve one or more of the following construction- or flood-related impacts:	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Does The Project Include Any of These Unusual Circumstances		YES	NO
	• a significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles or provides a community's only evacuation route,	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• a significant risk, or	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• a significant adverse impact on natural and beneficial flood plain values.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date of FHWA Only Practicable Alternative Finding: _____			
12.	<i>Require a permit from U.S. Coast Guard under Section 9 of the Rivers and Harbors Act of 1899;</i>		
a.	Does the project include the construction, modification, replacement, or removal of bridges or causeways over a navigable waterway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date of USCG coordination: _____			
13.	<i>Require an individual Water Quality Certification from the Illinois Environmental Protection Agency;</i>		
a.	Does the project require an IEPA individual water quality certification?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date of IEPA coordination: _____			
14.	<i>Require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property;</i>		
a.	Did the project require the acquisition of ROW or easements from a Section 6(f) property (LAWCON)? If "Yes", how many acres are required: _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 6(f) Report approval date: _____			
15.	<i>Involve impacts to a stream listed on the National Park Service's National Rivers Inventory;</i>		
See for more information: www.nps.gov/ncrc/programs/rtca/nri/states/il.html			
a.	Did the project adversely impact a stream listed on the NPS National Rivers Inventory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date of NPS response to BDE Biological Resource Review memorandum: _____			
16.	<i>Have potential for controversy on environmental grounds as determined by FHWA, or inconsistency with Federal, State, or local requirements relating to the environment or planning.</i>		
a.	Did the FHWA determine that the project is controversial on environmental grounds or inconsistent with Federal, State, or local requirements relating to the environment or planning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Based on the above impacts it has been determined that this project meets the criteria for a Federal Approved CE. See the attached email from the FHWA approving the CE determination.			
<input checked="" type="checkbox"/> It has been determined that this project will not have any significant impacts on the human environment, or involve any unusual circumstances; therefore, it is a State Approved Categorical Exclusion.			
IDOT has addressed all environmental requirements for this project and determined that it has met the following requirements of the CE Programmatic Agreement (approved October 10, 2015): (1) the scope is consistent with the project scope listed in Appendix A or B, and (2) none of the circumstances in Section V exist. Therefore, on behalf of FHWA, IDOT hereby approves this project as a CE.			

William Raffensperger, PE, PTOE, PTP
Name


Signature

12/14/2017
Date

District

- ☐ Regional Engineer
☐ District Local Roads and Streets Engineer

Central Bureau Local Roads and Streets

- ☐ Engineer of Local Roads and Streets
☐ Local Project Implementation Engineer
☒ Project Development Engineer

1. LOCATION AND EXISTING CONDITIONS

a. **Location** (attach location map to supplement narrative description)

The project is located in the City of Highland Park in Lake County. The study limits along Park Avenue West (FAU 1255) are from east of US 41 (Skokie Valley Road) to east of the Highland Park Country Club (1201 Park Avenue West) east entrance/exit. The proposed construction limits on Park Avenue West are approximately from the east edge of pavement of US 41 (891' west of the Park Avenue West bridge) to approximately 2,033' east of US 41 (1,142' east of the Park Avenue West bridge). The project length on Park Avenue West is approximately 2,033' (0.38 miles). See Location Map (Exhibit 1-1).

b. **Description of Existing Facility** - Give narrative description, including such items as width of travel, parking and turn lanes, sidewalks, alignment, traffic control devices, utilities, jurisdiction, maintenance responsibility, drainage, terrain and current land use (including major public facilities and local landmarks). Attach existing typical sections showing roadway widths, bridge widths, ROW widths, sidewalk widths, guardrail, curb and gutter and surface types. Park Avenue West is classified as a Minor Arterial and is not a designated truck route. Park Avenue West is a two mile long roadway with a "T" intersection at Ridge Road to the west and a 4-legged intersection with Green Bay Road and 2nd Street to the east. Byerly Road is located approximately 300' west of the bridge serving retail and commercial properties. Traffic signals are located at the Byerly Road at Park Avenue West intersection. The Byerly Road intersection consists of a left turn lane and two through lanes in the eastbound and westbound directions, and a left turn lane, through lane, and right turn lane in the northbound and southbound directions. The Park Avenue West intersection with US 41 is located approximately 950' west of the bridge. There is a right-in/right-out entrance on the north side of Park Avenue West approximately 500' east of the bridge and the Highland Park Country Club entrance/exit approximately 1000' east of the bridge.

The existing roadway section at the Park Avenue West Bridge consists of two 12' through lanes in each direction. The Park Avenue West Bridge over the Skokie Ditch (SN 049-6592) consists of a roadway width of 52' with an approach roadway width of 48'. The existing section of Park Avenue West west of the bridge consists of two through lanes in each direction and a left turn lane, measuring 60' (e-e). The existing section of Park Avenue West east of the bridge consists of two eastbound through lanes, a striped median/left turn lane, and westbound through lane, measuring 44' (e-e). The low beam elevation of the existing structure is 0.55' above the 30-year storm event high water level, thereby it does not meet Illinois Department of Transportation Bureau of Local Roads and Streets (IDOT BLRS) clearance requirements.

There is an existing sidewalk on the south side of Park Avenue West throughout the project limits. There is a recently constructed 10' wide shared-use path on the north side of Park Avenue West from east of Byerly Road to the Highland Park Country Club west right-in right-out entrance. The shared-use path includes a pedestrian bridge just north of the Park Avenue West bridge. There is existing sidewalk on the north side of Park Avenue West from the Highland Park Country Club west entrance to the east entrance.

The horizontal roadway alignment is linear at the bridge. The existing roadway profile includes a crest vertical curve with approximate slopes of 1.7 and 1.0 percent. The drainage system is closed within the project limits. The existing right-of-way along Park Avenue West is 100' wide within the project limits. See Typical Sections (Exhibit 2-1) and Plan and Profile Sheet (Exhibit 2-2) for additional information.

The City of Highland Park has maintenance and jurisdiction over Park Avenue West which includes the bridge over the Skokie Ditch. There are existing commercial and retail properties along Park Avenue West adjacent to the project. Park Avenue West has a 35 mph speed limit west of the bridge and 25 mph speed limit east of the bridge.

The following utility companies are located within the project area: AT&T, Century Link, Comcast, ComEd, North Shore Gas Company, North Shore Sanitary and Redflex Traffic Systems. These utilities along Park Avenue West include telephone lines, cable lines, gas main, and underground and aerial electrical lines. There are power poles carrying aerial lines along both the south and north sides of Park Avenue West that run within the project limits. See JULIE Ticket and associated utility responses (Exhibit Section 6).

The following item is absent in the existing facility: On-road parking.

c. **Traffic Data**

Current ADT: 12,013 (2015) % trucks: 2

Will 80,000 trucks be legally permitted on this route? ☒ Yes ☐ No

Design Year: 2040 ADT: 12,900 DHV: 1,290 % trucks: 3%

- d. **Structures** - Identify location within the proposed improvement of all structures on attached location map. Attach a copy of the Structure Master Report for all structures within the project limits. Attach a copy of the Bridge Condition Report or the Bridge Deck Resurfacing approval letter for structures to be replaced, rehabilitated, or resurfaced.

The structure is located on Park Avenue West over the Skokie Ditch. The existing structural number is 049-6592. Refer to Exhibit 2-5 for the Structure Master Report and Exhibit 2-6 for the Bridge Condition Report Approval Cover Letter.

- e. **Railroads** - Identify location of all railroad crossings on attached location map and complete the following:

Railroad Name	No. and Type of Tracks (Main or Switching)	Type of Warning Devices*	No. of Trains Per Day	Railroad Width of Crossing at Rt. Angles
N/A				

*Include a sketch showing location of railroad protective devices from the edge of roadway and to the nearest track.

- f. **Contiguous Sections** - Describe the existing typical sections at each end of the proposed improvement including number of travel lanes, turning lanes and parking lanes, lane widths and roadway width (f-f of curbs or e-e of shoulders), and sidewalk width.

The western limit of the project is located at the US 41 east edge of pavement and consists of an approximate 70' wide roadway section from edge of pavement to edge of pavement with B-6.24 curb and gutter on either side. This roadway section consists of two 11' eastbound through lanes, a 4' median, two 11' westbound left turn lanes, one 11' westbound through lane, and one 11' westbound right turn lane. The eastern limit of the project is located approximately 115' east of the 1201 Park Avenue West east entrance/exit and consists of an approximate 33' wide roadway section from edge of pavement to edge of pavement with B-6.24 curb and gutter. This roadway section consists of an 11' eastbound through lane, an 11' median/left turn lane, and an 11' westbound through lane. There are no parking lanes within the project limits.

2. **Proposed Improvement**

- a. Discuss the purpose and need of the project:

The Park Avenue West Bridge has a sufficiency rating of 36.5 out of 100 and is in need of replacement.

The Park Avenue West Bridge over the Skokie Ditch is a single span steel beam bridge. Due to the bridges sufficiency rating under 50, bridge removal and replacement is proposed.

The bridge will have to be raised to provide a one foot clearance between the 30-year highwater elevation and bottom of beams. The purpose of this project is to replace the aging structure with one that is functionally and geometrically within current standards, to increase traffic safety with respect to design speed and to ensure proper drainage.

- b. What design guidelines will be used for the proposed improvement? (Check One)

- ☐ Rural (BLRS Manual Chapter 32)
- ☒ Urban (BLRS Manual Chapter 32)
- ☐ Suburban (BLRS Manual Chapter 32)
- ☐ 3R Guidelines (BLRS Manual Chapter 33)
- ☐ Bicycle Guidelines (BLRS Manual Chapter 42)
- ☐ Pedestrian Guidelines
- ☐ Other:

Functional Classification: ☒ Arterial ☐ Collector ☐ Local Road ☐ Other _____

Terrain: ☒ Level ☐ Rolling

Regulatory or Posted Speed Limit: 35 Design Speed: 35

- c. Describe type of work to be accomplished by the improvement. Discussion should include width of proposed travel, parking, bicycle and turning lanes, sidewalks, shared-use paths, guardrail, traffic control devices, drainage items (including storm sewer outfalls), alignment changes, railroad work, utility adjustments, intersection improvements, side slopes and clear zones. Specify the e-max for horizontal curves. Attach typical sections, plan and profile sheets, and intersection design studies when applicable.

The Park Avenue West Bridge over the Skokie Ditch will be removed and replaced. The proposed bridge will be a single-span structure consisting of 34" web plate girders on new integral abutments. The proposed bridge will have four 11' lanes and two 2' shoulders. The bridge width meets the required width indicated in Figure 36-5B (BLRS Manual). The proposed bridge elevation will be raised approximately 1.5' higher than the existing bridge elevation in order to improve the bridge design criteria and meet hydraulic requirements. The bottom of beam elevation will be 1.67' above the 30 year storm event which meets BLRS clearance requirements. Refer to Exhibits 2-4 and 2-5 for bridge information.

The raise in profile will require pavement reconstruction and resurfacing on Park Avenue West west and east of the bridge. The reconstructed and resurfaced roadway will consist of four lanes (48' e-e) west of the bridge, five lanes (59' e-e) east of Byerly Road, six lanes (70' e-e) west of Byerly Road, four lanes (48' e-e) east of the bridge, and three lanes (33' e-e) east of the Highland Park Country Club west entrance. Guardrail will be provided to protect traffic from the bridge parapet/railing. A 6' sidewalk is proposed on the south side of the bridge and there will be sidewalk reconstruction to either side of the bridge in order to tie back into existing. The westbound left turn lane storage is proposed to increase from 60' to 125' and left turn lane taper from 90' to 180'. The Park Avenue West at Byerly Road intersection is signalized and has an approximate overall intersection Level of Service (LOS) B for am and pm peak hours. New signals are proposed at this location. 1:4 slopes will be utilized whenever possible to provide a recoverable slope within the 10' clear zone for uncurbed roadways. Per BLR 35-2.02(f), it is desirable to provide an obstruction free clearance of 1.5' beyond the curb. Right-of-way acquisition is not anticipated. There are property entrances and intersections located within or near the project limits. Parking is not permitted on Park Avenue West within the project limits.

Drainage structures will be adjusted as necessary per the proposed improvements while maintaining existing drainage patterns. Any other utilities in conflict with the proposed improvements will need to be adjusted as necessary. The proposed bridge will be designed to avoid impacts to the North Shore Gas 8" high pressure steel pipe located south of the bridge. Coordination should occur with the City of Highland Park during Phase II design concerning the addition of a water main by the bridge.

The following items are not proposed for the project: Parking lanes, bike lanes, shared-use paths, alignment changes, railroad work.

- d. Discuss items affecting improvement such as hazardous mailbox supports, parking and truck restrictions, mail delivery from traffic lanes, justification (including warrants) for multi-way stop signs, traffic signals and other traffic control and railroad protective devices, stage construction, nearby airports, and additional lighting: Stage construction will be utilized for the Park Avenue West Bridge project. Traffic will be reduced from two lanes to one lane in each direction.

There are no airports within 2 miles of the project.

The following does not pertain to this project: Parking and truck restrictions, mail delivery, multi-stop warrants, railroad and lighting improvements.

- e. Identify each aspect to be constructed at less than the design guidelines and provide a clear description of required design variances and appropriate justification. (BLRS Manual Section 27-7). If a design variance is required, include a copy of the approved BLR 22120 form as an attachment.

The westbound left turn lane for the Park Avenue West at Byerly Road intersection has existing storage and taper lengths that do not meet standards. The proposed lengths will meet standards and include a 125' storage length with a 180' taper length. Red-Time queue lengths indicate that the existing 60' storage length is sufficient for the intersection.

- f. Current estimated cost of proposed improvement? \$ 4,004,000

- g. Analyze the need for accommodating pedestrians, bicyclists and the handicapped. When applicable, describe the facilities to be provided for pedestrians and bicyclists. Discuss the ADA accessibility and maximum longitudinal grade of these facilities. (BLRS Manual Chapter 41)

There is existing sidewalk on the south side of Park Avenue West from US 41 through the project limits. There is no sidewalk on the north side between US 41 and Byerly Road. A shared-use path was recently constructed on the north side of Park Avenue West from the east side of Byerly Road to approximately 650' east of the Park Avenue West Bridge. A pedestrian bridge is located approximately six feet north of the Park Avenue West bridge. The proposed improvements will not impact this bridge. The south side of the Park Avenue West bridge contains a six foot wide sidewalk. A concrete barrier separates the sidewalk from adjacent traffic.

There are marked pedestrian/bicycle crossings on the south and east legs of the Park Avenue West at Byerly Road intersection within the project limits. The existing accommodations for pedestrians and bicycles within the project limits seem sufficient. No additional facilities are proposed. There are existing ADA accommodations at all crossings within the project limits.

Sidewalks/Shared-Use Paths:

Maximum 2% crosslope: ☒ Yes ☐ No ☐ Not Applicable

ADA ramps with detectable warnings at street intersections: ☒ Yes ☐ No ☐ Not Applicable

If no, provide justification.

- h. Discuss any proposed improvements being considered in adjacent segments including the anticipated construction startup date of these improvements.

No improvements are currently proposed in adjacent segments.

3. Crash Analysis (BLRS Manual Section 22-2.11(b)(9))

- a. Summarize crash data for the past five years, including a spot map or a location map showing crash locations when possible. Detail the types of crashes and include collision diagrams, if possible, especially at cluster sites. Give the source of this data.

Crash data for the years 2009-2016 was received from the City of Highland Park. 55 crash reports were received for the segment along Park Avenue West from US 41 to 1100' east of the bridge. There were 15 crashes at the Park Avenue West/Byerly Road intersection, and 9 crashes at the Highland Park Country Club east access drive. There are 12 segment crashes along Park Avenue West from US 41 to Byerly Road, 3 segment crashes along Byerly Road from Park Avenue West north, and 11 segment crashes along Park Avenue West from Byerly Road to the entrance/exit at 1201 Park Avenue West.

- b. Analyze available crash data including results of field check. Discussion should include high crash locations, critical wet weather sites, and other crash patterns. If the data is inconclusive, make a statement to that effect. The predominate crash types of the fifteen crashes occurring at the Park Avenue West at Byerly Road intersection were seven Rear End (47%) and five Right Angle (33%). There was also two (13%) Left Turn collisions and one (7%) right turn collision. Eleven (73%) of the crashes at this intersection occurred on a dry roadway surface with clear conditions.

At the Highland Park Country Club east access drive, there were a total of nine crashes, four (44%) Right Angle collisions, two (22%) Rear End collisions, one (11%) Left Turn collision and one (11%) fixed object collision. Seven (78%) of the crashes at this intersection occurred on a dry roadway surface with eight (89%) of the crashes occurring with clear conditions. There are a number of trees at the northeast corner of the intersection which may present a sight distance issue at this location.

There were a total of 23 segment crashes along Park Avenue West from US 41 to the Highland Park Country Club east entrance. The collisions consisted of eleven Rear End (48%), six Overtake (26%), four Right Angle (17%) and two Fixed Object (9%). Nineteen (83%) of the crashes at along Park Avenue West within the project limits occurred on a dry roadway surface.

There were four crashes that resulted in injuries; 1 A-injury, 2 B-injuries, 1 C-injury and no fatalities.

The A-injury resulted in a vehicle traveling eastbound along Park Avenue West near Wolters Field that struck a cyclist who was heading southeast across Park Avenue West.

See Exhibit 3-2 for Collision Diagrams.

- c. Describe how the proposed project will address any crash issues. There are multiple commercial and residential entrances on Park Avenue West that potentially contribute to some of the crashes in the area. This project is primarily a bridge replacement project and will not significantly change the existing roadway geometry. However, the proposed bridge will be several feet wider than existing and a longer left turn lane storage and taper will be provided for westbound to southbound left turn vehicles from Park Avenue West to Byerly Road. The aforementioned updates have the potential to improve some of the crash issues in the area.

4. Right-of-Way

- a. Describe the right-of-way taking, including the total acreage required for each of the following categories: ROW, permanent easements, temporary easements and temporary land use permits. Include the width of taking, number of property owners, acreage of right-of-way and/or easements, character of land; i.e., farm, residential, commercial or publicly owned properties, anticipated impacts to properties that remain, and location of any improvements with respect to required right-of-way. Discuss any impacts on setbacks required by zoning.

ROW acquisition is not anticipated for this project.

- b. Are any residents, businesses or farms to be displaced?

☐ Yes ☒ No

If yes, describe the number and type of displacements anticipated and mitigation that will be taken to provide relief for this impact on an attached sheet.

5. Prime Farmland (BLRS Manual Section 20-10)

- a. If the project requires more than 3 acres/mile (0.75 hectares/kilometers), 10 acres (4 hectares) for a non-linear improvement, or the project ROW is not contiguous to the existing ROW, contact the Illinois Department of Agriculture and attach results of the coordination and summarize the results below.

No ROW acquisition is anticipated for the project

- b. ☐ The project requires consultation with the Natural Resource Conservation Service., Form AD-1006 has been completed and submitted to the local office of NRCS. The completed AD-1006 form is attached.
- ☒ The impact of this project on farmland conversion has been evaluated in accordance with the requirements of the US Natural Resources (NRCS). The project will cover 3 acres or less of farmland per mile (0.75 hectares or less of farmland per kilometer) and the conversion will not result in more than minor impacts. Accordingly, the project conforms to the general form AD-1006 prepared by NRCS. Therefore, further coordination with NRCS on this project will not be necessary.

6. Floodplain Encroachment (BLRS Manual Section 20-7)

Does the proposed work cross or encroach upon a 100-year floodplain, including a regulatory floodway?

☒ Yes ☐ No

If yes, summarize the location hydraulics study, regulatory floodway restrictions, the effect of any encroachment (including a comparison between existing and proposed conditions) and the effect of over-the-road flow on the proposed transportation facility. Attach any available floodplain maps.

The Skokie River flows under Park Avenue West from north to south. According to the effective FEMA Flood Insurance Rate Map, the project site contains a Zone AE Special Flood Hazard Area. Zone AE indicates that base flood elevations for the floodplain have been developed. The existing bridge and proposed bridge replacement are located within a defined floodway, and the tributary area to the bridge is approximately 17.36 square miles per the 2013 FIS Table 8. Per the Lake County Stormwater (SMC) Ordinance Article IV, Section C.4, SMC has jurisdiction for an existing bridge replacement within a Regulatory Floodplain, with a delineated Regulatory Floodway with greater than 100 acres of tributary area that does not result in an increase of upstream flood stages greater than 0.1' when compared to the existing conditions for all flood events. A Watershed Development Permit will be required from the SMC.

A regulatory model was obtained through the FEMA Engineering Library. As stated in FIS Study Number 17097CV001B revised September 18, 2013, a HEC-1 computer program was used to develop a hydrologic model for the entire Skokie River watershed, from the northern tip near Grand Avenue to the confluence with the Middle Fork North Branch Chicago River. The HEC-2 regulatory model obtained through FEMA provided peak flows for the 10, 50, 100, and 500 year events. It was verified that the flows in the model matched those listed in Table 8 of the FIS Study. The regulatory HEC-2 hydraulic model was imported to HEC-RAS to create a model for the project area.

The 100-year floodplain in this area spreads out beyond the project limits. The roadway low edge of pavement elevation in the 30-year floodplain area is approximately 643.17 at STA 649+00. With an existing effective water surface elevation of 638.60 for the 30-year event, this provides a freeboard of 4.57'. IDOT Bureau of Local Roads and Streets (BLRS) requires that a minimum clearance of one foot be established between the design highwater elevation and the low beam elevation. The low beam elevation of the existing structure is 639.15, providing 0.55' of clearance to the 638.60 effective headwater condition, thereby it does not meet the IDOT BLRS clearance requirement and the bridge must be raised. According to the City of Highland Park, the Park Avenue West roadway approaches were closed due to flooding in spring 2013.

The proposed bridge has a low chord elevation equal to 640.27 at the main channel with a roadway low edge of pavement elevation within the 30-year floodplain equal to 643.52 at STA 649+00. The design headwater in proposed conditions is 638.60, providing a freeboard of 4.92 feet. A low beam clearance of 1.67 feet is provided with the proposed structure.

There is a commercial property just northwest of the Park Avenue West over the Skokie River structure that is located in the floodway. Survey information collected shows elevations ranging from 640.95 to 641.22 around the structure. Modeling shows that the 100-year floodplain elevation will not be raised as part of the proposed improvements, so the structure should not be adversely affected. Other structures in proximity to the bridge are not located within the floodplain or floodway. Downstream of the bridge there are multiple commercial and residential buildings, with the majority not being located within the floodplain or floodway. There is a large commercial property located southwest of the project site that is located in the floodplain, but modeling shows that the 100-year floodplain elevation will not be raised as a part of the proposed improvements, so the structure should not be adversely affected.

7. Phase I & II NPDES Storm Water Permit Requirements (BLRS Manual Section 7-4.01)

Will the project involve soil disturbance of 1 acre (0.4 hectares) or more?

☐ Yes ☒ No

If yes, the project must comply with the Phase II NPDES Storm Water Permit Requirements.

8. **"404" Permit (BLRS Manual Section 7-4.02)**

Does this project involve waters regulated by Section 404?

☒ Yes ☐ No

If yes, what type of 404 permit is required? ☐ Nationwide ☐ Individual ☒ Regional ☐ None

Attach a copy of any 404 permit authorization and/or coordination letters with the Corps of Engineers.

If an individual Section 404 permit is required, please notify the Illinois Department of Transportation district office before submitting the application.

9. **Special Waste (BLRS Manual Section 20-12)**

- a. Following the special waste assessment screening criteria shown on Figure 20-12A of the BLRS Manual, is Preliminary Environmental Site Assessment (PESA) required?

☒ Yes ☐ No

- b. Is work being done on property in the name of the state or are contract plans being prepared by the state?

☐ Yes ☒ No

- c. If a PESA is required for either state or local ROW, did the PESA results determine that the project has Recognized Environmental Conditions (REC's) for special waste?

☒ Yes ☐ No

If the PESA results determine that the project contains REC's, describe how the special waste is proposed to be handled (including if a Preliminary Site Investigation (PSI) is required).

The PESA identified REC's within the project area. A PSI is recommended prior to construction to determine the nature and extent of contamination.

10. **Environmental Survey (BLRS Manual Section 20-2)**

Whenever a project involves land acquisition (including easements), any in-stream work (including drainage structure run-around), is located within or adjacent to historic properties listed in (or eligible for) the National Register of Historic Places, a bridge on the historic list, is near wetlands, or known locations of threatened or endangered species, the Environmental Survey Request Form should be submitted early in the project development phase.

- a. Wild and Scenic Rivers - If this project crosses or affects a river on the National Wild and Scenic Rivers System or a river listed in the Nationwide Inventory of Rivers with potential for inclusion on the system, include coordination between the National Park Service and the Bureau of Design and Environment (BDE).

☐ Involvement ☒ No Involvement

- b. Wetlands - Does the proposed work impact the use of regulatory wetlands?

☐ Yes ☒ No

See Exhibit 5-9 for wetland clearance.

If yes, indicate how the wetlands will be migrated. ☐ Banking ☐ Accumulation ☐ On-site ☐ Other

- c. Archaeological and Historical Preservation Include results of coordination. Does the project impact an archaeological or historic preservation site?

☐ Yes ☒ No

If yes, describe any required documents.

See Exhibit 5-6 for cultural clearance.

- d. Threatened or Endangered Species – Does the project impact any endangered species or plants?

☐ Involvement ☒ No Involvement

Include copy of biological resources memorandum or signoff by BDE and/or IDNR.

See Exhibit 5-7 for biological clearance.

- e. Stream Modification and Wildlife Impacts - Include copies of any correspondence between BDE and IDNR or U.S. Fish and Wildlife Service. Attach copies of any additional coordination between local agency and IDNR or U.S. Fish and Wildlife Service whenever required as a result of biological review by BDE. Address any proposed mitigation measures.

☐ Involvement ☒ No Involvement

See Exhibit 5-8 for U.S. Fish and Wildlife Service correspondence.

11. Section 4(f) Lands (BLRS Manual Section 20-3)

- a. Does this project require any right-of-way, including temporary construction easements, from a publicly owned park, recreational area, wildlife and waterfowl, or any historic site in or eligible for the National Register of Historic Places?

☐ Yes ☒ No

- b. If yes, what type of of the Section 4(f) involvement has been completed?

☐ Section 4(f) de minimis ☐ Standard Section 4(f) ☐ Temporary Occupancy ☐ None

12. Air Quality (BLRS Manual Section 20-11) Check One:

- a. ☐ This project is in an attainment area.

- ☒ Projects within a portion of a nonattainment area for which the Chicago Metropolitan Agency for Planning (CMAP) is the MPO.

This project is included in the 2014-2019 (transportation plan) and in the Transportation Improvement Program (TIP), endorsed by the CMAP, the region's Metropolitan Planning Organization. The GO TO 2040 (transportation plan) was found to conform by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on 10/21/2014.

The TIP was found to conform by FHWA on 10/21/2014 and by FTA on 10/21/2014.

- ☐ Projects within a nonattainment area served by a Metropolitan Planning Organization other than CMAP.

This project is included in the Long-Range Transportation Plan and in the _____ Transportation Improvement Program (TIP) endorsed by _____, the Metropolitan Planning Organization (MPO) for the region in which the project is located.

On _____ the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the Long-Range Transportation Plan conforms with the transportation-related provisions of the Clean Air Act Amendments of 1990. The FHWA and the FTA determined on _____ that the TIP conforms with the Clean Air Act Amendments. These findings were in accordance with 40 CFR Part 93, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and projects Funded or Approved Under Title 23 USC or the Federal Transit Act."

The project's design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this project conforms to the existing State Implementation Plan and the transportation-related requirements of the 1990 Clean Air Act Amendments.

b. Mobile Source Air Toxics (See BDE PM 52-06)

This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the exiting facility, or any other factor that would cause an increase in emissions relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxic concerns. Consequently, this effort is exempt from analysis for MSATs.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in VMT, FHWA predicts MSATs will decline in the range of 57 to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

c. Construction-related Particulate Matter

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. (Equipment-related particulate emissions are usually insignificant when equipment is well maintained.) The potential air quality impacts will be short-term, occurring only when demolition and construction work is in progress and local conditions are appropriate.

The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

The Department's *Standard Specifications for Road and Bridge Construction* include provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this project will not cause any significant, short-term particulate matter air quality impacts.

d. Project-level Hot Spot Analysis. Check One:

- ☐ This project is in an attainment area and does not require a hot spot analysis.
- ☒ This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1).
Due to
the fact that this project is a bridge removal and replacement project with associated roadway and drainage improvements. There will be no change to traffic volumes or vehicle mix due to this project.

it has been determined that the project will not cause or contribute to any new localized PM_{2.5} or PM₁₀ violations or increase the frequency or severity of any PM_{2.5} or PM₁₀ violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

- ☐ This project is in a non-attainment or maintenance area and is a project of air quality concern. Therefore, a qualitative hot spot analysis is required. See Attachment _____ .

e. COSIM

Are through lanes or auxiliary turn lanes being added with this project?

- ☐ Yes ☒ No

If yes, has a COSIM pre-screen analysis been completed?

☐ Yes ☒ No

If yes, pre-screen analysis is attached as Attachment _____.

If no, explain why an analysis has not been performed. _____

If yes, did the COSIM pre-screen analysis pass or fail? ☐ Pass ☐ Fail

If the COSIM pre-screen analysis failed, a full COSIM analysis would be required.

13. Noise (BLRS Manual Section 20-6)

☒ The referenced project meets the criteria for a Type III project established in 23 CFR Part 772. Therefore, the proposed project requires no traffic noise analysis or abatement evaluation. Type III projects do not involve added capacity, construction of new through lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source.

☐ Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasible and reasonable criteria are identified on the attachment. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be modified or removed from the project plans. A final decision of the installation of the abatement measure(s) will be made upon completion of the project's final design and the public involvement process.

If this project involves a new alignment, additional lanes, or involves a significant alignment change, attach a traffic noise analysis.

14. Work Zone Transportation Management Plans

Does the project intersect or follow a state route?

☒ Yes ☐ No

Is the state or local route considered a significant route?

☒ Yes ☐ No ☐ Not Applicable

If yes, describe how the Work Zone Transportation Management Plan is being implemented.

The resurfacing limit of Park Avenue West starts at the east edge of pavement of US 41. Construction will not extend through the US 41/Park Avenue West intersection. The maintenance of traffic may impact US 41 traffic, however.

15. Complete Streets (BLRS Manual Chapter 10)

Does the project include the addition of a travel, turning, or bi-directional turn lane on a state highway?

☐ Yes ☒ No

If yes, describe how the Complete Streets Law requiring accommodating bicyclists on a state route apply.

16. Maintenance of Traffic (BLRS Manual Section 22-2.11(b)(9))

Discuss how vehicle traffic and pedestrians will be accommodated during construction, including the impacts of any road and/or sidewalk closure. If the road will be closed, include information concerning location of alternate routes, their ability to handle the additional traffic (street width, number of traffic lanes, structural adequacy, etc.), and the amount of adverse travel. When a marked detour route will be provided, include coordination with appropriate agencies, a description of the adverse travel, and include a map showing the alternate routes or marked detour in the report.

Construction for the Park Avenue West Bridge removal and replacement project will be completed utilizing stage construction. There will be two construction stages where lane closures will be used to reduce traffic to one lane in each direction following IDOT standards. Stage I will include the construction of the north portion of the bridge with traffic shifted to the south side of Park Avenue West. Stage II will include the construction of the south side of the bridge with traffic shifted to the north side of Park Avenue West.

17. Public Involvement (BLRS Manual Chapter 21)

- a. Summarize public informational meetings, formal public hearings, property owner signoffs, council or board meetings, media coverage, and personal contact with public. Include copies of newspaper advertisements, letter to property owners, public comments, and documents showing all public comments have been addressed.

This project has been discussed at Highland Park City Council Meetings (See Exhibit 4-3 and Exhibit 4-4). No public comments were indicated in the minutes. The project was also in the City of Highland Park Adopted Fiscal Budget Year 2017 which is available to the public (See Exhibit 4-5). ROW acquisition is not anticipated for this project.

- b. Has any opposition been expressed toward the improvement?

☐ Yes ☒ No

If yes, briefly discuss the type and extent of opposition.

- c.

If yes, discuss how the opposition has been addressed with the property owners?

18. **Coordination: LA-IDOT-FHWA (BLRS Manual Section 22-1.02)**

Have there been any coordination meetings for this project? ☒ Yes ☐ No

If yes, list the date(s) of the coordination meeting(s) below and attach coordination meeting minutes in the report.

11/26/2014 – IDOT

12/13/2016 - FHWA

19. **Other Coordination**

Attach results.

See Exhibit 6 for Utility Coordination

20. **Summary of Commitments**

1. Coordinate with the City of Highland Park during Phase II design concerning the addition of a water main by the bridge.
2. The bridge shall be designed to avoid impacts to the North Shore Gas 8" high pressure steel pipe located south of the bridge.
3. ADA ramps will be designed in Phase II for the southeast corner of US 41 at Park Avenue West.
4. Coordination with Highland Park Hospital to be done during Phase II and before construction.
5. A Section 404 and IDNR-OWR Permit will be acquired during Phase II design.

Summary of Attachments (when required):

Exhibit 1-1 Location Map

Exhibit 1-2 Functional Classification

Exhibit 2-1 Typical Sections

Exhibit 2-2 Plan and Profile Sheet

Exhibit 2-3 Flood Insurance Rate Map

Exhibit 2-4 Proposed Bridge General Plan and Elevation and Staging Details

Exhibit 2-5 Structure Master Report

Exhibit 2-6 Bridge Condition Report Approval Cover Letter

Exhibit 2-7 Preliminary Bridge Design and Hydraulic Report Approval Letter (1/25/2017)

Exhibit 3-1 Cost Estimate

Exhibit 3-2 Collision Diagrams

Exhibit 4-1 Meeting Minutes – IDOT (11/26/2014)

Exhibit 4-2 Meeting Minutes – FHWA (12/13/2016)

Exhibit 4-3 Highland Park City Council Meeting Minutes (07/14/2014)

Exhibit 4-4 Highland Park City Council Meeting (07/14/2014)

Exhibit 4-5 Highland Park Adopted Budget 2017

Exhibit 4-6 Request For Additional Funding (03/7/2017)

Exhibit 5-1 CMAP Traffic and Volume Request (02/06/2015)

Exhibit 5-2 CMAP Traffic and Volume Response (02/09/2015)

Exhibit 5-3 Project Overview – Environmental Survey Clearances

Exhibit 5-4 PESA_Park Avenue West – Executive Summary (11/2014)

Exhibit 5-5 PESA_Park Avenue West – IDOT Memo with Special Waste Clearance (04/08/2015)

Exhibit 5-6 Cultural Clearance

Exhibit 5-7 Biological Clearance

Exhibit 5-8 U.S. Fish and Wildlife Service – Huff & Huff Section 7 Review

Exhibit 5-9 Wetland Clearance

Exhibit 6-1 JULIE Locate Response (01/13/2015)

Exhibit 6-2 Email – Century Link Response (01/13/2015)

Exhibit 6-3 Email – ComEd Response (01/15/2015)

Exhibit 6-4 Email – North Shore Sanitary (02/12/2015)

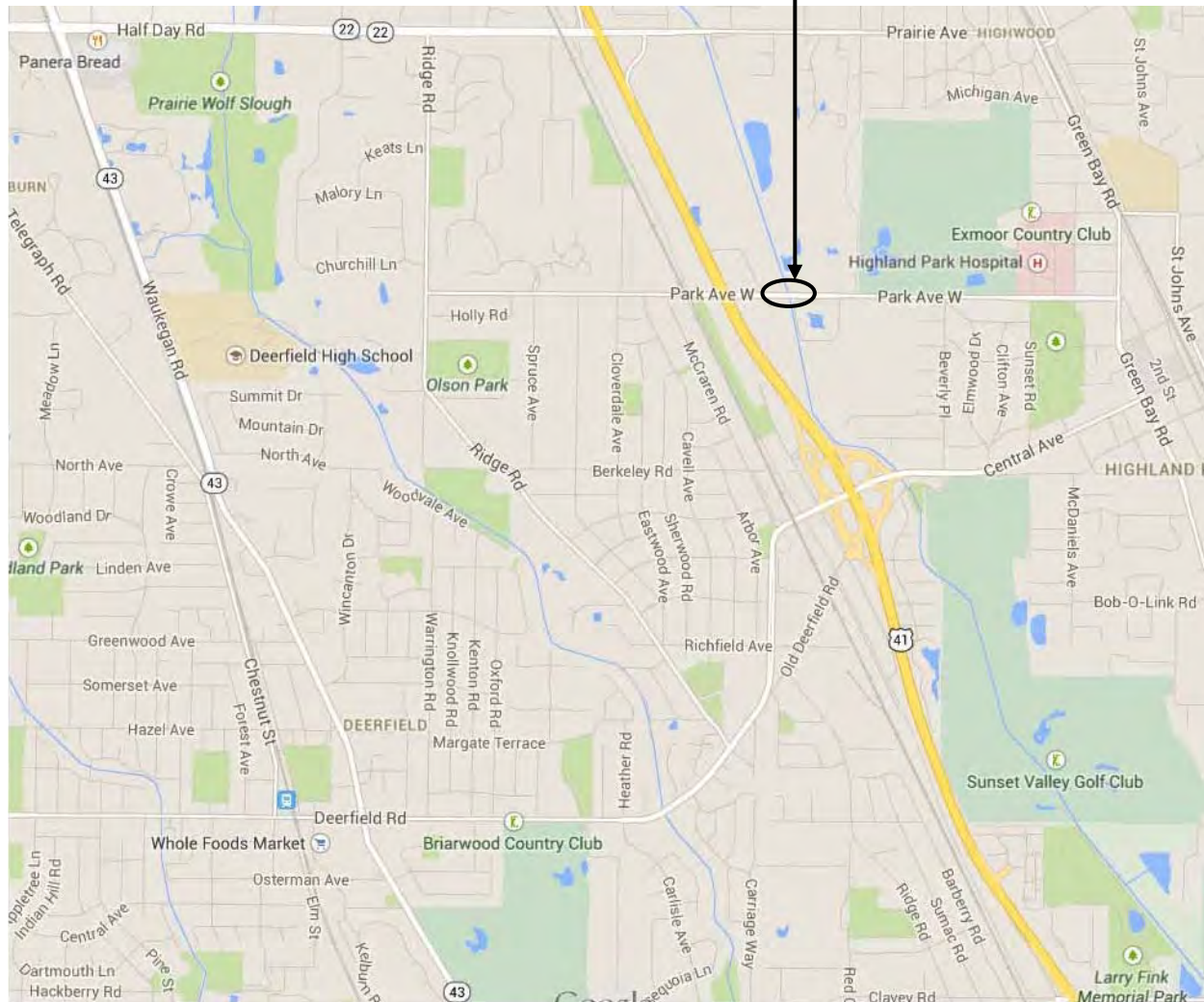
Exhibit 6-5 Fax – AT&T Transmission (03/13/2015)

Exhibit 6-6 Email – AT&T Distribution (03/16/2015)

Exhibit 6-7 Letter – Comcast (03/31/2015)

Exhibit 6-8 Email – North Shore Gas (10/29/2015)

Project Location



Project Location Map

Route: Park Avenue West over Skokie Ditch

Section #: 13-00122-00-BR

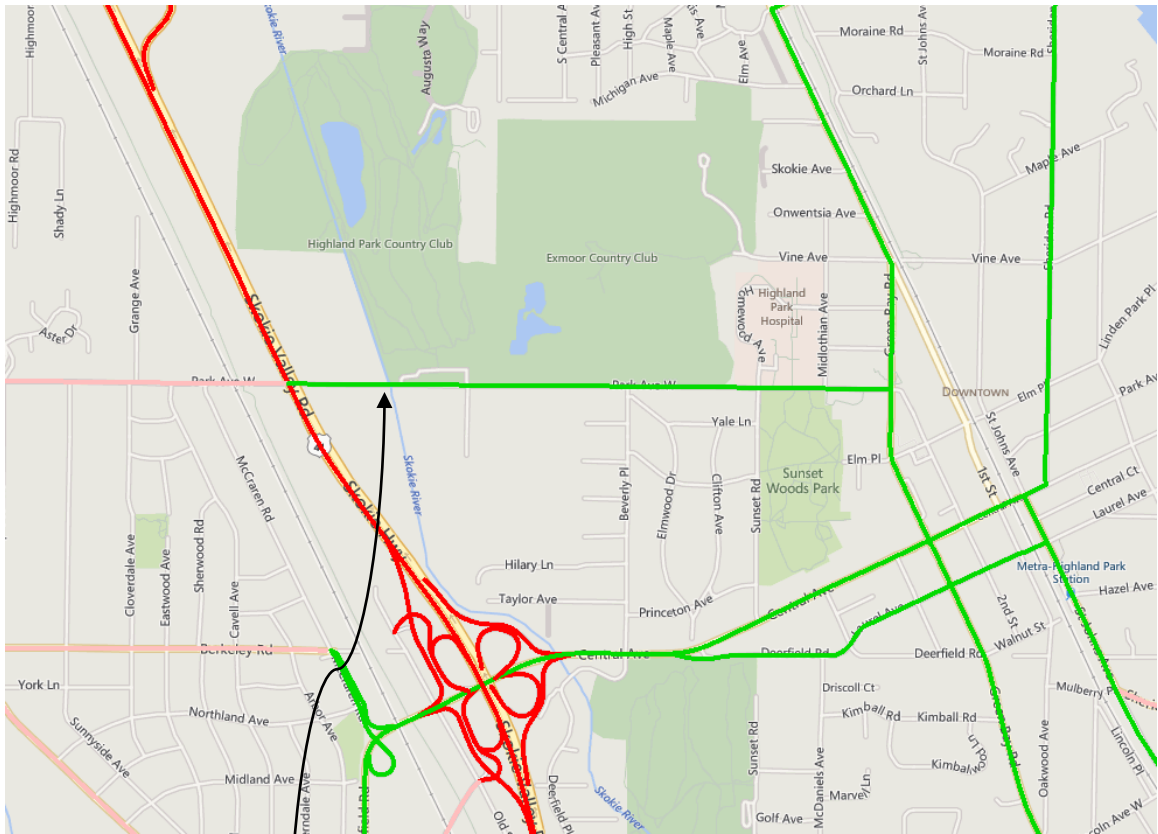
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County: Lake

Municipality: Highland Park

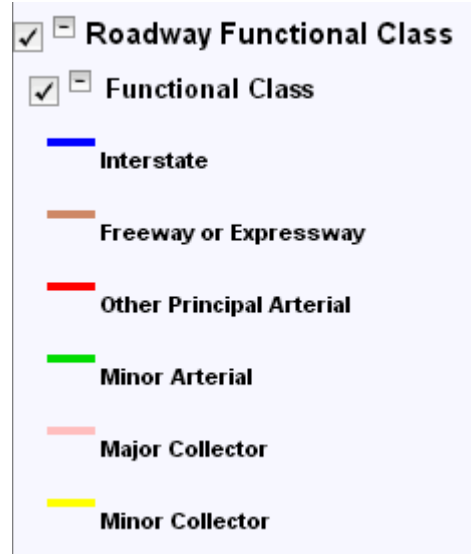
Functional Route Classification

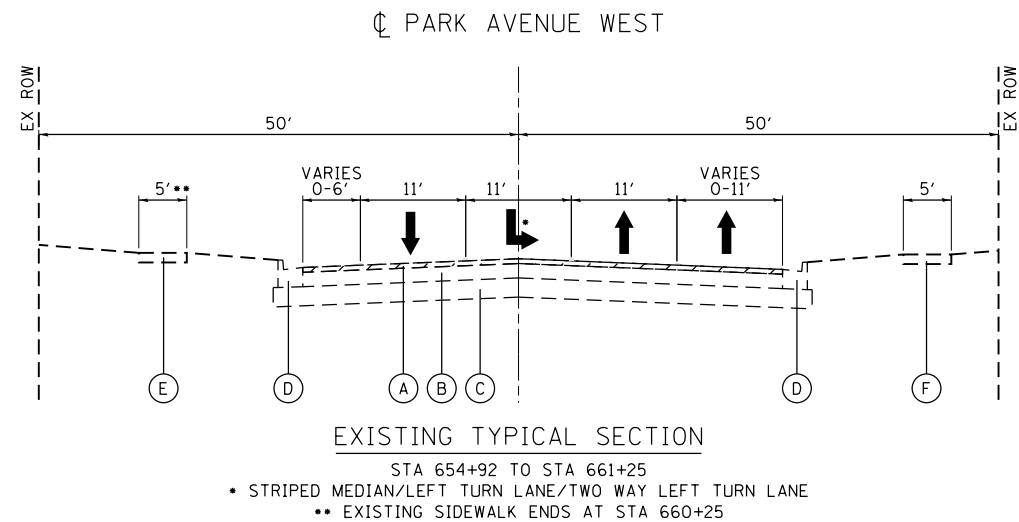
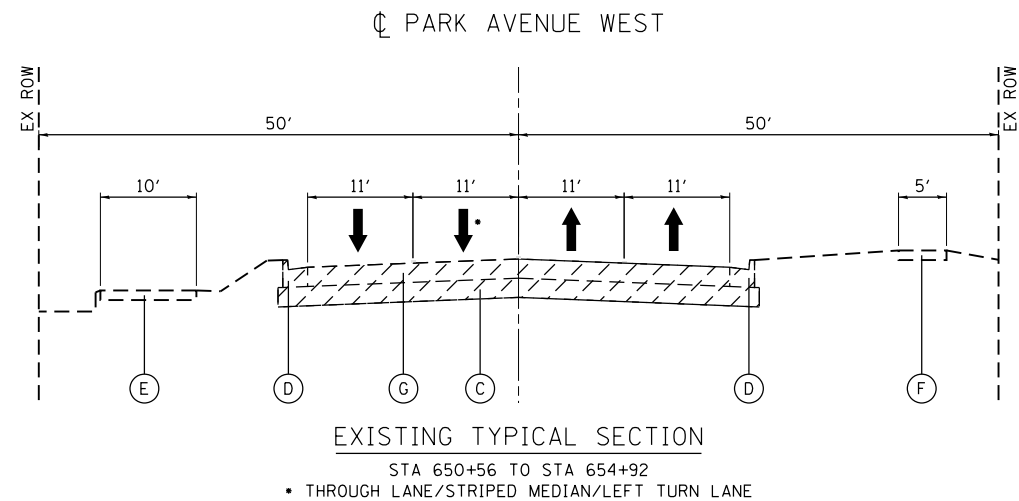
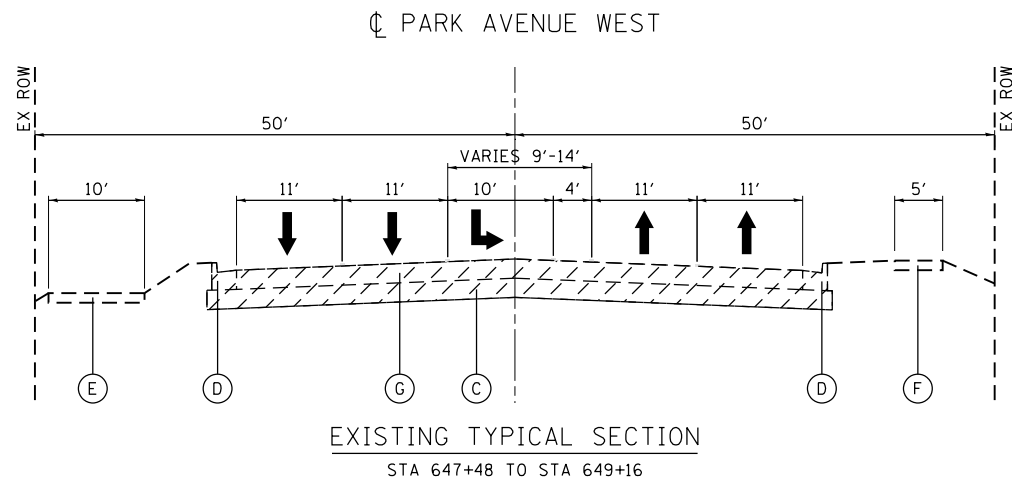
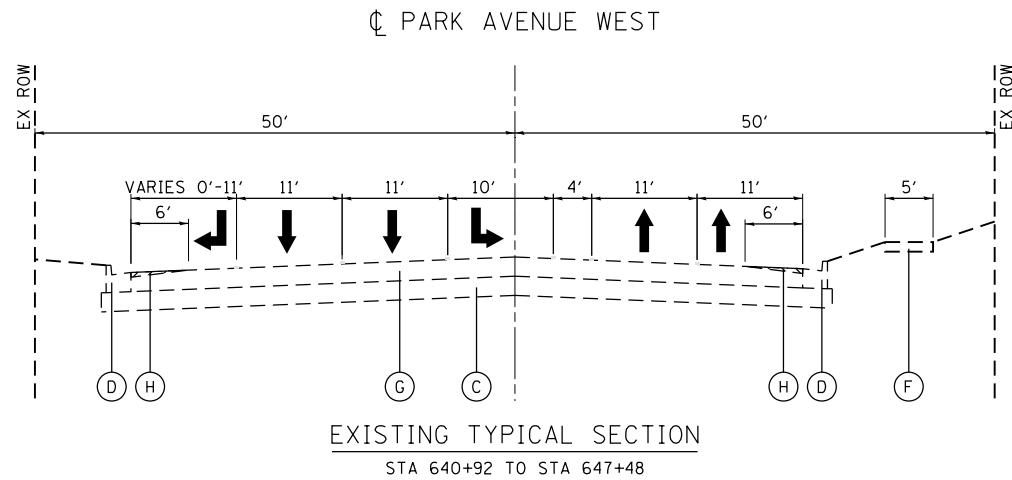
Park Avenue West – Highland Park, IL



PARK AVENUE

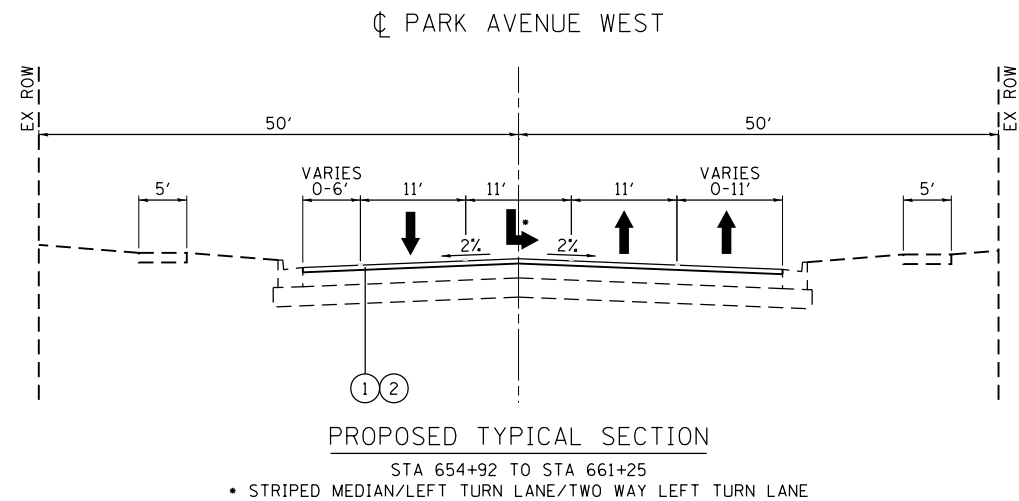
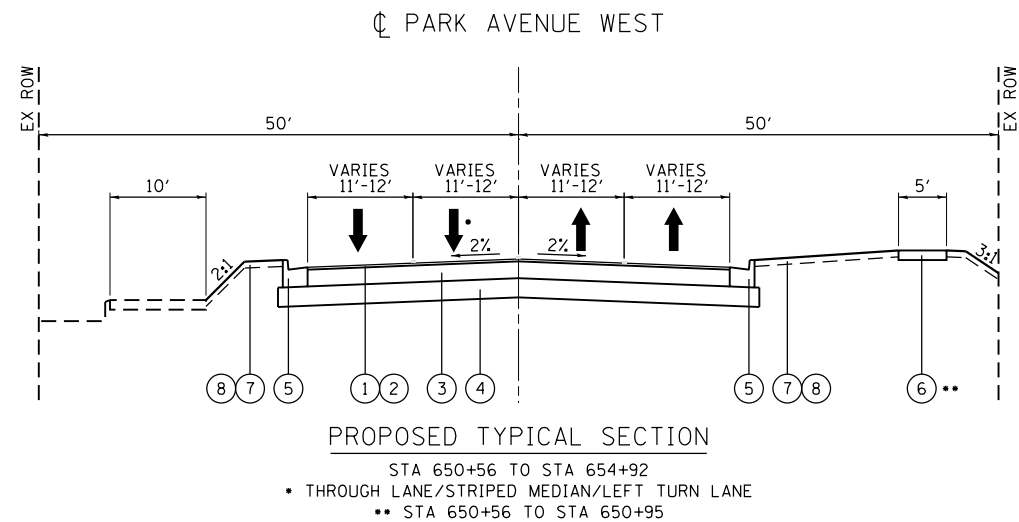
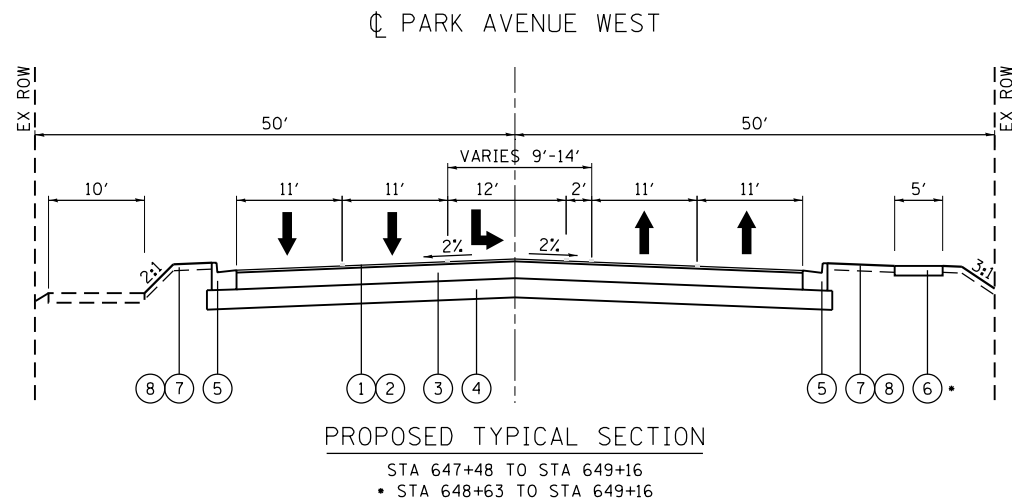
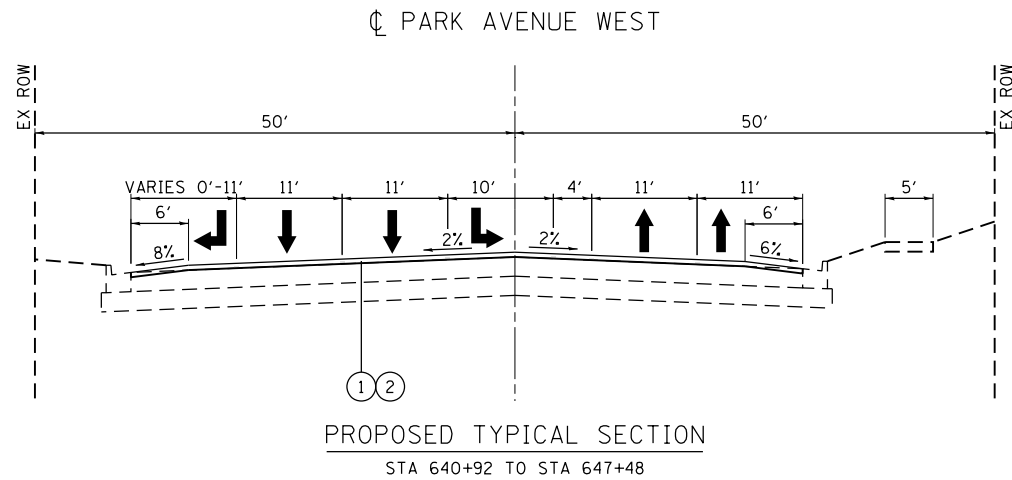
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- LEGEND**
- (A) EXISTING HMA PAVEMENT
 - (B) EXISTING HMA BASE
 - (C) EXISTING AGGREGATE SUB-BASE
 - (D) EXISTING CONC CURB AND GUTTER, TYPE B-6.24
 - (E) EXISTING SHARED-USE PATH
 - (F) EXISTING SIDEWALK
 - (G) EXISTING PORTLAND CEMENT CONCRETE
 - (H) PCC SURFACE REMOVAL, 0" TO 3"
- ① PROPOSED HOT-MIX ASPHALT SURFACE COURSE
 - ② PROPOSED LEVELING BINDER (MACHINE METHOD)
 - ③ PROPOSED HOT-MIX ASPHALT BASE COURSE
 - ④ PROPOSED AGGREGATE SUB GRADE IMPROVEMENT
 - ⑤ PROPOSED COMBINATION CURB AND GUTTER, TYPE B-6.12
 - ⑥ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK
 - ⑦ PROPOSED TOPSOIL FURNISH AND PLACE
 - ⑧ PROPOSED SODDING
- REMOVAL

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- LEGEND
- (A) EXISTING HMA PAVEMENT
 - (B) EXISTING HMA BASE
 - (C) EXISTING AGGREGATE SUB-BASE
 - (D) EXISTING CONC CURB AND GUTTER, TYPE B-6.24
 - (E) EXISTING SHARED-USE PATH
 - (F) EXISTING SIDEWALK
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 - (6) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK
 - (7) PROPOSED TOPSOIL FURNISH AND PLACE
 - (8) PROPOSED SODDING
- REMOVAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

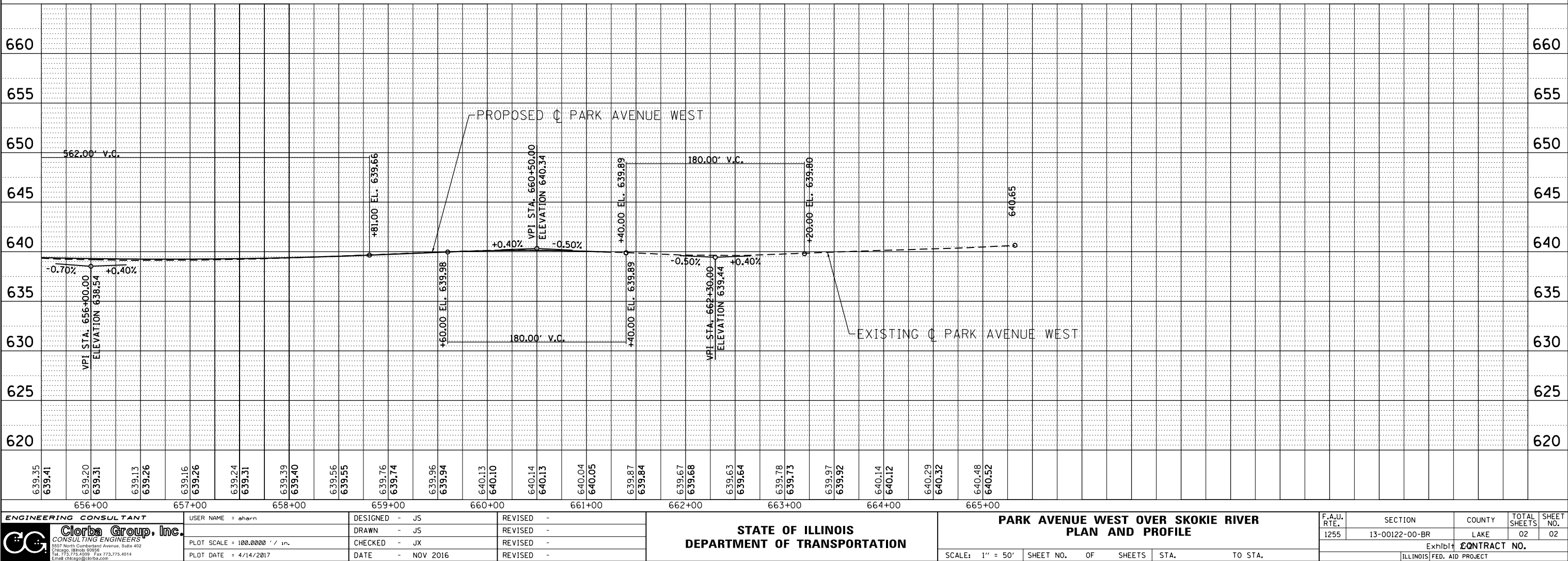
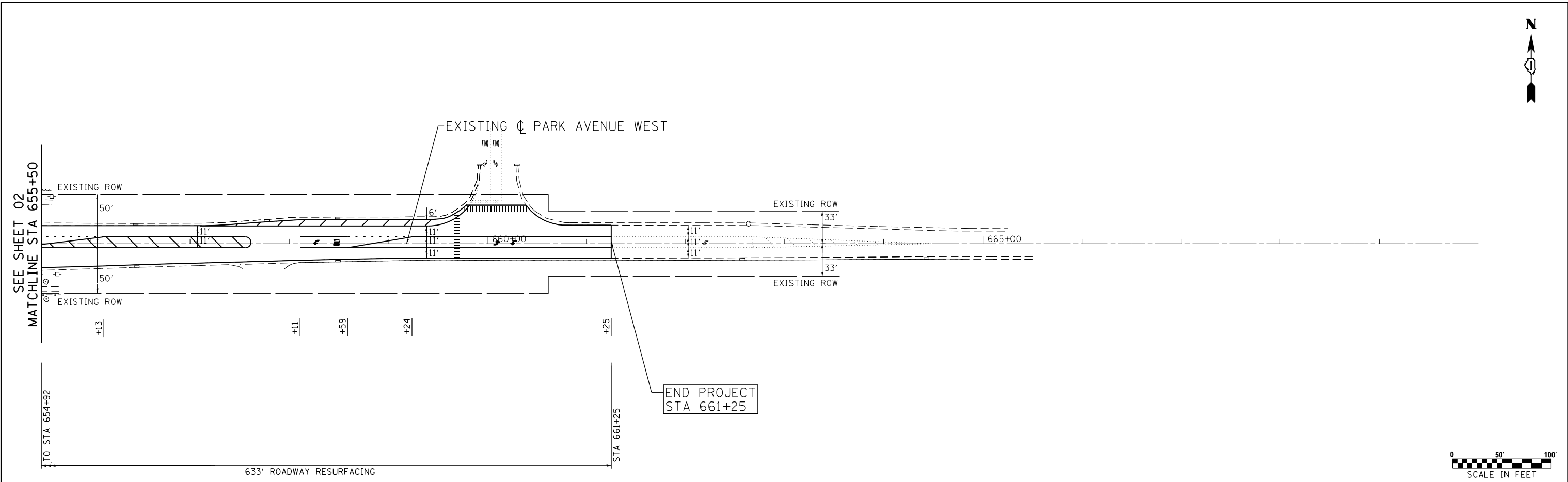
PARK AVENUE WEST OVER SKOKIE RIVER
TYPICAL SECTIONS

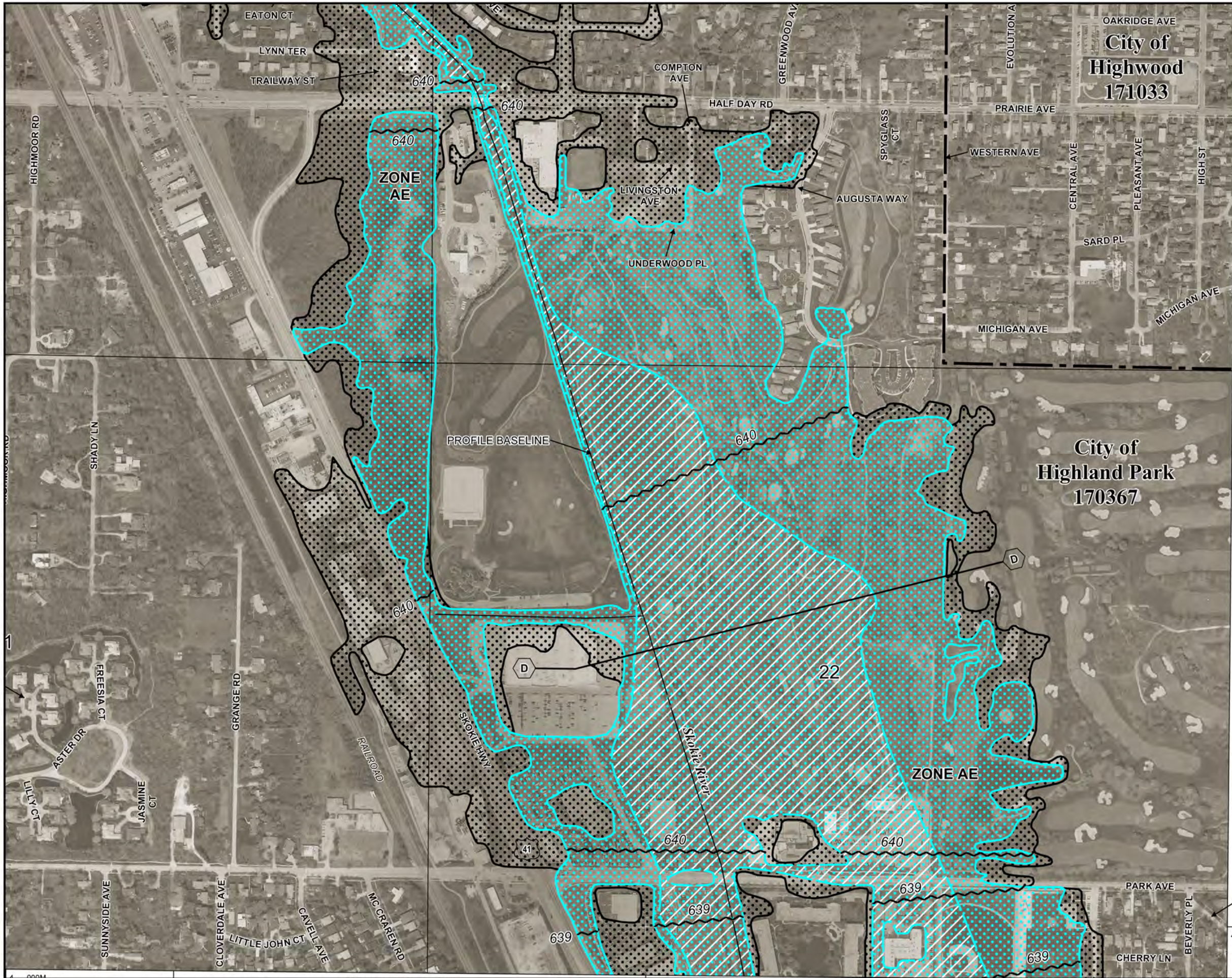
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1255	13-00122-00-BR	LAKE	02	02
Exhibit 2-1		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. OF SHEETS STA. TO STA.

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MAP SCALE 1" = 500'

0 500 1000 FEET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0279K

FIRM
FLOOD INSURANCE RATE MAP
LAKE COUNTY,
ILLINOIS
AND INCORPORATED AREAS

PANEL 279 OF 295
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HIGHLAND PARK, CITY OF	170367	0279	K
HIGHWOOD, CITY OF	171033	0279	K
LAKE FOREST, CITY OF	170374	0279	K

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
17097C0279K

MAP REVISED
SEPTEMBER 18, 2013

Federal Emergency Management Agency

46 This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Benchmark: "X" cut at the easterly-most northern bolt of fire hydrant located on the south side of Park Ave. just east of Brook Estates Gate. Elev. 641.88.

Existing Structure: S.N. 049-6592 was originally built in 1950 as a single span W36 steel beam bridge with a concrete deck. It had a 28'-0" out-to-out width and is supported on reinforced concrete wall abutments on piles. In 1984 the bridge was widened to 62'-2" out-to-out under section 82-00086-01-WR. The total length of the bridge is 69'-0" from back to back of abutments. The bridge has approximately 25' long cast-in-place T-type wingwalls supported on piles. The bridge will be removed and replaced using staged construction.

Salvage: None.

WATERWAY INFORMATION

Drainage Area = 17.36 Sq. Miles			Existing Overtopping Elev. = 643.17 at Sta. 649+00							
			Proposed Overtopping Elev. = 643.52 at Sta. 649+00							
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.		
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.	
	10	850	468.1	575.1	637.75	0.00	0.00	637.75	637.75	
Design	30	1255	520.8	639.8	638.60	0.00	0.00	638.60	638.60	
Base	100	1689	554.9	700.00	639.44	0.06	0.00	639.50	639.39	
Overtopping										
Max. Calc.	500	2750	554.9	767.0	641.31	0.60	0.24	641.91	641.55	

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

HIGHWAY CLASSIFICATION

F.A.U. Rte. 1255 (Park Avenue West)
Functional Class: Minor Arterial
ADT: 12,015 (2015); 12,900 (2040)
ADTT: 3%
DHV: 1290 (2040)
Design Speed: 35 m.p.h.
Posted Speed: 35 m.p.h.
Two-Way Traffic
Directional Distribution: 50:50

LOADING HL - 93

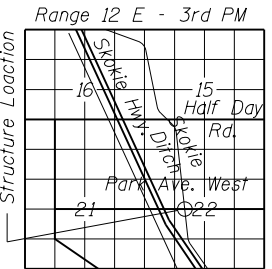
Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.092g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.130g
Soil Site Class = D

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications, 7th Ed. with 2015 Interims



LOCATION SKETCH

GENERAL PLAN AND ELEVATION

PARK AVENUE WEST OVER

SKOKIE RIVER

FAU ROUTE 1255

SECTION 13-00122-00-BR

LAKE COUNTY

STATION 649+86.00

STRUCTURE NO. 049-6593

Exhibit 2-4

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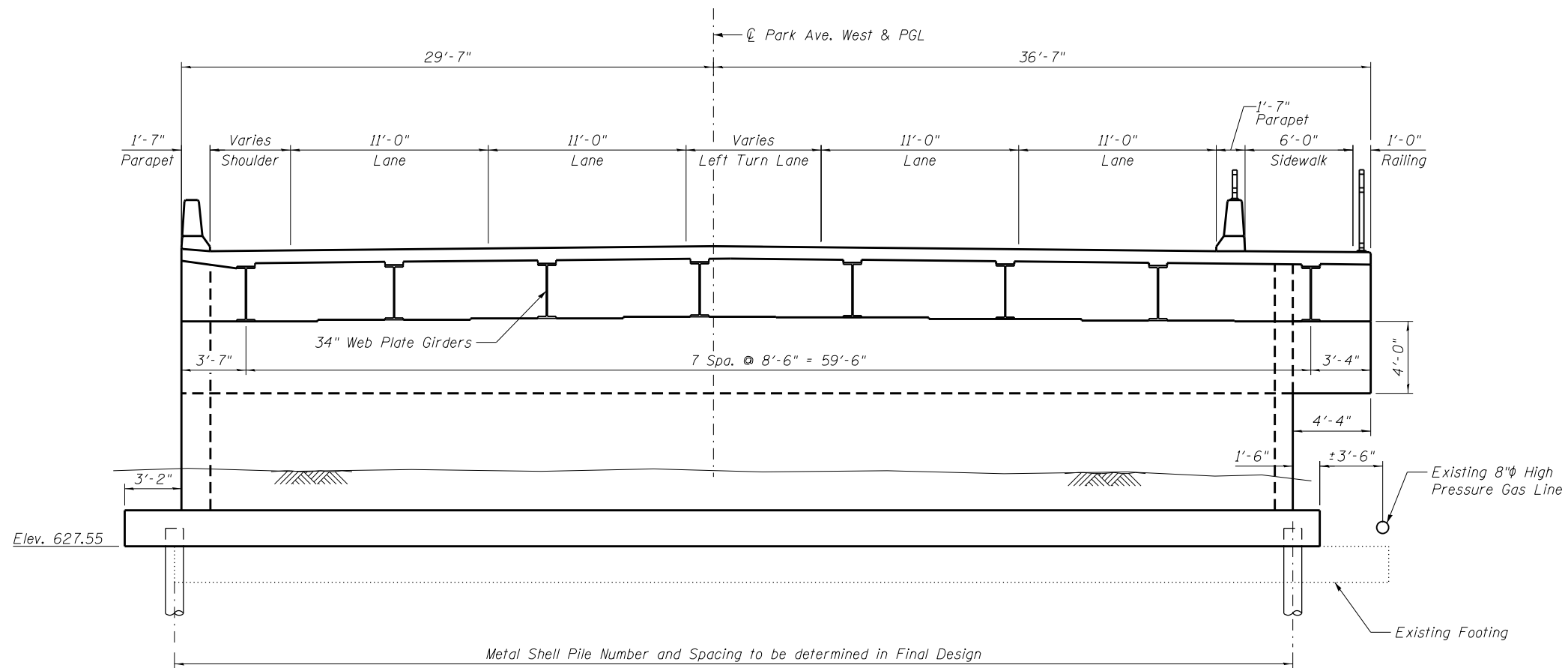


USER NAME = sallgood	DESIGNED APD	REVISED -
	CHECKED BWS	REVISED -
PLOT SCALE = 16:0.0000 '1' / in.	DRAWN SBA	REVISED -
PLOT DATE = 11/2/2016	CHECKED BWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1255	13-00122-00-BR	LAKE	2	1
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



PROPOSED ABUTMENT ELEVATION
(East Abutment, Looking East. West Abutment Similar)

N:\PROJECTS\2023\2023-01\Structural\Plans\TSL\002023-01-TSL-02-epd.dgn



USER NAME : slllgood	DESIGNED APD	REVISED -
CHECKED BWS	REVIS	REVIS
PLOT SCALE : 16x0.0000 '1' / in.	DRAWN SBA	REVISED -
PLOT DATE : 11/2/2016	CHECKED BWS	REVISED -

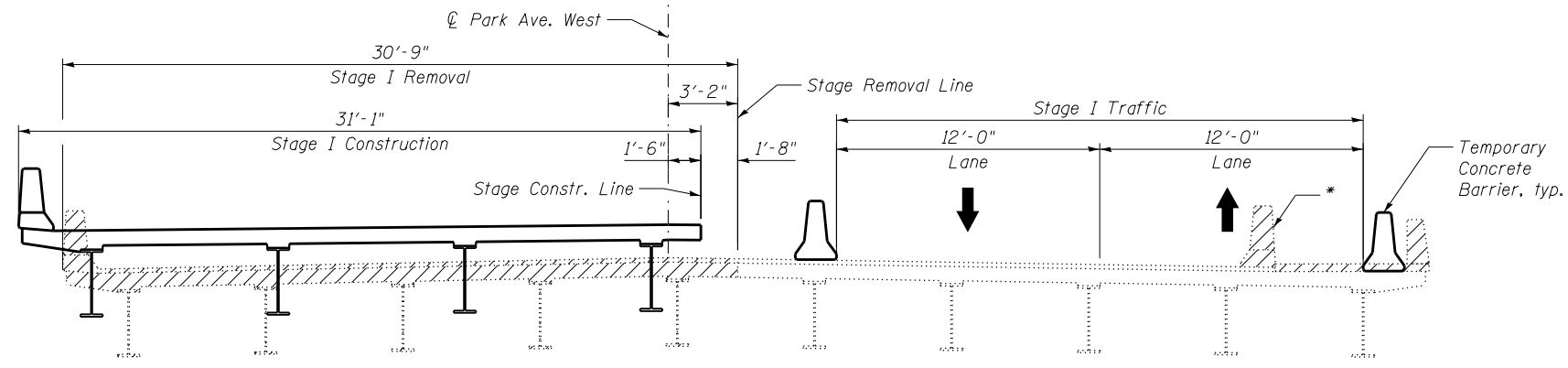
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARK AVENUE WEST OVER SKOKIE RIVER
PROPOSED ABUTMENT ELEVATION

SHEET NO. 2 OF 2 SHEETS

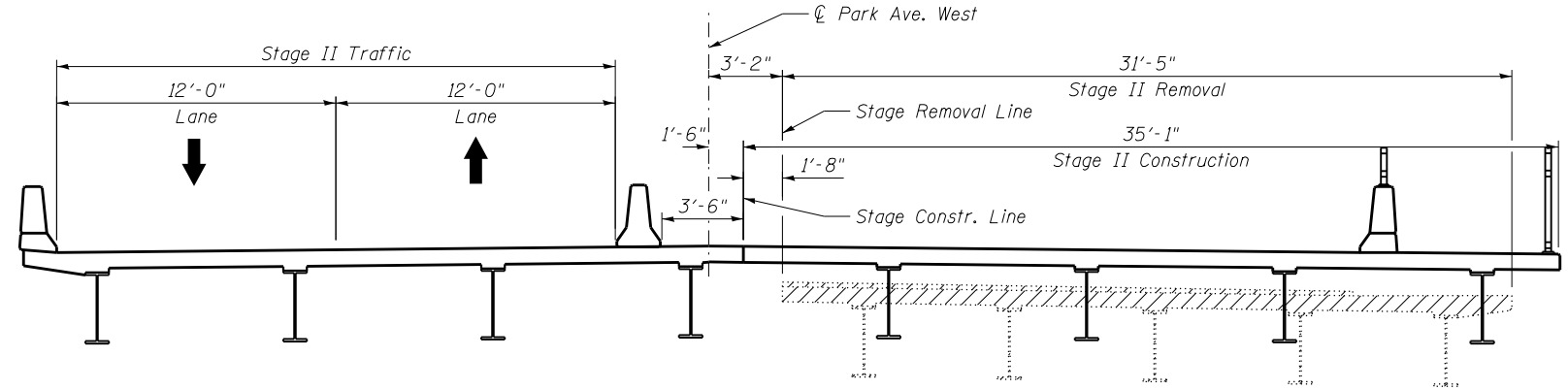
Exhibit 2-4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1255	13-00122-00-BR	LAKE	2	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

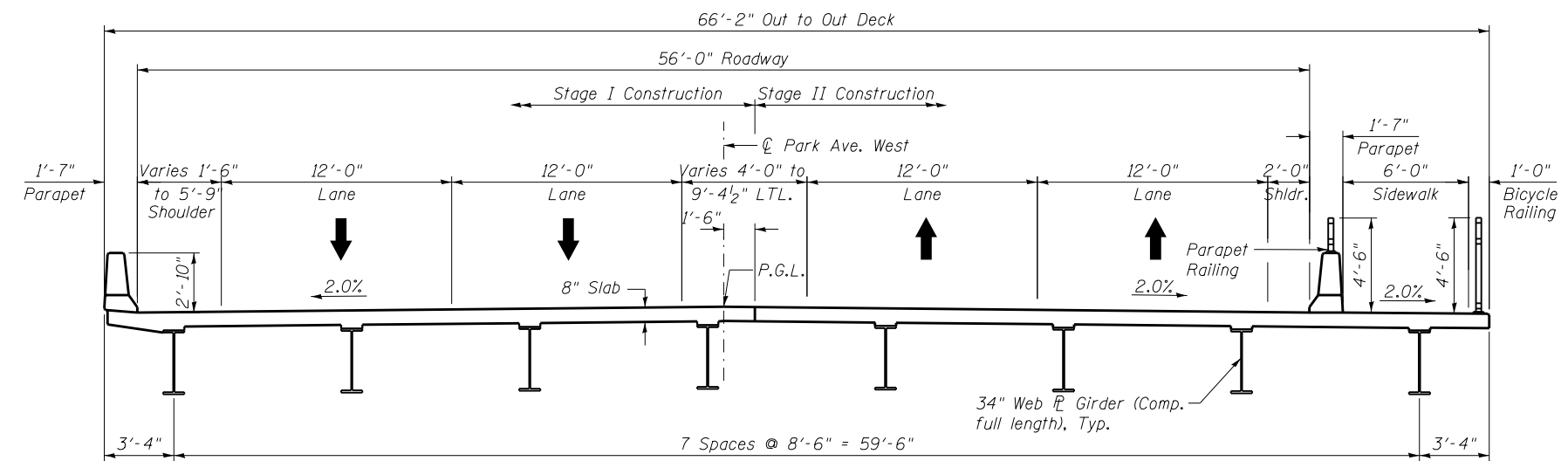


STAGE I
(Looking East)

* Barrier and raised sidewalk to be removed during a prestage.



STAGE II
(Looking East)



PROPOSED CROSS SECTION
(Looking East)

STAGING DETAILS
PARK AVENUE WEST OVER
SKOKIE DITCH
FAU ROUTE 1255
SECTION 13-00122-00-BR
LAKE COUNTY
STATION 649+86.00
STRUCTURE NO. 049-6593

N:\PROJECTS\2023\2023-01\Structural\Plans\TSL\002023-01-TSL-02.dgn

Clorba Group, Inc.
CONSULTING ENGINEERS
1507 North Commonwealth Avenue
Suite 402 - Chicago, Illinois 60656
Tel: 773.775.4005
Fax: 773.775.4014
Email: clorba@clorba.com

USER NAME = bsauter	DESIGNED APD	REVISED -
	CHECKED BWS	REVISED -
PLOT SCALE = 16x0.0000 '1' / in.	DRAWN SBA	REVISED -
PLOT DATE = 11/15/2016	CHECKED BWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 2 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1255	13-00122-00-BR	LAKE	2	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

Illinois Department of Transportation
Structures Information Management System
Structure Summary Report

Date: 12/02/2014
Page: 1

Structure Number: 049-6592

District: 1

Inventory Data									
Facility Carried:	PARK AVE (W)	Bridge Name:	WEST PARK AVE BRIDGE	Sufficiency Rating:	36.5	Structure Length:	106.0		
Feature Crossed:	SKOKIE DITCH	Location:	.2 M E 41	HBP Eligible:	Yes	AASHTO Bridge Length:	64.0		
Bridge Remarks:		Status Date:	09/2013	Replaced By:	-	Length of Long Span:	64.0		
Bridge Status:	5 OPEN-TEMP SHORING			Replaces:	-	Bridge Roadway Width:	52.0		
Status Remarks:				Last Update Date:	07/05/2012	Appr Roadway Width:	66.0		
Maint County:	049 LAKE	Maint Township:	96 MORaine	Parallel Structure:	None	Deck Width:	55.2		
Maint Responsibility:	04 MUNICIPALITY			Multi-Level Structure Nbr:		Sidewalk Width Right:	6.0		
Service On/Under:	1 HIGHWAY	5 /	WATERWAY	Skew Direction:	N	Sidewalk Width Left:	0.0		
Reporting Agency:	4 MUNICIPALITY			Skew Angle:	0 D	Navigation Control:	0 No		
Main Span Matl/Type:	3 STEEL			Structure Flared:		Navigation Horiz Clear:	0		
Nbr Of Main Spans:	1	Nbr Of Approach Spans:	0	Historical Significance:		Navigation Vert Clear:	0		
Approaches				Border Bridge State:		Culvert Fill Depth:	0.0		
Near #1 Matl/Type:		/		Bdr State SN:		Number Culvert Cells:	0		
Near #2 Matl/Type:		/		Bdr State % Responsibility:		Culvert Opening Area:	0.0		
Far #1 Matl/Type:		/		Structural Steel Wt	0	Culvert Cell Height:	0.00		
Far #2 Matl/Type:		/		Substructure Material:		Culvert Cell Width:	0.00		
Median Width/Type:	0 Ft. / 0 None			Rated By:	2 IDOT	Rate Method:	0		
Guardrail Type L/R:	0None	/	0 None	Inventory Rating:	0.540(19)	Load Rating Date:	09/05/2013	Railroad Crossing Info	
Toll Facility Indicator:	0 No Toll			Operating Rating:	0.900(32)			Crossing 1 Nbr:	
Latitude:	42.18890073	S Longitude:	87.82206324			Design Load:	02 HS20	Crossing 1 Nbr:	
Deck Structure Type:	A CIP CON NRMALLY FORM			Deck Structure Thickness:	8 SD: Y	FO: N	RR Lateral Underclear:	0.0	
Sidewalks Under Structure:	0 None					RR Vertical Underclear:	0	Ft	0 In
Key Route On Data					Key Route Under Data				
Key Route Nbr:	FEDERAL-AID URBAN	Station:	1255	Station:		Station:			
Appurtenances	Main Route	Segment:	00000	Segment:		Segment:			
Inventory County:	049 LAKE	Linked:	Y	Linked:		Linked:			
Township/Road Dist	96 MORaine	Natl. Hwy System:	Not on NHS	Natl. Hwy System:		Natl. Hwy System:			
Municipality	2595 HIGHLAND PARK	Inventory Direction:		Inventory Direction:		Inventory Direction:			
Urban Area:	1051	Curr AADT Yr/Count:	2011 / 13100	Curr AADT Yr/Count:		Curr AADT Yr/Count:	/		
Functional Class:	4 MINOR ARTERIAL	Est Truck Percentage:	4	Est Truck Percentage:		Est Truck Percentage:			
** CLEARANCES **	South/East	Number Of Lanes:	4	Number Of Lanes:		Number Of Lanes:			
Max Rdwy Width:	52.0	One Or Two Way:	2 Two-Way	One Or Two Way:		One Or Two Way:			
Horizontal:	52.0	Bypass Length:	0	Bypass Length:		Bypass Length:			
		Future AADT Yr/Cnt:	2032 / 14580	Future AADT Yr/Cnt:		Future AADT Yr/Cnt:	/		
		Designated Truck Rte:	NONE	Designated Truck Rte:		Designated Truck Rte:			
		Special Systems:	No	Special Systems:		Special Systems:			
Lateral:									
*** Marked Route On Data ***					*** Marked Route Under Data ***				
	Designation	Kind	Number			Designation	Kind	Number	
Route #1:	1 Mainline	8 Other							
Route #2:	1 Mainline								
Route #3:	1 Mainline								

Date: 12/02/2014
Page: 2

District: 1

Data Related to Inspection Information

*** Inspection Intervals ***

	24 MOS	Underwater:	0 MOS	One Truck At A Time:	0	Combination Type 3S-1:	29 Tons	4	< 10% Below Legal Loads
Routine NBIS:									
Special:		N		Single Unit Vehicles:	22 Tons	Combination Type 3S-2	36 Tons		

Inspection/Appraisal Information

Inspection Date:	09/30/2014	Inspection Temperature:	55Deg. F	** Actual Posted Limits **	
Deck:	6	SATISFACTORY CONDITION - MINOR DETERIORATION		Single Unit Vehicles:	22 Tons
Superstructure:	6	SATISFACTORY CONDITION - MINOR DETERIORATION		Combination Type 3S-1:	29 Tons
Substructure:	4	POOR CONDITION - ADVANCED DETERIORATION		Combination Type 3S-2:	36 Tons
Culvert:	N	NOT APPLICABLE		One Truck At A Time:	0
Channel and Protection:	9	EXCELLENT CONDITION		Deck Wearing Surf:	C LAT MOD CON OVERLAY
Structural Evaluation:	4	MINIMUM ADEQUACY TO BE LEFT IN PLACE		Deck Membrane:	F NONE
Deck Geometry:	4	MINIMUM ADEQUACY TO BE LEFT IN PLACE		Deck Protection:	A EPOXY COATED REINF
Underclearance-Vert/Lat:	N	NOT APPLICABLE		Total Deck Thick:	9.0
Waterway Adequacy:	9	SUPERIOR TO PRESENT DESIRABLE CRITERIA		Last Paint Date:	07/1984
Approach Roadway Align:	8	EQUAL TO PRESENT DESIRABLE CRITERIA			
Bridge Railing Appraisal:	3	Meets Standards			
Approach Guardrail:	222	Not Acceptable	Not Acceptable		
Pier Navig Protection:	N	N/A	Not Acceptable		

Underwater Inspection/Appraisal Information

<p>Inspection Date:</p> <p>Temperature:</p>	<p>Inspection Method:</p>
---	----------------------------------

Appraisal Rating:

Scour Critical Information

Rating:	8	Evaluation Method:	B	Microfilm Data Recorded:	No
Analysis Date:	11/05/1991				
CALCULATED SCOUR ABOVE FOOTING					
Rational Analysis					

Construction Information

Year:	1950	Original	1984	Reconstructed	Sta:
Route:					
Section Nbr:					
Contract Nbr:					
Fed Aid Pr#:		0000000000000000		0000000000000000	
Built By:	4	CITY		0	UNKNOWN

Miscellaneous

Microfilm Data Recorded:



Illinois Department of Transportation

Memorandum

To: John A. Fortmann, District 1 Attn: Christopher J. Holt
From: D. Carl Puzey By: Timothy A. Armbrrecht
Subject: BRIDGE CONDITION REPORT APPROVAL
Date: February 10, 2015

Illinois Major Bridge Funding
City of Highland Park
Section 13-00122-00-BR

SN 049-6592

F.A.U. 1255 (Park Avenue West) over Skokie Ditch

The bridge condition report, dated October 7, 2013, for the above-designated bridge replacement project is satisfactory and is hereby approved.

Approval of the project is contingent on approval by others of the proposed geometry, obtaining environmental signoffs, and any required historic structure coordination and other approvals required by statutes or the policies of the Department.

Two copies of the approved report are being returned and we will retain one copy for our files. If you have any questions, contact Matt Humke at 217/782-5929 or matt.humke@illinois.gov.

MDH/kkt0496592-20150210

RECEIVED
BUREAU OF
FEB 11 2015

LOCAL ROADS & STREETS



Illinois Department of Transportation

Memorandum

To: Region One Engineer Attn: Christopher J. Holt
From: D. Carl Puzey
Subject: PRELIMINARY DESIGN APPROVAL
Date: January 25, 2017

CH
D. Carl Puzey PDC

Illinois Major Bridge Program
City of Highland Park
Section 13-00122-00-BR

SN 049-6593

F.A.U. 1255 (Park Avenue West) over Skokie Ditch

The Preliminary Bridge Design and Hydraulic Report (PBDHR), dated November 2, 2016, for the above-designated bridge replacement project is satisfactory based on the consultant's disposition to our review comments, received by e-mail correspondence on January 3, 2017, which adequately addresses our review comments. The preliminary bridge design is hereby approved.

The PBDHR indicates the Consultant will be performing the steel fabrication inspection. Please advise the City if they would like to have the Department perform the steel fabrication inspection, a letter requesting such should be sent to the Bureau of Bridges and Structures (BBS) as soon as possible after the steel fabricator is determined. The letter (see attached example) should include the following:

1. Job information (structure number, route, section, city, IDOT contract # if applicable, C-# if applicable).
2. Point of contact for questions and who to send reports to at job completion; name, contact and location for fabricator and prime contractor.
3. The approximate start date and duration if known.

This request essentially authorizes the BBS' fabrication inspector to act as the City's representative. The inspector will need a copy of the shop drawings, approved by either this office or the City's consultant. If the shop drawings were not reviewed by the BBS, a second copy should also be provided to the BBS for office use in assisting the inspector with technical or interpretation questions. The inspector and this office will also require reference copies of any special provisions or project-specific specifications applicable to fabrication that are different from IDOT's Standard & Supplemental Specifications.

Please be aware fabrication inspection services supplied by the Department are subject to resource availability and are not guaranteed. In particular, if the fabricator is located outside the area served by Department inspectors, it may be necessary for the City to retain the services of their own fabrication inspection service to ensure the inspection of the steel.

Region One Engineer / Attn: Christopher J. Holt
SN 049-6593
Page 2
January 25, 2017

The locations of the proposed foundations appear to be at or near the existing substructure locations. Care must be taken during construction to locate existing substructure elements to prevent damage or conflicts with the new pile locations. If conflicts arise and modifications are required of the pile locations or design shown on the plans, the Structural Engineer of record should be notified for approval of revisions.

The final structural plans and specifications for this project may be accepted by the District based on the Structural Engineer's seal, certification and signature per BLRS Manual Section 23-7.02.1. If you have any questions, contact Matt Humke at 217/782-5929 or matt.humke@illinois.gov.

Two copies of the approved report are being returned to you and we will retain one copy for our files.

MDH/kkt0496593-20170125

Option 5 - Complete Replacement - Plate Girder
Construction Cost Estimate
Park Avenue West over Skokie Drainage Ditch**Scope of Work**

- 1) Existing Structure Removal
- 2) New Wall Abutment (Semi-integral) and Wingwalls on piles
- 3) New Structure Type: 34" Plate Girder (8 lines @ 8'-6" Spacing)
- 4) Bridge Construction to be Built using Stage Construction

PAY ITEM #	ITEM	UNIT	TOTAL	UNIT PRICE	TOTAL COST
50100100	Removal of Existing Structures	Each	1	\$ 300,000.00	\$ 300,000
50157300	Protective Shield	Sq. Yd.	684	\$ 40.00	\$ 27,363
50200100	Structure Excavation	Cu. Yd.	1789	\$ 40.00	\$ 71,560
50300225	Concrete Structures	Cu. Yd.	325	\$ 700.00	\$ 227,500
50300255	Concrete Superstructure	Cu. Yd.	202	\$ 900.00	\$ 181,800
50300260	Bridge Deck Grooving	Sq. Yd.	845	\$ 7.00	\$ 5,915
50300300	Protective Coat	Sq. Yd.	1,089	\$ 2.00	\$ 2,178
50301350	Concrete Superstructure (Approach Slab)	Cu. Yd.	197	\$ 500.00	\$ 98,565
50500405	Furnishing & Erecting Structural Steel	Pound	134,600	\$ 1.50	\$ 201,900
50500505	Stud Shear Connectors	Each	1,944	\$ 4.00	\$ 7,776
50800205	Reinforcement Bars, Epoxy Coated	Pound	109,000	\$ 1.25	\$ 136,250
50800515	Bar Splicers	Each	402	\$ 25.00	\$ 10,050
50901735	Bridge Fence Railing (Sidewalk)	Foot	141	\$ 100.00	\$ 14,083
50901750	Parapet Railing	Foot	141	\$ 100.00	\$ 14,083
51200957	Furnishing Metal Shell Piles 12" X 0.250"	Foot	4,950	\$ 50.00	\$ 247,500
51201500	Furnishing Steel Piles HP10X57	Foot	800	\$ 50.00	\$ 40,000
51202305	Driving Piles	Foot	5,750	\$ 1.00	\$ 5,750
51203200	Test Pile Metal Shells	Each	2	\$ 6,000.00	\$ 12,000
51203500	Test Pile Steel HP10X57	Each	2	\$ 6,000.00	\$ 12,000
59100100	Geocomposite Wall Drain	Sq. Yd.	295	\$ 25.00	\$ 7,375
X5121800	Permanent Steel Sheet Piling	Sq. Ft.	847	\$ 100.00	\$ 84,700
X5860110	Granular Backfill for Structures	Cu. Yd.	960	\$ 50.00	\$ 48,000
Z0046304	Pipe Underdrains for Structures 4"	Foot	218	\$ 30.00	\$ 6,540
Z0073002	Temporary Soil Retention System	Sq. Ft.	1111	\$ 80.00	\$ 88,880
Bridge Cost					\$ 1,852,000
Roadway (18" Profile Raise)					\$ 770,000
Traffic Signals					\$ 275,000
Maintenance of Traffic					\$ 170,000
Drainage and Erosion Control					\$ 80,000
Mobilization (6%)					\$ 189,000
Contingency (20%)					\$ 668,000
Total					\$ 4,004,000

Notes:

- 1) Costs are 2017 dollars.
- 2) Cost does not include cost of R.O.W. acquisition or potential wetland banking.

Park Ave West Bridge Removal and Replacement						
ITEM #	DESCRIPTION	UNIT	TOTAL	SP	UNIT COST	TOTAL COST
30300112	<u>AGGREGATE SUBGRADE IMPROVEMENT 12"</u>	SQ YD	4915	Y	\$17.00	\$83,555.00
40600635	<u>LEVELING BINDER (MACHINE METHOD), N70</u>	TON	805		\$94.00	\$75,670.00
35501310	<u>HOT-MIX ASPHALT BASE COURSE, 6 1/2"</u>	SQ YD	4445		\$42.00	\$186,690.00
40603340	<u>HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70</u>	TON	2375		\$96.00	\$228,000.00
42400200	<u>PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH</u>	SQ FT	570		\$8.00	\$4,560.00
44000100	<u>PAVEMENT REMOVAL</u>	SQ YD	4445		\$12.00	\$53,340.00
44000161	<u>HOT-MIX ASPHALT SURFACE REMOVAL, 3"</u>	SQ YD	7775		\$6.00	\$46,650.00
44000200	<u>DRIVEWAY PAVEMENT REMOVAL</u>	SQ YD	70		\$22.00	\$1,540.00
44000500	<u>COMBINATION CURB AND GUTTER REMOVAL</u>	FOOT	1210		\$5.00	\$6,050.00
44000600	<u>SIDEWALK REMOVAL</u>	SQ FT	570		\$3.00	\$1,710.00
60605000	<u>COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24</u>	FOOT	1210		\$27.00	\$32,670.00
78000400	<u>THERMOPLASTIC PAVEMENT MARKING - LINE 6"</u>	FOOT	6090		\$2.00	\$12,180.00
X4400100	<u>PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)</u>	SQ YD	5070	Y	\$6.00	\$30,420.00
1	<u>PAVEMENT PATCHING</u>	SQ YD	244		\$110.00	\$26,840.00
						\$763,035.00
					Rounded	\$770,000.00
	<u>MOT</u>					
70102634	<u>TRAFFIC CONTROL AND PROTECTION, STANDARD 701611</u>	LSUM	1		\$60,000.00	\$60,000.00
70300220	<u>TEMPORARY PAVEMENT MARKING - LINE 4"</u>	FOOT	7080		\$1.00	\$7,080.00
70400100	<u>TEMPORARY CONCRETE BARRIER</u>	FOOT	500		\$45.00	\$22,500.00
70400200	<u>RELOCATE TEMPORARY CONCRETE BARRIER</u>	FOOT	500		\$25.00	\$12,500.00
70600255	<u>IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2</u>	EACH	2		\$5,000.00	\$10,000.00
70600322	<u>IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2</u>	EACH	2		\$3,000.00	\$6,000.00
X8900040	<u>MODIFY TEMPORARY TRAFFIC SIGNAL INSTALLATION</u>	EACH	1	Y	\$50,000.00	\$50,000.00
						\$168,080.00
					Rounded	\$170,000.00

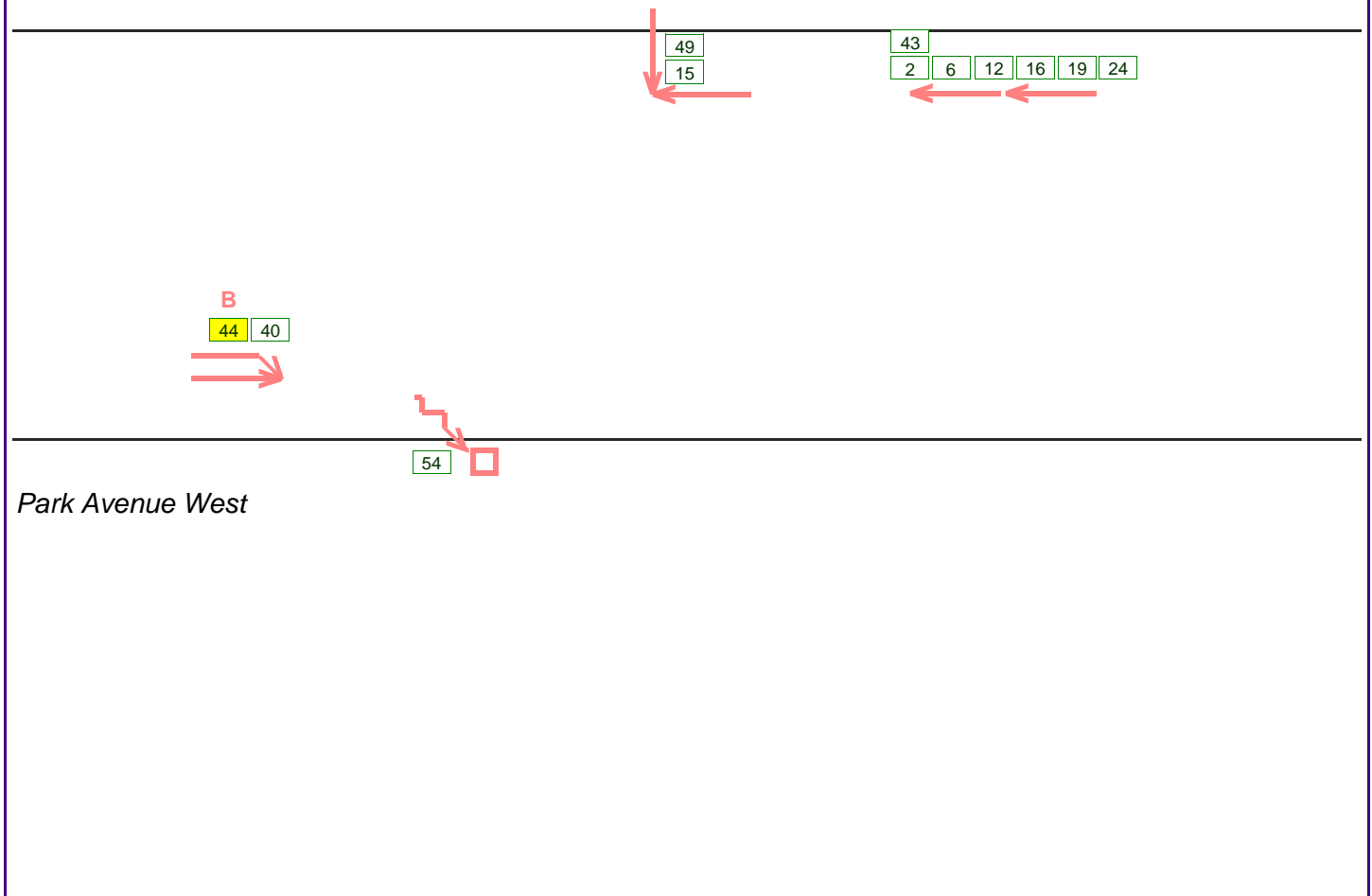
COLLISION DIAGRAM





















Key Number = 2

MUNICIPALITY: <u>Highland Park</u>	COUNTY: <u>Lake</u>	FILE: <u>parkavewest_AMH</u>
INTERSECTION: <u>Park Avenue West from US 41 to Byerly Road</u>		CASE #: _____
PERIOD: <u>8</u> YEARS <u>0</u> MONTHS	FROM <u>1/1/2009</u> TO <u>12/31/2016</u>	BY: <u>AMH</u> DATE: <u>3/15/2017</u>

Eastbound 

Park Avenue West



SYMBOLS		MANNER OF COLLISION	
	MOVING VEHICLE		REAR END
	TURNING VEHICLE		LEFT TURN
	BACKING VEHICLE		LEFT TURN
	PARKED VEHICLE		OVERTAKE
	RECORD NUMBER		OUT OF CONTROL
	PEDESTRIAN		HEAD ON
	BICYCLIST		RIGHT TURN
	ANIMAL		RIGHT TURN
	FIXED OBJECT		RIGHT ANGLE
	Injury		SIDE SWIPE

ACCIDENT SUMMARY SHEET

ROUTE: Park Avenue West **LOCATION:** Highland Park, IL
MUNICIPALITY: Highland Park **COUNTY:** Lake
TIME PERIOD COVERED: 1/1/2009 - 12/31/2016 **REFERENCE MARKERS / NODES** -
REMARKS: Park Avenue West between US 41 and Byerly Road **DATE:** 3/15/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	
6 AM - 10 AM	0	0.0%	North	0	0.0%	Northeast	0	0.0%
10 AM - 4 PM	6	50.0%	South	2	8.7%	Northwest	0	0.0%
4 PM - 7 PM	5	41.7%	East	5	21.7%	Southeast	0	0.0%
7 PM - 12 AM	1	8.3%	West	16	69.6%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%				Unspecified	0	0.0%
Unspecified	0	0.0%	Total	23				
Total	12							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	
Clear	10	83.3%	Rear End	7	58.3%	Pedestrian	0	0.0%
Cloudy	0	0.0%	Overtake	2	16.7%	Bicycle	0	0.0%
Rain	1	8.3%	Right Angle	2	16.7%	Parked Vehicle	0	0.0%
Snow	0	0.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	1	8.3%	Animal	0	0.0%
Unspecified	1	8.3%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
Total	12		Total	12				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	10	83.3%	Fatal	0	0.0%			
Wet	2	16.7%	Injury (1-B)	1	8.3%			
Mud/Slush	0	0.0%	Property Damage	11	91.7%			
Snow/Ice	0	0.0%	Non-Reportable	0	0.0%			
Unspecified	0	0.0%	Total	12				
Total	12							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	5	41.7%	Passenger Cars	23	100.0%			
Spring (Mar-May)	5	41.7%	Commercial Vehicles	0	0.0%			
Summer (Jun-Aug)	1	8.3%	Total	23				
Fall (Sep-Nov)	1	8.3%						
Total	12							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	1	8.3%	Daylight	10	83.3%			
Monday	1	8.3%	Dawn/Dusk	0	0.0%			
Tuesday	4	33.3%	Night	2	16.7%			
Wednesday	3	25.0%	Unspecified	0	0.0%			
Thursday	1	8.3%	Total	12				
Friday	2	16.7%						
Saturday	0	0.0%						
Total	12							

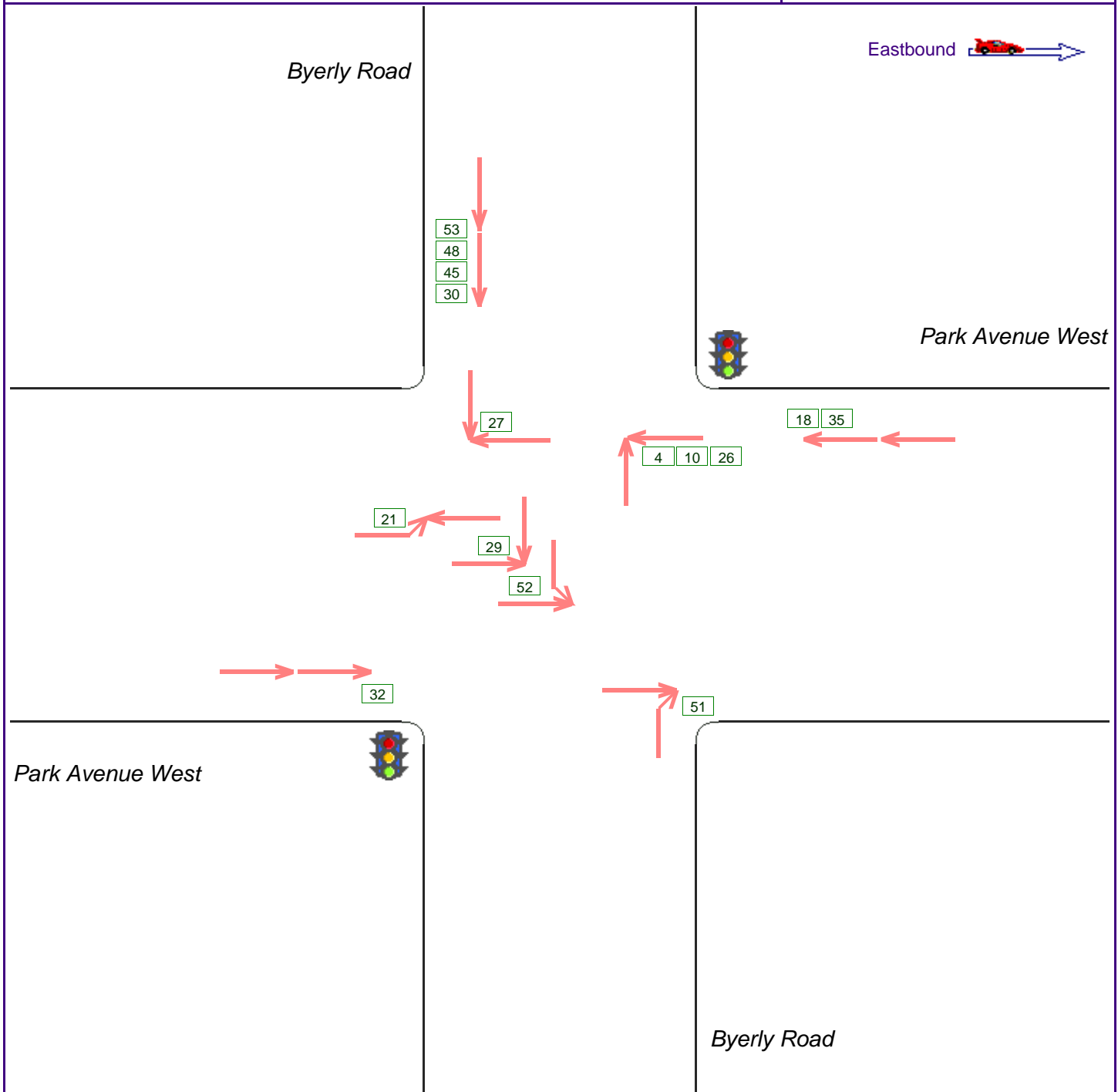
SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	2009	2010	2011	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0	0	0	0
Injury Accidents	0	0	0	0	0	1	0	0
Property Damage Accidents	2	5	0	0	1	1	1	1
Non-Reportable Accidents	0	0	0	0	0	0	0	0
Total Accidents	2	5	0	0	1	2	1	1

COLLISION DIAGRAM

Key Number = 1

MUNICIPALITY: <u>Highland Park</u>	COUNTY: <u>Lake</u>	FILE: <u>parkavewest_AMH</u>
INTERSECTION: <u>Park Avenue West at Byerly Road</u>		CASE #: _____
PERIOD: <u>8</u> YEARS <u>0</u> MONTHS	FROM <u>1/1/2009</u> TO <u>12/31/2016</u>	BY: <u>AMH</u> DATE: <u>3/15/2017</u>



SYMBOLS		MANNER OF COLLISION	
	MOVING VEHICLE		REAR END
	TURNING VEHICLE		LEFT TURN
	BACKING VEHICLE		LEFT TURN
	PARKED VEHICLE		OVERTAKE
	RECORD NUMBER		OUT OF CONTROL
	Injury		HEAD ON
	PEDESTRIAN		RIGHT TURN
	BICYCLIST		RIGHT TURN
	ANIMAL		RIGHT ANGLE
	FIXED OBJECT		SIDE SWIPE

ACCIDENT SUMMARY SHEET

ROUTE: Park Avenue West **LOCATION:** Highland Park, IL
MUNICIPALITY: Highland Park **COUNTY:** Lake
TIME PERIOD COVERED: 1/1/2009 - 12/31/2016 **REFERENCE MARKERS / NODES** -
REMARKS: Park Avenue West at Byerly Road **DATE:** 3/15/2017

TIME OF DAY 6 AM - 10 AM 0 0.0% 10 AM - 4 PM 8 53.3% 4 PM - 7 PM 5 33.3% 7 PM - 12 AM 2 13.3% 12 AM - 6 AM 0 0.0% Unspecified 0 0.0% Total 15	DIRECTION North 4 12.1% South 12 36.4% East 8 24.2% West 9 27.3% Total 33	DIRECTION Northeast 0 0.0% Northwest 0 0.0% Southeast 0 0.0% Southwest 0 0.0% Unspecified 0 0.0%
WEATHER Clear 12 80.0% Cloudy 0 0.0% Rain 1 6.7% Snow 1 6.7% Sleet/Hail/Freezing Rain 0 0.0% Fog/Smog/Smoke 0 0.0% Unspecified 1 6.7% Total 15	ACCIDENT TYPE Rear End 7 46.7% Overtake 0 0.0% Right Angle 5 33.3% Left Turn 2 13.3% Right Turn 1 6.7% Fixed Object 0 0.0% Head On 0 0.0% Sideswipe 0 0.0% Total 15	ACCIDENT TYPE Pedestrian 0 0.0% Bicycle 0 0.0% Parked Vehicle 0 0.0% Backing 0 0.0% Run Off The Road 0 0.0% Animal 0 0.0% Other 0 0.0% Unspecified 0 0.0%
SURFACE Dry 11 73.3% Wet 2 13.3% Mud/Slush 1 6.7% Snow/Ice 0 0.0% Unspecified 1 6.7% Total 15	ACCIDENT SEVERITY Fatal 0 0.0% Injury 0 0.0% Property Damage 15 100.0% Non-Reportable 0 0.0% Total 15	
TIME OF YEAR Winter (Dec-Feb) 3 20.0% Spring (Mar-May) 1 6.7% Summer (Jun-Aug) 5 33.3% Fall (Sep-Nov) 6 40.0% Total 15	TYPE OF VEHICLE Passenger Cars 34 100.0% Commercial Vehicles 0 0.0% Total 34	
DAY OF WEEK Sunday 0 0.0% Monday 0 0.0% Tuesday 3 20.0% Wednesday 0 0.0% Thursday 3 20.0% Friday 7 46.7% Saturday 2 13.3% Total 15	LIGHT CONDITION Daylight 12 80.0% Dawn/Dusk 0 0.0% Night 3 20.0% Unspecified 0 0.0% Total 15	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	2009	2010	2011	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0	0	0	0
Injury Accidents	0	0	0	0	0	0	0	0
Property Damage Accidents	2	2	5	1	0	2	2	1
Non-Reportable Accidents	0	0	0	0	0	0	0	0
Total Accidents	2	2	5	1	0	2	2	1

COLLISION DIAGRAM

Key Number = 2


















MUNICIPALITY: <u>Highland Park</u>	COUNTY: <u>Lake</u>	FILE: <u>parkavewest_AMH</u>
INTERSECTION: <u>Byerly Road from Park Ave West to Northern Limit</u>		CASE # : _____
PERIOD: <u>8</u> YEARS <u>0</u> MONTHS	FROM <u>1/1/2009</u> TO <u>12/31/2016</u>	BY: <u>AMH</u> DATE: <u>3/15/2017</u>

Northbound 

Byerly Road



Byerly Road

SYMBOLS		MANNER OF COLLISION	
 MOVING VEHICLE	P PEDESTRIAN	 REAR END	 HEAD ON
 TURNING VEHICLE	B BICYCLIST	 LEFT TURN	 RIGHT TURN
 BACKING VEHICLE	A ANIMAL	 LEFT TURN	 RIGHT TURN
 PARKED VEHICLE	 FIXED OBJECT	 OVERTAKE	 RIGHT ANGLE
 RECORD NUMBER	 Injury	 OUT OF CONTROL	 SIDE SWIPE

ACCIDENT SUMMARY SHEET

ROUTE: Park Avenue West **LOCATION:** Highland Park, IL
MUNICIPALITY: Highland Park **COUNTY:** Lake
TIME PERIOD COVERED: 1/1/2009 - 12/31/2016 **REFERENCE MARKERS / NODES** -
REMARKS: Byerly Road from Park Ave West to Northern Limit **DATE:** 4/13/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	
6 AM - 10 AM	0	0.0%	North	0	0.0%	Northeast	0	0.0%
10 AM - 4 PM	0	0.0%	South	3	50.0%	Northwest	0	0.0%
4 PM - 7 PM	3	100.0%	East	2	33.3%	Southeast	0	0.0%
7 PM - 12 AM	0	0.0%	West	1	16.7%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	Total	6		Unspecified	0	0.0%
Unspecified	0	0.0%						
Total	3							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	
Clear	2	66.7%	Rear End	0	0.0%	Pedestrian	0	0.0%
Cloudy	0	0.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	1	33.3%	Right Angle	2	66.7%	Parked Vehicle	0	0.0%
Snow	0	0.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	1	33.3%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
Total	3		Total	3				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	2	66.7%	Fatal	0	0.0%			
Wet	0	0.0%	Injury	0	0.0%			
Mud/Slush	0	0.0%	Property Damage	3	100.0%			
Snow/Ice	1	33.3%	Non-Reportable	0	0.0%			
Unspecified	0	0.0%	Total	3				
Total	3							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	2	66.7%	Passenger Cars	6	100.0%			
Spring (Mar-May)	0	0.0%	Commercial Vehicles	0	0.0%			
Summer (Jun-Aug)	1	33.3%	Total	6				
Fall (Sep-Nov)	0	0.0%						
Total	3							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	0	0.0%	Daylight	1	33.3%			
Monday	0	0.0%	Dawn/Dusk	1	33.3%			
Tuesday	0	0.0%	Night	1	33.3%			
Wednesday	1	33.3%	Unspecified	0	0.0%			
Thursday	1	33.3%	Total	3				
Friday	0	0.0%						
Saturday	1	33.3%						
Total	3							

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	2009	2010	2011	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0	0	0	0
Injury Accidents	0	0	0	0	0	0	0	0
Property Damage Accidents	0	1	0	1	1	0	0	0
Non-Reportable Accidents	0	0	0	0	0	0	0	0
Total Accidents	0	1	0	1	1	0	0	0

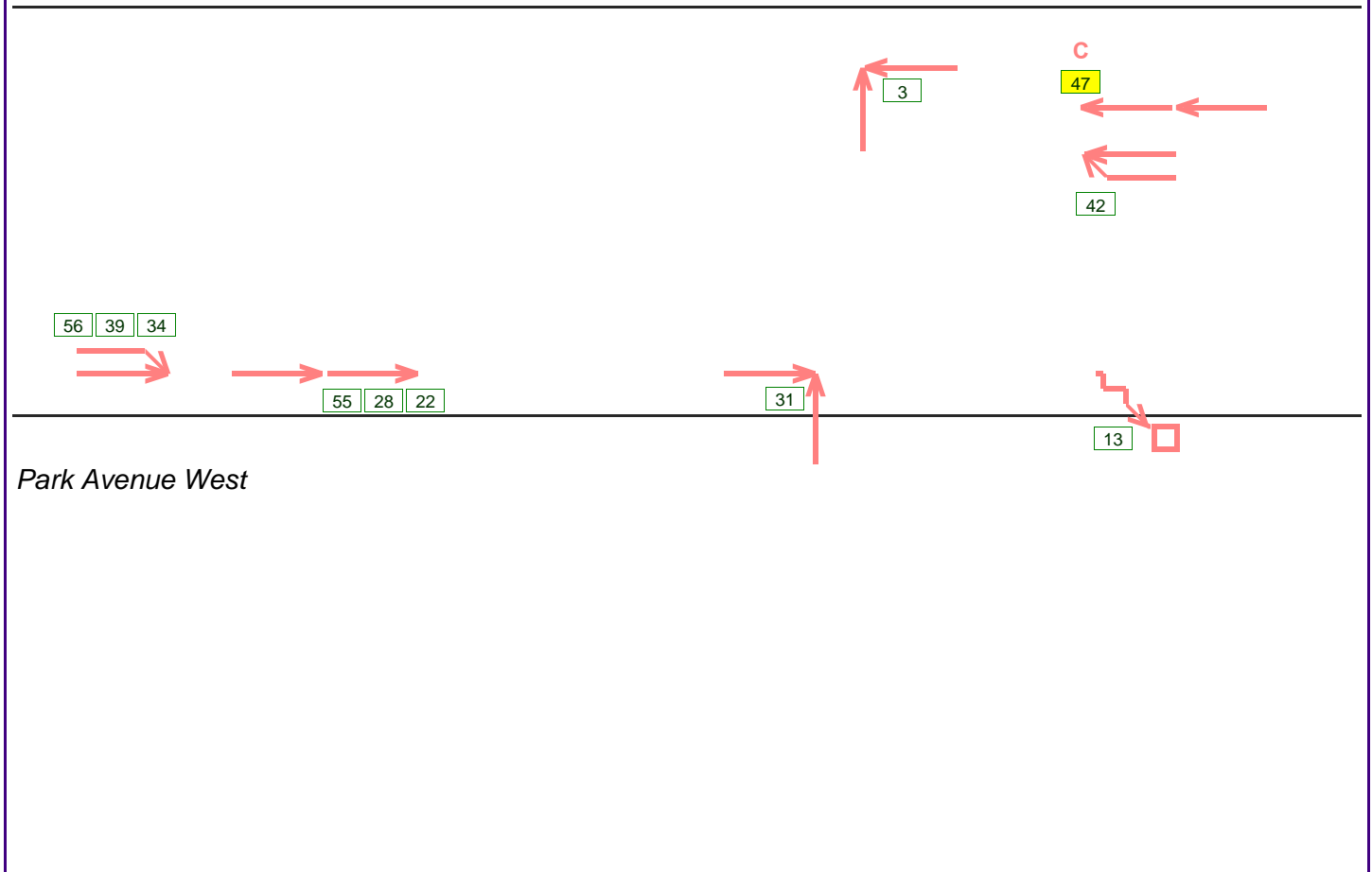
COLLISION DIAGRAM





















Key Number = 2

MUNICIPALITY: <u>Highland Park</u>	COUNTY: <u>Lake</u>	FILE: <u>parkavewest_AMH</u>
INTERSECTION: <u>Park Ave West from Byerly Road to Eastern Limits</u>		CASE #: _____
PERIOD: <u>8</u> YEARS <u>0</u> MONTHS	FROM <u>1/1/2009</u> TO <u>12/31/2016</u>	BY: <u>AMH</u> DATE: <u>3/15/2017</u>

Eastbound 

Park Avenue West



SYMBOLS		MANNER OF COLLISION	
	MOVING VEHICLE		REAR END
	TURNING VEHICLE		LEFT TURN
	BACKING VEHICLE		LEFT TURN
	PARKED VEHICLE		OVERTAKE
	RECORD NUMBER		OUT OF CONTROL
	PEDESTRIAN		HEAD ON
	BICYCLIST		RIGHT TURN
	ANIMAL		RIGHT TURN
	FIXED OBJECT		RIGHT ANGLE
	Injury		SIDE SWIPE

ACCIDENT SUMMARY SHEET

ROUTE: Park Avenue West **LOCATION:** Highland Park, IL
MUNICIPALITY: Highland Park **COUNTY:** Lake
TIME PERIOD COVERED: 1/1/2009 - 12/31/2016 **REFERENCE MARKERS / NODES** -
REMARKS: Park Avenue West from Byerly Road to Eastern Study Limits **DATE:** 3/15/2017

TIME OF DAY 6 AM - 10 AM 5 45.5% 10 AM - 4 PM 5 45.5% 4 PM - 7 PM 1 9.1% 7 PM - 12 AM 0 0.0% 12 AM - 6 AM 0 0.0% Unspecified 0 0.0% Total 11	DIRECTION North 2 9.1% South 0 0.0% East 14 63.6% West 6 27.3% Total 22	DIRECTION Northeast 0 0.0% Northwest 0 0.0% Southeast 0 0.0% Southwest 0 0.0% Unspecified 0 0.0%
WEATHER Clear 10 90.9% Cloudy 1 9.1% Rain 0 0.0% Snow 0 0.0% Sleet/Hail/Freezing Rain 0 0.0% Fog/Smog/Smoke 0 0.0% Unspecified 0 0.0% Total 11	ACCIDENT TYPE Rear End 4 36.4% Overtake 4 36.4% Right Angle 2 18.2% Left Turn 0 0.0% Right Turn 0 0.0% Fixed Object 1 9.1% Head On 0 0.0% Sideswipe 0 0.0% Total 11	ACCIDENT TYPE Pedestrian 0 0.0% Bicycle 0 0.0% Parked Vehicle 0 0.0% Backing 0 0.0% Run Off The Road 0 0.0% Animal 0 0.0% Other 0 0.0% Unspecified 0 0.0%
SURFACE Dry 9 81.8% Wet 1 9.1% Mud/Slush 0 0.0% Snow/Ice 1 9.1% Unspecified 0 0.0% Total 11	ACCIDENT SEVERITY Fatal 0 0.0% Injury (1-C) 1 9.1% Property Damage 10 90.9% Non-Reportable 0 0.0% Total 11	
TIME OF YEAR Winter (Dec-Feb) 2 18.2% Spring (Mar-May) 3 27.3% Summer (Jun-Aug) 3 27.3% Fall (Sep-Nov) 3 27.3% Total 11	TYPE OF VEHICLE Passenger Cars 22 100.0% Commercial Vehicles 0 0.0% Total 22	
DAY OF WEEK Sunday 0 0.0% Monday 0 0.0% Tuesday 3 27.3% Wednesday 2 18.2% Thursday 4 36.4% Friday 2 18.2% Saturday 0 0.0% Total 11	LIGHT CONDITION Daylight 11 100.0% Dawn/Dusk 0 0.0% Night 0 0.0% Unspecified 0 0.0% Total 11	

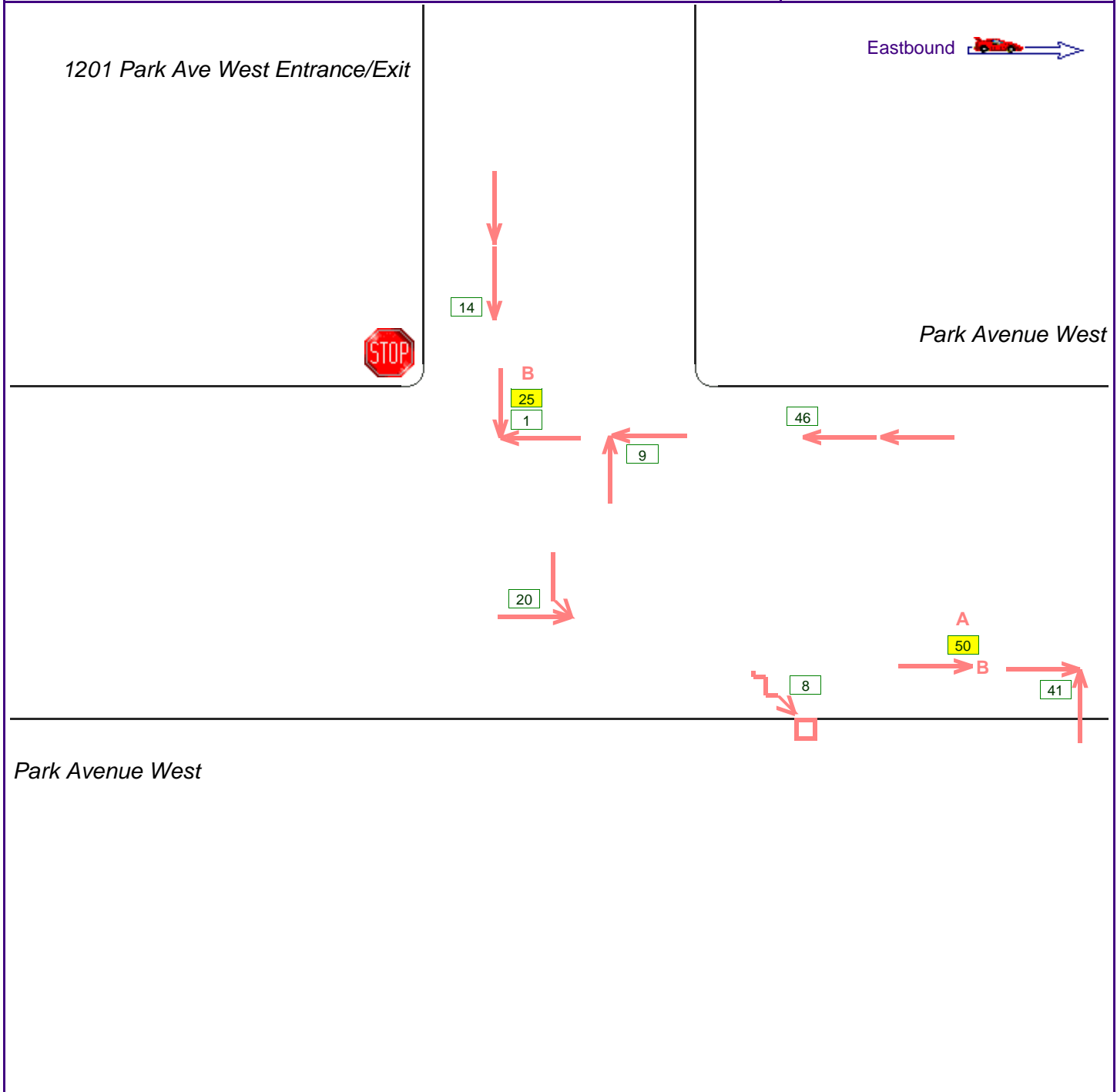
SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	2009	2010	2011	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0	0	0	0
Injury Accidents	0	0	0	0	0	1	0	0
Property Damage Accidents	1	2	2	1	1	1	0	2
Non-Reportable Accidents	0	0	0	0	0	0	0	0
Total Accidents	1	2	2	1	1	2	0	2

COLLISION DIAGRAM

Key Number = 1

MUNICIPALITY: <u>Highland Park</u>	COUNTY: <u>Lake</u>	FILE: <u>parkavewest_AMH</u>
INTERSECTION: <u>Park Avenue West at Commerical Entrance/Exit</u>		CASE #: _____
PERIOD: <u>8</u> YEARS <u>0</u> MONTHS	FROM <u>1/1/2009</u> TO <u>12/31/2016</u>	BY: <u>AMH</u> DATE: <u>3/15/2017</u>



SYMBOLS		MANNER OF COLLISION	
	MOVING VEHICLE		REAR END
	TURNING VEHICLE		LEFT TURN
	BACKING VEHICLE		LEFT TURN
	PARKED VEHICLE		OVERTAKE
	RECORD NUMBER		OUT OF CONTROL
	PEDESTRIAN		HEAD ON
	BICYCLIST		RIGHT TURN
	ANIMAL		RIGHT TURN
	FIXED OBJECT		RIGHT TURN
	Injury		RIGHT ANGLE
			SIDE SWIPE

ACCIDENT SUMMARY SHEET

ROUTE: Park Avenue West **LOCATION:** Highland Park, IL
MUNICIPALITY: Highland Park **COUNTY:** Lake
TIME PERIOD COVERED: 1/1/2009 - 12/31/2016 **REFERENCE MARKERS / NODES** -
REMARKS: Park Avenue West at 1201 Park Avenue West Commercial Entrance/Exit **DATE:** 3/15/2017

TIME OF DAY 6 AM - 10 AM 5 55.6% 10 AM - 4 PM 1 11.1% 4 PM - 7 PM 2 22.2% 7 PM - 12 AM 1 11.1% 12 AM - 6 AM 0 0.0% Unspecified 0 0.0% Total 9	DIRECTION North 2 11.1% South 7 38.9% East 4 22.2% West 5 27.8% Total 18	DIRECTION Northeast 0 0.0% Northwest 0 0.0% Southeast 0 0.0% Southwest 0 0.0% Unspecified 0 0.0%
WEATHER Clear 8 88.9% Cloudy 0 0.0% Rain 0 0.0% Snow 1 11.1% Sleet/Hail/Freezing Rain 0 0.0% Fog/Smog/Smoke 0 0.0% Unspecified 0 0.0% Total 9	ACCIDENT TYPE Rear End 2 22.2% Overtake 0 0.0% Right Angle 4 44.4% Left Turn 1 11.1% Right Turn 0 0.0% Fixed Object 1 11.1% Head On 0 0.0% Sideswipe 0 0.0% Total 9	ACCIDENT TYPE Pedestrian 0 0.0% Bicycle 1 11.1% Parked Vehicle 0 0.0% Backing 0 0.0% Run Off The Road 0 0.0% Animal 0 0.0% Other 0 0.0% Unspecified 0 0.0%
SURFACE Dry 7 77.8% Wet 1 11.1% Mud/Slush 1 11.1% Snow/Ice 0 0.0% Unspecified 0 0.0% Total 9	ACCIDENT SEVERITY Fatal 0 0.0% Injury (1-A, 1-B) 2 22.2% Property Damage 7 77.8% Non-Reportable 0 0.0% Total 9	
TIME OF YEAR Winter (Dec-Feb) 3 33.3% Spring (Mar-May) 1 11.1% Summer (Jun-Aug) 3 33.3% Fall (Sep-Nov) 2 22.2% Total 9	TYPE OF VEHICLE Passenger Cars 17 100.0% Commercial Vehicles 0 0.0% Total 17	
DAY OF WEEK Sunday 0 0.0% Monday 2 22.2% Tuesday 1 11.1% Wednesday 2 22.2% Thursday 2 22.2% Friday 1 11.1% Saturday 1 11.1% Total 9	LIGHT CONDITION Daylight 7 77.8% Dawn/Dusk 1 11.1% Night 1 11.1% Unspecified 0 0.0% Total 9	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	2009	2010	2011	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0	0	0	0
Injury Accidents	0	0	1	0	0	0	1	0
Property Damage Accidents	3	2	0	0	0	2	0	0
Non-Reportable Accidents	0	0	0	0	0	0	0	0
Total Accidents	3	2	1	0	0	2	1	0

ACCIDENT SUMMARY SHEET

ROUTE: Park Avenue West **LOCATION:** Highland Park, IL
MUNICIPALITY: Highland Park **COUNTY:** Lake
TIME PERIOD COVERED: 1/1/2009 - 12/31/2016 **REFERENCE MARKERS / NODES** -
REMARKS: Summary - Study Limits **DATE:** 3/15/2017

TIME OF DAY 6 AM - 10 AM 10 18.2% 10 AM - 4 PM 23 41.8% 4 PM - 7 PM 18 32.7% 7 PM - 12 AM 4 7.3% 12 AM - 6 AM 0 0.0% Unspecified 0 0.0% Total 55	DIRECTION North 8 7.2% South 26 23.4% East 33 29.7% West 44 39.6% Total 111	DIRECTION Northeast 0 0.0% Northwest 0 0.0% Southeast 0 0.0% Southwest 0 0.0% Unspecified 0 0.0%
WEATHER Clear 47 85.5% Cloudy 1 1.8% Rain 3 5.5% Snow 2 3.6% Sleet/Hail/Freezing Rain 0 0.0% Fog/Smog/Smoke 0 0.0% Unspecified 2 3.6% Total 55	ACCIDENT TYPE Rear End 22 40.0% Overtake 7 12.7% Right Angle 16 29.1% Left Turn 3 5.5% Right Turn 2 3.6% Fixed Object 4 7.3% Head On 0 0.0% Sideswipe 0 0.0% Total 55	ACCIDENT TYPE Pedestrian 0 0.0% Bicycle 1 1.8% Parked Vehicle 0 0.0% Backing 0 0.0% Run Off The Road 0 0.0% Animal 0 0.0% Other 0 0.0% Unspecified 0 0.0%
SURFACE Dry 44 80.0% Wet 6 10.9% Mud/Slush 2 3.6% Snow/Ice 2 3.6% Unspecified 1 1.8% Total 55	ACCIDENT SEVERITY Fatal 0 0.0% Injury (1-A, 2-B's, 1-C) 4 7.3% Property Damage 51 92.7% Non-Reportable 0 0.0% Total 55	
TIME OF YEAR Winter (Dec-Feb) 16 29.1% Spring (Mar-May) 13 23.6% Summer (Jun-Aug) 14 25.5% Fall (Sep-Nov) 12 21.8% Total 55	TYPE OF VEHICLE Passenger Cars 111 99.1% Commercial Vehicles 1 0.9% Total 112	
DAY OF WEEK Sunday 1 1.8% Monday 3 5.5% Tuesday 11 20.0% Wednesday 11 20.0% Thursday 11 20.0% Friday 14 25.5% Saturday 4 7.3% Total 55	LIGHT CONDITION Daylight 46 83.6% Dawn/Dusk 2 3.6% Night 7 12.7% Unspecified 0 0.0% Total 55	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	2009	2010	2011	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0	0	0	0
Injury Accidents	0	0	1	0	0	2	1	0
Property Damage Accidents	10	13	7	5	3	6	3	4
Non-Reportable Accidents	0	0	0	0	0	0	0	0
Total Accidents	10	13	8	5	3	8	4	4

Minutes of Meeting

Park Avenue West over Skokie Ditch
City of Highland Park
Section Number 13-00122-00-BR; Job Number P-91-375-14

Date: November 26, 2014

Time: 9:00 a.m.

Place: District One Office
Bureau of Local Roads Conference Room

Attendees:	Alex Househ	IDOT BLRS
	Gerardo Fierro	IDOT BLRS
	John Welch	City of Highland Park
	Brett Sauter	Ciorba Group, Inc. (Ciorba)
	Mark Johnson	Ciorba

The purpose of this meeting is to discuss the scope of work for the Park Avenue West Bridge over Skokie Ditch project. Phase I engineering will be funded by the STP Bridge Program.

General

- Park Avenue West is a 4 lane minor arterial with an average daily traffic (ADT) of approximately 13,100 vehicles per day. The land use in the vicinity is commercial, recreational and residential. Future development is not anticipated. At the bridge, Park Avenue West is 52' wide.
- A pedestrian bridge is located just north of the Park Avenue Bridge. The City of Highland Park (City) owns the pedestrian bridge and the trail that leads up to it. Lake County had the letting for this project but Highland Park has the existing plans and would forward it to Ciorba. During the construction of the bridge, the gas line was on the north side and was moved to the south side of the Park Avenue Bridge. The gas utility is owned by North Shore Gas.
- Park Avenue has a 35 mph speed limit west of the bridge and 25 mph speed limit just east of the bridge.
- A signalized intersection for a private access drive is located approximately 200 feet to the west of the Park Avenue Bridge. The westbound left turn lane on the east leg of this intersection may be impacted by the bridge improvement if the bridge profile will be raised. IDOT stated that it would be preferred to obtain traffic counts for this intersection and perform a Highway Capacity Software

(HCS) analysis. The intersection will be acceptable if the level of service is "D" or better. Highland Park thought they had jurisdiction of this signal but will verify.

- Traffic counts should be submitted to the Chicago Metropolitan Agency for Planning (CMAP) for approval and for future traffic projections.
- Crash data will need to be provided for the most recent 5 years at this location.
- The Highland Park Golf Club and Recreation Center is located northeast of the bridge. It is anticipated that there will be no right-of-way (ROW) or easement acquisition from this property. Therefore, there will be no Section 4(f) impacts. If a minor amount of ROW or easement will be needed from the Park District, a De Minimis Section 4(f) Evaluation will be required.
- The Park Avenue West bridge is a single span steel beam bridge with a sufficiency rating of 36.5. Since this rating is under 50, bridge replacement is warranted under current Surface Transportation Program Bridge (STP-Bridge) program guidelines. A 6 foot wide sidewalk is located on the south side of the Park Avenue bridge and is protected from adjacent traffic by a barrier.
- If the protected sidewalk will be provided as part of the new bridge design, the barrier wall between the sidewalk and adjacent traffic will need to be protected by the appropriate terminal guardrail treatment.
- If the existing bridge will be removed, an abbreviated bridge condition report (BCR) will be required.
- Since bridge removal is proposed, the project will likely be considered a Categorical Exclusion Group II (CE-II).
- An Environmental Survey Request (ESR) will be submitted for this project for biological, cultural and wetland evaluation. It typically takes half a year or more to receive environmental approvals. IDOT will provide Ciorba with an informational packet detailing ESR requirements. IDOT noted that any bridge over 50 years old is considered historical. Bridge photos will be required as part of the ESR submittal.
- Ciorba will need to prepare a preliminary bridge design and hydraulic report (PBDHR) and submit to IDOT. Ciorba will perform the hydraulic analysis using HEC-RAS software.
- The hydraulic analysis will help determine if the bridge needs to be raised to satisfy drainage requirements. The bottom of the bridge should be one foot above the 30-year water elevation. Highland Park indicated that the Park Avenue roadway approaches were closed due to flooding in Spring, 2013.

- It is anticipated that staged construction will be used for this project. The 1984 bridge widening plans indicated that a 10 foot wide travel lane was provided in each direction during construction. IDOT stated that 10 foot wide traffic lanes could potentially be used during staged construction provided that there wasn't a significant amount of truck traffic.
- IDOT stated that there will be an FHWA coordination meeting for this project after receiving the environmental clearances.
- Huff & Huff, Inc. has already performed a significant amount of the special waste analysis and wetland delineation for this project.
- Soil & Material Consultants, Inc. will be obtaining structural and pavement borings for the project.
- Miovision video traffic cameras will be used to obtain the traffic counts for this project. Peak hour traffic counts will be obtained for the signalized access drive located just west of the bridge. Traffic counts will not be needed for the US 41/Park Avenue intersection.
- Due to potential traffic impacts to the commercial, recreational and residential properties adjacent to the improvement, IDOT stated that a public information meeting should be held for this project. It would be preferred to have this meeting after the environmental clearances are obtained and the horizontal and vertical alignments have been approved by IDOT. A notice for a public meeting will need to be provided in a local paper and the Daily Herald.
- The City should send a certified letter to any properties that could be significantly impacted by the project.

The meeting adjourned at 10:30 am.

C: all attendees

IDOT/FHWA Meeting Minutes
Park Avenue West over Skokie River
Section No. 13-00122-00-BR
City of Highland Park

December 13, 2016 – 9:15 AM

This was the first presentation of this project. The purpose of the meeting was to introduce the project to the FHWA.

Park Avenue West is a four-lane minor arterial with an average daily traffic (ADT) of approximately 12,000 (Year 2015) vehicles per day and a projected (Year 2040) ADT of 12,900 vehicles per day. The land use in the vicinity is commercial west of the bridge and recreational/residential east of the bridge. Future development is not anticipated. At the bridge, Park Avenue West is 52' wide. It has a posted speed limit of 35 mph west of the bridge and 25 mph just east of the bridge.

The Park Avenue West bridge (SN 049-6592) is a single span steel beam bridge with a sufficiency rating of 36.5 and measures 69' between the back of abutments. Since the sufficiency rating is under 50, bridge replacement is warranted under current Surface Transportation Program Bridge (STP-Bridge) program guidelines. A 6-foot-wide sidewalk is located on the south side of the Park Avenue bridge and is protected from adjacent traffic by a barrier. A pedestrian bridge is located just north of the bridge. The proposed scope of work is to remove and replace the existing bridge.

The Highland Park County Club and Recreation Center is located northeast of the bridge. No property will be acquired from the Park District so there are no Section 4(f) impacts. The Byerly Road signalized intersection is located approximately 200 feet to the west of the Park Avenue Bridge.

The proposed bridge (SN 049-6593) will be a single span plate girder bridge with a reinforced concrete deck. It will measure 82'-10" between the back of abutments and will be approximately 2' higher than the existing bridge to satisfy hydraulic design guidelines requiring the low chord of the bridge to be 1 foot above the 30-year high water elevation. A 6-foot-wide sidewalk will be located on the south side of the Park Avenue bridge and will be protected from adjacent traffic by a barrier. At the bridge, Park Avenue West will be 56' wide. The bridge will be built using staged construction.

An Environmental Survey Request has been submitted for this project and wetland clearance has not been received. A wetland report has been submitted for the project which indicates that wetlands are located north and south of the bridge. These wetlands will not be impacted by the project. IDOT previously sent a letter stating that wetland coordination was terminated for the project but did not provide wetland clearance for Design Approval. IDOT BDE stated that this would be reviewed and revised to provide wetland clearance.

IDOT BDE indicated that the Special Waste Preliminary Environmental Site Assessment (PESA) had expired and should be renewed. At the meeting, Ciorba provided the Environmental Project Overview form which indicated that the Special Waste was cleared for DA on April 6, 2015. IDOT DBE stated that the expiration date is 2 years after the date of the PESA report.

[POST MEETING NOTE – The PESA report was dated November, 2014. However, Chapter 20-12 of the IDOT BLRS Manual seems to indicate that a PESA expires after 3 years. If this is the case, the PESA should still be valid.]

The project is currently using STP-Bridge funds. The City of Highland Park did also receive Major Bridge funding for the project. Since the staged construction would impact the pavement beyond the touchdown locations for the bridge, the City requested federal funding for:

- Additional HMA resurfacing to just east of US 41 (Sta. 643+00)
- Additional HMA reconstruction east of the bridge to the pavement joint located at the west driveway for the Highland Park Country Club (Sta. 654+82)
- Additional HMA resurfacing to a point just east of the east driveway for the Highland Park Country Club (Sta. 661+25)

The FHWA indicated that federal funding limits would only be from touchdown to touchdown of the proposed profile. Bruce Christensen (Lake County) stated that STU funds could potentially be provided if the City can provide information such as CRS values indicating that the existing pavement is in poor condition.

The City also asked if federal funding could be provided for a new traffic signal at the Park Avenue West/Byerly Road intersection just west of the bridge. Temporary signals will be needed at this location to accommodate stage construction. The FHWA indicated that Federal Funding might be provided for this but additional information would need to be provided indicating the current condition of the signals (substandard lenses, crash worthy, LED, etc.). If Lake County approves either of these items, a letter should be sent to the IDOT Central Office.

IDOT BDE indicated that the project development report (PDR) should not contain any confidential property information. The transmittal memo from the State PESA should only be included in the PDR along with a statement indicating if a PSI is needed. The portion of the local agency PESA provided in the PDR should not identify potentially impacted properties (PIPs) or provide any tax identification numbers since this information is confidential.

ADA detail sheets would not be required at the Park Avenue West/Byerly Road intersection since neither are state routes. Analysis will need to be performed to verify that ROW acquisition is not required to satisfy ADA requirements.

The Highland Park Hospital is located approximately 3,500' east of the bridge. IDOT BDE asked if this hospital had a heliport.

[POST MEETING NOTE: The hospital does not have a heliport]

IDOT BDE indicated that public notice requirements would be satisfied if the City of Highland Park had any documentation indicating that project information was provided at a City Council Meeting or any other type of meeting that the public could attend. The City mentioned that there were several City Council meetings where the public was notified about the Park Avenue West bridge replacement engineering. Past project public meeting notification and documentation shall be provided.

The FHWA and IDOT concurred with the scope and touchdown to touchdown termini of the project. The project can be processed as a State Approved Categorical Exclusion (formerly CE I).



Illinois Department of Transportation

FHWA/Local Coordination Meeting Attendance Roster

Agency Name:	Highland Park		
Project & Topic:	IL 59 at Park Avenue West, Washington Avenue; Bridge Removal & Replacement; Scope, process & termini		
Section No.:	13-00122-00-BR		
Date:	December 13, 2016	Time:	9:15 AM
Location:	Region/District One	Room:	Executive Conference Room

IDOT - DISTRICT ONE			
Chris Holt (847) 705-4201	Alex Househ (847) 705-4410	Zubair Haider (847) 705-4206	
Marilyn Solomon (847) 705-4407	Kevin Stallworth (847) 705-4169	Gerardo Fierro (847) 705-4236	
Michelle Davis-Byrd (847) 705-4795	Jim Skvarla (847) 705-4520	Moud Ahmad (847) 705-4409	
Jason Salley (847) 705-4085	Hannah Knight (847) 705-4205	Joy Gustafson (847) 705-4296	
Peter Stresino (847) 705-4135	Temi Latinwo (847) 705-4179	Jose Rios (847) 705-4118	
IDOT - CENTRAL OFFICE			
John Sherrill (217) 785-4181	Ken Runkle (217) 785-0202	Bill Raffensperger (217) 785-1676	
Scott Stitt (217) 785-0721	Maureen Kastl (217) 342-8321		
FHWA			
Hassan Dastgir (217) 492-4623	Chris Byars (312) 886-1606	Robin Helmerichs (217) 492-4619	
Omar Qudus (217) 492-4634			
OTHER PARTICIPANTS	REPRESENTING	PHONE	
1 BRUCE CHRISTENSEN	LAKE COUNTY	847 377 7455	
2 MARK JOHNSON	CIOBA GROUP	773 775-4009	
3 Edgar Jones	City of Highland Park	847 432-0807	
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**MINUTES OF A SPECIAL MEETING OF
THE CITY COUNCIL OF THE CITY OF HIGHLAND PARK, ILLINOIS**

MEETING DATE: Monday, July 14, 2014
MEETING LOCATION: Council Chambers, City Hall
1707 St. Johns Avenue, Highland Park, IL

CALL TO ORDER

At 8:04 p.m., the Mayor called the meeting to order and asked the Deputy City Clerk to call the roll:

ROLL CALL

Members Present: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Members Absent: Councilman Frank

The Mayor declared a quorum was present.

Staff Present: David Knapp, Ghida Neukirch, Pat Tanner, Dan Pease, Paul Shafer,
Ramesh Kanapareddy, Joel Fontane, Bob Fialkowski,
John Welch, Linda Sloan, Don Jensen, Lee Smith, Megan Fulara,
Tyler Hall

Also Present: Corporation Counsel Steve Elrod, Hart Passman

The following items are listed in the order called.

APPROVAL OF MINUTES

A. Special Meetings of the City Council—June 26, 2014 and June 30, 2014

Councilwoman Stone moved to approve the minutes as amended from the special meetings of the City Council held on June 26, 2014 and June 30, 2014. Councilman Kaufman seconded the motion.

On a voice vote, the Mayor declared the motion passed unanimously.

APPROVAL OF WARRANT LIST

Councilman Kaufman moved to approve the warrant list. Councilwoman Stone seconded the motion.

On a roll call vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

REPORT OF THE MAYOR

Mayor Rotering recognized recently resigned Councilman David Naftzger for his service to the City of Highland Park.

A. Appointments:

Mayor Rotering announced her appointment of Councilman Blumberg to the Liquor Control Commission, and asked for the City Council's consent to the appointment.

Councilman Kaufman moved to approve the appointment. Councilwoman Stone seconded the motion.

On a voice vote, the Mayor declared the motion passed unanimously.

B. Proclamations:

Mayor Rotering read a proclamation honoring Thomas Fiocchi for earning the rank of Eagle Scout, the highest rank in the Boy Scouts Organization.

Mr. Fiocchi thanked the Mayor and Council members.

C. Other Business:

Mayor Rotering acknowledged the efforts of the Park District, Chamber of Commerce, Management Analyst Karen Berardi and City staff for the Independence Day festivities.

Mayor Rotering introduced Rhoda Pierce, Chairperson of the Cultural Arts Commission, and Miriam Glabmen from the Public Art Advisory Group and invited them to speak on the installation of several mosaics in Highland Park.

Chairperson Pierce and Ms. Glabmen thanked business owner Larry Hillman for commissioning the pieces and installing them in the City.

BUSINESS FROM THE PUBLIC

Stephen Weinberg, 974 Marion Avenue, addressed the Mayor and Council concerning the flooding of his backyard. Mr. Weinberg expressed his frustration with a situation that occurred in 2008. Mayor Rotering requested City Engineer John Welch, Public Works Director Ramesh Kanapareddy and Corporation Counsel Steve Elrod to speak with Mr. Weinberg outside of Council Chambers to address this situation.

SCHEDULED BUSINESS

A. Items for Omnibus Consideration

Councilman Kaufman moved to approve items 1-18. Councilman Knobel seconded the motion.

Councilwoman Stone noted with regard to item 1 on the agenda her pleasure with the cooperation between the City and the School District.

Deputy City Manager Ghida Neukirch noted the School District will be issuing a communication prior to August 1, 2014 regarding parking passes. Deputy Neukirch noted that high school seniors will be offered the parking passes based on a number of criteria established by the school.

Councilman Blumberg clarified that items 9 and 11 will be referred to the Zoning Board of Appeals for hearing and final disposition.

Matthew Schmanski, 1540 Hawthorne Lane, thanked the Mayor and Council for considering the zoning request for his property identified as item 9 on tonight's agenda.

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

Administration

1. Adoption of the Following Items Pertaining to the Sale and Distribution of Student Parking Permits:

a. An Ordinance Amending Section 72.020 of the City Code; and

b. A Resolution Approving an Agreement with Township High School District 113

Adoption of an Ordinance (No. 63-14) titled, "AN ORDINANCE AMENDING SECTION 72.020 OF "THE HIGHLAND PARK CODE OF 1968," AS AMENDED, REGARDING HIGHLAND PARK HIGH SCHOOL STUDENT PARKING PERMITS" and adoption of a Resolution (No. R97-14) titled, "A RESOLUTION AUTHORIZING THE EXECUTION OF AN AGREEMENT WITH TOWNSHIP HIGH SCHOOL DISTRICT 113 FOR THE DISTRIBUTION OF STUDENT PARKING PERMITS."

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

2. Adoption of the following items pertaining to the appointment of the City Manager:

- a. Ordinance Amending Chapter 31 of The Highland Park Code of 1968 As Amended, Regarding the Residency of the City Manager
- b. Resolution Appointing Ghida S. Neukirch As City Manager, Approving an Employment Agreement between the City of Highland Park and Ghida S. Neukirch and Waiving the City Manager Residency Requirement for Ghida S. Neukirch

Adoption of an Ordinance (No. 64-14) titled, "AN ORDINANCE AMENDING CHAPTER 31 OF "THE HIGHLAND PARK CODE OF 1968," AS AMENDED, REGARDING THE RESIDENCY OF THE CITY MANAGER" and adoption of a Resolution (No. 98-14) titled, "A RESOLUTION APPOINTING GHIDA S. NEUKIRCH AS CITY MANAGER, APPROVING AN EMPLOYMENT AGREEMENT BETWEEN THE CITY OF HIGHLAND PARK AND GHIDA S. NEUKIRCH, AND WAIVING THE CITY MANAGER RESIDENCY REQUIREMENT FOR GHIDA S. NEUKIRCH"

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

Finance

3. Adoption of an Ordinance Reclassifying of Two Part Time Finance Clerks to that of One Full Time Administrative Finance Clerk

Adoption of an Ordinance (No. 65-14) titled, "AN ORDINANCE AMENDING THE ANNUAL BUDGET OF THE CITY OF HIGHLAND PARK, COUNTY OF LAKE, STATE OF ILLINOIS, FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2014 AND ENDING DECEMBER 31, 2014"

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

Public Works

4. Adoption of a Resolution Authorizing Award of the Pine Point Drive Storm Sewer Installation Contract to the Low Responsible Bidder, J.R. Meyers Company, Inc., Wadsworth, Illinois, in the Bid Amount of \$58,450

Adoption of a Resolution (No. R99-14) titled, "A RESOLUTION AUTHORIZING AWARD OF THE PINE POINT DRIVE STORM SEWER INSTALLATION CONTRACT TO J.R. MEYERS COMPANY, INC., OF WADSWORTH, ILLINOIS"

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

5. Adoption of a Resolution Authorizing Change Order No. 1 for the 2014 Bridge Maintenance Program – Waverly Road with Kovilic Construction Company, Inc. of Franklin Park, Illinois for an Amount Not-to-Exceed \$45,129
Adoption of a Resolution (No. R100-14) titled, “A RESOLUTION AUTHORIZING A CHANGE ORDER TO THE 2014 BRIDGE MAINTENANCE PROGRAM CONTRACT WITH KOVILIC CONSTRUCTION COMPANY, INC., OF FRANKLIN PARK, ILLINOIS.”

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

6. Adoption of an Ordinance Amending the City of Highland Park Annual Budget for the Fiscal Year Beginning January 1, 2014 and Ending December 31, 2014 to Reflect an Unexpended Amount of \$136,247 in Expenditures for the 2013 Elmwood Drive Reconstruction Project
Adoption of an Ordinance (No. 66-14) titled, “AN ORDINANCE AMENDING THE ANNUAL BUDGET OF THE CITY OF HIGHLAND PARK, COUNTY OF LAKE, STATE OF ILLINOIS, FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2014 AND ENDING DECEMBER 31, 2014.”

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

7. Adoption of a Resolution Authorizing Execution of a Preliminary Engineering Services Agreement for Federal Participation - Park Avenue West Bridge Replacement, Phase I Engineering to Ciorba Group, Inc., Chicago, Illinois, in an Amount Not-to-Exceed \$182,469
Adoption of a Resolution (No. R101-14) titled, “A RESOLUTION AUTHORIZING AN AGREEMENT FOR THE PHASE I PRELIMINARY ENGINEERING OF THE PARK AVENUE WEST BRIDGE REPLACEMENT WITH CIORBA GROUP, OF CHICAGO, ILLINOIS”

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

8. Adoption of a Resolution Authorizing the City Manager to Enter into a Contract for the Purchase of Electricity through the Northern Illinois Municipal Electric Cooperative (NIMEC)

Adoption of a Resolution (No. R102-14) titled, "A RESOLUTION AUTHORIZING A CONTRACTED AMENDMENT FOR THE PURCHASE OF ELECTRICITY THROUGH THE NORTHERN ILLINOIS MUNICIPAL ELECTRIC COOPERATIVE (NIMEC)"

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

Community Development

9. Approval of a Request for a Compere Referral to the Zoning Board of Appeals for Consideration of a Variation Request to Exceed the Permitted Height of 32' for a Single-Family Residence in a R4 Zoning District by 6.07' for a Total height of 38.07' to Construct a New Single Family Residence at 1540 Hawthorne Lane
Approval of a Request for a Compere Referral to the Zoning Board of Appeals for Consideration of a Variation Request to Exceed the Permitted Height of 32' for a Single-Family Residence in a R4 Zoning District by 6.07' for a Total height of 38.07' to Construct a New Single Family Residence at 1540 Hawthorne Lane.

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

10. Approval of a Recommendation of the Housing Commission to Extend Agreements for Management Services with Housing Opportunity Development Corporation for Property Management of Fourteen Rentals at the Sunset Woods Senior Condominium Development
Approval of a Recommendation of the Housing Commission to Extend Agreements for Management Services with Housing Opportunity Development Corporation for Condominium Development

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

11. Approval of a Request for a Compere Referral to the Zoning Board of Appeals for Consideration of a Variation Request to Waive the "Contiguous Ownership Rule", Section 159.104(A) of the Zoning Code, for 1784 Sunnyside Avenue within the R3 Zoning District
Approval of a Request for a Compere Referral to the Zoning Board of Appeals for Consideration of a Variation Request to Waive the "Contiguous Ownership Rule",

Section 159.104(A) of the Zoning Code, for 1784 Sunnyside Avenue within the R3 Zoning District

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

12. Adoption of a Resolution Approving the Final Plat of the Castle Ridge Re-subdivision at 217 Elder Lane

Adoption of a Resolution (No. R103-14) titled, "A RESOLUTION APPROVING A PRELIMINARY AND FINAL PLAT OF SUBDIVISION" 217 Elder Lane.

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

13. Approval of Three Cultural Arts Commission Recommended Grants as follows:

a. The Art Center (Co-Sponsorship Grant in the Amount of \$1,000);

b. Highland Park Poetry (Spark Microgrant in the Amount of \$500)

c. Unit 14 Theatre Company/Jessica Dukatt (Spark Microgrant in the Amount of \$500)

Approval of Three Cultural Arts Commission Recommended Grants for The Art Center, Highland Park Poetry, and Unit 14 Theatre Company.

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

14. Adoption of an Ordinance to Approve a Landmark Designation for the Property at 368 Moraine Road as Recommended by the Historic Preservation Commission

Adoption of an Ordinance (No. 67-14) titled, "AN ORDINANCE DESIGNATING 368 MORaine ROAD AS A LANDMARK"

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

Public Safety

15. Adoption of a Resolution Authorizing the Purchase of (1) One 2015 Chrysler Charger Police Pursuit LEV Compliant Vehicle through the Northwest Municipal Conference

Suburban Purchasing Cooperative from, Napelton Fleet Group, Westmont, Illinois, in an Amount Not-to-Exceed \$25,968

Adoption of a Resolution (No. R104-14) titled, "A RESOLUTION AUTHORIZING THE PURCHASE OF ONE UNMARKED PATROL VEHICLES FOR THE POLICE DEPARTMENT"

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

16. Adoption of an Ordinance Approving the Purchase of (1) One 2015 Ford Utility Interceptor Police LEV Compliant Vehicle from, Highland Park Ford, Illinois, in the Amount Not to Exceed \$26,493 and the Disposal of (4) Four Previously Decommissioned Vehicles being; (4) Four Ford Crown Victorias Deemed to be Surplus, to be Sold to Highland Park Ford for the Sum of \$7,000, and to be used towards the Purchase Price of the Ford Utility Interceptor

Adoption of an Ordinance (No. 68-14) titled, "AN ORDINANCE APPROVING THE PURCHASE OF ONE FORD VEHICLE AND THE DISPOSAL OF FOUR SURPLUS VEHICLES"

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

17. Adoption of a Resolution Authorizing the Execution of a Law Enforcement Mutual Aid Agreement and the Existence and Formation of the Illinois Law Enforcement Alarm System by Intergovernmental Agreement

Adoption of a Resolution (No. R105-14) titled, "A RESOLUTION AUTHORIZING THE EXECUTION OF A LAW ENFORCEMENT MUTUAL AID AGREEMENT FOR THE ILLINOIS LAW ENFORCEMENT ALARM SYSTEM"

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

18. Adoption of an Resolution Authorizing the Purchase of a Replacement Fire Engine through the Joint Purchasing Program of the Houston-Galveston Area Council from Crimson Fire, Inc. d/b/a/ Spartan ERV of Brandon, SD, in an Amount not to Exceed \$469,000

Adoption of a Resolution (No. R106-14) titled, "A RESOLUTION APPROVING THE PURCHASE OF A FIRE ENGINE FROM CRIMSON FIRE, INC., OF BRANDON, SOUTH DAKOTA"

On an omnibus vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

B. Other Business

Mayor Rotering requested, and the City Council consented, to consider Items 19 through 22 in reverse order.

Community Development

22. Consideration of Findings of Fact and a Plan Commission Recommendation to Approve a Proposed Amendment to the Highland Park Hospital Master Site Plan of 2002, as Amended, to: Amend the Phase VI Site Plan; to Allow a Building Addition of a New Surgical Pavilion and a New Entrance with Canopy; to Grant a Variation to Step-back Height and Yard Setback Requirements; and to Revise the Amended Master Site Plan Parking Phasing Plan Table

Councilman Blumberg thanked the Plan Commission for their thorough review and recommendations.

Councilwoman Stone encouraged the Hospital to promote the use of public transit.

Councilman Blumberg moved to direct Corporation Counsel to draft the necessary approval documents for the proposed Amendment to the Highland Park Hospital Master Site Plan, with the requested variations. Councilman Knobel seconded the motion.

On a roll call vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

21. Consideration and Adoption of an Ordinance Amending Articles II, IV, and VII of the Zoning Ordinance Regarding Public Safety Telecommunications Facilities
Councilman Kaufman moved to approve Ordinance (No. 69-14) titled, "AN ORDINANCE AMENDING ARTICLES II, IV, AND VII OF "THE CITY OF HIGHLAND PARK ZONING ORDINANCE OF 1997," AS AMENDED, REGARDING PUBLIC SAVETY TELECOMMUNICATIONS FACILITIES."
Councilman Blumberg seconded the motion.

On a roll call vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

20. Consideration of Findings of Fact and Plan Commission Recommendation related to the following:

- a. A Proposed Zoning Map Amendment to Rezone the Property Located at 417 Central Avenue (South Ori Lot) from the PA Public Activity to the B5 Central Business Zoning District
- b. A Proposed Zoning Text Amendment to Designate "Off-Street Parking Lot, Freestanding, Municipally Owned or Operated" as a Permitted Use in the B5 Central Business District and Pedestrian Oriented Shopping Overlay (POSO) district; and, to Designate "Parking Decks" and "Parking Decks, Municipally Owned or Operated" as a Conditional Use in the B5 Central Business District and the Pedestrian Oriented Shopping Overlay (POSO) District

Councilman Kaufman moved to direct Corporation Counsel to prepare the necessary ordinances amending the City Zoning Map and Zoning Code to rezone the South Ori Lot into the B5 Zoning District and to permit parking lots and decks in the B5 District. Councilman Blumberg seconded the motion.

On a roll call vote:

Voting Yea: Mayor Rotering, Councilmen Stone, Kaufman, Blumberg, Knobel

Voting Nay: None

The Mayor declared the motion passed.

19. Continued Discussion and Consideration of Plan Commission Findings of Fact Recommending Approval of Zoning Text Amendments Concerning the RO, Residential Office, B4 Service Commercial and B5 Central Business Districts, and Zoning Map Amendments for Properties Generally Located in the area bounded by Hickory Street on the west; Laurel Avenue/Walnut Place on the south; Sheridan Road on the east and Vine Avenue on the north.

Mayor Rotering asked Community Development Director Joel Fontane to present a Power Point presentation. She noted this discussion is covering a very complex matter that has been in discussion for a long period of time. Mayor Rotering noted this is not a public hearing.

Director Fontane gave a Power Point presentation and reported this item would be on the agenda for action by the Council the second City Council meeting in August. A web page will be created which includes all presentation documents, a map of the subject area, frequently asked question and answers, and other comparable information.

The Council thanked Director Fontane and noted breaking this issue down is helpful to promote better understanding as are illustrations. They also noted parking is important as is increasing density in the downtown area.

BUSINESS FROM THE COUNCIL

There was no business from the Council this evening.

OTHER BUSINESS FROM CITY STAFF

Deputy City Manager Ghida Neukirch gave a second quarter update on major City projects. She noted the report includes more than one-hundred major projects that are organized by department and include objectives and a time frame for each initiative. The report is included on the City's web site. Ms. Neukirch indicated that regular reports are made through all the communication tools available; she encouraged the public to review the City's website and register for the electronic newsletter and social media sites of the City.

Public Works Director Ramesh Kanapareddy gave a Power Point presentation on Steep Slope Zone Tree Preservation Best Practices. Councilwoman Stone thanked City Forester Joe O'Neill and Park District Natural Areas Manager Rebecca Grill for spearheading this effort. She continued that the City had grant funds to develop the new brochure and attended Lake Forest meetings to coordinate plant lists as many landscapers work in both communities.

Director Kanapareddy continued to discuss Capital Improvement Projects, noting how streets are prioritized to be repaired. He proceeded that a Pavement Analysis was being prepared which will include a Pavement Management Report, 5-Yr rehabilitation and budget plan, and data links with GIS.

Councilman Knobel asked where questions should be directed concerning street improvements as well as how less traveled streets are prioritized.

Director Kanapareddy stated questions concerning street improvements can be directed to Public Works. He noted that a pavement patching program is also available for less traveled streets.

Director Kanapareddy concluded with a Power Point presentation noting the Water Treatment Plant upgrade is ahead of schedule. He invited residents, Council members and City staff to tour the facility.

Mayor Rotering thanked the Police and Public Works staff for their recent hosting of Council members for shift ride-a-longs.

ADJOURNMENT

Councilwoman Stone moved to adjourn. Councilman Kaufman seconded the motion.

On a voice vote, the Mayor declared the motion passed unanimously.

The City Council adjourned its meeting at 9:28 p.m.

Respectfully Submitted,

Megan Fulara, Deputy City Clerk

MINUTES APPROVED BY THE COUNCIL: July 28, 2014

WITH NO CORRECTIONS____X__

WITH CORRECTIONS _____

(SEE MINUTES OF MEETING FOR CORRECTIONS)

Request for Council Action



AGENDA ITEM
NO: 7

Referred to Council: July 14, 2014

Subject: Park Avenue West Bridge Replacement, Phase I Engineering - Project Development, Planning, Environmental Studies and Preliminary Design

Staff Contact: John M. Welch, P.E., CFM, City Engineer Department: Public Works

TITLE: *Adoption of a Resolution Authorizing Execution of a Preliminary Engineering Services Agreement for Federal Participation - Park Av West Bridge Replacement, Phase I Engineering to Ciorba Group, Inc., Chicago, Illinois, in an Amount Not-to-Exceed \$182,469*

Recommendation:

Staff recommends authorization for the City to execute the Phase I Engineering Services Agreement in an amount not-to-exceed \$182,469. The City has been approved for the State funding allocation of 80% of the Phase I costs, with the City providing the remaining 20% match. The City is required to front the consultant services cost, with reimbursement by the State.

Background:

In fall 2013, the Department of Public Works applied for MAP 21-Surface Transportation Bridge Program Grant (STP-BR) with Illinois Department of Transportation (IDOT) for the replacement of the distressed Park Avenue West Bridge (Sufficiency Rating of 34.8). IDOT subsequently authorized the City to proceed with the selection of a qualified consultant in accordance with IDOT's Bureau of Local Roads and Streets Manual to perform Phase I Engineering services with a pre-approved amount of \$182,469. The State provides 80% of the funding, with the City providing 20%.

Using the Quality Based Selection procedure, the Department of Public Works issued a Request for Qualifications via publication and direct contact to local firms. Upon review of 14 firms, three were invited to present previous experience and answer questions. Ciorba Group, Inc. was selected based on past experience with similar projects and coordinating actions with multiple regulatory agencies. Upon approval by IDOT's Bureau of Local Roads, Ciorba was allowed to proceed with development of the scope of services and ultimately authorized to proceed with the agreement approval. The following Scope of Services are stipulated in the Agreement for Phase I Engineering:

- Detailed surveys as are necessary for planning and design of the project.
- Stream and flood plain hydraulics surveys.
- Prepare Bridge Condition Report and Preliminary Design and Hydraulic Report.
- Prepare necessary environmental and planning documents.
- Soil surveys or subsurface investigations.
- Analyze and evaluate soil surveys and structure borings for bridge foundation and road design.

- Prepare preliminary roadway and drainage structure plans, meet with Local Agency and the State for the review of the road/bridge horizontal and vertical alignments, location and size of drainage structures, and compliance with applicable design requirements and policies.
- Traffic studies and counts and special intersection studies.

The City has received Park Avenue West Bridge project construction fund approval notification from IDOT and will be funded through the Illinois Major Bridge Program Fund (IMBP) for FY 2019 construction in the amount of \$ 1,721,600. This amount represents 80% of the eligible construction costs, with the City matching 20%.

Pertinent project agreement, approval letters, project information and original documents are available for review at Public Works, 1150 Half Day Road.

Financial Impact:

The FY14 Street Capital Fund budget reflects a remaining allocation for bridge work in the amount of \$368,100. Expenditures of \$301,280 are allocated toward Phase I design services for both Park Avenue West and the Forest Avenue vehicular bridges.

DOCUMENTS ATTACHED:

- ✓ [Initial Funding Approval Letter](#)
- ✓ [Project Program Information Form](#)
- ✓ [Park Avenue West Bridge Construction Funding Approval](#)
- ✓ [Submittal Letters to IDOT](#)
- ✓ [Park Avenue West Bridge Phase I Engineering Services Agreement](#)
- ✓ [Resolution Authorizing Phase I Engineering Services](#)



City of Highland Park

Adopted Budget Fiscal Year 2017

January 1, 2017 - December 31, 2017



Major Priorities:

Exhibit 4-5

Fiscal Stability • Public Safety • Infrastructure Investment • Community Vibrancy

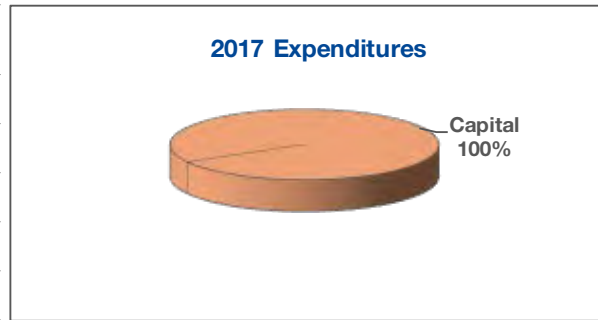
Account Code: 141.06.070

Budgeted Full-time Equivalent Positions: 0.24

PURPOSE

The budget provides funds for City roadway, bridge and sidewalk capital improvement projects.

<i>Expenditures</i>	2015 Actual	2016 Budget	2016 Estimate	2017 Budget
Personnel	-	-	-	-
Capital	3,100,500	5,050,000	5,050,000	5,229,500
Debt Service	-	-	-	-
Transfers	-	-	-	-
TOTAL	3,100,500	5,050,000	5,050,000	5,229,500



2016 OBJECTIVES ACCOMPLISHED

- The Asphalt and Concrete Street Repair programs included repairs, reconstructions and overlays to 21 City streets and alleys totaling 4.6 lane miles.
- Completed crack-sealing and patching of isolated and deteriorated portions of asphalt streets, to improve overall pavement quality.
- Participated in Deerfield Road Improvement Project progress meetings with the Village of Deerfield.
- The Sidewalk Program replaced 420 panels of sidewalk throughout the City.
- Completed 10,600 square yards of asphalt patching at various locations throughout the City.
- Substantially completed preliminary engineering for the STP-funded reconstruction of Clavey Road, from US 41 to Green Bay Road and of Green Bay Road, from Central Avenue to Edgewood Road.
- Completed reconstruction of the Cary Avenue Pedestrian Bridge and the Roger Williams and Linden vehicular bridges.

2017 OBJECTIVES

- During the second & third quarters, the Annual Street Repair Program will repair and grind/overlay various areas totaling approximately 5-7 lane miles. In selected areas, substantial portions of existing curbs and gutters will be replaced, along with crack-sealing and patching of asphalt pavements.
- During the second & third quarters, the Annual Concrete Repair Program will remove and replace areas of deterioration on concrete streets. Portions of existing curbs and gutters will be replaced.
- During the second & third quarters, reconstruct the Central Court Alley (Linden Avenue to East End).
- By the fourth quarter, continue final design for the Central Avenue, the Forest Avenue, the Park Avenue and the Clavey Road vehicular bridges.
- By the fourth quarter, continue final design for the STP-funded Clavey Road Project from US Route 41 to Green Bay Road.
- By the fourth quarter, complete repairs to the bridge that carries the McClory Path over Mulberry Lane.

Mark R. Johnson, PE, PTOE

From: Gomez, Emmanuel <egomez@cityhpil.com>
Sent: Monday, March 06, 2017 9:46 AM
To: Mark R. Johnson, PE, PTOE
Cc: Duane O'Laughlin, PE; Joves, Edgar
Subject: FW: Park Avenue West Bridge over Skokie River - Request for Additional Funding

Categories: Filed by Newforma

FYI.

Emmanuel Gomez, P.E.
City Engineer



Department of Public Works
1150 Half Day Road
Highland Park, Illinois 60035

847.926.1145 Direct
847.423.0807 Main
847.432.9907 Fax

egomez@cityhpil.com
cityhpil.com



From: Christensen, Bruce D. [mailto:BChristensen@lakecountyil.gov]
Sent: Monday, March 06, 2017 9:40 AM
To: Gomez, Emmanuel <egomez@cityhpil.com>
Subject: RE: Park Avenue West Bridge over Skokie River - Request for Additional Funding

Thanks Manny, this is all that I need for now.

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation
600 West Winchester Road
Libertyville, IL 60048
(847) 377-7455
bchristensen@lakecountyil.gov

From: Gomez, Emmanuel [mailto:egomez@cityhpil.com]
Sent: Thursday, March 02, 2017 5:36 PM
To: Christensen, Bruce D. <BChristensen@lakecountyil.gov>

Cc: Kanapareddy, Ramesh <kanapareddy@cityhpil.com>; Joves, Edgar <EJoves@cityhpil.com>

Subject: Park Avenue West Bridge over Skokie River - Request for Additional Funding

Good afternoon Bruce,

The City of Highland Park is requesting additional Federal Funds for roadway improvements along Park Avenue West and a new traffic signal (at the Park Avenue West/Byerly Road intersection). A construction cost estimate for the funding beyond the bridge touchdown limits as well as the limits of these improvements are indicated on the attached P&P sheets (everything outside of the 522' Roadway and Bridge Reconstruction Limits indicated on the PDF).

The additional costs (non-bridge costs) are provided in the table below:

Park Avenue West over Skokie River

Project Phase	Year	Est. Total Cost	Federal Participation (80%)	City Participation (20%)	Comments
Phase I	2017	\$0	\$0	\$0	No additional funding anticipated for Phase I.
Phase II	2017-2018	\$75,000	\$60,000	\$15,000	Use 10% of Const. Cost to est. Phase II.
Construction	2019	\$750,000	\$600,000	\$150,000	\$750,000 const. cost estimate from Ciorba.
Construction Engineering	2019	\$112,500	\$90,000	\$22,500	Use 15% of Const. Cost to est. Phase III.
Total Project Costs		\$937,500	\$750,000	\$187,500	

Please review and let me know if you have any comments or need additional information.

Thank you.

Emmanuel Gomez, P.E.

City Engineer



Department of Public Works
1150 Half Day Road
Highland Park, Illinois 60035

847.926.1145 Direct
847.423.0807 Main
847.432.9907 Fax

egomez@cityhpil.com
cityhpil.com



NOTICE OF MEETING
LAKE COUNTY COUNCIL OF MAYORS
TRANSPORTATION COMMITTEE

Time: 9:00 a.m.
Date: March 7, 2017
Location: Lake County Division of Transportation
600 Winchester Road
LIBERTYVILLE, ILLINOIS

AGENDA

- | | | <u>ACTION REQUESTED</u> |
|-----|--|--------------------------------|
| 1. | OPENING OF MEETING | CALL TO ORDER |
| 2. | APPROVAL OF MINUTES FROM
THE JANUARY 28, 2016 MEETING (Attachment 1) | APPROVAL |
| 3. | TRANSPORTATION IMPROVEMENT
PROGRAM
A. IDOT Program Report
B. IDOT STP Status Report
C. ISTHA Report
D. Metra Report
E. CMAP Report
F. Pace Report
G. RTA Report | INFORMATION ONLY |
| 4. | FAU ROUTE ADDITIONS/MODIFICATIONS
The Villages of Round Lake Beach, Mundelein,
Hawthorn Woods, Vernon Hills and the City
of Zion have submitted reclassification
requests. (Attachments 2 thru 6) | DISCUSSION AND APPROVAL |
| 5. | LAKE COUNCIL FY 17 - 21 PROGRAM
Presentation and discussion on the
Recommended 2017 -2021 STP Program
and advance funding.
(Attachment 7) | DISCUSSION AND APPROVAL |
| 6. | RESOLUTION FOR PLANNING LIAISONS
A resolution regarding the disposition
Of federal transportation planning
funds and professional staff assistance
(Attachment 8) | DISCUSSION AND APPROVAL |
| 7. | PLANNING LIAISON REPORT
CMAP dues
Fed funds payback rules (Attachment 9)
New IDOT Local Agency Agreements | INFORMATION ONLY |
| 8. | OTHER BUSINESS | |
| 9. | NEXT MEETING | |
| 10. | ADJOURNMENT | |

LAKE COUNTY COUNCIL OF MAYORS
MULTI-YEAR B
STP PROGRAM

Municipality	Roadway	TIP ID#	Project Type	Total \$	Federal \$	Category
=====	=====	=====	=====	=====	=====	=====
Antioch	Lake Street	10-99-0101	Reconst.	430,000	301,000	Arterial Maint
Antioch	Lake Street	10-99-0100	Resurface	332,000	232,400	Arterial Maint
Antioch	McMillen Rd./Anita Ave.	10-99-0102	Reconstruction	721,000	504,700	Arterial Maint
Buffalo Grove	Weiland Rd - Lake Cook Rd to IL Rte 22 (Stg 1)	10-94-0021	Add Lanes	8,241,900	6,593,520	Traffic Flow
Buffalo Grove	Weiland Rd - Lake Cook Rd to IL Rte 22 (Stg 2)	10-94-0021	Add Lanes	11,650,000	9,320,000	Traffic Flow
Buffalo Grove	Weiland Rd - Lake Cook Rd to IL Rte 22 (Stg 3)	10-94-0021	Add Lanes	4,718,500	3,774,800	Traffic Flow
Buffalo Grove	Weiland Rd - Lake Cook Rd to IL Rte 22 (Stg 4)	10-94-0021	Add Lanes	3,065,300	2,452,240	Traffic Flow
Deerfield	Hackberry Rd - Wilmot Rd to Pine Street	10-11-0041	3R	240,600	168,420	Arterial Maint
Deerfield	Hazel Ave/ - Wilmot Rd to Chestnut St	10-11-0042	3R	980,000	686,000	Arterial Maint
Deerfield	Chestnut St - Hazel Ave to Greenwood Ave	10-11-0043	3R	590,000	413,000	Arterial Maint
Fox Lake	Pine Street - Lake Cook Rd to Deerfield Rd	10-15-0001	Reconst.	600,000	480,000	Arterial Maint
Fox Lake	Sayton Rd - Industrial Ave to Rand Rd	10-15-0002	Resurface	1,353,000	1,082,400	Arterial Maint
Fox Lake	Grand Ave - Rollins Road to IL 59	10-11-0044	Int Imp	1,056,000	739,200	Traffic Flow
Grayslake	Center St - at Seymour Ave & at Hawley St	10-11-0045	Channelization	1,100,000	770,000	Traffic Flow
Grayslake	Atkinson Rd - IL 120 to Washington St	10-11-0048	Widen & Resurface	4,100,000	2,870,000	Traffic Flow
Green Oaks	Bradley Rd - IL 176 to I-94	10-99-0109	Reconstruction	1,800,000	1,260,000	Arterial Maint
Gurnee	Cemetery Road - Tri-State Pkwy to Grand Ave		Resurface	275,000	220,000	Arterial Maint
Hawthorn Woods	Darlington Dr - Gilmer Rd to Old McHenry Rd		Resurface	645,000	516,000	Arterial Maint
Hawthorn Woods	Owens Rd - Schwerman Rd to Gilmer Rd		Resurface	594,000	475,200	Arterial Maint
Hawthorn Woods	Schwerman Rd - Fairfield Rd to Gilmer Rd		Recon	11,560,000	9,248,000	Arterial Maint
Highland Park	Green Bay Road - Central Ave to Clavey Rd	10-16-0037	Recon			
Highland Park	West Park Ave - US 41 to west of Skokie River	10-14-0002	Resurface **	750,000	600,000	Arterial Maint
Lake County	Aptakisic Road - IL 83 to Buffalo Grove Road	10-00-0130	Add Lanes	13,261,600	9,283,120	Traffic Flow
Libertyville	Rockland Rd. - IL 21 to Des Plaines River*	10-97-0029	Reconstruction	2,750,000	2,200,000	Arterial Maint
Libertyville TWP	Rockland Rd. - Des Plaines R to St Marys Rd	10-16-0032	Reconstruction	2,750,000	2,200,000	Arterial Maint
Lake County	14th Street - Green Bay Rd to Jackson	10-99-0116	Reconst.	13,456,000	10,764,800	Traffic Flow
North Chicago	Dugdale Road	10-99-0117	Reconstruction	3,500,000	2,450,000	Arterial Maint
North Chicago	Argonne Dr. - IL 131 to Jackson St	10-06-0012	Reconstruction	7,160,000	5,012,000	Arterial Maint
Round Lake Bch	Oakwood Dr. - Fairfield Rd to Cedar Lake Rd	10-11-0050	Widen & Resurface	2,600,000	1,820,000	Traffic Flow

Vernon Hills	Lakeview Pkwy - Hawthorn Parkway to IL 60	10-03-0012	Intersection Imp.	960,000	672,000	Traffic Flow
Vernon Hills	Fairway Drive Stage II	10-97-0030	Add Lanes, Int Imp.	6,500,000	4,550,000	Traffic Flow
Wauconda	Lake Shore Blvd/ - IL 176 to Bonner Road Grand Blvd	10-11-0052	Widen & Resurface	3,650,000	2,555,000	Traffic Flow
Waukegan	Dilger Ave - Washington St to Belvidere Rd	10-06-0011	Reconstruction	1,070,000	750,000	Arterial Maint
Waukegan	Dugdale Road - Jackson St to 14th St	10-03-0009	Reconstruction	3,500,000	2,450,000	Arterial Maint
Waukegan	Lewis Ave - 14th Street to Yorkhouse Road	10-11-0053	Widen & Resurface	5,700,000	3,990,000	Traffic Flow
Waukegan	Pershing Road - Greenwood Ave to Mathon Dr	10-03-0010	Reconstruction	6,000,000	4,200,000	Arterial Maint
Waukegan	Pershing Road - Clayton Ave to South St	10-03-0010	Reconstruction	6,000,000	4,200,000	Arterial Maint

* Non-participating costs

** Primarily a bridge project with Major Bridge Program funds



CIORBA GROUP | Consulting Engineers

Quality engineering solutions for the community

5507 N. Cumberland Avenue, Chicago, Illinois 60656-1471 ■ Tel 773.775.4009 ■ Fax 773.775.4014 ■ www.ciorba.com

February 6th, 2014

Mr. Jose Rodriguez
Associate Planner
Attn: Traffic Projections
Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Subject: Traffic Projection Request
Highland Park, IL
Park Avenue West over Skokie Ditch

Dear Mr. Rodriguez:

We are currently preparing Phase I plans for Highland Park for a bridge removal and replacement project along Park Avenue West over the Skokie Ditch approximately 900' east of US 41 (Skokie Valley Road). The proposed improvements include new bridge construction with associated roadway improvements. We are requesting traffic projections for this project.

Please find attached a location map for the project.

The current Average Daily Traffic (ADT) value for the intersections is as follows:

	<u>ADT</u>	<u>Year</u>
- Park Avenue West	12,013	2015

Please note that these counts were taken in January of 2015 just east of the bridge along Park Avenue West. Please provide us with 2040 ADT projected values for the roadway indicated above. Thank you for your assistance in this matter.

If you have any questions or require additional information, please call me at 773-355-2951 or email me at aharn@ciorba.com

Sincerely,
CIORBA GROUP, INC.

Adam M. Harn,
Engineering Technician I

Attachments: Location Map

cc:

RECEIVED

FEB 09 2015



Chicago Metropolitan
Agency for Planning

CIORBA GROUP, INC.

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

February 6, 2015

Hon. Nancy R. Rotering
Mayor
City of Highland Park
1707 St. Johns Avenue
Highland Park, IL 60035

Subject: *Park Avenue West over the Skokie Ditch*
City of Highland Park

Dear Mayor Rotering:

In response to a request made on your behalf and dated February 6, 2015, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Year 2040 ADT
Park Ave West east of Skokie Valley Rd	12,900

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2014 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call Jose Rodriguez at (312) 386-8806.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kermit W. Wies'.

Kermit W. Wies
Deputy Executive Director for Research and Analysis

cc: Harn (Ciorba Group)
S:\AdminGroups\ResearchAnalysis\Lafayette\SmallAreaTrafficForecasts\CY15\Highland_Park\la-02-15\la-02-15.docx

Project Overview

Submittal Date:	01/27/2015	Sequence No:	19124			
District:	1	Requesting Agency:	Local	Highland Park	Project No:	
Contract #:		Job No.:	P-	91-375-14		
Counties:	Lake					
Route:	FAU 1255	Marked:				
Street:	Park Avenue	Section:	13-00122-00-BR			
Municipality(ies):	Highland Park	Project Length:	0.515	km	0.32	miles
FromTo (At):	@ US 41					
Quadrangle:	Highland Park	Township-Range-Section:	T43N R12E S22			
Survey Target Date:	08/01/2015	Anticipated Design Appr.:	08/15/2015	Anticipated Processing:	CE	
Funding:	<input checked="" type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> TBP <input type="checkbox"/> MFT <input type="checkbox"/> Local Non-MFT					

Consultant:							
PTB No.:		Item No.:		PTB Date:		Prequal Level:	

Sequence No:	19124		Biological	Wetlands	Cultural	Special Waste
Entered By			BDE	BDE	BDE	BDE
Cleared for DA			8/12/2016	11/16/2016	2/18/2015	4/6/2015
Cleared for Letting			8/12/2016	11/16/2016	2/18/2015	
Resubmittal						
ResubmittalCleared						
Section:	13-00122-00-BR		Job No.:	P-	91-375-14	
FromTo (At):	@ US 41					

Notice of Intent	Project Initiation Ltr to FHWA	Public Info Meeting(s)		Notice of Availability		Public Hearing	Draft	ROD/FONSI Approved
		1st	2nd	Draft	Final			

Project Phase Comments:

--

**PRELIMINARY
ENVIRONMENTAL SITE ASSESSMENT
for
Park Avenue West Bridge Replacement
Highland Park, Lake County, Illinois**

**Prepared for
Ciorba Group, Inc.
5507 N. Cumberland Ave., Suite 402
Chicago, IL 60656**

**Prepared by
Huff & Huff, Inc.**

November 2014

EXECUTIVE SUMMARY

This is the Preliminary Environmental Site Assessment (PESA) of man-made hazards that may be encountered within the proposed Park Avenue West Bridge Replacement project. The proposed project replaces the existing bridge, which spans the Skokie River and extends from Skokie Valley Rd/US Route 41 to the entrance of the Park West Medical Plaza (Project Corridor). The Project Corridor is located near the Village of Highland Park in unincorporated Lake County, Illinois Project Corridor.

Based on the data presented in this PESA and data collected during the site reconnaissance on October 31, 2014, *this assessment has revealed evidence of potentially impacted properties (PIPs) in connection to the Project Corridor.* Therefore, a Preliminary Site Investigation (PSI) along the Project Corridor is recommended prior to the beginning of construction. For the proposed limits, the PSI should investigate all PIPs listed below; *however, if the project limits are reduced, only sites adjacent to the reduced limits would require investigation.*

The screening process included a historical review, a database search, and a site visit. Historical resources included historical aerial photos of the Project Corridor, which were reviewed for evidence of former sites that may pose a hazard within the Project Corridor. The database search provided information (on a local, state, or federal level) on properties that may pose a hazard within the Project Corridor. The site visit was conducted to inspect the sites identified in the database search, as well as identify additional sites adjacent to the Project Corridor with storage areas, spills, staining, or other indications of potential environmental concern. Each site identified through the screening process was reviewed to determine its status as a potentially impacted property (PIP) in connection to the Project Corridor. The following tables (Tables E-1 through E-3) summarize these sites.



To:	Alex Househ
Bureau:	Local Roads
Attn:	Gerardo Fierro
Date:	April 8, 2015

From:	Tyler Petersen
Bureau:	Programming
	Environmental Studies Unit
Subject:	Park Avenue @ US 41 Sec. # 13-00-122-00-BR
	Special Waste

Please check appropriate box below:

- ☐ Take Necessary Action
☐ For Your Comments
☐ Per Your Request
☐ For Your Approval

- ☒ For Your Information
☐ See Me About the Attached
☐ Draft (Letter)(Memo) For
my signature

- ☐ Reply
☐ Return
☐ Route
☐ File

Message

Attached is a copy of the PESA for the above mentioned project. The PESA review cover memo, dated April 6, 2015, states that there are Recognized Environmental Conditions (RECs), de minimis or other sites along the project route that require further studies (PESA Response --> PSI) if the project requires land acquisition or linear excavation. Special Waste studies are now complete for Phase I and the project is clear for Design Approval.

Special Design/Construction Consideration shall be added to the Project Report that states:

"A Preliminary Environmental Site Assessment (PESA) has been completed for this project. It is the responsibility of Phase II to determine if any of the sites or ROW adjacent to the sites will be impacted with the proposed work and/or if any ROW will be required at any of the locations."

If you have any questions please see myself (x4122) or Sam Mead (x4101).

Completed By

Copies to

PESA File

David Howorth - Land Acq.

Response

Response By



Environmental Survey Request

A. Project Information ☒ Bio ☒ Cultural ☐ Wetlands ☒ Special Waste

Submittal Date: 01/27/2015 Sequence No: 19124
District: 1 Requesting Agency: Local Highland Park Project No:
Contract #: Job No.: P-91-375-14
Counties: Lake
Route: FAU 1255 Marked:
Street: Park Avenue Section: 13-00122-00-BR
Municipality(ies): Highland Park Project Length: 0.515 km 0.32 miles
From To (At): @ US 41
Quadrangle: Highland Park Township-Range-Section: T43N R12E S22
Survey Target Date: 08/01/2015 Anticipated Design Approval: 08/15/2015

B. Reason for Submittal: (Check all that apply)

☒ Acquisition of additional ROW or easement 0.080937 ha/ 0.2 acres
☒ In-Stream Work Stream Name: Skokie Ditch
☐ Other:

C. Project Description: This project consists of a bridge removal and replacement and associated roadway improvements.

Proposed Work: ☒ Highway ☒ Bridge ☐ Bike Trail ☐ Other

D. Tree Removal?: Don't Know Number?: 5 ha/ acres

Existing Bridge(s) Structure Number: 049-6592 On Historic Bridge List: No

Historic District Involved? No Historic Buildings Involved? No

Section 4(f) Lands Involved? No Section 6(f) Lands Involved? No

Wetland delineation performed by: End. Species Consultation performed by: BDE

E. Funding: ☒ Federal ☐ State ☐ TBP ☐ MFT ☐ Local Non-MFT

☒ 404 Permit Required Anticipated Processing: CE

F. Contact Person: Gerardo Fierro Local Contact Person: Mark Johnson
Telephone #: (847) 705-4236 ext. Telephone #: (773) 775-4009 ext. 2948
Env. Contact: Sam Mead E-Mail:
Telephone #: 8477054101 Title/Company:

☐ Field Sign Off (Bio & Cultural Only) ☐ Received in CO ☐ SW Received

**CULTURAL
RESOURCES:**
NO SURVEY OR FURTHER
COORDINATION REQUIRED

Bruce Kollhoff 2/18/15
SIGNED DATE



Illinois Department of Transportation

Memorandum

To: James Klein Attn: Gary Galecki
From: John Baranzelli By: Brad Koldehoff
Subject: Cultural Resources Clearance
Date: February 16, 2015

**Lake County
Highland Park
FAU 1255 (Park Ave.)
Bridge over Skokie River
Structure # 049-6592
Section # 13-00122-00-BR
IDOT Seq. # 19124**

The Cultural Resources Unit has made a "No Historic Properties Affected" determination for the above referenced bridge replacement project. This determination follows the stipulations of the joint Programmatic Agreement for the Delegation of Authority for Minor Projects ratified by the Advisory Council on Historic Preservation, FHWA, SHPO, and IDOT on June 14, 2011.

The "Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges issued November 16, 2012 by the Advisory Council on Historic Preservation" was applied to this undertaking, and because the affected bridge meets the applicability criteria, no further Section 106 coordination is required for the bridge.

The attached stamped Environmental Survey Request form completes the necessary coordination for evaluating potential impacts to significant cultural resources.

Attachment

BK:ee



Illinois Department of Transportation

Memorandum

To: Maureen E. Kastl Attn: Greg S. Lupton
From: Scott E. Stitt By: Thomas C. Brooks *Thomas C. Brooks*
Subject: Natural Resources Review
Date: August 12, 2016

FAU 1255 (Park Avenue)
T 43N, R 12E, S 22
Seq. No.: 19124
Lake County

The proposed project involves the removal and replacement of the bridge carrying Park Avenue over the Skokie Ditch and associated roadway improvements.

There will be 0.2 ac of new right of way required. There will be in-stream work in the Skokie Ditch. An anticipated five trees will be removed. Land cover in the vicinity of the proposed improvement is urban and riparian.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

The Illinois Natural Heritage Database contains no records of State-listed threatened or endangered species, Illinois Natural Area Inventory (INAI) sites, dedicated Nature Preserves or registered Land and Water Reserves in the project corridor. The Hybernian Nature Preserve is located 0.35 mi west of the project corridor. This resource will not be impacted by the project. **Therefore, consultation under Part 1075 is terminated.**

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The NWI map does not depict wetlands in the project area. **Wetland review under Part 1090 is terminated.**

Review for Endangered Species Act - Section 7

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)2 of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, a Trust Resources Report was received and is saved to the project folder. The report contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed in Lake County: Piping plover, Rufa red knot, Karner blue butterfly, Eastern prairie fringed orchid, Pitcher's thistle, Northern long-eared bat, Eastern massasauga and Piping plover Critical Habitat. The Piping plover critical habitat is not present in the vicinity of proposed improvement.

Northern long-eared bat

Northern long-eared bat suitable summer habitat consists of a wide variety of forested or wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees or snags ≥ 3 inches dbh that have exfoliating bark, cracks, crevices, or hollows) as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit characteristics of suitable roost trees and are within 1,000 feet of other forested or wooded habitat. Trees found in highly-developed urban areas (e.g., street trees, downtown areas) are extremely unlikely to be suitable NLEB habitat.

The proposed project requires the removal of five trees. The project area occurs in an urban and riparian area. There are no records of roost trees, maternity colonies or hibernaculum in the project vicinity.

We assessed the potential for adverse impacts to the NLEB in accordance with the *Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions* and determined that the proposed improvement will have no effect on the NLEB.

Eastern prairie fringed orchid

Eastern prairie fringed orchid occurs in a wide variety of habitats, from mesic prairie to wetland communities such as sedge meadows, marsh edges and even bogs. It requires full sunlight for optimum growth and flowering, which restricts it to grass- and sedge-dominated plant communities. The substrate of the sites where it occurs ranges from neutral to mildly calcareous. Occasionally the orchid colonizes successional habitats or recolonizes previously occupied areas.

We evaluated the limits of the proposed improvement for the presence of potentially suitable EPFO habitat. Our evaluation included the use of EPFO guidance from the US Fish and Wildlife Service, Chicago Ecological Services Field Office. There are no high quality prairies or wetlands in the project corridor. We determined there would be no effect to EPFO from the proposed improvement.

Other Federally Listed Species

We cross-referenced the preferred habitat of the remaining listed species with our knowledge of the project area and determined that there are no suitable habitats present. We have determined that the proposed improvement will have no effect on the remaining listed species.

We have determined that the proposed improvement is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of any critical habitat.

Should the proposed improvement be modified or new information indicate listed or proposed species may be affected, consultation or additional coordination should be initiated.

Attachments: USFWS Species List

JMV



915 Harger Road, Suite 330
Oak Brook, IL 60523
Phone (630) 684-9100
Fax (630) 684-9120
Website: <http://huffnhuff.com>

January 29, 2016

Mr. Brett Sauter, P.E. S.E.
Ciorba Group
5507 North Cumberland Avenue, Suite 402
Chicago, IL 60656

**Re: U.S. Fish & Wildlife Service - Section 7 Review
Park Avenue West Road over the Skokie River
Village of Highland Park, Lake County, IL
42.188921 lat., -87.822004 long.**

Dear Mr. Sauter:

The Lake County Department of Transportation (LCDOT) is proposing a bridge replacement and roadway improvements along Park Avenue West over the Skokie River in the Village of Highland Park, Lake County, Illinois (T43N, R12E, and Section 22). The project limits extend along Park Avenue West from US Route 41 (US 41) to approximately 1,290 feet west of Beverly Place. Adjacent land use consists of residential and commercial land. This project lies within the Skokie River Watershed (Hydrologic Unit Code [HUC] Code 071200030101), which is a subwatershed of the Chicago River Watershed (HUC Code 07120003).

Enclosed please find a site location map, wetland and “Waters of the U.S.” (WOUS) location map, a northern long-eared bat (*Myotis septentrionalis* [NLEB]) summer habitat assessment data sheet, a bridge/structure inspection form, and representative photographs from the field investigations.

Species Summary

This letter serves as the Section 7 Consultation and endangered species review for the proposed project. The following is based on the review of information provided by the U.S. Fish & Wildlife Service (FWS) website on January 11, 2016, as well as conditions observed in the field by Huff & Huff (H&H) staff during a wetland delineation (October 13, 2014) and a forest habitat and bridge inspection assessment (January 11, 2016). The following determinations regarding the presence of critical habitat or the following species which have been identified by the FWS as potentially occurring in Lake County have been made (Table 1).

Table 1 - Effect Determination of FWS Federally Listed Species in Lake County

Species	Status	Habitat	Habitat Present within Project Limits?	Determination
Piping plover (<i>Charadrius melodus</i>)	Endangered	Wide, open, sandy beaches with very little grass or other vegetation	No	No effect
Karner blue butterfly (<i>Lycaeides Melissa samuelis</i>)	Endangered	Pine barrens and oak savannas on sandy soils and containing wild lupines (<i>Lupinus perennis</i>), the only known food plant of the larvae	No	No effect
Northern long-eared bat (<i>Myotis septentrionalis</i>)	Threatened ¹	Caves, mines (hibernacula); wooded areas; upland forests (foraging)	Yes	May affect but is not likely to adversely affect
Rufa red knot (<i>Calidris canutus rufa</i>)	Threatened	Coastal areas are large wetland complexes during the migratory window of May 1-September 30	No	No effect
Eastern prairie fringed orchid (<i>Platanthera leucophaea</i>)	Threatened	Wet to mesic prairie or wetland communities, including, but not limited to sedge meadow, fen, marsh, or marsh edge	No	No effect
Pitcher's thistle (<i>Cirsium pitcher</i>)	Threatened	Lakeshore dunes	No	No effect
Eastern massasauga (<i>Sistrurus catenatus</i>)	Proposed at Threatened	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands).	No	No effect

¹ On January 15, 2016 the FWS issued the Endangered and Threatened Wildlife and Plants; Threatened Species Status for the Northern Long-eared Bat With 4(d) Rule; Final Rule. The rule will go into effect February 16, 2016. The final rule designates the northern long-eared bat as federally threatened and the species-specific 4(d) rule exempts certain activities from the Endangered Species Act (ESA) prohibitions.

The following summarizes the results of the review. Detailed surveys for the above listed species have not been conducted for this project.

Piping plover

This project will *not affect* the piping plover. Its suitable habitat, which includes wide, open, sandy beaches with very little grass or other vegetation, is not present within the project limits. The FWS's published "critical habitat" for this species does not indicate critical habitat within or near the project limits. The closest known critical habitat for this species is located approximately 11 miles north of the project limits.

Karner Blue Butterfly

This project will *not affect* the Karner blue butterfly. Its suitable habitat, which includes pine barrens and oak savannas on sandy soils, is not present within the project limits. Wild lupines (*Lupinus perennis*), which are only known source of food for butterfly larvae, were not observed

during the field investigations. The FWS has not published “critical habitat” designated for this species.

Northern Long-Eared Bat

This project *may affect, not likely to adversely affect* the northern long-eared bat (NLEB). The 2015 Range-wide Indiana Bat Summer Survey Guidelines (FWS, 2015), which may be used for the NLEB, states that suitable habitat for this species includes “a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields, and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥ 3 inches diameter at breast height that have exfoliating bark, cracks, crevices, and/or cavities), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit characteristics of suitable roost trees and are within 1,000 feet of other forested/wooded habitat. NLEB has also been observed roosting in human-made structures, such as buildings, barns, bridges, and bat houses.”

The proposed project is located within the NLEB white nose buffer zone as defined by the FWS. Caves and mines are not present in the vicinity of the project. However, the Skokie River, riparian forested and scrub shrub areas, forested wetlands, emergent wetlands, and scattered trees are present within the project limits. In addition, a bridge and pedestrian crossing for the Park Avenue West crossing over the Skokie River is present within the project limits.

Based on the 2015 Range-wide Indiana Bat Summer Survey Guidelines, which may be used for the NLEB, the FWS requires an assessment of the potential for adverse effects to the NLEB when the suitable habitat is present. If the project is not anticipated to result in adverse effects to the NLEB or adverse impacts can be adequately assessed and conservation measures can be designed to minimize those effects without additional presence/absence information, then no further summer surveys are necessary. Otherwise, if trees identified as potential habitat for the NLEB within the project limits would need to be removed, the following restrictions apply to avoid direct impacts to the bat:

- If the project has federal funding and must comply with the Federal Highway Administration (FHWA) programmatic agreement with the FWS, tree removal is restricted to between October 15 and March 31.
- If the project does not utilize federal funds and qualifies for exemption under the 4(d) interim rule, tree clearing would only be restricted during the pup rearing season which is a two-month period from June through July (50 CFR Part 17).

For the purposes of this project, it is assumed that direct impacts to the NLEB as a result of habitat removal will not occur. Based on a preliminary assessment of NLEB habitat, an estimated six trees and one stump (approximately four to six feet tall) provide potential roosting habitat within or immediately adjacent to the project limits. The habitat assessments conducted for this project are attached to this letter.

The project *will not affect* the northern long-eared bat if suitable roosting habitat is removed between the dates listed above depending on project funding; however, it is unknown whether the project will adhere to the tree clearing restriction dates. Coordination with agencies is recommended prior to tree removal to confirm the determination of affect and whether tree clearing will be allowed.

On January 5, 2016, the USFWS issued the *Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions* (PBO) on their action of issuing the final 4(d) rule for the NLEB. The final 4(d) rule will go into effect on February 16, 2016. The USFWS' PBO can provide Section 7 compliance for Federal Highway Administration (FHWA) actions that "may affect" the NLEB and do not result in prohibited actions under the 4(d) rule. The FHWA is currently in the process of developing additional guidance and supplementary information for streamlining these procedures. Prior to this, the FHWA and Federal Railroad Administration's (FRA) *User's Guide for the Range-wide Programmatic Informal Consultation for Indiana Bat and Northern Long-eared Bat* will remain the effective standardized approach to assessing impacts to Indiana bats and the NLEB from highway construction and expansion projects, and for developing avoidance, minimization, and mitigation strategies.

Bridge Habitat Assessment

For those projects with bridges, culverts, or any other structure over four feet tall that can serve as a roosting site, a preliminary inspection of the structure is required to confirm the presence or absence of bats. The methodology of the inspection follows the guidelines from *Appendix B: Bridge Inspection Guidance* of the *User's Guide for the Range-wide Programmatic Informal Consultation for Indiana Bat and Northern Long-eared Bat*.

Bridges and structures located along large bodies of water associated with wide floodplains generally provide suitable habitat for the NLEB and other bat species by providing areas to roost, a source of food, and mating opportunities. The NLEB find suitable roosting areas in cracks in concrete, expansion joints, and can congregate in areas where a cave-like environment is present. These areas are mostly associated with the substructure or lower portion of a bridge.

The bridge/structure guidelines focus on four indicators of bats, which include:

- Visual – bats flying or roosting
- Audible – chirping or high pitched squeaking.
- Physical – droppings referred to as guano consisting of black or brown pellets, which accumulate underneath roosting location. Older guano appears grey in color. Guano can adhere to support beams and walls.
- Staining – "wet" and dark looking stains may be visible on the walls, support beams, beneath joints and on the ceiling of bridge. Stains are typically in dark places. Stains are approximately four to six inches wide.

The identification of any of the above listed indicators is sufficient documentation to confirm recent bat usage. All indicators and observations of live or dead bats and their approximate location on the bridge or structure are recorded on a bridge/structure inspection form which is attached to this letter.

One bridge and a pedestrian crossing is located at the Park Avenue West crossing over the Skokie River. During the bridge/structure inspection conducted by H&H on January 5, 2016, no physical, visual, audible, or staining indicators of bats were observed. No bats or signs of bats were observed during the inspection. The bridge and pedestrian crossing did display areas conducive to suitable NLEB habitat such as ceiling joists crevices, rough surfaces, or imperfections in the concrete or spaces between walls and ceiling joists. Suitable habitat does appear to be present within the Park Avenue West Bridge and pedestrian crossing structures due to the cracks and crevices in the concrete and spaces between walls.

Rufa Red Knot

This project will *not affect* the rufa red knot as its suitable habitat which includes coastal areas and large wetland complexes during the species' migratory window of May 1st through September 30th, is not present within the project area. The FWS has not published "critical habitat" designated for this species.

Eastern Prairie Fringed Orchid

This project will *not affect* the eastern prairie fringed orchid. FWS guidance on determination of whether the eastern prairie fringed orchid may be present in the action area of the proposed project was followed and is described below.

The action area defined by the FWS includes all areas to be affected directly or indirectly by the proposed construction, not just the immediate area involved in the action. The action area includes residential, commercial, and undeveloped land within the project limits. One WOUS, the Skokie River, and associated wet meadows (Site 1) were identified within the project limits during delineations conducted by H&H. Site 1 is summarized in Table 2.

The action area does not support moderate to high quality mesic to wet prairies, sedge meadows, marshes, or fens. The site location map, wetland location map, and representative photographs are attached to this letter. The native floristic quality inventory (FQI) and native coefficient-of-conservatism (C-value) for Site 1 is provided in Table 2.

Table 2 – Wetland and "Waters of the US" Summary

Site #*	Wetland Type	Dominant Vegetation (All Strata)	Native FQI/ Native Mean C-Value
1	Skokie River (WOUS) and associated wet meadows	Green ash Willow sp. Box elder Common buckthorn Reed canary grass	6.9/2.1

Although wet meadows are present within the project area, the native FQI and native C-value of the wetland sites indicate degraded floristic quality. Due to the low FQI and C-value of wetland Site 1 and as there are no additional wet meadows, wet prairies, sedge meadows, and fen habitat present, it was determined that Site 1 would not support the eastern prairie fringed orchid. Critical habitat rules have not been published for the eastern prairie fringed orchid.

Pitcher's Thistle

This project will *not affect* the pitcher's thistle as its suitable habitat, which includes lakeshore dunes, is not present within the project area. The FWS has not published "critical habitat" designated for this species.

Eastern Massasauga

This project will *not affect* the eastern massasauga. Its suitable habitat includes graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands). Wet meadows are present within the project limits. However, the closest record of eastern massasauga population is located over 50 miles southeast from the project limits, at the Goodenow Grove Nature Preserve. The FWS has not published "critical habitat" designated for this species.

Conclusion

In summary, the proposed improvement project will *not affect* the piping plover, Karner blue butterfly, rufa red knot, eastern prairie fringed orchid, pitcher's thistle, or the eastern massasauga.

Suitable habitat for the NLEB may be present. Therefore, the proposed project *may affect, but is not likely to adversely affect* the species. If tree removal activities comply with the FHWA's programmatic agreement and FWS's (4)d rule, the proposed project will likely *not affect* the NLEB. Coordination with agencies is recommended prior to tree removal to confirm the determination of affect and whether tree clearing will be allowed. A total of six trees and one tree stump identified within the project limits exhibit suitable roosting habitat for the NLEB.

Detailed species surveys were not conducted. This determination is based on information provided by the FWS through their Section 7 Consultation website as well as recent aerial and site photographs. If you have questions or require additional information, please contact me at 630-684-4405 or Kevin.Walsh@gza.com.

Sincerely,



Kevin J. Walsh
Environmental Scientist

Enclosures

H:\Client\Ciorba\Park Ave. West Bridge\Section 7\FWS Section 7 Letter_Park Avenue West_01282016.docx

Wetlands

Submittal Date:	01/27/2015	Sequence No:	19124			
District:	1	Requesting Agency:	Local	Highland Park	Project No:	
Contract #:		Job No.:	P-	91-375-14		
Counties:	Lake					
Route:	FAU 1255	Marked:				
Street:	Park Avenue	Section:	13-00122-00-BR			
Municipality(ies):	Highland Park	Project Length:	0.515	km	0.32	miles
FromTo (At):	@ US 41					
Quadrangle:	Highland Park	Township-Range-Section:	T43N R12E S22			
Survey Target Date:	08/01/2015	Anticipated Design Apprvl:	08/15/2015	Cleared for Design Apprvl:	11/16/2016	
Cleared for Letting:	11/16/2016	Mitigation:	No			

Initial Survey and WIE	Addendum No:								
Initiated	Due Date	Results Received	Wetland Present	District Notified	WIE Requested	WIE Received	Wetland Impacts	Resp to District	Coord Complete
		11/16/2016	No						Yes

Comments: One WOUS (Skokie River) was identified. IWPA does not cover WOUS. (JMV)

Clearances: Cultural: 2/18/2015 Bio: 8/12/2016 SW: 4/6/2015

Processing

Individual Compensation Plan Required:

404 Individual Permit Required:

Mitigation Site:
Mitigation Basin:
Bank:
Accumulation:

Owner:
Name:
Location:
Size:
Types:
Quad:
Basin:

Processing
Comments:

Wetland Impacts Evaluation

Wetland Impacts and Mitigation Required

Mitigation Site Suitability Study:

Wetland Compensation Plan:

Preparer:

Preparer:

Conceptual					Final				
Plan Received	Agency	Report Sent and District Notified	Agency Response	District Notified	Plan Received	Agency	Report Sent and District Notified	Agency Response	District Notified
	IDNR					IDNR			
	USFWS					USFWS			
	COE					COE			

Monitoring

	Monitoring Reports				Monitoring Agency:
	Received	COE Notified	IDNR Notified	District Notified	
Year 1					Construction Begin Date: <input type="text"/> Construction Complete Date: <input type="text"/> Tasked Date: <input type="text"/> Monitoring Begin Date: <input type="text"/> Monitoring Complete Date: <input type="text"/>
Year 2					
Year 3					
Year 4					
Year 5					

Monitoring Comments:

Permit(s) Type: Corps Dist.: Permit Issued:

☐ Special Conditions:

☐ Permit Agreements/Commitments:

Project Phase

Project Phase Comments:

From: OCARS_Pro@Julie1Call.com [mailto:OCARS_Pro@Julie1Call.com]
Sent: Tuesday, January 13, 2015 6:58 AM
To: Adam M. Harn
Subject: JULIE EMLCFM 2015/01/13 #00002 X0130043-00X NORM NEW DSGN

EMLCFM 00002 JULIEx 01/13/15 06:58:29 X0130043-00X DESIGN

Thank you for contacting JULIE, Inc. regarding your upcoming digging project.

Please review and print your locate request ticket below for your records. If any of the information is incorrect, please contact a JULIE call center agent by simply dialing 811 or 800-892-0123 and refer to the locate request number. The agents are available 24/7.

For information about the next steps in the process, a copy of JULIE's Homeowner's Guide, and an explanation of the color-code markings, visit www.illinois1call.com/homeowners/whatnext.html

Dig No : X0130043 Rev : 00X Digstart: 07/13/15 06:51
Rcvd : 01/13/15 06:58 Priority: 2 Expires : 01/01/00 00:00
Org Dig : X0130043 Rcvd: 01/13/15 06:51

Firm : CIORBA GROUP Caller: ADAM HARN
CoAddr1 : 5507 N CUMBERLAND AVE SUITE 402
City,St : CHICAGO, IL Zip : 60656
Phone : 773-775-4009 Ext :
Call Bk : Done For : CITY OF HIGHLAND PARK
SiteCnt : SAME AS ABOVE
Email : AHARN@CIORBA.COM

County : LAKE Place: HIGHLAND PK CIT
Address : PARK AVE
Subdiv : Cross: SKOKIE HWY

Grids : T43NR12E22*W

BestFit : 42.189331/-87.826098 42.189408/-87.819215
 : 42.188482/-87.826088 42.188559/-87.819206
PreMark : NO Directional Boring: YES Depth>7Ft: YES
Locatn : IN THE CITY OF HIGHLAND PARK, SKOKIE HWY IS AKA RT 41.
WrkType : DESIGN STAGE -- BRIDGE REMOVAL AND REPLACEMENT.
Extent : WORK IS BEING DONE ON PARK AVE AT THE BRIDGE OVER THE SKOKIE RIVER THAT
 : IS APRX,. 1000 FT EAST OF SKOKIE HWY AKA RT 41 GOING 900 FT WEST AND
 : 500 FT EAST OF THE BRIDGE.

Remarks:

Members:

ATT0A ATT / T (TRANSMISSION)	CARL DONAHUE	630-552-9785
ATTD5A ATT/DISTRIBUTION		630-573-5450
CECO0A COMED / JOLIET	DESIGN STAGE LOCATE LINE	630-576-7094
COMC4A COMCAST	MARTHA GIERAS	630-600-6352
HLPK0A HIGHLAND PARK, CITY OF	JOHN WELCH	847-926-1145
NSGC0A NORTH SHORE GAS COMPANY	JOHN WYSOCKI	847-263-4668
NSSD0A NORTH SHORE SANITARY DISTRICT	BILL STOLTZ	847-623-6060
QWST0A CTLQN - CENTURYLINK	GEORGE MCELVAIN	303-992-9931
RTS0A REDFLEX TRAFFIC SYSTEMS	NETWORK OPERATIONS CENTE	800-568-8405
USIC0A USIC LOCATING SERVICES	Information not provided	

-----Original Message-----

From: IRTH.Net@CenturyLink.com [<mailto:IRTH.Net@CenturyLink.com>]

Sent: Tuesday, January 13, 2015 7:03 AM

To: Adam M. Harn

Subject: Centurylink Locate Notification

=====

To: CIORBA GROUP Attn: ADAM HARN

Voice: 7737754009 Fax:

Re: Centurylink Locate Notification

Message from CenturyLink

The described dig area of your locate request has been checked and is clear for the CenturyLink CTLQN Network. If you have any questions please call CenturyLink at 1-800-283-4237

=====

Ticket: X0130043

County: LAKE Place: Highland Park

Address: PARK AVE

QWST0A:

The described dig area of your locate request has been checked and is clear for CenturyLink National Network, but may be a risk to CenturyLink local. If you have any questions, please call CenturyLink at 1-800-283-4237. CenturyLink has closed this ticket.

=====

Centurylink

=====

This message was generated by an automated system. Please do not reply to this email.

-----Original Message-----

From: Illinois Damage [<mailto:IllinoisDamage@usicllc.com>]

Sent: Thursday, January 15, 2015 10:57 AM

To: Adam M. Harn

Subject: Design Stage Ticket # X0130043

Adam,

If your project is regarding new or renovation construction, supplied electrical voltage needs, or changes in current electrical demands, you must contact ComEd's New Business office at 1-866-NEW-ELEC (1-866-639-3532) to begin the process to complete your request.

If your project is for a publicly funded improvement project such as road widening, sewer, water, or other general public improvement, please call ComEd's Public Relocation Department at 630-437-4855.

ComEd has forwarded your JULIE Design Stage Ticket -X0130043 -Highland Park to our company to provide the attached prints as you requested. I have also attached a ComEd Legend relative to these prints. Note that since we are submitting this information for ComEd, you may need to contact ComEd directly to further develop your project.

It is very important to note that you must take additional steps if your project is for a new or revised electric service or for a publicly funded roadway improvement project.

Have a Great Day & Keep it Safe.

Administrative Asst.

Phone : 630-396-8224

Fax: 630-396-8230

From: Nick Wolf [<mailto:NiWolf@northshorewrd.org>]
Sent: Thursday, February 12, 2015 9:25 AM
To: Adam M. Harn
Cc: Bill Stoltz
Subject: RE: Utility Atlas Request

Mr. Harn,

Please find attached a record drawing of District owned and operated sewers within the limits of your project as described below. There is a 54" interceptor which runs parallel along the East side of the Skokie drainage ditch and an 18" sewer which crosses the drainage ditch along the North side of Park Avenue. District ownership of the sewer along Park Avenue ends at the first manhole West of the Ditch.

If you have any questions or need additional information feel free to contact me.

Nicholas A. Wolf, P.E.
Engineer



P.O. Box 750
14770 W. Wm. Koepsel Drive
Gurnee, IL 60031
847-623-6060
F 847-623-2461
niwolf@northshorewrd.org

From: Adam M. Harn [<mailto:aharn@ciorba.com>]
Sent: Thursday, February 12, 2015 7:28 AM
To: Bill Stoltz
Subject: Utility Atlas Request

Mr. Stoltz,

We are currently in design stage for a project in Highland Park, IL in Lake County and would like to request and utility information/atlas in the area. Work will be done along Park Avenue West from US Route 41 (Skokie Valley Road) to approximately 500' east of the Park Avenue Bridge over the Skokie Ditch. A JULIE request was submitted on 1/13/2015 for this project (JULIE #X0130043).

I have attached a location map for your use. If any additional information is needed please feel free to contact me by email or by phone (773-355-2951).

Thanks,
Adam

Adam M. Harn
Engineering Technician I

CIORBA GROUP | Consulting Engineers
5507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656

(773) 355-2951 – Direct aharn@ciorba.com
(773) 775-4009 – Main www.ciorba.com
(773) 775-4014 - Fax

TO:
Company:
Fax: 7737754014
Phone:



FROM: GFIContingency@maillennium.att.
Fax:
Phone:

NOTES:

AT&T GFI Ticket Status Notification

Number of pages including cover: 02

Date and time of transmission: Thursday, March 12, 2015 2:49:06 PM

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This is to notify you about status of received tickets. This does not mean that another utility other than AT&T Long Distance is clear OR that future and/or different activities at the same location would be clear. This message does not include any AT&T cable formerly known as SBC, Bell South or TCG. If you have any questions about this message or if you believe you have received this notification in error, and that AT&T cable is actually in the vicinity of your excavation activity, please call 1-800-252-1133.

Locate requested by CIORBA GROUP
to the Illinois Julie One Call Center
One-Call Ticket Message Number: X0130043
Closed with status: AT&T is clear, dig site is located more than 500ft from AT&T cable. Ticket was processed by JEFFREY CERNEKEE

AT&T Reference Number: 36708810
Work Date & Time: Jul 13 2015 6:51AM
Work Location: PARK AVE, HIGHLAND PK IL
Near intersection: SKOKIE HWY

From: KASPER, RAY [<mailto:rk1561@att.com>]

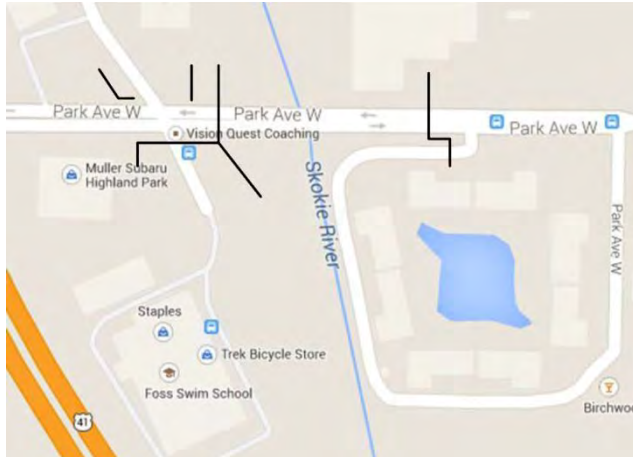
Sent: Monday, March 16, 2015 3:28 PM

To: Adam M. Harn

Subject: FW: JULIE DIG # X0130043 (Park Avenue West Bridge over Skokie Ditch) - Utility Atlas Request

Mr. Harn,

Attached is a high-level overview of AT&T buried facilities in this area.



Thank you,

Ray Kasper
AT&T
OSP Engineer
Des Plaines Design Center
rk1561@att.com
(847) 759-5352 Office
(847) 687-6538 Mobile

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From: RUTHERFORD, DEBRA J
Sent: Thursday, March 12, 2015 2:25 PM
To: KASPER, RAY
Cc: Adam M. Harn (aharn@ciorba.com)
Subject: FW: JULIE DIG # X0130043 (Park Avenue West Bridge over Skokie Ditch) - Utility Atlas Request

Thanks Ray.

*Deb Rutherford
AT&T OSPE Design & Engineering
255 E. Chicago St.
Elgin, IL. 60120
Office..847-888-6848
Cell.....847-802-0306
Fax.....847-742-1631*

From: Adam M. Harn [<mailto:aharn@ciorba.com>]
Sent: Thursday, March 12, 2015 2:11 PM
To: RUTHERFORD, DEBRA J
Subject: JULIE DIG # X0130043 (Park Avenue West Bridge over Skokie Ditch) - Utility Atlas Request

Hi Deb,

We are currently in design stage for a project in Highland Park, IL in Lake County and would like to request any utility information/atlas in the area. Work will be done along Park Avenue West from US Route 41 (Skokie Valley Road) to approximately 500' east of the Park Avenue Bridge over the Skokie Ditch. A JULIE request was submitted on 1/13/2015 for this project (JULIE #X0130043).

I have attached a location map for your use. If any additional information is needed please feel free to contact me by email or by phone (773-355-2951).

Thanks,
Adam

Adam M. Harn
Engineering Technician I

CIORBA GROUP | Consulting Engineers
5507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656

(773) 355-2951 - Direct
(773) 775-4009 - Main
(773) 775-4014 - Fax
aharn@ciorba.com
www.ciorba.com
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RECEIVED

APR 02 2015

CIORBA GROUP, INC.

March 31, 2015

Ciorba Group
5507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656
Attention: Adam M. Harn, Engineering Technician I

**Re: Utility request
J.U.L.I.E. Dig # X0130043
Park Avenue West from US Route 41 (Skokie Valley Road) to
approximately 500' east of the Park Avenue Bridge over Skokie Ditch
Highland Park, IL**

Dear Mr. Harn:

In regards to the above project, we have enclosed highlighted system drawings indicating Comcast aerial (yellow) and underground (magenta) cable facilities that are within or near the requested area.

If you have any questions relevant to this information, please feel free to call.

Very truly yours,

Robert L. Schulters Jr.
Central Division Director of Construction

By:

Ted Wyman
Right-of-Way Engineer
(630) 600-6349

Encl. Dwg. No. 4310-6706 & 4319-6706

Adam M. Harn

From: Schaefer, Ryan M <RMSchaefer@integrysgroup.com>
Sent: Thursday, October 29, 2015 10:05 AM
To: Nikolay Tumbev
Cc: Hammer, Jay R; Frank, Eric J
Subject: NSG Utility Map Request
Attachments: NoticeOfAtlasPagesByEmail.doc; WF1917_ParkAveHighlandPark_1of1.pdf

Dear Nikolay,

Please refer to the attached documentation which depicts the approximate locations of North Shore Gas Company facilities in the area of your recent request.

If you need any additional assistance, please contact us by phone at 847-263-4668, or by email at UtilityMapRequest@NorthShoreGasDelivery.com.

Thank you,



NOTICE AND DISCLAIMER

At your request, North Shore Gas is providing information regarding the location of certain of its underground facilities, including paper maps and/or electronic files (the "Information").

WARNING: UNDERGROUND FACILITY LOCATIONS SHOWN IN THE PAPER MAPS AND/OR ELECTRONIC FILES ARE FOR REFERENCE PURPOSES ONLY AND, THEREFORE, *MUST BE* FIELD VERIFIED. North Shore Gas' agreement to provide this information does not confirm or deny the location of any of North Shore Gas' underground facilities. Under the law and pursuant to the Illinois Underground Utility Facilities Damage Prevention Act (220 ILCS 50/1 et seq), you **MUST** confirm the locations of all underground facilities by requesting an underground locate through JULIE by calling 811 or 800-892-0123. Confirmation of the locations of underground facilities is **YOUR** responsibility.

DISCLAIMER: Anyone using the paper maps and/or electronic files assumes sole responsibility to verify in the field the locations of all underground facilities. To the fullest extent permitted by law, the user of the Information agrees to indemnify, defend, and hold North Shore Gas harmless from any and all claims, damages, losses, and expenses, including costs and attorneys' fees, arising out of or resulting from the use of the Information. Any user of the Information also agrees that the use or duplication of the Information constitutes agreement to the above terms and conditions.

NORTH SHORE GAS
NATURAL GAS DELIVERY

Rev. 3-11

Ryan Schaefer
GIS Technician | GIS Services

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fax 920-433-1360
rmschaefer@integrysgroup.com