



# 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

January 9, 2009

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

Dear Mr. Mueller:

The Illinois Department of Transportation (IDOT) has recently completed the Preliminary Engineering and Environmental (Phase 1) studies for the improvement of Illinois Route 53 (IL 53) from just north of Illinois Route 64 (North Avenue) to Illinois Route 38 (Roosevelt Road) as shown in the attached Combined Design Report. At this time, only the reconstruction of IL 53 from North Avenue to south of St. Charles Road, and replacement of the IL 53 structure over the East Branch of the DuPage River are included for construction in our Fiscal Year 2009-2014 Proposed Highway Improvement Program, pending fund availability and project readiness. This will serve as a Letter of Intent between the Village of Lombard (Lombard) and IDOT confirming cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of reconstructing the roadway to provide two through lanes in each direction separated by a landscaped barrier curb median, installation of a closed drainage system, and new sidewalks and bike paths along the corridor. Existing traffic signals will be modernized and interconnected. New signals will be installed at Parkview Boulevard/Surrey Drive, at Madison Street, and at Meadow Lane.

#### 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. 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.

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Lombard has jurisdiction of the approach leg on Parkview Boulevard, Glen Ellyn has jurisdiction of the approach leg of Surrey Drive, and IDOT has jurisdiction of both legs of IL 53. Therefore, Lombard, Glen Ellyn, and IDOT will split the 20% fund remainder on a  $\frac{1}{4}$  -  $\frac{1}{4}$  -  $\frac{1}{2}$  cost-sharing basis (i.e., 80% FHWA, 5% Lombard, 5% Glen Ellyn, 10% IDOT). The cost of the traffic signal work at Parkview Boulevard is estimated to be \$175,000; Lombard is accountable for 5% of that amount, or \$8,750. Including engineering expenses of 15%, Lombard's total estimated cost for traffic signal work is \$10,063.

Lombard has jurisdiction of the east leg of St. Charles Road, DuPage County has jurisdiction of the west leg, and IDOT has jurisdiction of both legs of IL 53. Therefore, Lombard, DuPage County, and IDOT will split the 20% fund remainder on a  $\frac{1}{4}$  -  $\frac{1}{4}$  -  $\frac{1}{2}$  cost-sharing basis (i.e., 80% FHWA, 5% Lombard, 5% DuPage County, 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 5% of that amount, or \$12,050. Including engineering expenses of 15%, Lombard's total estimated cost for traffic signal work is \$13,858.

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  $\frac{1}{2}$  -  $\frac{1}{2}$  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. The estimated cost of each new device is \$6,000; therefore, Lombard is accountable for \$33,000. Including engineering

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expenses of 15%, Lombard's total estimated cost for emergency vehicle preemption equipment is \$38,000.

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 on IL 53, approximately 7,100 lineal feet of new sidewalk will be installed within the limits of Lombard. The total cost of the sidewalk will be \$39,050; Lombard's 50% cost share will be \$19,525. The total estimated cost to Lombard for additional sidewalk, including 15% engineering costs, will be \$22,454. Lombard will be responsible for the maintenance of the sidewalks.

#### 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.

#### Bike Paths

Proposed bike paths were discussed with Lombard during meetings on July 16, 2004 and August 6, 2004. Approximately 4,800 lineal feet of new bike paths will be installed within the unincorporated areas of the funded reconstruction of IL 53 from North Avenue to south of St. Charles Road. The Department has applied for and received CMAQ funding for this section of bike path. Therefore,

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this section of bike paths will currently be funded on an 80% FHWA/ 10% IDOT/ 10% Lombard cost-sharing basis. The estimated construction cost of this section is \$170,880. The Village of Lombard's 10% cost share will be \$17,090.

If Lombard concurs, 3,800 lineal feet of new bike paths will be installed within the unfunded section south of St. Charles Road to Illinois Route 38 (Roosevelt Road) as part of any future reconstruction project, which includes the section of the proposed path through Sunset Knoll Park. This section of bike paths will currently be funded on a 50% IDOT/50% Lombard cost-sharing basis. The estimated construction cost is \$135,280. Lombard's 50% cost share will be \$67,640. The total estimated cost to Lombard for new bike paths, including 15% engineering costs, will be \$97,440. 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 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: watermain, 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.

#### Summary

The total estimated cost participation required from Lombard for traffic signals, emergency vehicle preemption equipment, new sidewalks and new bike paths, excluding any potential utility relocation, is \$465,865. For the funded portion of the project, the probable cost is \$362,552. A detailed breakdown is provided in the following table (see next page):

<u>Work Item</u>	<u>Location/ Quantity</u>	<u>Estimated Village Cost</u>	<u>Estimated Village Cost (funded portion)</u>
<b>Traffic signal installation</b>	Parkview Boulevard	\$8,750	\$0
	Engineering cost (15%)	\$1,313	\$0
	Meadow Lane	\$32,000	\$32,000
	Engineering cost (15%)	\$4,800	\$4,800
<b>Traffic signal relocation</b>	St. Charles Road	\$12,050	\$12,050
	Engineering cost (15%)	\$1,808	\$1,808
	Sidney Avenue	\$215,000	\$215,000
	Engineering cost (15%)	\$32,250	\$32,250
<b>Emergency Vehicle Preemption</b>	All proposed & existing signalized intersections	\$33,000	\$24,000
	Engineering cost (15%)	\$5,000	\$3,600
<b>New sidewalk</b>	7,100 lineal feet *	\$19,525	\$15,125
	Engineering cost (15%)	\$2,929	\$2,269
<b>New bike path (Asphalt)</b>	8,600 lineal feet **	\$84,730	\$17,090
	Engineering cost (15%)	\$12,710	\$2,560
<b>Total Estimated Cost</b>		<b>\$465,865</b>	<b>\$362,552</b>

\*5,500 lineal feet as part of the funded project (Illinois Rt. 64 to St. Charles Rd.)  
 \*\*4,800 lineal feet as part of the funded project (Illinois Rt. 64 to St. Charles Rd.)

At the end of this letter of intent, there is an area where you can state your concurrence to 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.

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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 fluid and cursive, with the first name "John" being more prominent than the last name "Fortmann".

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

Attachments

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