

Oak Street Bridge Replacement

***STAKEHOLDERS INVOLVEMENT PLAN
FOR
AGENCY AND PUBLIC INVOLVEMENT***



Village of Hinsdale

March 21, 2011

TABLE OF CONTENTS

Section

1. Introduction	3
1.1 Project Background.....	3
1.2 Regulatory Requirements.....	3
1.2.1 National Environmental Policy Act.....	4
1.2.2 Context Sensitive Solutions (CSS).....	4
2. Goals and Objectives.....	5
2.1 Joint Lead Agencies.....	6
2.2 Consulting Agencies.....	6
2.3 Section 106 Consulting Parties.....	6
2.4 Stakeholder Participation.....	7
2.5 Project Study Group (PSG).....	7
2.6 Community Working Group (CWG).....	8
2.7 Technical Advisory Group (TAG).....	8
2.8 Tentative Ground Rules for the Stakeholder Involvement Process.....	9
2.9 Tentative Schedule of Involvements.....	9
2.10 Other Methods of Contact.....	10
2.11 Availability of Stakeholder Involvement Plan.....	11
2.12 Changes to Stakeholder Involvement Plan.....	11
3. Appendix.....	12
A Stakeholders.....	12
B Project Study Group.....	18
C Community Advisory Group.....	22
D IDOT’s Context Sensitive Solutions Policy.....	26

1. INTRODUCTION

1.1 Project Background

The project is the complete replacement of the Oak Street Bridge in the Village of Hinsdale. The Oak Street Bridge was constructed in 1910. The existing bridge is a timber structure that supports two steel through girders and timber decking. The steel girders were fabricated in 1889 as the main supports of a railroad turntable and were later modified to be incorporated into the Oak Street Bridge.

The Oak Street Bridge is 110 feet long and spans three tracks of the Burlington Northern Santa Fe Railroad (BNSF). The bridge has a roadway width of 15 feet plus a pedestrian walk of five feet. The bridge is load rated to a five ton capacity; this load restriction was instituted in 1988. The vertical clearance from the bottom of the Oak Street Bridge to the top of the BNSF rail is 20 feet, three feet less than minimum design clearance recommended by the Illinois Department of Transportation and the American Railway Engineering and Maintenance-of-Way Association (AREMA).

Two-way traffic is not permitted on the bridge; one-way traffic is controlled by a signal on each side of the bridge. Steep approach grades to the bridge contribute to unsafe conditions.

The existing bridge can only carry automobile traffic. Emergency vehicles such as fire trucks are not permitted to use the Oak Street Bridge because of the load restrictions. Ambulance traffic does not use the Oak Street Bridge because of the steep approach grades, one-lane bridge traffic, and the traffic signals without pre-emption capability.

The BNSF railroad overpass at Oak Street in Hinsdale is one of only three local street railroad grade separations in DuPage County. The nearest local road grade separation in DuPage County is the Belmont Road underpass being constructed in Downers Grove located approximately 6.2 miles west of the Oak Street Bridge. The nearest railroad grade separation to the east is Ogden Avenue (US 34) under the BNSF tracks in La Grange, Illinois in the County of Cook; approximately 2.8 miles east of Oak Street. The three rail tracks carry an average of 140 trains per day; the tracks provide service to Metra, Amtrak, and BNSF trains.

In July 2009, the Village of Hinsdale took ownership of the Oak Street Bridge from the BNSF. The bridge is functionally obsolete and the BNSF did not wish to invest in further repairs of the structure. The BNSF decided to not replace the crossing. The Village of Hinsdale decided to take ownership of the Oak Street Bridge since not replacing the Oak Street Bridge would have a major public safety impact and economic impact on the Village and surrounding communities.

The goals of the Phase I engineering and environmental studies are to identify transportation deficiencies, develop improvement alternatives, recommend a preferred improvement, and identify and evaluate impacts of a preferred Oak Street Bridge replacement.

1.2 Regulatory Requirements

The study process for this project will meet State and Federal requirements meant to integrate environmental values and public interaction into transportation improvements. The

requirements include the National Environmental Policy Act (NEPA), and Context Sensitive Solutions (CSS).

1.2.1 National Environmental Policy Act (NEPA)

The Village of Hinsdale, the Federal Highway Administration (FHWA), and the Illinois Department of Transportation (IDOT) will complete environmental documents for the Oak Street Bridge Replacement in order to satisfy NEPA requirements. The FHWA is the Federal Agency responsible for final approval of the environmental document. This study and the supporting environmental documents will be governed by the NEPA and state regulatory requirements. Opportunities exist for the public to provide input on the Purpose and Need, the alternatives, and project-related environmental impacts.

NEPA guides federally funded projects and projects that require a Federal permit to mitigate impacts to the environment. The NEPA process requires federal agencies to integrate environmental values into their decision-making process by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. The Village of Hinsdale and IDOT will assess the natural, built, and human environment to determine the extent of impacts that may arise from constructing and operating a project. Environmental factors such as air quality, wildlife, vegetation, water quality, wetlands, geology, neighborhoods, park/recreation areas, utilities, visual quality, and cultural resources will be assessed. NEPA encourages early and frequent coordination with the public and resource agencies throughout the project development process. Public comments that are received during the alternative analysis phase are considered in the draft environmental document.

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking on historical properties, commencing at the early stages of project planning. The goal of consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

This project is considered a Federal undertaking by FHWA. This document describes coordination activities that will occur during the project development process to satisfy the Section 106 requirements.

1.2.2 Context Sensitive Solutions (CSS)

Due to the location of this project, it has been determined to develop the improvement as a Context Sensitive Solutions (CSS) project, requiring it to use the principles of CSS per the Illinois Department of Transportation Context Sensitive Solutions (CSS) Policy and Procedural Memorandum 48-06. CSS is a collaborative approach that involves

stakeholders to develop an improvement that fits into its surroundings and preserves scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. A Stakeholder Involvement Plan (SIP) is critical to the success of CSS principles on a project. The SIP, by its very nature, is a work in progress and thus subject to revision anytime events warrant.

The CSS approach will provide stakeholders with the tools and information required to effectively participate in the study process including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs), and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, in addition to improving the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

As identified in IDOT's CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Understand stakeholder's key issues and concerns.
- Involve stakeholders in the decision-making process early and often.
- Establish an understanding of the stakeholder's role in the project.
- Address all modes of transportation.
- Set a project schedule.
- Apply flexibility in design to address stakeholder's concerns whenever possible.

2. GOALS AND OBJECTIVES OF THE SIP

The purpose of the Stakeholder Involvement Plan (SIP) is to provide a guide for implementing a public involvement plan for the study of an Oak Street Bridge Replacement. The goals of this plan are:

- Identify stakeholders of the project and provide opportunities for meaningful input into the project's development from beginning to end;
- Determine project context with stakeholder input;
- Develop a project problem statement;
- Identify reasonable alternative solutions to solve identified transportation problems with stakeholder input;
- Choose a preferred alternative solution to identified transportation problems for the project with stakeholder input;
- Treat all involved parties with respect and dignity, in a transparent manner and in a way that ensures that their input was duly heard and considered.

2.1 JOINT LEAD AGENCIES

The joint-lead agencies for this project are the Village of Hinsdale, FHWA, and IDOT. As joint lead agencies, they are responsible for managing the environmental review process and preparing the environmental document for the project.

2.2 COOPERATING AGENCIES

Per NEPA, a cooperating agency is any federal agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in the proposed project. Cooperating agencies are permitted, by request of the lead agency, to assume which they have special expertise.

Agencies invited to serve as cooperating agencies for this project are listed in Table 1. The responsibilities shown in the table are in addition to those that are typical of cooperating agencies, such as the following:

- Identify, as early as possible, any issues of concern regarding the project’s potential environmental and socioeconomic impact.
- Communicate issues of concern, formally, in the environmental scoping process.
- Provide input and comment on the project’s purpose and need.
- Provide input and comment on the procedures used to develop alternatives or analyze impacts.
- Provide input on the range of alternatives to be considered.
- Provide input and comment on the sufficiency of environmental analyses.

Table 1: Cooperating Agencies and Agency Responsibilities

Agency Name	Role	Cooperating Agency Response	Other Project Roles	Responsibilities
U.S. Environmental Protection Agency	Cooperating Agency	Pending		
U.S. Fish and Wildlife Service	Cooperating Agency	Pending		
U.S. Army Corps of Engineers, Chicago District	Cooperating Agency	Pending		

2.3 SECTION 106 CONSULTING PARTIES

The FHWA is responsible for involving consulting parties in findings and determination made during the section 106 process. The section 106 regulations identify the following parties as having consultative role in the section 106 process:

- a) State Historic Preservation Officer
- b) Indian Tribes and Native Hawaiian Organizations
- c) Representatives of local governments
- d) Applicants for Federal assistance, permits, licenses and other approvals
- e) Individuals and organizations with a demonstrated interest in the undertaking

The FHWA has worked with IDOT and the SHPO to identify potential section 106 consulting parties, which are listed in Table 2. Individuals or organization may request to become a consulting party for this project by contacting Allen Staron by email at allen.staron@clarkdietz.com. Consulting parties may provide input on key decision points in the section 106 process, including the project’s Area of Potential Effect, determination of eligibility and finding of effect, and if applicable, consulting to avoid adverse effects to historic properties.

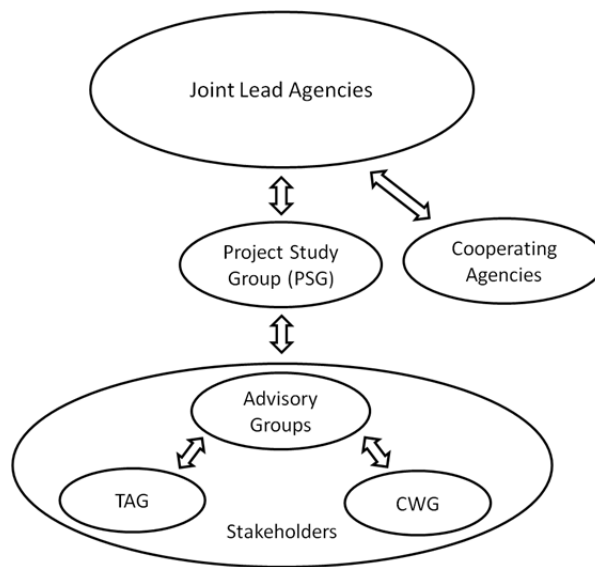
Hinsdale, FHWA, and IDOT will utilize IDOT’s public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

Table 2: Section 106 Consulting Parties

Agency Name	Contact Person/Title	Email & Mailing Address
Deputy Illinois State Historic Preservation Officer		
Illinois Department of Transportation		
DuPage County		
Village of Hinsdale	Dan Deeter/Village Engineer	ddeeter@villageofhinsdale.org

2.4 STAKEHOLDER PARTICIPATION

Per IDOT’s CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This will include property owners, business owners, State and local officials, special interest groups, and motorists who utilize the facility. The role of the stakeholders is to advise the Project Study Group (PSG). An advisory group consisting of a subset of the stakeholders may be formed as part of this project.



A consensus from stakeholders is sought, but ultimately the project decisions remain the responsibility of the PSG. Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered. The PSG has identified the preliminary list of stakeholders for the Oak Street Bridge Replacement and may revise the list of stakeholders at any time as events warrant.

A list of stakeholders will be maintained throughout this project in the Appendix.

2.5 PROJECT STUDY GROUP (PSG)

A Project Study Group (PSG) will be formed for the Oak Street Bridge Replacement project. The PSG is multi-disciplinary team which will develop the project for the Village of Hinsdale and the Illinois Department of Transportation. Lead agencies for this project are Hinsdale, the Illinois Department of Transportation (IDOT), and the Federal Highway Administration (FHWA). The disciplines within the PSG will depend on the context of the project. The membership of the PSG is not static, but can and will evolve as the understanding of the project's context does. From the initial scoping of the project and its apparent context components, the members were assigned to the PSG and a current listing of Project Study Group members can be found in the Appendix.

2.6 COMMUNITY WORKING GROUP (CWG)

The CWG is comprised of the individual community's stakeholders identified by the PSG, in addition to those individuals or groups expressing an interest in serving on the committee. CWG involvement is critical to the CSS process.

The CWGs will be working committees. Throughout the design and planning process the CWG members will be required to participate in a number of workshop-style exercises developed to solicit input and garner consensus from the members when managing community issues; addressing design/environmental and technical issues; as well as defining proposed design alternatives.

A list of Community Working Group members will be maintained throughout the project in the Appendix of this document. As CWGs are formed the table will be populated.

2.7 TECHNICAL ADVISORY GROUP (TAG)

Technical Advisory Groups (TAG) may be formed to assist the Project Study Group with evaluating potential alternatives for specific issues during the study process. TAGs may consist of members that have expertise areas such as *transportation/engineering*, and *environment/land use*. Members of the TAG would be responsible for providing technical input on the study, attending TAG meetings, and collaborating with the PSG. TAG members may or may not be members of the CWG.

If formed, TAGs will be working committees. Throughout the design and planning process the TAG members may be required to participate in a number of workshop-style exercises

developed to solicit input and garner consensus from the members when managing community issues; addressing design/environmental and technical issues; in addition to defining proposed design alternatives.

2.8 GROUND RULES FOR THE STAKEHOLDER INVOLVEMENT PROCESS

The Project Study Group (PSG) must establish ground rules under which the Stakeholder Involvement Plan (SIP) will operate. These will be established tentatively with the initiation of the SIP, but must be agreed to by the stakeholders. As such, the rules are not immutable. Following are tentative rules:

- The purpose of the SIP is to gather and duly consider input on the project from all stakeholders, in order to produce the best solutions to any problem identified by the process.
- All input from all participants in the process is valued and considered.
- The role of the stakeholders is to advise the PSG, which will make the ultimate decisions on the project. A consensus of stakeholder concurrence on project choices is sought, but the ultimate decisions remain in the hands of the PSG.
- All participants must come to the process with an open mind and participate openly and honestly.
- Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered.
- All participants in the process must treat each other with respect and dignity.
- The list of stakeholders is subject to revision at any time as events warrant.
- Summary of all stakeholder contacts will be maintained by the PSG, with the content subject to stakeholder concurrence.
- The project must progress at a reasonable pace, based on the original project schedule.
- All decisions made by the Village of Hinsdale and the Illinois Department of Transportation must be arrived at in a clear and transparent manner and stakeholders should agree that their input was duly considered.

2.9 TENTATIVE SCHEDULE OF INVOLVEMENTS

- The project must progress at a reasonable pace, based on the original project schedule.
- All decisions made by the Village of Hinsdale and the Illinois Department of Transportation must be arrived at in a clear and transparent manner and stakeholders should agree that their input was duly considered.



2.10 OTHER METHODS OF CONTACT

In addition to the input opportunities identified above, additional opportunities will be afforded to stakeholders and the public throughout the development of the EA. The PSG will also use the following methods to keep stakeholders regularly informed about the project:

- *Website.* A project web site has been established at the following address:

www.oakstreetbridge.com

- *Community Group Briefings.* Briefings with community/civic groups, business groups, or other interested groups or organizations over the course of the EA process will be used as an opportunity to introduce the project, provide project updates, and receive public input on the project. Four (4) community group briefings are expected to be held in Hinsdale throughout the development of the project. Those meetings include presentations to the local Homeowners Associations, the local Rotary, Kiwanis, or Lions Club, businesses groups, church or civic groups, or city council.
- *Identification of Special Outreach Areas.* Constituents requiring special outreach to ensure they have access to information and the opportunity to make comments, regardless of their race, religion, age, income or disability, will be identified in the project area. Identification of these populations will include using census data or information obtained from groups or organizations known to have knowledge of these populations.
- *Media Relations.* Local newspapers, radio and/or television stations will be identified for use in disseminating information about the project. Notices and reminders of project meetings will be sent to these media outlets in advance of public meetings.
- *Frequently Asked Questions.* To provide direct answers to some of the most frequently asked questions (FAQs) posed by the public, FAQ sheets will be prepared and will be

distributed via the project website and hardcopies will be available at briefings, public meetings and other public involvement events. These questions/answers will be updated as new information becomes available.

- *Comment Forms.* Comment forms will be provided at all public meetings and smaller group meetings to encourage participants to provide their comments on the project. The comment form will also be available on the project website. Comments may be provided in writing or electronically. Comments will be accepted at any time during the project development process. All comments will be reviewed and incorporated as appropriate.

2.11 AVAILABILITY OF THE STAKEHOLDER INVOLVEMENT PLAN

The PSG will make the SIP available to stakeholder for review at public meetings and on the project website. The stakeholder review period for the SIP will be 30 days from date of release. As the project proceeds, the project team will update the SIP as needed to reflect appropriate changes or additions. The project team will advise stakeholders of future SIP updates and post updates on the project website.

2.12 CHANGES TO THE STAKEHOLDER INVOLVEMENT PLAN

The SIP is a dynamic document. All elements, including the stakeholder list are expected to be modified. Plan administration includes, but is not limited to, the following:

- Maintaining a current list of project stakeholders
- Maintaining a detailed public involvement record (log) that includes records of all stakeholder contacts, meetings, and comments
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels

The PSG will provide updated versions of the SIP to all agencies involved as necessary. Cooperating agencies should notify IDOT and/or Hinsdale of staffing and contact information changes in a timely manner.

Appendix A

Stakeholders

Company	Name	Title	Address
	John Johnston	Resident	jajmagic@gmail.com
	George Canary	Resident	CSL5632@att.net
	Tom Cauley	Resident	tcauley@sidley.com
The Doings	Chuck Fieldman		cfieldman@pioneerlocal.com
Village of Hinsdale	Al Diaz		adiaz@villageofhinsdale.org
The Patch	Kathy Cichan		tcauley@sidley.com

Company	Name	Title	Address

Company	Name	Title	Address

Company	Name	Title	Address

Appendix B
Project Study Group

Company	Name	Title	Address
Village of Hinsdale	Dave Cook	Village Manager	19 East Chicago Avenue Hinsdale IL 60521 dcook@villageofhinsdale.org
Village of Hinsdale	Dan Deeter	Village Engineer	19 East Chicago Avenue Hinsdale IL 60521 ddeeter@villageofhinsdale.org
Illinois Department of Transportation	Marilyn Solomon	Bureau of Local Roads	201 West Center Court Schaumburg IL 60196 marilyn.solomon@illinois.gov
FHWA			3250 Executive Park Drive Springfield IL 62704
Clark Dietz, Inc.	Allen Staron	Project Manager	118 South Clinton, Suite 600 Chicago IL 60661 allen.staron@clark-dietz.com
Clark Dietz, Inc.	Tom Walsh	Transportation Engineer	118 South Clinton, Suite 600 Chicago IL 60661 tom.walsh@clark-dietz.com
Clark Dietz, Inc.	Charles Frangos	Transportation Engineer	118 South Clinton, Suite 600 Chicago IL 60661 charles.frangos@clark-dietz.com
Huff & Huff	Clarita Lao	Environmental Engineer	915 Harger Road, Suite 330 Oak Brook IL 60523 clao@huffnhuff.com
Huff & Huff	Jamie Tunnell Bents	Transportation Planner	915 Harger Road, Suite 330 Oak Brook IL 60523 jbents@huffnhuff.com
Hitchcock	Tim King	Landscape Architect	221 West Jefferson Avenue Naperville IL 60540
SEC	Robert Davies	Structural Engineer	420 North Front Street Suite 100 McHenry IL 60050 rdavies@hrgreen.com
TranSystems	Kathy Meyerkord	Transportation Engineer	222 South Riverside Plaza Ste. 2320 Chicago IL 60606
Wang	Corina Farez	Geotechnical Engineer	1145 North Main Street Lombard IL 60148 cfarez@wangeng.com

DuPage Mayors and Managers	Kama Dobbs	Transportation Project Manager	1220 Oak Brook Road Oak Brook, Illinois 60523-2203 KDobbs@dmmc-cog.org
Illinois Commerce Commission	Brian Vercruysse	Railroad Safety Specialist	527 East Capitol Avenue Springfield, IL 62701 bvercruy@icc.illinois.gov

Appendix C
Community Working Group

Company	Name	Title	Address
	Glenn Bjorkman	Resident	glenn@bjorkman.org
Village of Hinsdale	Brad Bloom	Police Chief	bbloom@villageofhinsdale.org
	Dan Bryan	Chamber of Commerce	BryanRKTEC@sbcglobal.net
	Stephen Cashman	Resident	scashman@cashmanstahler.com
Village of Hinsdale	David Cook	Village Manager	dcook@villageofhinsdale.org
Village of Hinsdale	Dan Deeter	Village Engineer	ddeeter@villageofhinsdale.org
Historic Preservation	Jean Follett		jafollett@comcast.net
Village of Hinsdale	George Franco	Director of Public Services	gfranco@villageofhinsdale.org
	Nick Gilbert	Resident	littlebritian@comcast.net
	Jan Grisemer	Resident	grisemer@sbcglobal.net
	Molly/Jerry Hughes	Resident	mollybhughes@yahoo.com
	Will/Sharon Johns	Resident	john.family@comcast.net
Village of Hinsdale	Mike Kelly	Fire Chief	mkelly@villageofhinsdale.org

Company	Name	Title	Address
	Bob Klinger	Resident	robert.klinger@transwestern.net
	Gary Kobus	Resident	gkobus@lpc.com
Village of Hinsdale	Laura LaPlaca	Trustee	c.culbertson@comcast.net
	Ed Mattheussen	Resident	edmatt@sbcglobal.net
Chamber of Commerce	Brian McElwain		brian@hinsdalelandscaping.com
	Lois Medjrech	Resident	lmejdrich@sbcglobal.net
	Craig Milkint	Resident	craig.milkint@pnc.com
	Andy/Mary Norman	Resident	anorman@usequities.com
	Richard Olsen	Resident	olsenarchitect@aol.com
	Merribeth Rhoads	Resident	mbrhoads@gmail.com
	Laura Running	Resident	arlar@sbcglobal.net
Hinsdale Hospital	Alan Schneider		alan.schneider@ahss.org
	Mike Smith	Resident	michael.k.smith@citi.com

Company	Name	Title	Address
	Scott Thick	Resident	scott.thick@baml.com
Hinsdale Hospital	Jim Today		jim.today@ahss.org
	Troy Unell	Resident	troy.unell@gmail.com

Appendix D
Context Sensitive Solutions Policy



D&E-21 August 1, 2005

CONTEXT SENSITIVE SOLUTIONS

1. POLICY

The Department will utilize a Context Sensitive Solutions (CSS) process in the planning, design, construction and operation of all projects involving new construction, reconstruction and major expansion of transportation facilities. This is pursuant to Public Act 093-0545.

2. PURPOSE

The purpose of this Policy is to provide guidelines for defining the CSS process and its uses.

3. GUIDELINES FOR IMPLEMENTATION

a. The CSS process seeks to provide cost-effective transportation facilities which involve:

1. A balance between mobility, community needs and the environment while keeping safety paramount.
2. Involving stakeholders in the decision-making process early and continuously throughout the development of the project.
3. Addressing all modes of transportation in the planning and design of the project.
4. Using all appropriate disciplines to help plan for and design the project.
5. Applying the flexibility inherent in our design standards to fit a project into its surroundings and add lasting value to the communities it serves.
6. Incorporating aesthetics as part of basic design.

b. At the point where a feasibility study or Phase I study will be placed in a Multi-Year Program, a decision shall be made on whether to implement the CSS process for that project

c. The CSS process shall include Stakeholder Involvement Processes that are:

1. Applicable to a wide range of projects.
2. Flexible and modular.
3. Simple enough to avoid adding another layer of process to an already lengthy

planning and design schedule.

- d. The Department is ultimately responsible for the safety and integrity of the state transportation system and therefore must make the final decisions regarding any and all aspects of the projects.
- e. The Department will establish an internal training program to educate its staff on CSS policy, approaches, and techniques.
- f. Project elements, developed through the CSS process, may require cost participation from sources outside of the Department.
- g. The Department will encourage local agencies to use CSS as a best practice in the development of local projects.
- h. In order to determine the project's scope, elements and funding, the CSS process should commence at the earliest stages of the project's development.
- i. In urbanized areas, the Department will solicit the assistance of the Metropolitan Planning Organizations (MPOs) with the CSS process on eligible state projects within their jurisdictions.
- j. State projects under expedited timeframes may preclude the use of a comprehensive CSS process. However, stakeholders will be involved with such projects to the extent possible under the constrained schedules.
- k. Design elements developed by the CSS process must be constructed and maintained. Changes to the scope of such projects can only be made after additional stakeholder involvement.
- l. The practical aspects of this CSS policy shall be reviewed on an annual basis and revised as a consensus document beginning in July 2006.

4. RESPONSIBILITIES.

The Bureau of Design and Environment is responsible for preparing and maintaining this Policy. Each signatory Office or Division is responsible for implementing and assuring compliance with the provisions of this policy affecting operations or policies under their jurisdiction.

5. ACCESSIBILITY.

Copies of this Policy may be obtained from the Bureau of Design and Environment in the Harry R. Hanley Building. This Policy may be examined in the Hanley Building Library and in each of the nine District Highway Offices. It will also be posted on the Department's CSS website.

CLOSING NOTICE.

Established: August 1, 2005

Approved:


Secretary of Transportation

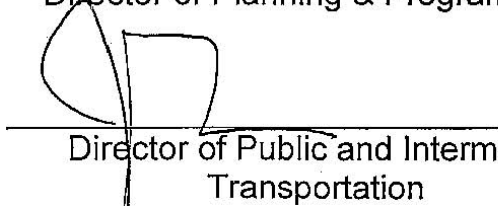
7/26/05
Date


Director of Highways

8/2/05
Date


Director of Planning & Programming

8-2-05
Date


Director of Public and Intermodal
Transportation

8-2-05
Date


Director of Aeronautics

8-2-05
Date