

**Attachment A**  
**Scope of Services**  
**Corridor Planning Study**

**Illinois 92 Corridor Study for the Illinois Quad Cities – Rock Island, Moline,  
East Moline, Silvis and MetroLINK**

**November 1, 2018**

**Road Name:** Illinois 92  
**County:** Rock Island County, Illinois  
**Project Location:** From the Centennial Bridge/Rock Island-Milan Parkway in Rock Island to Illinois 5 interchange in Silvis

**CORRIDOR DESCRIPTION**

The Illinois 92 Corridor in the Illinois Quad Cities is one of a few east-west through corridors in the Quad Cities metropolitan area and links four cities' business districts together. Illinois 92 corridor study area interconnects the Cities of Rock Island on the most western point at U.S.67/Centennial Bridge, east through Moline, East Moline, and Silvis at Illinois 5 at the most eastern point. The study corridor is nearly 10 miles in length. Illinois 92 is federally-functionally classified as an Other Principal Arterial and carries from 9,100 – 17,500 (2010/2014) vehicles per day. It is an important freight corridor identified as an "Other National Highway System" (NHS) route carrying 150 to 575 trucks per day (2013) as described in the *2045 Quad Cities Long Range Transportation Plan*. Modest traffic growth is anticipated in the corridor with traffic forecasted as high as 19,000 Average Daily Traffic (ADT). There are one-way couples interspersed within the corridor and varying lane configurations from two to multi-lanes in segments. The corridor is **served by fixed-route transit**.

**PURPOSE**

This scope of services is prepared for the purpose of providing the Illinois Quad Cities communities of Rock Island, Moline, East Moline, and Silvis in cooperation with the Illinois Department of Transportation – District Two with a Corridor Planning Study for a 10-mile segment of Illinois 92 within the Illinois Quad Cities metropolitan area. This project will be coordinated with and under the direction of the Study Partners noted and administered by Bi-State Regional Commission, the Metropolitan Planning Organization (MPO), to develop potential solutions that establish a more complete urban environment utilizing a multi-modal and context-sensitive approach. This project is envisioned to create a future vision for the Illinois 92 corridor within the Illinois Quad Cities that establishes a multi-modal approach to providing for future transportation needs. This study will involve a community-based evaluation to determine how best to meet the needs of current and future users, and to establish a long-term plan to guide evolution of the corridor that appropriately correlates the balance between land use and transportation planning.

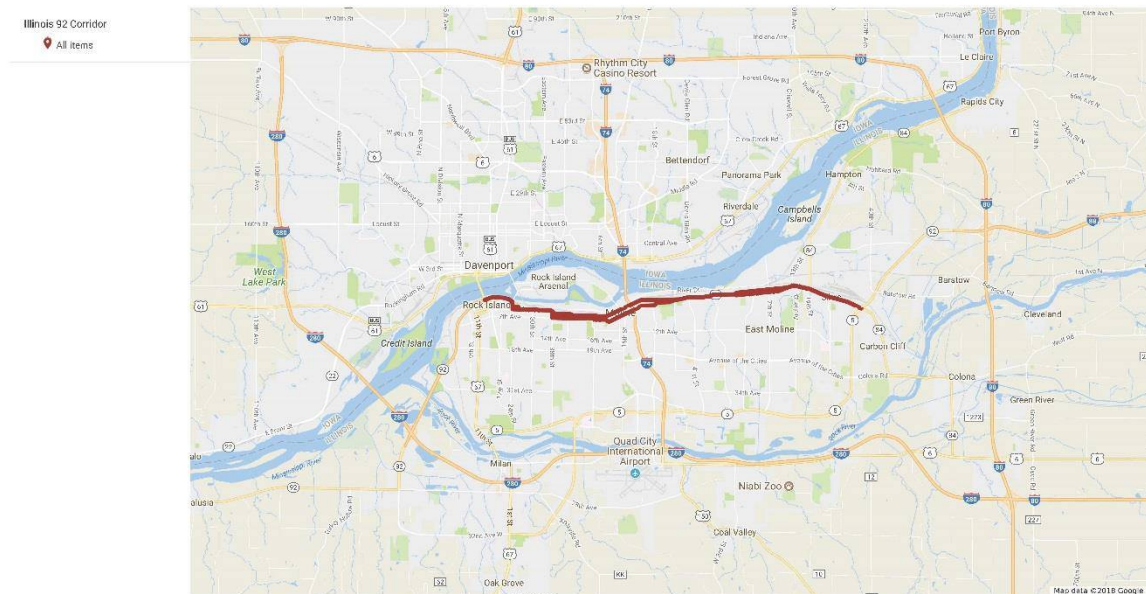
The process will begin with engaging local agencies, community leaders, and other stakeholders to provide the Study Partners with a comprehensive understanding of the groundwork that needs to be laid in determining the needs of current and future users, and

establishing a long-term plan that appropriately balances land use and transportation planning. The collaboration between the Study Partners and key stakeholders will include a Study Steering Committee comprised of staff from the Study Partners, and others as determined by the group. The consultant will engage the Committee throughout the evaluation to seek input into the planning process and to promote a heightened awareness of context-sensitive design issues as part of the concept development process.

The purpose of this Corridor Planning Study will include the development of a *Corridor Alternatives and Strategies Report*, which will outline a series of guiding goals and objectives, which identifies a range of multi-modal solutions to address the mobility needs within a context that reflects the long-term vision for the study corridor. The details of the study will be developed in an environment that encourages input and collaboration from stakeholders, as well as from various departments within Illinois DOT, which may include project development, traffic operations, design, and maintenance. The implementation plan developed as part of this corridor study will include long-term strategies that guide future development within the corridor, as well as specific improvements that can potentially be advanced in the near-term through local agency participation and/or by Illinois DOT as Resurfacing, Restoration, Rehabilitation (3-R) projects, safety enhancements or push-button projects, such as traffic operations signal re-timing projects.

**Figure 1 – Study Area Limits**

**Illinois Quad Cities Illinois 92 Corridor Study Map**



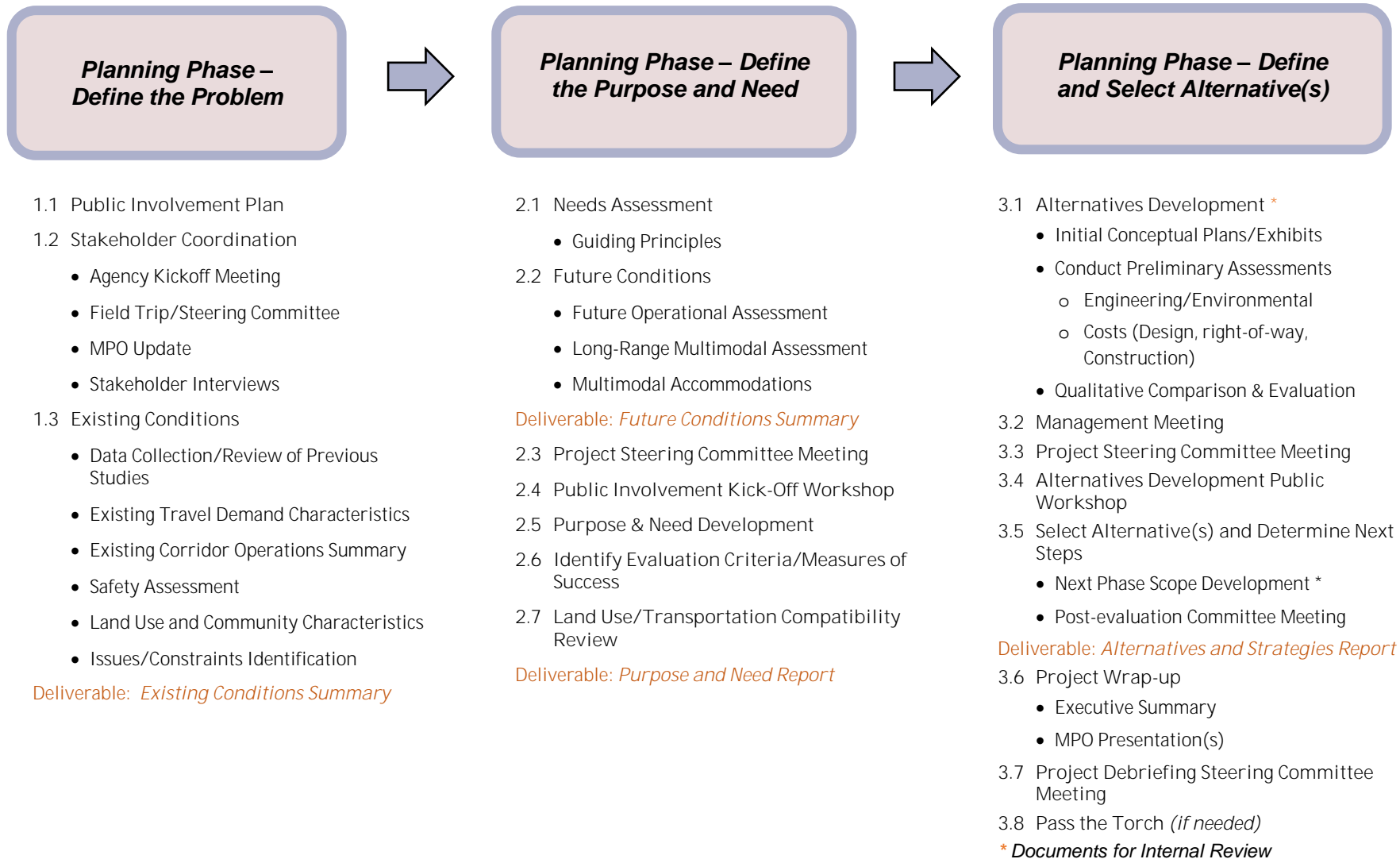
## Corridor Planning Study Process

The flow chart on the following page provides an overview of the planning process to be applied during this study. Beginning with a visioning process, key project stakeholders will be identified and engaged during a series of meetings to establish the goals and objectives for the study. This effort will be supported by a context-sensitive examination of the existing conditions and identification of constraints and opportunities. Based on the visioning process and supporting evaluations, a *Purpose and Needs Report* will be developed to summarize the issues to be addressed with the planning effort and identify a range of safety and multimodal improvements to be evaluated.

The next step in the planning process is a corridor assessment, which involves documenting the future vision for the corridor to include specific policy goals and objectives, as well as the range of potential alternatives identified during the visioning process. A due diligence evaluation of improvement alternatives will be developed to support discussions amongst the Study Partners, Bi-State Regional Commission, and Project Steering Committee as viable alternatives to be advanced into the next phase are identified. This phase of the study will include a Public Information Workshop to review the corridor planning process and study objectives, as well as to present the improvement strategies identified for consideration. At this stage in the process, any input received from the public can be given serious consideration and incorporated as needed prior to conducting a more in-depth alternatives assessment and evaluation.

With input received from the public, the Study Partners and Bi-State Regional Commission, and the Project Steering Committee, the ensuing step will be to develop evaluation criteria for the comparison of alternatives and identify the range of viable alternatives and improvement strategies at the planning level. These alternatives and strategies would need to be evaluated in greater detail in a future project development phase.

## Corridor Planning Study Process



## 1.0 DEFINE THE PROBLEM

A Corridor Planning Study represents an opportunity to engage local and regional project stakeholders in the identification of issues, establishment of planning goals, and project visioning leading to the identification of potential improvement alternatives. Collaboration with the public and project stakeholders to seek input into the development of the *Corridor Alternatives and Strategies Report* is an essential part of this project. A Project Steering Committee comprised of agency stakeholders and other interested parties will be established to help guide the planning process throughout the study. For this project, the Project Steering Committee is likely to include representatives from city staff, MetroLINK staff, representatives from the Illinois DOT, and appointed persons representing local residents, businesses, and/or property owners. A Public Planning Workshop will be held to solicit input from the public on the goals and objectives of the study, and to receive input on the full range of potential improvements to be evaluated. This will begin the consensus-building process at the planning stage, which will also identify and engage citizens and stakeholders who wish to actively participate in the development of a multi-modal planning process.

### 1.1 PUBLIC INVOLVEMENT

The CONSULTANT will provide assistance to the Study Partners and Bi-State Regional Commission in the manner of a Public Involvement Program for this project as further described herein. To the extent possible, the Study Partners and Bi-State Regional Commission will collaborate with community partners regarding previous planning efforts and related projects involving coordination with the public. This may include, but is not limited to the sharing of mailing lists, stakeholder contacts, potential meeting sites, and other materials.

- Public Involvement Plan (PIP): Development of the guidance document that details early, meaningful, and continuous public outreach efforts. The PIP should provide a strategic plan from the onset of the project to achieve and maintain public support. The goal is to produce a PIP that is project-specific, results-oriented, and a living/working document. The PIP is an important product that subsequent phases (PD&E, Design) rely on to move forward on their part of the project. Elements include, but are not limited to:
  - Specific PIP objectives, strategies to accomplish goals, actions taken, outcome/results, and measures of effectiveness
  - Controversial issues encountered or anticipated, and how handled
  - Process for identifying community stakeholders
  - Methods of public information distribution (newspaper, print, website, social media, multi-lingual materials)
  - Listing of potential stakeholders, agency contacts, and elected/appointed officials with contact information
  - Summary of anticipated coordination meetings and workshops
- Comments and Coordination Summary: This document is a reference of all the public involvement materials developed for key project meetings and public workshops. It shall include meeting agendas, summaries, and sign-in sheets;

copies of notifications, correspondence, and e-mails associated with key project decisions or agency commitments; and presentation slides, workshop handouts, mailing lists, and other relevant material documenting outreach conducted as part of this project.

## 1.2 STAKEHOLDER OUTREACH/COORDINATION

- Stakeholders Coordination Meetings: The CONSULTANT shall provide technical input, coordination, and support for the Study Partners and Bi-State Regional Commission to hold or participate in various meetings, which are anticipated to include:
  - Stakeholder Kick-off Meeting (1)
  - Identification of Project Steering Committee: Community stakeholders have been previously organized and/or identified through previous planning efforts. This activity will focus more on identifying and engaging others that are not already involved such as business and property owners.
  - Branding: This small exercise should be discussed at the kick-off meeting with stakeholder input to brand the corridor study with a simple logo to be used throughout the study.
  - Field Trip (e.g. bus tour) or Virtual Tour (1): Participants from the kick-off meeting are encouraged to attend and travel along the corridor by walking and/or transit to gain another point of view for the non-vehicular users. If a transit route is located along the corridor, it is recommended to work with the local transit provider, MetroLINK, and travel a portion of the corridor on public transportation.
  - Project Steering Committee Meetings (3): Participants are expected to include agency staff and stakeholders previously described, in addition to Illinois DOT to be engaged in the review of products and at key decision points in the process.
  - Stakeholder Interviews (TBA): The CONSULTANT shall conduct stakeholder interviews to identify and document the local governments' and transit provider's visions for the corridor. This initial outreach should focus on taking a high-level look at the future vision for the corridor, its users, and the role the facility should play in the transportation network. The CONSULTANT's participation will include participation during the meeting, providing a PowerPoint presentation (as appropriate to illustrate planning principles, potential alternatives, and/or lessons learned on similar projects), note taking, and summarizing the meeting in a memo to the file.
  - MPO Update Presentation(s): Presentations to the Quad Cities MPO Transportation Policy Committee and/or advisory committees (present project updates/results, and in addition to the MPO participation throughout the process as convener of the Project Steering Committee.
  - Pass the Torch Meeting (*see Section 3.8*)

- **Public Involvement Kick-Off Workshop:** Following the existing conditions assessment, this event will be held during the needs identification process to solicit input from any and all interested parties that wish to actively engage in the planning process. Where the opportunity exists, this effort could be done in partnership with the Study Partners in conjunction with companion planning efforts ongoing within the study area. The format of the meeting will include a brief presentation to review the study process, review existing conditions and key project issues, and to highlight samples of similar projects and/or planning techniques being considered as part of this Corridor Planning Study. The public will be presented with key project contacts and ways that the community can get involved.
- **Alternatives Development Public Workshop:** During the planning phase involving the initial corridor assessment, the CONSULTANT shall provide all support necessary for the Study Partners and Bi-State Regional Commission to hold an open Public Workshop for the development of alternative(s). The workshop will include a brief presentation to review the study process, review of the existing/future conditions and key project issues, and to highlight samples of similar projects and/or planning techniques being considered as part of this Corridor Planning Study. The public will be presented with key project contacts, and ways that the community can get involved will also be highlighted. This will include preparation of:
  - Project summary/overview handout for distribution at the meeting
  - Multi-media presentation, equipment and graphics for presentation, meeting equipment set-up and tear-down
  - Meeting notifications: Utilizing the mailing list from the Public Visioning Workshop, and contacts established in the Public Involvement Plan, the meeting will be noticed in accordance with the standard FDOT process. This includes letters to elected and appointed officials, legal advertisements, post card mailings to property owners and other interested parties, and e-mail notifications to the Project Steering Committee. (The CONSULTANT will pay the cost of publications and first class postage as applicable.)
  - News releases for use three to five days prior to meeting
  - Summary notes of meetings to be provided to the Study Partners and Bi-State Regional Commission no later than 5 business days after the meeting
  - Briefing and debriefing of Study Partners and Bi-State Regional Commission staff

With input from the Study Partners and Bi-State Regional Commission, the CONSULTANT will secure a site to host the Public Meeting. If applicable, the CONSULTANT will pay all costs for meeting site rent and insurance. The CONSULTANT will attend the meetings with an appropriate number of personnel to assist the Bi-State Regional Commission Project Manager.

Material for Project Website: The Study Partners and Bi-State Regional Commission anticipates posting study-related information to the Bi-State Regional Commission website at [www.bistateonline.org](http://www.bistateonline.org) on a page dedicated to the project. The CONSULTANT shall provide project information, graphics, and other materials generated for major deliverables, and public and stakeholder coordination meetings in a suitable format to the Study Partners and Bi-State Regional Commission for posting as requested.

**1.3 EXISTING CONDITIONS**

This Corridor Planning Study will consider previous studies, planned and programmed improvements, as well as any ongoing planning efforts by Study Partners and Bi-State Regional Commission. Consideration of the travel patterns within the corridor will also support the evaluation of alternatives. This and other data to be collected for the evaluation will be important to understanding the unique characteristics of the corridor.

**1.3.1 Data Collection and Review of Previous Studies**

The CONSULTANT shall collect and assemble relevant data to support the corridor planning process. This will include community, transportation, and environmental characteristics obtained through review of previous studies, field reviews, coordination with agencies, and other publically-available data sources such as agency GIS resources and the Illinois DOT databases. This project will consider historic traffic count data, traffic characteristics, previous traffic projections (2045 MPO TDM model), other studies, and comprehensive plans, where available. This documentation will include future physical and environmental conditions, such as adjacent land uses and projected private-sector development expansion plans along the corridor.

The goal of this study is to conduct targeted data collection that will be pertinent and useful to the issues revealed through the stakeholder interviews. For instance, the interviews might reveal that there are areas of transit-dependent populations along the corridor; therefore, transit ridership data would be pertinent. In this case, one focus would be to consider transit stops that have high ridership and evaluate potential need for improving infrastructure (sidewalks, bicycle lanes, etc.) and bus service between the stops and other activity nodes. Other examples of the types of data that could be pertinent to the subject study may include:

Community Characteristics

Transportation Characteristics

Community-Defined Issues

Community-Defined Issues

Consensus on Community Boundaries  
Demographics

Network Characteristics

Existing Land Use Characteristics

Roadway Conditions/Speeds

Property Ownership

Intersections & Signals/ITS

Businesses and Employment

Right-of-Way

Traffic Data/Factors

Educational /Community Institutions	Existing LOS
Leisure and Recreation	Access Management
Site Design Characteristics	Lighting, Bike/Ped Features
Redevelopment Potential	Transit Facilities/Locations
Context Zones	Potential Safety Issues/Gaps
Social Media	Parallel Facilities & Connectivity
Existing Land Use Plans/Context Zones	Transit Service, Headways, Ridership
	Multimodal Quality of Service/TDM
	Design Controls and Standards
	Transportation Plans/Sustainability

### Environmental Characteristics

Community-Defined Issues

Natural Resources and Landscapes

Biological Communities and Wetlands

Conservation Areas/Mitigation Sites

Contamination Site Potential

Cultural, Historic, and Archaeological

Noise and Air Quality

### Engineering/Site Characteristics

Existing Utilities/Fiber-Optics

Soils and Geotechnical Data

Flooding and Drainage Issues

Existing Permits/Current Criteria

During this data collection process, the CONSULTANT will coordinate with the Illinois DOT environmental office to assemble an existing conditions base map showing the significant corridor features and characteristics. These include lane configuration, speed limit, traffic data including (but not limited to) Average Annual Daily Traffic (AADT), crash history, sidewalks (including widths), sidewalk gaps, bicycle lane gaps, and transit service. A corridor characteristics map will be developed and utilized to assess the compatibility of proposed improvements over existing conditions.

### **1.3.2 Existing Travel Demand Characteristics**

The purpose of this phase is to gain a better understanding of the travel characteristics within the corridor. This will involve an assessment of key land use elements such as the identification of activity centers, significant employment, and other uses. It is important to develop an understanding of how the key land uses interact with each other in order to determine ways to support this with a multi-modal approach. The data to be collected will include an

estimation of current mode split to include usage by bicyclists, pedestrians and transit riders, as well as vehicular traffic.

The data required to support an evaluation of travel characteristics is evaluated with the intent of providing a representative sampling sufficient to support a planning-level evaluation. As such, documenting travel demand characteristics can involve a variety of types of data to be collected that may include traffic counts, Bluetooth data capture, travel pattern surveys, or other methods to approximate origin/destination relationships, and the local or regional traffic composition. The MPO completed a household travel survey in 2014. To the extent possible, the Study Partners and Bi-State Regional Commission will collaborate with partner agencies during the data collection phase to identify historical data that may already be available and integrate this into the planning assessment.

To supplement available data, the following additional data collection efforts may be needed as part of the subject project: machine counts to assess daily traffic volumes (tube counts), and Turning Movement Counts (TMCs) to assess intersection operations for all modes of travel. It should be noted that pedestrians and cyclist will be included as part of the TMCs. Due to the amount of pedestrians crossing the corridor at unmarked locations, additional data may need to be collected at specific mid-block crossings. Based on coordination with the local municipalities, there may be one (1) 24-hour mid-block count conducted. The specific locations potentially needed would be identified as part of stakeholder interviews. In addition, the CONSULTANT will coordinate with the Study Partners and Illinois DOT's traffic operations staff on existing studies conducted in the study area prior to any data collection. The roadway and intersections will be evaluated to identify the existing levels of service to establish a base-line condition for evaluating the needs associated with the future transportation demands.

Other elements to be considered include transit ridership statistics, transit stop locations, planned transit service, and an examination of land use to identify major activity centers and desire pathways that influence travel patterns. The study will also provide insight into the multimodal relationships that would be required to support the development of context-sensitive alternatives that further encourage the use of transit, or biking/walking between destinations.

### **1.3.3 Existing Corridor Operations Summary**

Using the travel characteristics data collected for the study corridor, perform a Level of Service (LOS) evaluation per Highway Capacity Manual (HCM) procedures as they apply to roadway links and intersections. A qualitative assessment to establish existing conditions for multi-modal mobility will also be considered. This will identify existing transit usage and potential improvements to encourage or further enhance future mobility. As applicable, a summary of the Multimodal Quality of Service will also be documented for the corridor to set the stage for a look to the future that considers overall operational performance within the context of a Complete Streets approach.

### 1.3.4 Safety Assessment

Based upon a review of the crash history within the corridor for the most recently-available five (5) years, summarize the identified crash patterns and elevated crash locations (intersections/segments), and identify potential near-term and long-term safety improvement strategies. As part of the evaluation of the crash history, the pedestrian/cyclist crashes will be assessed to identify locations of concern, ADA compliance, and connectivity concerns, as well as identify potential improvement strategies. As applicable, note any additional issues noted through field reviews or further research, with a focus on best practices in accommodating multimodal users in the corridor.

### 1.3.5 Land Use and Community Characteristics

Once the land use component information along the corridor is collected, available GIS data will be utilized in creating a series of base maps. Examples of characteristics that maps might have include: most-recent available aerial photography, parcels/property lines, major roads, zoning, existing/future land use, significant environmental features (wetlands, threatened and endangered species, contamination, and historic and archaeological sites), and available utility information. Other layers for consideration include regional and local Department of Revenue (DOR) Codes, total assessed value of parcels, and total assessed value of parcel structures. This will be summarized in the context of the land use policies and land development regulations established through recent and ongoing planning efforts.

### 1.3.6 Issues/Constraints Identification

Based on the previous subtasks, the CONSULTANT shall review the data collected to identify the preliminary issues and/or constraints on the corridor. This will include issues and/or constraints based on community, transportation, and environmental characteristics obtained through review of previous studies, field reviews, coordination with agencies, previous public workshops/meetings, and other publically-available data sources such as agency GIS resources and the Illinois DOT databases.

## PROJECT DELIVERABLE: Corridor Existing Conditions Report

The results of the existing conditions evaluation developed in Task 1 will be documented within the *Corridor Existing Conditions Report*. This deliverable will set the stage for additional documentation to be developed in subsequent phases.

## 2.0 DEFINE THE PURPOSE AND NEED

This task involves working with Study Partners and Bi-State Regional Commission to identify, describe, and illustrate the overall goals for the development of context sensitive improvements to help transform Illinois 92 Corridor into a multimodal urban thoroughfare. Using the data collected in Task 1, the CONSULTANT shall identify feasible land use, safety, capacity, and multimodal improvement strategies for the corridor. The task will include a future conditions assessment and consultation with the Project Steering Committee to support the identification of viable improvement options.

## 2.1 NEEDS ASSESSMENT

Utilizing the results of the visioning phase and input received from the Project Steering Committee, the Consultant will begin to further define the policy elements of the Corridor Planning process that will feed into the identification of improvement strategies and assessment of these alternatives. The first step in this process is to interview stakeholders to discuss the purpose and need for the project and gain additional perspective on the goals and objectives that should guide the evaluation. These interactions are informed by the perspective gained through the existing conditions assessment, and are supported by data that has been collected within the corridor.

A solid understanding of project need, and the goals and objectives for the corridor, will support identifying a range of potential improvement alternatives to be evaluated. Perhaps more importantly, the needs assessment will also identify the evaluation criteria and measures of success to be utilized for the comparative evaluation of improvement options and subsequent analyses.

### 2.1.1 Guiding Principles

Based on the findings of the previous tasks and continued input from the stakeholders, the guiding principles can be developed. For agency stakeholders familiar with the planning process, this item could be discussed as part of the initial interviews, or could be summarized as input into a more formal discussion to be held as part of the first meeting with the Project Steering Committee. Ideally, the list of guiding principles should be a brief list of succinct points that speak to what the community thinks is important as it relates to the multi-modal transportation vision and the associated land use goals of the study area. The guiding principles should address what the vision is, who the major users are, and the desired role of the facility.

## 2.2 FUTURE CONDITIONS

The project perspective gained through the needs assessment and initial coordination with project stakeholders sets the stage for an assessment of improvement alternatives in context of the future vision. This begins with an understanding of anticipated growth, planned development, and future land use objectives that will impact the form and function of the transportation corridor. Following a context-sensitive approach that emphasizes the livability and multimodal planning vision for the corridor, the CONSULTANT will:

- Review relevant traffic projections from other studies, local and regional growth trends, and Long Range Transportation Plan (LRTP) future year model projections.
- Assess the future land use and development potential within the study corridor, including known or expected major generators, and determine a reasonable projected build out scenario to be considered for the design year.
- Identify future land use changes, and planned and programmed improvements to utilities, roadway, pedestrian, bicycle, and transit elements.
- Utilize readily-available model outputs and/or a trends analysis with assume growth rates; identify a reasonable estimated range of person trip volume

projections within the study area during the design year (anticipated to be 2050).

**ALTERNATE SECTION (WITH TRAVEL DEMAND MODELING) Option:** Utilizing the currently-adopted travel demand forecasting model (2045 horizon year) from the MPO, the CONSULTANT will evaluate the validity of the base year traffic forecasts and update, as necessary, the highway network and socio-economic data. All programmed and planned roadway improvements will be verified, documented and included in the transportation model. In addition, the CONSULTANT will coordinate with affected local municipalities to identify and quantify any approved/development traffic and the source of the project. Based on the aforementioned information, the CONSULTANT will assemble the year 2045 base-line future forecasts for the study corridor roadways and intersections.

- Perform an initial operational analysis with future traffic volumes to identify deficiencies at key intersections and roadway segments based on the existing conditions.
- Utilize the results of the initial operational analysis, and identify potential land use changes or other requirements that could be considered to encourage use by alternate modes.

### **2.2.1 Future Corridor Operations Summary**

Using the future travel characteristics forecast for the short-term and long-term conditions, the CONSULTANT will perform a Level of Service (LOS) evaluation per Highway Capacity Manual (HCM) procedures as they apply to roadway links and intersections. A qualitative assessment to establish future conditions for multi-modal mobility will also be considered if future development is anticipated to occur along the corridor and/or multimodal improvements are planned/programmed. As applicable, a summary of the Multimodal Quality of Service will also be documented for the corridor to set the stage for potential alternatives that consider overall operational performance within the context of a Complete Streets approach.

### **2.2.2 Long-Range Needs Assessment**

**ALTERNATE ADDITION FOR PROJECTS WITH MODELING:** Utilizing a simulation model, the CONSULTANT will evaluate up to three (3) alternatives that will provide relief to the roadway congestion and level of service deficiencies expected along IL92 Corridor.

It is understood that these alternatives would be preliminary in nature and are subject to change based on the results of the future traffic conditions identified in Task 3.3.

Utilizing the forecast data, results of the future conditions assessment, and input from the Project Steering Committee, identify a series of improvement needs to be evaluated. Development patterns, redevelopment opportunities, and regulations play a major role in determining the type of multimodal alternatives that are appropriate for the corridor. Consideration shall be given to maximizing opportunities for utilization of non-vehicular modes such as bicycle, pedestrian, and transit. Types of enhancement needs could possibly include:

- a. Improving parallel roadways and/or network connectivity in the vicinity of the corridor
- b. Operations strategies to provide for long-term capacity needs
- c. Multimodal strategies to increase the movement of people in and through the corridor

The results of the visioning phase will be documented in a Purpose and Needs Summary, which will highlight stakeholder input received from the Project Steering Committee, a summary of planning goals and objectives, and a range of potential improvement strategies to be evaluated in the next phase.

### **2.2.3 Multimodal Accommodations**

The CONSULTANT will coordinate with transit entities and local government officials in order to determine the multimodal accommodations to be studied and evaluated as part of the project improvement. While this task is focused primarily on identification of existing and planned multimodal facilities, provisions for additional transit service and/or facilities identified through the visioning process shall also be considered. Also included in this task is consideration of bicycle and pedestrian facilities.

## **2.3 PROJECT STEERING COMMITTEE MEETING**

Following the future conditions analysis, this meeting will be held during the needs identification process to solicit input from the key stakeholders to discuss the future conditions and potential alternatives. The format of the meeting will include a brief presentation to review the study process, review existing conditions and key project issues, and highlight samples of similar projects and/or planning techniques being considered as part of this Corridor planning study. The CONSULTANT will provide exhibits developed through the study process to illustrate the range of potential improvement options that have been identified. This could include sketch-level concepts showing key elements, planned development plans, or aerial-based overlays. The use of planning tools to effectively communicate project concepts and receive input from the Visioning Team is encouraged.

### **PROJECT DELIVERABLE: Future Conditions Summary**

The result of the future conditions evaluation and identification of potential corridor needs developed will be documented within the *Future Conditions Summary* and provided to the study project manager. This technical memorandum is a concise document that will set the stage for the discussion of the purpose and need, as well as future corridor conditions, at the public involvement kick-off workshop.

## **2.4 PUBLIC INVOLVEMENT KICK-OFF WORKSHOP**

Following the future conditions assessment and identification of needs, a public involvement kick-off workshop will be held during the needs identification process to solicit input from any and all interested parties who wish to actively engage in the planning process. Where the opportunity exists, this effort could be done in coordination with the Study Partners and Bi-State Regional Commission in conjunction with companion planning efforts ongoing within the study area. Similar

to the Project Steering Committee meeting, the format of the meeting will include a brief presentation to review the study process, provide a synopsis of the existing conditions and key project issues, and highlight the future conditions and potential alternatives being considered as part of this corridor planning study. The public will be presented with key project contacts, and ways that the community can get involved will also be highlighted.

## 2.5 PURPOSE & NEED DEVELOPMENT

The CONSULTANT will be required to develop a clear "purpose statement" and supporting "needs statement" that will guide the succeeding steps of the study, which may include planning and designing new transportation facilities. When developing the "purpose and need" for a project, the "purpose statement" will be based on the defined problem and guided by the principles stated in the previous tasks. The "needs statement" should be supported by the multi-faceted data and findings of the previous phase, and should not be focused only on traffic and safety aspects of the problem.

The "purpose and need" statements form the basis for the more detailed purpose and need section required by the PD&E/NEPA process, should the project end up being advanced into this more-detailed study phase. The "purpose statement" should not be long and elaborate but short and to the point, typically one sentence.

**Example Purpose Statement:** *The purpose of this study is to enhance multi-modal mobility and improve safety while supporting economic development goals. The supporting "needs statement" is typically a few short points reinforced by bullets with details describing the needs within the corridor, as in the example below:*

**Example Needs Statement:** *Improving multi-modal mobility is necessary because there is current and future demand for bicyclists, pedestrians, and transit users. Multi-modal/context-sensitive enhancements to the corridor support an improved aesthetic that can be leveraged to spur economic development. This is reinforced by the following data and observations collected during phase 1 of the subject evaluation:*

- *High levels of pedestrians and bicycles counted at these intersections ... .*
- *Transit ridership data suggests heavier-than-average usage and an increasing trend over the last five (5) years.*
- *The City of Megapolis has designated this corridor as a priority development corridor as part of the recently-established Salt Life Community Redevelopment Area (CRA). As part of this initiative, more-compact development is being encouraged.*
- *Crash history suggests a pattern of crashes consistent with a vehicle-pedestrian conflict issue that is observed at these intersections/other specific locations.*
- *Parking utilization at the shopping center adjacent to the beach public access suggests a spill over that is infringing upon the private businesses.*
- *The transit agency has developed a pilot program to incentivize shared parking at underutilized shopping centers in conjunction with free/reduced-fare*

*bus conveyance to offset the need for additional investment in public parking at the beach and associated impacts entailed therewith.*

**2.6 EVALUATION CRITERIA/MEASURES OF SUCCESS**

The CONSULTANT will evaluate the proposed conceptual alternatives based on a host of factors that are pertinent to the issues surrounding the study corridor. The evaluation criteria established as part of the initial corridor assessment may be expanded, or analyzed in more specific detail to support a comparative evaluation of the viable alternatives. The types of evaluation criteria that may be considered as part of this effort include:

Travel Service Characteristics

- Multimodal Traffic Volumes/Mode Split
- Future Levels of Service
- Multi-modal Quality of Service \*
- Intersections/Signalization
- Access Management
- Multimodal Traffic Control Plan
- Pedestrian and Bicycle Facilities
- Transit Facilities
- Signage and Wayfinding

Planning Considerations

- Public-Private Partnerships
- Implementation/Funding Needs
- Aesthetics and Landscaping
- Special Features

Environmental Characteristics

- Natural Impacts
  - Wetlands, T&E Species
- Physical Impacts
  - Contamination, Air & Noise
- Social Impacts
  - Cultural & Historic, Archaeological
  - Right-of-way Impacts and Relocations
  - Community Issues
- Mitigation Requirements
- Agency Concerns

Engineering Characteristics

- Design Standards
- Right of Way Needs
- Utility Effects
- Soils/Geotechnical Issues
- Drainage/Permitting Needs
- Safety Requirements/Upgrades
- Design, right-of-way and Construction Costs
- Design and Construction Timeframes

\*NOTE: As part of the operational analysis, the CONSULTANT will evaluate the degree to which each improvement will meet the project objectives or purpose and needs. This element in the matrix may include quantitative analysis results as applicable, but

will also consider qualitative assessments such as congestion severity, drainage characteristics, walkability, system/network continuity, impacts to access, and ability to improve multimodal transportation and connectivity.

## 2.7 LAND USE/TRANSPORTATION COMPATIBILITY REVIEW

At this stage, the Study Partners and Bi-State Regional Commission should now understand the current and future anticipated travel patterns and how this matches up with the vision for the corridor that has been identified through coordination with project stakeholders. The vision for the corridor and the types of transportation improvements to be developed should support the desired local and regional mobility needs, community livability, and economic development goals. By the same token, the land uses that will support this transportation vision should be aligned to ensure that the corridor is compatible with the investments made into the transportation infrastructure.

It is critical that the Study Partners and Bi-State Regional Commission have this perspective, and that the appropriate land use/transportation compatibility be reviewed at an early stage in the process. To this end, it is recommended that an assessment of this “readiness” is documented so as to reinforce the appropriateness of the timing of the study as a lead-in to the alternatives development process. If at this stage it is found that there are land use compatibility issues to supporting the corridor vision, the Study Partners and Bi-State Regional Commission may choose to further discuss this issue and determine the appropriate next steps.

### PROJECT DELIVERABLE: Purpose and Needs Report

The result of the future conditions evaluation and identification of corridor needs developed in Task 2 will be documented within the *Corridor Purpose and Needs Report*. This deliverable will set the stage for additional documentation to be developed in subsequent phases.

## 3.0 DEFINE AND SELECT ALTERNATIVES

This portion of the study will focus on the viable improvement strategies that address conditions identified in earlier phases. The result of this phase of the study will be a *Corridor Alternatives and Strategies Summary* that includes general cost estimates for Design, Right-of-way, and Construction, as well and identification of issues related to potential near-term and long-term implementation strategies.

Utilizing the information developed in previous Tasks, the CONSULTANT shall finalize the alternatives with consideration of the desires of the community and stakeholders in order to satisfy the best practices on context-sensitive solutions for livable communities. Examples of the types of improvement recommendations that can be anticipated for this evaluation may include, but are not limited to:

- Conceptual geometric improvements that may include intersection modifications, or improvements to parallel facilities that improve network connectivity. Exhibits should include sufficient detail to support an assessment of potential impacts and project costs (Design, Right-of-way, and Construction), with details such as horizontal and vertical roadway geometry at critical locations, significant structures, intersection details, major utilities, significant drainage features, existing and proposed right-of-way lines, edges of pavement, and median openings. A suitable

design schedule shall also be provided as guidance to the Study Partners in support of subsequent phases.

- Operational improvements such as signal system modifications and utilization of newer technologies such as Adaptive Signal Control, and/or enhance ITS communication/monitoring tools.
- Recommendations for crosswalks, improved crossings, and other pedestrian and bicycle oriented access improvements.
- Land use policy modifications.
- Transit system improvements.

Leading into the alternatives development process, the Study Partner should have a complete understanding of key project issues, purpose and need, and the evaluation criteria by which improvement strategies will be evaluated in order to determine their measures of success. In short, with the planning foundation now in place, the study is ready to begin developing alternatives. This begins by engaging the Project Steering Committee to identify a range of potential improvement options that support the purpose and need and reinforce the guiding principles. To support this process, the CONSULTANT will develop initial concepts, or facilitate an interactive workshop in which stakeholders are engaged to develop alternatives with assistance from the Study Partners and Bi-State Regional Commission.

### **3.1 ALTERNATIVES DEVELOPMENT**

#### **3.1.1 Initial Alternatives Brainstorming**

Based on input received from project stakeholders in the previous task (task 2.3), the CONSULTANT shall prepare initial conceptual plans or exhibits illustrating the range of possible alternatives. Such materials may include sketch-level typical sections that show key elements such as travel lanes, median enhancements, transit features, sidewalks, trails, and/or pedestrian amenities. Other types of exhibits might include aerial-based overlays showing locations of transit shelters, bus pull-outs, and other improvements that are compatible with planned and ongoing redevelopment projects that provide higher densities of residential office, and commercial uses.

#### **3.1.2 Identification of Viable Alternatives**

At the point when the alternatives brainstorming conducted with the PVT has been documented, the CONSULTANT will formulate a summary of potential options and coordinate with the Study Partners to identify a range of viable improvement alternatives to be further advanced as part of the Corridor Study. This will involve further refinements to the exhibits created in the initial brainstorming to a level of detail sufficient to communicate the project concepts to various disciplines within the Study Partners that will provide input into the planning process.

Once developed and refined, planning-level conceptual plans will be shared with the Internal Review Team as determined by the Study Partners, who will review the alternatives in detail and provide a better understanding for potential issues and other challenges to be considered in further detail. The Internal Review

Team coordination will ensure that any significant potential issues with the project are identified at an early stage so that they can be addressed before advancing beyond planning. It is noted conceptual plans will also be reviewed in greater detail during the Project Development, or Project Development and Environment (PD&E) stage that will follow this effort as well.

For the viable alternatives identified to move forward following the internal review, additional detail will be developed to identify corridor segmentation, specific typical section elements and options, alignment alternatives, consistency with locally-adopted plans, and other aspects to be considered during PD&E, if applicable.

Also as part of the Alternatives Evaluation phase, the appropriate coordination shall be conducted to identify and propose Joint Project Agreements with project stakeholders and agency partners to the extent possible. This may include secured agreements, or written commitments from official stakeholders at a minimum that can be documented within the *Corridor Alternatives and Strategies Summary*.

### **3.1.3 Alternative Preliminary Engineering/Environmental Assessment**

An assessment of the operational characteristics of the improvement strategies will be conducted as input into the evaluation of future “build” conditions. For the types of improvement strategies likely to be included as part of this Corridor Planning Study, a network analysis involving use of the regional travel demand model will be developed to evaluate the network benefits that will be realized by the proposed improvements that have been identified through the planning process. A more refined operational analysis of viable alternatives will include using traffic simulation software or other HCM-compatible analysis tools to evaluate projected peak hour conditions, and better-identify turning capacity needs at intersections.

It is noted that the evaluation of multiple alternatives involving an analysis that requires travel demand modeling and operational analyses can be costly. To the extent possible, the Study Partners will seek input and technical support from the MPO to help offset the costs of conducting an evaluation involving these tools. As needed, the planning effort may also consider a longer-term assessment involving an aggregate “supply/demand” analysis of corridor demand. Unlike conventional methods, this may involve an iterative mode split analysis, involving the identification of target splits required to achieve an acceptable multi-modal quality of service, rather than applying a traditional method of identifying the mode split assumptions associated with a particular strategy. Mode split outcomes for local and regional trips needed to achieve the shared regional vision and specific corridor strategy will be identified, which lead to needs related to future land use and related policy modifications needed to achieve those targets.

Similar to the presentation of existing corridor operations, future conditions should be developed as a Multimodal Quality of Service analysis with a series of figures and tables that highlight the various results.

Utilizing the evaluation criteria and input received during the Public Involvement Workshop, the CONSULTANT shall conduct a due-diligence/fatal flaw evaluation of the improvement strategies and recommendations that involves:

- evaluation of future travel service characteristics and/or target utilization assumptions for the multimodal distribution between vehicular (single-occupant, carpool), transit, bicycle, and pedestrian modes
- preliminary assessment of engineering issues (geometrics, drainage, potential right-of-way needs, and others) as needed to support a review and comparison of alternatives by the Study Partners
- desktop assessment to evaluate the potential for environmental impacts (social, natural, and physical) to be further explored during subsequent phases
- assessment of the financial and policy implications of the individual options to include relative project costs (Design, Right-of-way, and Construction) that may be either qualitative (i.e., \$, \$\$, \$\$\$) or quantitative utilizing planning-level estimates, or cost-per-mile models that can be developed with minimal effort
- assessment of potential land use patterns to support the options, and a fatal flaw screening process of these options

#### **3.1.4 Planning-Level Cost Estimates**

The CONSULTANT shall develop project cost estimates for each viable improvement alternative evaluated as part of the Preliminary Engineering Analysis. Total project cost is comprised of components that include design, right-of-way, construction, and CEI. The Construction cost estimate can be developed using standard or best practices estimating methods. The design component can be estimated using the standard estimation guidelines. For improvements requiring substantial additional right-of-way for improvements such as off-site stormwater ponds, the Study Partners will provide support to develop the right-of-way cost estimate. Right-of-way impacts are not anticipated for most Corridor Planning Studies having a focus on multimodal improvements. However, investigation of one-way pairs or other alternatives involving parallel corridors may require an assessment of right-of-way impacts. The Study Partners will review and concur with all cost estimates.

Note: Some of the improvements identified may not be eligible for funding through the state or federal sources. Examples would include, but are not limited to, most aesthetic enhancements such as irrigated landscaping, decorative lighting fixtures, and street furniture. To the extent that such enhancements are incorporated into state facilities, this would be funded by an agency partner or through other secured funding sources under a joint project agreement.

#### **3.1.5 Comparative Evaluation**

The Consultant will compare the benefits and costs of each *corridor-level alternative*.

#### **3.1.6 Qualitative Evaluation of Alternatives**

The CONSULTANT will prepare a summary of opportunities and constraints. Alternatives will be qualitatively compared and evaluated based upon the previously identified evaluation criteria and/or measures of success.

Utilizing the established evaluation criteria, prepare a matrix comparing the project opportunities and constraints. This will include a qualitative summary of anticipated impacts and costs associated with the various improvement strategies. This step will be used to support coordination with the Project Steering Committee as part of the process to identify the alternative(s) recommended for implementation. The CONSULTANT shall analyze and evaluate each desired improvement to a point of sufficient decision making as a viable improvement. The impact for each improvement shall be identified and expressed in a form suitable for comparison *to other corridor improvements*.

### **PROJECT DELIVERABLE: Conceptual Plans/Exhibits**

The CONSULTANT shall provide a preliminary set of the conceptual plans and exhibits as a result of the alternatives development, which includes the previous preliminary assessment and qualitative comparison/evaluation. This will likely include a table of design criteria to guide the future development of multimodal recommendations, safety enhancements, and bicycle/ pedestrian improvements. The conceptual plans will be provided to the Study Partners on roll plots to help facilitate thought and feedback, as well as on aerial figures summarizing the type of proposed alternative(s), location, and caveat to the various improvement strategies. As part of this deliverable, the CONSULTANT will hold project review meetings with Study Partners and Illinois DOT District planning, program management, design, and traffic operations staff with the purpose of reviewing key elements such as design speeds, typical sections, and the configuration proposed improvements.

#### **3.2 MANAGEMENT MEETING**

Following the internal review of the developed alternative(s), the CONSULTANT shall meet with the Illinois DOT senior management, such as the District Engineer, if requested by the DOT and available. The format of the meeting will include a brief presentation to review the study process, briefly discuss the existing and future conditions traffic assessment, and highlight key project issues and proposed alternative(s) being considered as part of this corridor planning study.

#### **3.3 PROJECT STEERING COMMITTEE MEETING**

Following the internal review and development of alternative(s), this meeting will be held to solicit input from the key stakeholders on the proposed alternative(s) and review the evaluation and identify the viable improvement strategies/policy objectives to be carried forward in the study process as part of the alternatives assessment. The format of the meeting will include a brief presentation to review the future conditions and key project issues and proposed alternative(s) being considered as part of this Corridor planning Study. To assist in facilitation of this discussion, a summary of the alternatives comparison and supporting detail with respect to the engineering and environmental evaluations, project costs, policy considerations, and other supporting detail will be provided to stakeholders in advance.

#### **3.4 ALTERNATIVES DEVELOPMENT PUBLIC WORKSHOP**

Hold a Public Planning Workshop to solicit input from the community as the planning vision for the Illinois 92 corridor is developed. This open forum will be utilized to introduce the study and present the information collected to-date with regard to corridor operations, deficiencies, and opportunities, and to discuss and solicit input on the overall vision and scope of the study. In addition to a presentation of the overall study area, Corridor Planning Process, and general issues, the Workshop will review the listing of potential improvement alternatives identified through the multimodal needs assessment that will be studied as part of the initial corridor assessment. This affords the public an opportunity to provide valuable input to the Study Partners and Bi-State Regional Commission on these as well as additional considerations that may be important to the planning process.

### **3.5 SELECT ALTERNATIVE(S) AND DETERMINE NEXT STEPS**

Based on the planning level engineering analysis and coordination with the project stakeholders, the Study Partners will determine which viable improvements will be recommended for inclusion into the Corridor Alternatives and Strategies Summary. This will involve project review meetings with Illinois DOT District staff with the purpose of reviewing key elements such as design speeds, typical sections, and the configuration proposed improvements.

As a result, the CONSULTANT shall hold a post evaluation team meeting with the Project Steering Committee to discuss the selected alternatives and next steps. The CONSULTANT will provide a brief summary within the report outlining guidance and potential next steps for the implementation of the recommendations based on the post evaluation team meeting.

#### **3.5.1 Next Phase Scope Development**

As a result of the corridor study, the CONSULTANT will provide a summary of the key issues and concerns, as well as provide direction to the Study Partners staff responsible for advancing the project(s) in the next phase of project development (e.g. design, traffic operations, or PD&E). The intent of this task is not for the CONSULTANT to develop the Scope of Services, but rather provide an overview of the key project issues and decisions resulting from the planning efforts, so that they can be reflected within the scope of services for the next phase. This will include a summary discussion of items, such as, but not limited to:

- Basic project information
  - Route Number, State Road, Limits, Mile Posts, posted/design speeds, Related Projects by others, etc.
- Summary of project-specific characteristics:
  - Need for right-of-way, bridges, utilities, construction concerns, level of service (capacity) required, list of agency partners/stakeholders, CD of study reports and other
- Purpose and Need Summary/Project Description

- Summary of key issues pertaining to next phase scope items:
  - Physical Constraints/Issues: Roadway, right-of-way, drainage, utilities, traffic operations, multi-modal features (bike, pedestrian, transit), lighting, structures
  - Data and Permitting Needs: Survey requirements, geotechnical requirements, required agency permits, design variations/exceptions

### **3.5.2 Post-Evaluation Project Steering Committee Meeting**

As a result of the Alternatives Development Public Workshop, the CONSULTANT shall hold a post evaluation team meeting with the Project Steering Committee to discuss the selected alternatives and next steps. The CONSULTANT will provide a brief summary within the report outlining guidance and potential next steps for the implementation of the recommendations based on the post evaluation team meeting.

### **PROJECT DELIVERABLE: Corridor Alternatives and Strategies Report**

The CONSULTANT shall prepare a Corridor Alternatives and Strategies Report that provides reference to the corridor purpose and Needs Summary Developed previously, with a synopsis of the corridor planning process that was followed. This report will highlight key issues, stakeholders input, and a summary of the alternatives developed in the previous tasks. The summary shall also provide a discussion on the identification of potential barriers to implementation for the preferred regulatory and institutional facets. This task will also identify the necessary actions anticipated from the private sector to maximize the support for the preferred alternative(s) and staging plans. Additional elements include the identification of existing funding partners, as well as any and all agency commitments, with the background reasons/history, identification of responsibilities, consideration of preliminary funding agreements, unresolved issues, implementation phasing, appropriate delivery method (i.e. maintenance contract, 3R, pushbutton, etc.), relative correspondence, etc. The information provided in the Corridor Alternatives and Strategies Report is a compilation of material that was gathered in previous tasks.

This document will also include an outline of project priorities and a recommended plan for implementation with descriptions of the phases needed for each proposed project on the priority list, anticipated timelines, and responsible parties to help guide the next step of the project, whether the improvements are short-term or long-term improvements. In addition, the purpose and needs statement should be revisited and revised (if necessary) for each of the selected alternative(s).

Once approved, a copy of the Corridor Alternatives and Strategies Report and the results of the planning study to date will be shared with the local stakeholders.

### **3.6 PROJECT WRAP-UP**

Once approved, a copy of the Corridor Alternatives and Strategies Summary and the results of the planning study to date will be shared with the stakeholder agencies. This will likely involve presentations to the various stakeholder agencies, as requested. In addition, a one to two-page executive summary should be developed and provided to the various board committee members summarizing the

key aspects of the study (e.g. purpose and need, traffic condition assessment, developed alternative(s) and strategies, conceptual plans, and recommendations).

In addition, the CONSULTANT will provide a complete package of relevant project materials and consolidation of final documents to the Study Partners, as it is an important step when the study is passed to the next phase. The final package of the study should include, but not limited to:

- Project Archive CDs (# TBA) of all Study-related materials/Final Documents
- Comments & Coordination Summary
  - Project contacts/listing of stakeholders
  - Summary table of all public meetings (PVT, meetings, workshops) with dates, attendees, number of comments received.
  - Summary of comments received with responses.

### **3.7 PROJECT DEBRIEF MEETING**

The CONSULTANT shall attend a post-project debriefing meeting with the STUDY PARTNERS AND BI-STATE REGIONAL COMMISSION to discuss lessons learned and evaluate the effectiveness of various elements involved in the project. The purpose of this meeting is to provide a positive and open interaction as part of a valuable feedback loop that will support the continued evolution and refinement of the Corridor Planning Study process.

### **3.8 PASS THE TORCH (if necessary)**

As part of this effort, the CONSULTANT shall prepare the necessary presentation(s) to review the final Corridor Alternatives and Strategies Summary with the Study Partners. If required, the CONSULTANT will assist in preparation of a Typical Section Package, as well as the required documentation for any design variations or exceptions for approval by District staff in accordance with the Illinois DOT requirements.

## **4.0 MISCELLANEOUS SERVICES (PROJECT MANAGEMENT AND SCHEDULE)**

Project management efforts for complete setup and maintenance, developing monthly progress reports, schedule updates, work effort to develop and execute sub-CONSULTANT agreements etc. should be outlined. Progress reports shall be delivered to Study Partners and Bi-State Regional Commission in an electronic format as prescribed by the group and no less than 10 days prior to submission of the corresponding invoice. Judgment on whether work of sufficient quality and quantity has been accomplished will be made by Bi-State Regional Commission by comparing the reported percent complete against actual work accomplished.

Within ten (10) days after the Notice to Proceed, the CONSULTANT shall provide a project schedule to include anticipated timelines for key project elements and target deadlines for deliverables. To assist the Bi-State Regional Commission in coordination with the Study Partners' staff and project stakeholders, the project schedule should also include relationships/dependencies between key milestones with anticipated durations. The anticipated duration for this Corridor Planning Study should be in number of months. It is

understood that public involvement and coordination with the Project Steering Committee is likely to drive the overall schedule of the project. Details should be provided to cover the lead times for notifications and pertinent details affecting the scheduling of coordination meeting and other major public events.