

COUNTY OF KANE

Christopher J. Lauzen
Kane County Board Chairman



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NOV 14 2013

COUNTY BOARD

DOCUMENT VET SHEET

for
Christopher J. Lauzen
Chairman, Kane County Board

Name of Document: Letter of Intent with the Illinois

Resolution No.: 13-355

Department of Transportation for I-88 and IL 47 Interchange Project

Submitted by: Linda Haines

Dept. Head Signature: [Signature]

Date Submitted: October 21, 2013

Dept. Head Sign-off Date: 11-8-13

Examined by: Pat Jaeger
(Print name)

[Signature]
(Signature)

10-21-13
(Date)

Post on the Web: YES NO Atty. Initials [Signature]

Comments:

Chairman signed: YES NO 11/19/2013
(Date)

Document returned to: Haines/KDOT
(Name/Department)

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 13 - 355

APPROVING A LETTER OF INTENT BETWEEN THE COUNTY OF KANE, THE VILLAGE OF SUGAR GROVE, THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY, AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION FOR THE INTERSTATE 88 AT ILLINOIS ROUTE 47 FULL INTERCHANGE

WHEREAS, the Illinois Constitution of 1970, Article VII, Section 10 and 5 ILCS 220/1 *et seq.* authorizes the County of Kane (hereinafter "Kane"), the Village of Sugar Grove (hereinafter "Sugar Grove"), the Illinois State Toll Highway Authority (hereinafter "Tollway"), and the Illinois Department of Transportation (hereinafter "IDOT") to cooperate in the performance of their respective duties and responsibilities by contract and the other agreements; and

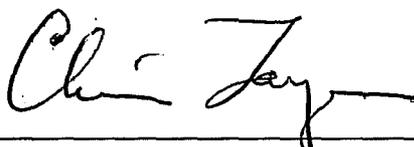
WHEREAS, Kane, Sugar Grove, Tollway, and IDOT, in order to facilitate the free flow of traffic and ensure safety to the motoring public, desire to improve Interstate 88 by constructing a full interchange with Illinois Route 47 (hereinafter the "Project"); and

WHEREAS, Kane, Sugar Grove, Tollway, and IDOT desire to enter into a Letter of Intent (a copy of which is on file with the County Clerk's Office) in order to serve as a basis for the development of a future Intergovernmental Agreement for the Project.

NOW, THEREFORE, BE IT RESOLVED that the County of Kane enter into a Letter of Intent with the Village of Sugar Grove, the Illinois State Toll Highway Authority, and the Illinois Department of Transportation and that the County Board Chairman is hereby authorized to execute said Letter of Intent.

Passed by the Kane County Board on November 12, 2013.

John A. Cunningham
Clerk, County Board
Kane County, Illinois



Christopher J. Lauzen
Chairman, County Board
Kane County, Illinois

Vote:
Yes 21
No 0
Voice _____
Abstentions _____



RESOLUTION NO. 20131001PW2

VILLAGE OF SUGAR GROVE, KANE COUNTY, ILLINOIS

RESOLUTION AUTHORIZING EXECUTION OF A LETTER OF INTENT WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION FOR I-88 AND IL ROUTE 47 INTERCHANGE PROJECT

WHEREAS, the Village of Sugar Grove Board of Trustees find that it is in the best interest of the Village to execute the Letter of Intent with the Illinois Department of Transportation for the I-88 and IL Route 47 Interchange Project, and to execute the attached agreement;

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, as follows:

That attached hereto and incorporated herein by reference as Exhibit A is the Letter of Intent between the Illinois Department of Transportation and the Village of Sugar Grove for the I-88 and IL Route 47 Interchange Project. The President and Clerk are hereby authorized to execute said Letter of Intent on behalf of the Village and to take such further actions as are necessary to fulfill the terms of said agreement.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, on the 1st day of October, 2013.

P. Sean Michels

P. Sean Michels, President of the Board of Trustees of the Village of Sugar Grove, Kane County, Illinois

ATTEST:

Cynthia Galbreath

Cynthia Galbreath, Village Clerk, Village of Sugar Grove

	Aye	Nay	Absent	Abstain
Trustee Robert E. Bohler	✓	_____	_____	_____
Trustee Kevin M. Geary	✓	_____	_____	_____
Trustee Sean Herron	✓	_____	_____	_____
Trustee Mari Johnson	✓	_____	_____	_____
Trustee Rick Montalto	✓	_____	_____	_____
Trustee David Paluch	✓	_____	_____	_____



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

July 2, 2013

The Honorable P. Sean Michels
Village President
Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554

Dear Village President Michels:

Our Department transmitted a Letter of Intent to the Village of Sugar Grove on September 25, 2012 to outline the anticipated State financial participation in the locally initiated interchange reconstruction project at Illinois Route 47 and Interstate Route 88 (Ronald Reagan Memorial Tollway). This Letter of Intent was not executed by the Village of Sugar Grove, Kane County, or the Illinois State Toll Highway Authority and the original was not returned to our office. Although the Letter of Intent was not executed, the State financial participation outlined in the September 25, 2012 Letter of Intent has been identified in our FY 2014-2019 Proposed Multimodal Transportation Improvement Program released earlier this year.

In addition to the programming of the anticipated State financial participation in this locally initiated improvement, several other factors have changed since the initial Letter of Intent necessitating revisions to the terms and conditions of the initial Letter of Intent. Consequently, this letter will serve as the Letter of Intent and will supersede the letter dated September 25, 2012. This revised Letter of Intent will outline the anticipated financial participation by State of Illinois, through the Illinois Department of Transportation (IDOT), in this future improvement.

The Illinois Tollway, the Kane County Division of Transportation, and the Village of Sugar Grove, acting as the lead agencies, desire to improve the existing interchange at Interstate Route 88 (Ronald Reagan Memorial Tollway) and Illinois Route 47 by reconstructing the existing interchange facility to provide full access in all directions.

Based on the Interchange Feasibility Study provided by the Village of Sugar Grove at the August 22, 2012 meeting, the anticipated total project cost for construction, land acquisition, utility relocation, and engineering is \$19,700,000 for the recommended conventional diamond interchange. Based on the Tollway's current Interchange Cost Sharing Policy and IDOT's participation in other locally sponsored interchange reconstruction projects, IDOT's anticipated overall financial participation in the project is \$4,925,000, or 25% of the total project cost. The State's anticipated financial participation in the proposed interchange reconstruction project is subject to the following terms and conditions:

- The Village of Sugar Grove will continue to act as the lead agency and will coordinate any and all future aspects of the improvements associated with the State-owned portion of the proposed interchange facility with IDOT.
- The State's financial participation is limited to the payable construction items associated with the State-owned portion of the proposed interchange facility. Please see attached Exhibits "A" and "B" for further information regarding IDOT's cost participation policies.
- The Village of Sugar Grove will serve as the lead agency performing all necessary preliminary engineering. All preliminary engineering involving the State-owned portion of the proposed interchange facility is subject to review and approval by IDOT.
- The Tollway will serve as the lead agency for all right-of-way engineering and right-of-way acquisition necessary for the construction of the State-owned portion of the interchange facility. The right-of-way acquired to accommodate improvements to the State-owned portion of the proposed interchange facility will ultimately be conveyed to the State of Illinois.
- The Tollway will serve as the lead agency for the coordination of any utility relocation necessary to accommodate the improvements to the State-owned portion of the proposed interchange facility. The Tollway agrees to provide IDOT as soon as they are identified, the locations (existing and proposed) of public and/or private utility facilities within existing and proposed IDOT right-of-way which require adjustment as part of the improvement. IDOT will cause any necessary utility adjustments to existing utilities located within existing or proposed IDOT right-of-way to be performed in accordance with IDOT utility relocation cost participation as outlined in the attached Exhibit "A".
- The Tollway will serve as the lead agency for the preparation of any and all plans and documents necessary to facilitate the proposed interchange reconstruction project and will award any and all contracts associated with the proposed interchange reconstruction project.
- The Village of Sugar Grove will secure all funding necessary to award the aforementioned construction contracts. The State's financial participation is included in IDOT's FY 2014-2019 Proposed Multi-Modal Transportation Improvement Program.
- At the request of the Village of Sugar Grover and the Kane County Division of Transportation, a portion of the federal SAFETEA-LU National Corridor Infrastructure Improvement Project funding previously allocated towards the Prairie Parkway project will be allocated towards the locally initiated Illinois Route 47 at Interstate Route 88 interchange project.

- During the development of IDOT's FY 2014-2019 Proposed Multi-Modal Transportation Improvement Program, the Village of Sugar Grove provided an estimate of the Phase I engineering costs based on the federal process since federal funds are identified for the project as requested by the Village of Sugar Grove and the Kane County Division of Transportation. The Village of Sugar Grove's Phase I engineering estimate is \$735,000 and this amount will be included in the Department's FY 2014 Annual Highway Improvement Program. The Department's remaining portion of our \$4,925,000 commitment, or \$4,190,000 is programmed in FY 2015-2019 Multi-year timeframe.
- Any additional funding secured by the lead agency (ies) for improvements at the proposed interchange facility from other agencies not currently involved in the proposed project, or from developers adjacent to the proposed interchange facility, will be proportionally applied towards the total project cost of the improvements. This provision does not apply to any additional funding secured from developers that are not immediately adjacent to the proposed interchange facility.
- The State's maximum anticipated financial participation in this locally initiated improvement is \$4,925,000. Any cost adjustments, including inflationary costs, that alter the State's maximum anticipated financial participation will require formal request by the Village of Sugar Grove and written approval by IDOT. Any written request for an increase in the State's maximum anticipated financial participation must be accompanied by supporting documentation substantiating the request.
- The Tollway shall advertise and receive bids, and obtain concurrence from all agencies involved in the proposed interchange reconstruction project as to amount of bids (for work to be funded wholly or partially by all agencies) before award of the contract(s).
- IDOT and their authorized agents shall have all reasonable rights of inspection (including pre-final and final inspection) and access to construction inspection records during the progress of work on all contracts involving the State-owned portion of the proposed interchange reconstruction project.
- Upon completion of the proposed interchange reconstruction project the State will maintain or cause to be maintained the State owned portion of the proposed interchange facility in accordance with the Tollway's Type 3 bridge structures that intersect the Tollway right-of-way (an intersection where a partial or complete ramp interchange system, as well as a grade separation structure, has been constructed between the local road and the toll highway). The State will also maintain or cause to be maintained the portions of the State owned facilities beyond the Tollway right-of-way.

The Honorable P. Sean Michels
July 2, 2013
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If you are in general agreement with the terms outlined in this Letter of Intent, please indicate your concurrence in the area specified below. The executed Letter of Intent will serve as the basis for future Intergovernmental Agreement(s). The inclusion of the Phase I engineering in our FY 2014 Annual Highway Improvement Program will allow for the processing of a Phase I agreement between the Department and the Village of Sugar Grove upon execution of this Letter of Intent. Our Department will make every effort to program our remaining financial participation in a future program year to coincide with the anticipated timeframe associated with the construction of the proposed improvement. IDOT will execute future intergovernmental agreement(s) for future project activities, including construction, upon inclusion of our project funding in a future Annual Highway Improvement Program.

If you have any questions or need additional information, please contact me or Mr. Jose Rios, Engineer of Program Development, at (847) 705-4118.

Very truly yours,



John Fortmann, P.E.
Deputy Director of Highways,
Region One Engineer

THE VILLAGE OF SUGAR GROVE

By: P. Sean Michels
President

Date: 10/30/13

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

By: _____
Executive Director/Chairman

Date: _____

KANE COUNTY

By: Chris Jay
Chairman, Kane County Board

Date: 11/19/13

Exhibit "A"

TRAFFIC SIGNAL PARTICIPATION

Within the improvement limits involving the State-owned portion of the interchange facility, existing traffic signals will be installed, modernized, or relocated to conform to Federal Highway Administration (FHWA) requirements. The cost participation associated with traffic signal installation, modernization, or relocation will be in accordance with 92 Ill. Adm. Code 544 "Financing of Traffic Control Signal Installations, Modernization, Maintenance, and Operation on Streets and Highway under State Jurisdiction."

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

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

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

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

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

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

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

TRAFFIC SIGNAL MAINTENANCE

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

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

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

ENERGY CHARGES

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

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

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

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

PARKING LANES

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

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

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

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

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

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

ROADWAY MAINTENANCE

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

UTILITY RELOCATION

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

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

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

ROADWAY LIGHTING

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

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

PEDESTRIAN AND BICYCLE FACILITIES

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

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

Cost Participation

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

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

ADDITIONAL WORK

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

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

EXHIBIT "B"

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

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

Yes No

Install emergency fire pre-emption equipment.

Yes No

If "Yes" indicate what type: _____

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

Parallel Diagonal Existing Parking Prohibition Ordinance

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

Yes No

Is this intersection located at an established school crossing?

Yes No

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

North South East West

Additional comments:

By:

Date:
