Request for Statement of Interest (SOI)
Phase II Engineering Services for the
Intersection of
Randall Road at Stearns Road

The Kane County Division of Transportation is in need of professional services from a qualified engineering firm to provide Phase II Engineering Services as detailed in the attached preliminary scope of work.

The attached *Project Description/Preliminary Scope of Services* provides anticipated items that are necessary as part of the Phase II Engineering Services. Some Phase I items may need to be updated as part of the Phase II services.

The County anticipates initiating this work in 2014 with contract duration of approximately 18 calendar months.

A Statement of Interest shall be submitted **VIA KDOTQBS** no later than **4:00 P.M.** on **September 5 2014,** and should be addressed to **Jennifer O'Connell, P.E., Senior Project Manager. The SOI shall be submitted in PDF format viewable with the latest version of Adobe reader**.

Statements of Interest received will be used by County engineering staff to develop a short-list of three (3) firms. The County will then submit a Request for Proposal (RFP) and schedule interviews with the short-listed firms.

For more information regarding the SOI, such as content and format of these items, please reference the QBS document found at http://www.co.kane.il.us/dot/consultant/selectionProcess.pdf.

If the respondent plans to utilize a sub-consultant for any portion of this work please note this on the submitted Statement of Interest.

Short-listed firms will be posted at www.co.kane.il.us/dot. Click on the link labeled "Consultant Selection", then click on the link labeled "Consultant Selection Summary Table".

A Statement of Interest (SOI) received after the above noted deadline will not be considered.

Intersection of Randall Road at Stearns Road
Project Description/Preliminary Scope of Services

The Consultant will provide Phase II Engineering for widening and resurfacing the intersection of Randall Road with Stearns Road and McDonald Road. A Phase I study has been completed for this intersection as part of the Stearns Road Corridor project in 2006. Due to the passage of time since the Phase I study this design contract may include necessary updates to the Phase I study. Phase II, Phase III Engineering and Construction will follow the process and guidelines for Federal Funding. This project will be completed under applicable IDOT guidelines including BLR and BDE manuals, and KDOT standards. Please see the IDS attached at the end of this SOI that was completed as part of the Phase I Engineering report from 2006. Also, the following table is a description of the proposed signalized intersection configuration taken from the CC&P/Stearns Road Corridor Design Report dated May 2006:

North-South Intersection Leg	East-West Intersection Leg	North-South Leg Base Lane Configuration	East-West Leg Base Lane Configuration
Randall Road	McDonald Road	3 through lanes each direction Dual left turn lanes Right turn lane	3 through lanes each direction Dual left turn lanes Right turn lane

The Consultant will provide Phase II engineering services, which includes, but are not limited to the following:

- Field condition survey verification
- Preparation of detailed plans and specifications (in accordance with IDOT BLR, IDOT Region 1 Bureau of Traffic and Kane County Design standards)
- Preparation of all necessary post-letting plan revisions
- Preparation of Contract Proposal and all necessary bidding documents
- Detailed topographic surveys to verify field condition and for the planning and design of the project
- Surveys for any right of way acquisition and construction easements, and the preparation of plats and legal descriptions
- Preparation of traffic counts and studies, analysis of accident data, and any intersection design studies that may be required
- Soil/pavement investigations, as necessary, to determine roadway section and structural design, as well as CCDD screening
- Environmental planning documents
- Estimate of construction cost
- Coordinate with IDOT, Kane County, ACOE, K/DSWCD and other involved parties/agencies as necessary
- Submit and coordinate all necessary permit requests for any work required outside Kane County right of way (ACOE, K/DSWCD, etc.)
- Coordinate with utilities

The selected Consultant will be responsible for preparing all plans and documents necessary for the project. The firm will continue coordination with the ACOE, IDNR and the K/DSWCD, securing all necessary permits and approvals. Also, the Consultant will be required to certify that the design complies with the Kane County Stormwater Ordinance.

The Consultant will be required to coordinate any and all final design issues with all utilities impacted by the work.

The project will be completed under the federal aid process. Knowledge of this process is essential. Extensive coordination with IDOT will be necessary.

The Consultant will make three major submittals (preliminary, pre-final and final) to KDOT. Only the pre-final and final submittals will be made to IDOT. Prior to those milestones, KDOT will review the materials and provide comments for inclusion in the IDOT submittal. Each submittal will consist of drawings, special provisions and check sheets, estimate of cost, estimate of construction time and the disposition of previous comments. For estimating purposes, assume two full size plan sets for each County submittal and ten full size plan sets (plus all appropriate contract documents) for each IDOT submittal.

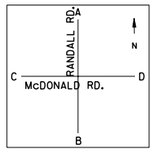
Contact Information

Any questions regarding the project or QBS or Consulting Selection Process should be directed to Jennifer O'Connell at 630-406-7333 or via email at oconnelljennifer@co.kane.il.us.

SIGNALIZED INTERSECTION

CAPACITY ANALYSIS

PROJECT CCP/STEARNS ROAD
INTERSECTION McDONALD RD. & RANDALL RD.



BASIC CONDITIONS

AREA: CBD (OTHER) (CIRCLE ONE) PHF 0.95

SIGNAL TYPE ACTUATED ARRIVAL TYPE 3

C = SIGNAL CYCLE = 95 SEC. ΣA/C 18 / 95 = 0.19

PHASE I		PHASE II		PHASE III		PHASE IV	
G/C= 0.14 G =13.5 Sec.	3 Sec.	G/C= 0.13 G = 13 Sec.	6 Sec.	G/C= 0.14 G =13.5 Sec.	3 Sec.	G/C= 0.39 G = 37 Sec.	6 Sec.
	AMBER		AMBER		AMBER		AMBER
G/C= 0.16 G = 15 Sec.	3 Sec.	G/C= 0.13 G = 13 Sec.	6 Sec.	G/C= 0.14 G = 13 Sec.	3 Sec.	G/C= 0.39 G = 37 Sec.	6 Sec.

APPR. A GR= 0 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	AD (L)	2/12	360	379	3367	0.11	0.14	478	0.79	48.3	D	30.6	C	290
	AB (T)	3/12	1670	1758	5513	0.32	0.38	2147	0.82	28.6	C			760
	AC (R)	1/12	140	147	1553	0.09	0.58	924	0.16	8.7	A			100
P.M.	AD (L)	2/12	315	332	3367	0.10	0.13	425	0.78	49.3	D	28.1	C	260
	AB (T)	3/12	1575	1658	5513	0.30	0.39	2147	0.77	27.4	C			690
	AC (R)	1/12	275	289	1553	0.19	0.61	948	0.30	9.0	A			190

APPR. B GR= 0 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	BC (L)	2/12	140	147	3367	0.04	0.14	478	0.31	36.9	D	24.7	C	100
	BA (T)	3/12	1575	1658	5513	0.30	0.39	2147	0.77	27.1	C			700
	BD (R)	1/12	410	432	1553	0.28	0.59	924	0.47	11.2	B			340
P.M.	BC (L)	2/12	180	189	3367	0.06	0.13	425	0.44	39.2	D	26.4	C	130
	BA (T)	3/12	1670	1758	5513	0.32	0.39	2147	0.82	28.6	C			760
	BD (R)	1/12	360	379	1553	0.24	0.61	948	0.40	9.8	B			275

APPR. C GR= 0 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	CA (L)	2/12	275	289	3367	0.09	0.14	478	0.60	40.4	D	38.4	D	205
	CD (T)	2/12	360	379	3837	0.10	0.14	525	0.72	44.1	D			285
	CB (R)	1/12	180	189	1553	0.12	0.34	531	0.36	23.8	C			200
P.M.	CA (L)	2/12	140	147	3367	0.04	0.16	532	0.28	35.5	D	32.9	C	95
	CD (T)	2/12	180	189	3837	0.05	0.14	525	0.36	37.6	D			130
	CB (R)	1/12	140	147	1553	0.09	0.33	507	0.29	24.1	C			160

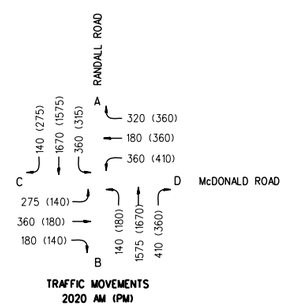
APPR. D GR=1.0 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	DB (L)	2/12	360	379	3367	0.11	0.14	478	0.79	48.3	D	38.8	D	290
	DC (T)	2/12	180	189	3837	0.05	0.14	525	0.36	37.6	D			130
	DA (R)	1/12	320	337	1553	0.22	0.34	531	0.63	28.8	C			390
P.M.	DB (L)	2/12	410	432	3367	0.13	0.16	532	0.81	47.9	D	42.5	D	330
	DC (T)	2/12	360	379	3837	0.10	0.14	525	0.72	44.1	D			280
	DA (R)	1/12	360	379	1553	0.24	0.33	507	0.75	34.6	D			465

INTERSECTION DELAY 30.7 (A.M.), 30.6 (P.M.)
INTERSECTION LOS C (A.M.), C (P.M.)

TRAFFIC DATA

MOVEMENT	YEAR 2001 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.	PERCENT TRUCK TRAFFIC IN 30th MAX HOUR	ESTIMATED PERCENT INCREASE BY	YEAR 2020 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.	ESTIMATED PERCENT INCREASE BY	YEAR ____ 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.
AB	860	900	4%		1670	1575			
AD	10	20	4%		360	315			
AC	55	130	4%		140	275			
BA	1180	860	4%		1575	1670			
BC	35	45	4%		140	180			
BD	30	85	4%		410	360			
CD	15	25	4%		360	180			
CA	180	80	4%		275	140			
CB	80	30	4%		180	140			
DC	10	45	4%		180	360			
DB	20	55	4%		360	410			
DA	15	20	4%		320	360			
TOTAL A	2300	2010	4%		4340	4335			
TOTAL B	2205	1975	4%		4335	4335			
TOTAL C	375	355	4%		1275	1275			
TOTAL D	100	250	4%		1990	1985			



TRAFFIC MOVEMENTS
2020 AM (PM)

YEAR 2020 8th MAX. HOUR TRAFFIC	
APPROACH A	1350
APPROACH B	1350
APPROACH C	400
APPROACH D	600

ELEMENTS CONTROLLING DESIGN

1. DESIGN DESIGNATION COUNTY HIGHWAY 34 RANDALL ROAD OTHER PRINCIPAL ARTERIAL 48,000 ADT (2020)
   NEW STEARNS ROAD McDONALD ROAD OTHER PRINCIPAL ARTERIAL 21,000 ADT (2020)
2. RANDALL ROAD IS THE PREFERENCE ROUTE
3. ANTICIPATED YEAR OF CONSTRUCTION 2005
4. TRAFFIC CONTROL TO BE ACTUATED TRAFFIC SIGNALS
5. DESIGN VEHICLE WB-65 WHERE DUAL LEFT; WB-65 OUTSIDE LANE, SU INSIDE LANE
6.

	RANDALL ROAD	NEW STEARNS ROAD	McDONALD ROAD
DESIGN SPEED	50 MPH	45 MPH	45 MPH
POSTED SPEED	50 MPH	35 MPH	35 MPH

GENERAL NOTES

1. PROFILES ARE NOT PROVIDED, SINCE APPROACH GRADES ARE LESS THAN 1.0 PERCENT
2. TYPE B6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT UNLESS OTHERWISE NOTED
3. TYPE _____ CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND
4. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT UNLESS OTHERWISE NOTED
5. ENTRANCES SHALL CONFORM TO THE POLICY ON "ACCESS TO STATE HIGHWAYS"
6. AUTOTURN WAS USED TO VERIFY DESIGN VEHICLE TURNING RADII (SEE SHT 4 of 4)
7. PROPOSED PAVEMENT MARKING IN ACCORDANCE WITH MUTCD
8. HCS 2000 RELEASE 4.1D FROM McTRANS USED FOR ANALYSIS

DESIGN EXCEPTIONS

NONE

DRAWING NO. _____

INTERSECTION DESIGN STUDY

FAP ROUTE 336 (RANDALL ROAD
WITH
FAU ROUTE 361 (NEW STEARNS ROAD

SEC. NO. 98-00214-02BR PROJ. NO. P-91-143-99
SCALE 1"=50' COUNTY KANE
SJN : _____ REV. NO. ___

DATE	NAME	REMARKS

CADD FILE NAME
REF FILE NAME RANDIDSI

I.D.S. SHEET 1 OF 4

BDE-9409

Section 4 - Sheet 1

•DGN-SPEC•
•DATE-TIME•
•REF-
•REF-
•REF-
•REF-

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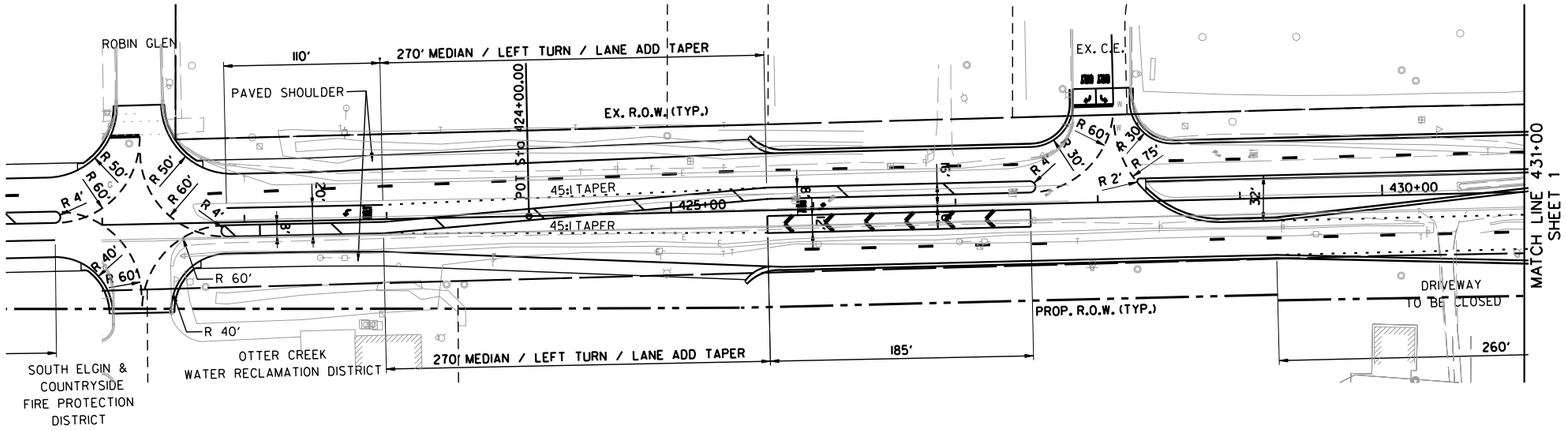

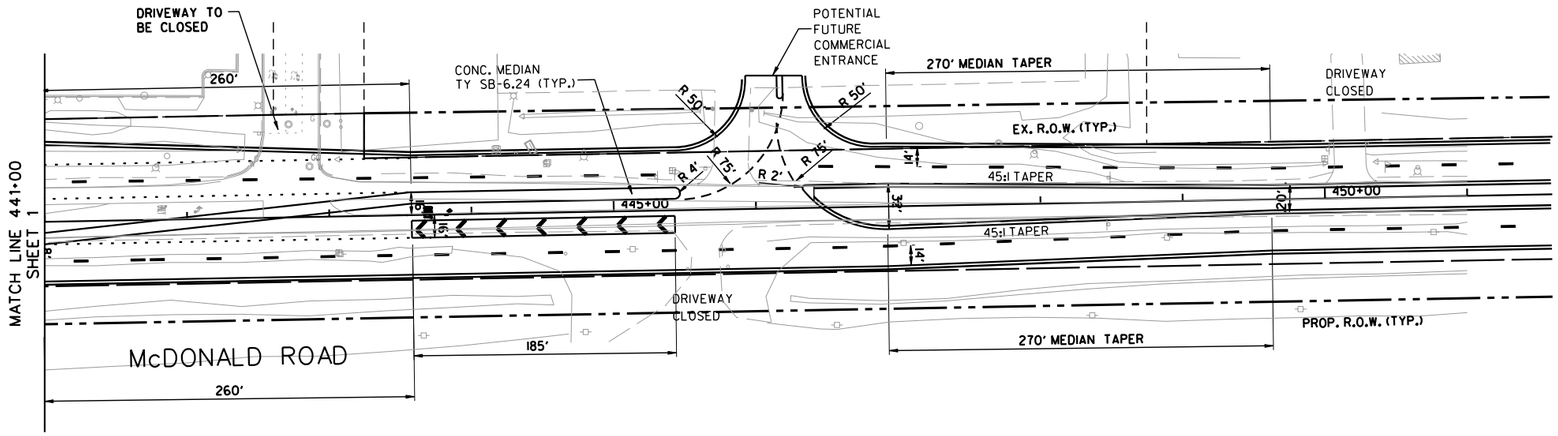

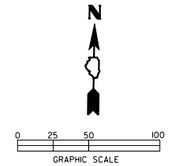

INTERSECTION DESIGN STUDY

FAP ROUTE 336 (RANDALL ROAD

FAU ROUTE 361 WITH (NEW STEARNS ROAD

CADD FILE NAME :( )

I.D.S. SHEET 2 OF 4

Section 4 - Sheet 2

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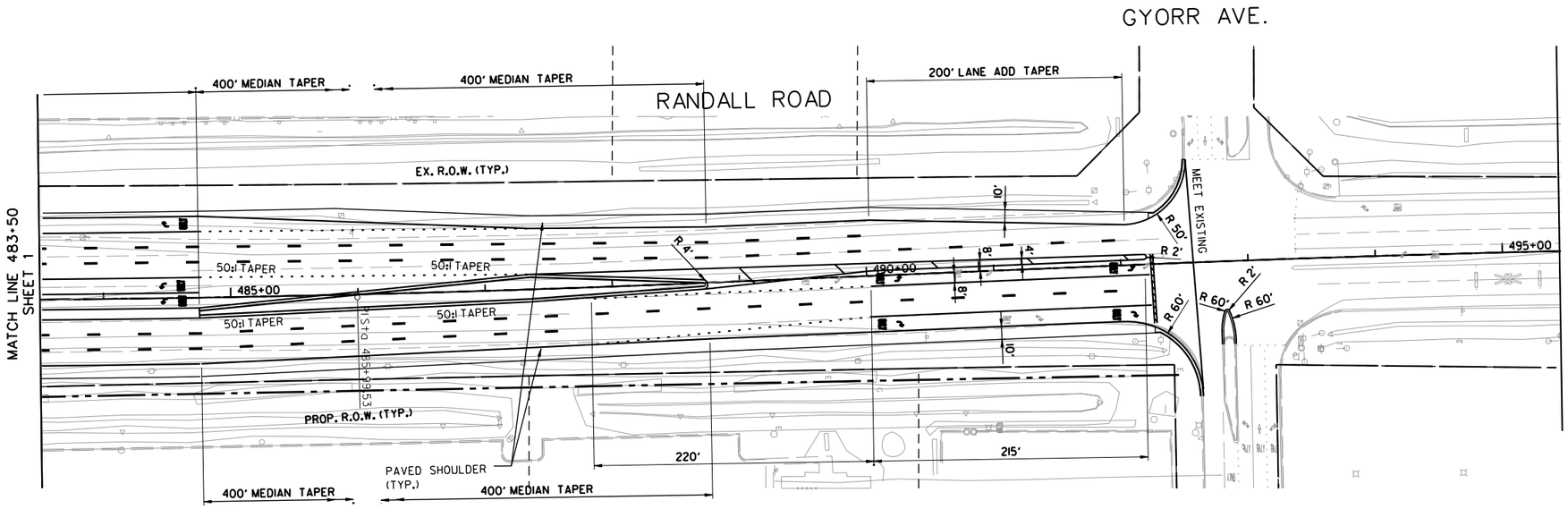

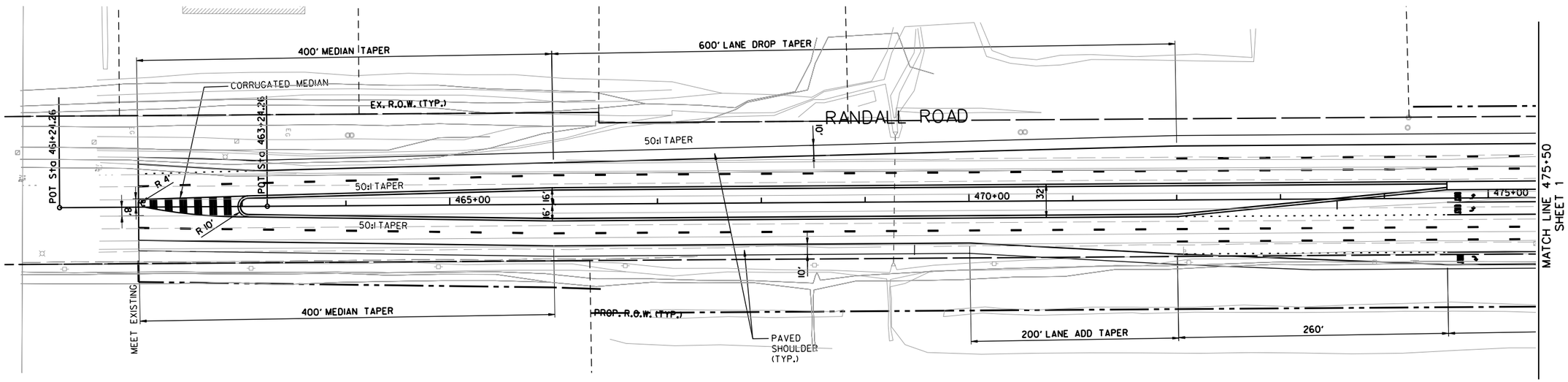

INTERSECTION DESIGN STUDY

FAP ROUTE 336 (RANDALL ROAD

FAU ROUTE 361 WITH (NEW STEARNS ROAD

CADD FILE NAME :( )

I.D.S. SHEET 3 OF 4

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