

**RESOLUTION
R 91-09**

**A RESOLUTION AUTHORIZING SIGNATURE OF
VILLAGE PRESIDENT ON A LETTER OF INTENT**

WHEREAS, the Corporate Authorities of the Village of Lombard have received a Letter of Intent between the Village of Lombard and the Illinois Department of Transportation regarding the reconstruction of IL 53 from North Avenue to south of St. Charles Road as attached hereto and marked Exhibit "A"; and

WHEREAS, the Corporate Authorities deem it to be in the best interest of the Village of Lombard to approve such a Letter of Intenent.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LOMBARD, DU PAGE COUNTY, ILLINOIS as follows:

SECTION 1: That the Village President be and hereby is authorized to sign on behalf of the Village of Lombard said Letter of Intent as attached hereto.

SECTION 2: That the Village Clerk be and hereby is authorized to attest said agreement as attached hereto.


Adopted this 16th day of April, 2009.

Ayes: Trustees Gron, Tross, O'Brien, Moreau, Fitzpatrick and Soderstrom

Nays: None

Absent: None

Approved this 16th day of April, 2009.


William J. Mueller
Village President

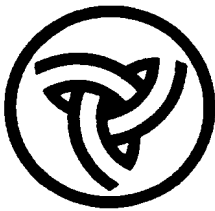
ATTEST:


Brigitte O'Brien
Village Clerk

APPROVAL AS TO FORM:

Thomas P. Bayer
Village Attorney

X-DAH
TS
CJ

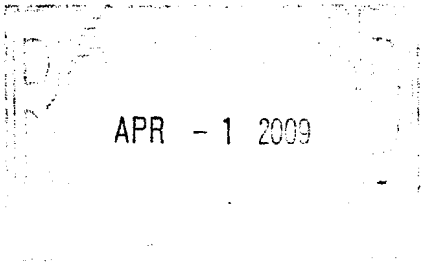


Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

Project and Environmental Studies
Illinois Route 53
Illinois Route 64 to Illinois Route 38
DuPage County

March 27, 2009



Mr. William J. Mueller
President
Village of Lombard
255 E. Wilson Avenue
Lombard, IL 60148

Dear Mr. Mueller:

The Illinois Department of Transportation (Department) has received Design Approval for the Phase I planning studies involving the improvement of Illinois Route 53 (IL 53) from Illinois Route 64 (North Avenue) to Illinois Route 38 (Roosevelt Road) as shown in the previously forwarded Combined Design Report. The general scope of work for this improvement consists of reconstructing the pavement to provide two through lanes in each direction separated by a landscaped barrier median, installation of a closed drainage system, and new sidewalk and bike paths along the corridor. Existing traffic signals will be modernized and interconnected. New signals will be installed at the IL 53 intersections with Parkview Boulevard/Surrey Drive, Madison Street, and Meadow Lane.

Sections of this project are currently included in our Fiscal Year 2009 to 2014 Proposed Highway Improvement Program (Program), pending fund availability and project readiness. IL 53 from North Avenue to St. Charles Road and the IL 53 structure over the East Branch of the DuPage River are currently in the Program. The structure carrying IL 53 over the East Branch of the DuPage River was let in January 2009. The remaining section of IL 53 from St. Charles Road to Roosevelt Road is not currently in the Program. If funding is identified in the future for this section of IL 53, commitments to the communities require the Phase I study to be reevaluated based on the most current traffic as well as crash data and would include additional public involvement. At that time, a Letter of Intent between the Village of Lombard (Lombard) and the Department confirming cost participation responsibilities for IL 53 from St. Charles Road to Roosevelt Road will be developed.

This document will serve as a Letter of Intent between Lombard and the Department, confirming your concurrence with the scope of the currently proposed improvements and summarizing the cost participation responsibilities for IL 53 from North Avenue to St. Charles Road. This Letter of Intent supercedes that dated January 9, 2009, and was generated in response to the identification of an error in the limits of unincorporated roadway.

Traffic Signal Modernization

There are four traffic signals within the project limits that are subject to Lombard cost participation: Parkview Boulevard/Surrey Drive, St. Charles Road, Meadow Lane, and Sidney Avenue. However, only three, St. Charles Road, Meadow Lane, and Sidney Avenue are included in the Program. Federal funds may be used for 80% of the traffic signal costs with the state and local agency sharing in the remainder of the cost, based on the percentage of approach leg jurisdiction. If Federal funds are not used, the Federal share will be assumed by the State.

Lombard has jurisdiction of both legs of St. Charles Road, and IDOT has jurisdiction of both legs of IL 53. Therefore, Lombard and IDOT will split the 20% fund remainder on a ½ - ½ cost-sharing basis (i.e., 80% FHWA, 10% Lombard, 10% IDOT). The cost of the traffic signal work at St. Charles Road is estimated to be \$241,000; this figure includes \$45,000 required for the temporary traffic signals at this intersection during construction. Lombard is accountable for 10% of that amount, or \$24,100. Including engineering expenses of 15%, Lombard's total estimated cost for traffic signal work is \$27,720.

Lombard has jurisdiction of both legs of Meadow Lane and IDOT has jurisdiction of both legs of IL 53. Therefore, Lombard and IDOT will split the 20% fund remainder on a ½ - ½ cost-sharing basis (i.e., 80% FHWA, 10% Lombard, 10% IDOT). The cost of the traffic signal work at Meadow Avenue is estimated to be \$320,000; Lombard is accountable for 10% of that amount, or \$32,000. This cost includes interconnection with the signals to the north and south. Including engineering expenses of 15%, Lombard's total estimated cost for traffic signal work is \$36,800.

The existing traffic signal at Sidney Avenue will need to be replaced as part of the planned intersection improvement. As this traffic signal is privately owned by Midwest Real Estate Equities Inc., Lombard is responsible for 100% of the traffic signal costs. The cost of the traffic signal work at Sidney Avenue is estimated to be \$215,000; this figure includes \$40,000 required for the temporary traffic signals at this intersection during construction. Including engineering expenses of 15%, Lombard's total estimated cost for traffic signal work is \$247,250. Lombard will continue to be responsible for energy and maintenance costs associated with the traffic signal.

In a March 19, 2003 meeting, Lombard indicated that emergency vehicle preemption equipment (e.g. OPTICOM) should be included at all signalized intersections. There are six intersections in the Lombard area with existing or proposed signalization: Parkview Boulevard/Surrey Drive (cost shared with the Village of Glen Ellyn), Madison Street, St. Charles Road, Meadow Lane, North Avenue, and Sidney Avenue. However, only four, St. Charles Road, Meadow Lane, North Avenue, and Sidney Avenue are in the Program. The estimated cost of each new device is \$6,000; therefore, Lombard is accountable for \$24,000. Including engineering expenses of 15%, Lombard's total estimated cost for emergency vehicle preemption equipment is \$27,600.

The potential for additional work items was also discussed during the March 19, 2003 meeting, and in subsequent meetings and correspondence. Lombard has expressed interest in extra work items as part of this project, including new sidewalks and landscaping.

Sidewalks

IDOT will fund the replacement of any existing sidewalks disturbed as part of the roadway construction. New sidewalks will be funded on a 50% IDOT/50% Lombard cost-sharing basis. In order to provide continuous sidewalks along IL 53 from North Avenue to St. Charles Road, approximately 8,900 lineal feet of new sidewalk will be installed within the limits of Lombard. The total cost of the sidewalk will be \$48,950; Lombard's 50% cost share will be \$24,480. The total estimated cost to Lombard for additional sidewalk, including 15% engineering costs, will be \$28,160. Lombard will be responsible for the maintenance of the sidewalks.

Bike Paths

Proposed bike paths were discussed with Lombard during meetings on July 16, 2004 and August 6, 2004. Approximately 6,750 lineal feet of new bike paths will be installed along IL 53 from North Avenue to St. Charles Road. In some locations the bike path is located adjacent to unincorporated areas along IL 53. Since Lombard incorporated one side of IL 53, then by default Lombard incorporated the opposite side of the roadway. Therefore, Lombard is responsible for bike paths along the incorporated side of IL 53 as well as the unincorporated side of IL 53. The Department has applied for and received CMAQ funding for this section of bike path. Therefore, it is anticipated this section of bike path will be funded on an 80% FHWA/ 10% IDOT/ 10% Lombard cost-sharing basis based on CMAQ funding availability. The estimated construction cost of this section is \$240,300. The Village of Lombard's 10% cost share will be \$24,030. The total estimated cost to Lombard for bike paths including 15% engineering costs, will be \$27,640.

In your letter to IDOT dated March 11, 2005, Lombard requested a concrete bike path instead of a bituminous (asphalt) path when located in front of residences. The cost will be refined during the final design phase if Lombard desires a concrete bike path in these areas. Lombard will be responsible for the difference in costs (concrete versus asphalt) as well as maintenance of the bike paths.

Utilities

Public utilities, installed within the highway right-of-way via permit and requiring relocation, will be relocated at no expense to IDOT. The Village of Lombard will be responsible for 100% of the cost for removal and relocation of any of its facilities in conflict with the IL 53 improvements. Facilities subject to the previously stated condition may include, but are not limited to: water main, fire hydrants, storm, sanitary and/or combined sewers. The investigation of utility information provided to the Department in the planning phase indicates that there are utility conflicts. A more detailed list of conflicts will be prepared during the Phase II contract plan preparation.

Please note that if the Village intends to include utility relocation work with IDOT's contract, your plans and cost estimates must be submitted as soon as possible. IDOT requires sufficient advance notice in order to program the necessary funding for the Village reimbursement as part of the District Annual Program. If the cost of utility relocation is not coordinated in advance of the annual program, IDOT reserves the right to deny inclusion of the utility relocation work due to funding constraints.

Landscaped Barrier Curb Median

A landscaped barrier median is proposed for the project. Contingent upon a maintenance agreement with Lombard, IDOT will fund the placement of sod and the planting of typical trees and shrubs within the barrier median area. IDOT will assume responsibility for maintenance of the landscaped median elements for the first two years following construction. After this time, maintenance responsibility of the median foliage would revert to Lombard. If Lombard would like to add any unique landscaping elements above the typical IDOT standards, please let us know. A special design and construction consideration will be included in the Project Report indicating that during the final design phase, IDOT will coordinate landscaping plans with Lombard. This will give Lombard input into the final design of the landscaped median. As such, any additional median treatments beyond that stated above would be Lombard's cost responsibility.

Roadway Lighting

A roadway lighting analysis performed for this project determined that intersection lighting is not warranted. It is our understanding that Lombard is not interested in funding street lighting as part of this project. However, if Lombard desires lighting in the future, it may be installed at Lombard's cost. The lighting type and plan must be approved by IDOT.

Summary

The total estimated cost participation required from Lombard for IL 53 from North Avenue to St. Charles Road for traffic signals, emergency vehicle preemption equipment, new sidewalks and new bike paths, excluding any potential utility relocation, is \$395,170. A detailed breakdown is provided in the following table (see next page):

Illinois Route 53 (North Avenue to St. Charles Road)		
Work Item	Location/ Quantity	Estimated Village Cost
Traffic Signal Installation	Meadow Lane	\$32,000
	Engineering cost (15%)	\$4,800
Traffic signal Relocation	St. Charles Road	\$24,100
	Engineering cost (15%)	\$3,620
	Sidney Avenue	\$215,000
	Engineering cost (15%)	\$32,250
Emergency Vehicle Preemption	St. Charles Road, Meadow Lane, North Avenue, and Sidney Avenue	\$24,000
	Engineering cost (15%)	\$3,600
New sidewalk	8,900 lineal feet	\$24,480
	Engineering cost (15%)	\$3,680
New bike path (Asphalt)	6,750 lineal feet	\$24,030
	Engineering cost (15%)	\$3,610
Total Estimated Cost		\$395,170

Note: IL 53 from St. Charles Road to Roosevelt Road is not in the Department's Program and is not included in this table.

At the end of this Letter of Intent, there is an area where you can state your concurrence with the project scope and the cost participation items outlined above. Please return an original signed copy of this letter at your earliest convenience, or at the latest, within 30 days of its receipt.

Mr. William J. Mueller
March 27, 2009
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If you have any questions or need additional information, please contact John Baczek, Project and Environmental Studies Section Chief, at (847) 705-4104.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

A handwritten signature in black ink, appearing to read "John Fortmann". The signature is written in a cursive style with a large initial "J" and "F".

By:
John Fortmann, P.E.
Engineer of Program Development

Attachments

Project: Illinois Route 53 (North Avenue to Roosevelt Road)

Concur with project scope as described:

Yes

No

Project: Illinois Route 53 (North Avenue to St. Charles Road)

Concur with traffic signal costs:

Yes

No

Concur with sidewalk costs:

Yes

No

Concur with bike path costs:

Yes

No

Name: William Mueller

Signature: 

Title: village President

Date: April 16, 2009

Comments (if any):