



Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

March 12, 2020

The Honorable Anan Abu-Taleb
Mayor
Village of Oak Park
123 Madison Street
Oak Park, IL 60302

Dear Mayor Abu-Taleb:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of Illinois Route 64 (IL 64) and Illinois Route 56 (IL 56)/22nd Street/Cermak Road from approximately the Kane/DuPage County line to the City of Chicago within Cook and DuPage Counties. The project passes through several municipalities including the Village of Oak Park in Cook County. This improvement is included in the Department's FY 2020-2025 Proposed Highway Improvement Program. Current engineering efforts are targeted to enable a contract letting in the middle years of the multi-year program contingent upon plan readiness, land acquisition, and funding availability through future annual legislative appropriations. This will serve as a Letter of Intent between the Village of Oak Park (Village) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of the implementation of several Intelligent Transportation Systems (ITS) elements to improve local and regional mobility by addressing arterial congestion and supporting transit. ITS improvements include traffic signal interconnection, travel time monitoring, dynamic message signs, closed-circuit television (CCTV) cameras, and emergency vehicle preemption. Additional improvements include sidewalk ramp modifications at signalized intersections for compliance with the Americans with Disabilities Act (ADA), improved pedestrian access to transit, the addition of high visibility crosswalks, pedestrian push buttons, pedestrian countdown signals, and far side relocation of bus stops at traffic signals where feasible. A CD of the draft project report is enclosed for your information. The project plans are in Volume II (IL 64) and Volume III (IL 56/22nd Street/ Cermak Road). This scope of work was discussed in greater detail in meetings with the West Central Municipal Conference on August 7, 2018 and the DuPage Mayors and Managers Conference on August 28, 2018.

Specific items identified by the Department requiring cost participation by the Village include traffic signal modifications and emergency vehicle pre-emption (EVP) devices. Additional discussion regarding utilities is included for your information. A breakdown of cost participation by municipality is provided in the attached table "Summary of Estimated Local Cost Participation."

Traffic Signal Modification

As outlined in the attached Exhibit A, funds provided by the Federal Highway Administration (FHWA) may be used for 80% of the traffic signal costs with the Department and the Village sharing in the remainder of the cost, based on the percentage of approach leg jurisdiction. Refer to the attached table "Intersection Approach Legs by Jurisdiction." If federal funds are not used, the FHWA share will be assumed by the Department. The total cost to the Village for traffic signal modifications includes a 15% engineering fee.

Emergency Vehicle Pre-emption Devices (EVP)

The financial responsibility for the EVP devices for this improvement and any future improvements requiring modifications to the traffic signals, including maintenance and energy costs, shall be borne by the Village. The estimated cost to reinstate EVP devices after the traffic signal modification is \$6,900 per signalized intersection, including a 15% engineering fee. For intersections that have no existing EVP, devices can be installed on the traffic signals as part of the improvement. The estimated cost for new EVP devices is \$9,200 per signalized intersection, including a 15% engineering fee.

Energy and Maintenance Costs for Traffic Signals

Energy and maintenance costs will continue as outlined in the existing Master Agreement executed between the Village and the Department.

Bicyclist and Pedestrian Accommodations

As described in the attached Exhibit A, the Department is responsible for 100% of the cost for removal and replacement of existing sidewalk/paths affected by the roadway improvements. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee. If the Village is willing to include these bicyclist and pedestrian accommodations as part of this improvement, in addition to their share of the costs associated with construction, the Village must agree to accept long term responsibility for the administration, control, reconstruction, and maintenance of the shared-use path and/or sidewalks along State Highways.

Utility Relocation

Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The Village will be responsible for relocation of its facilities in conflict with the IL 64 and IL 56/22nd Street/Cermak Road improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain, fire hydrants as well as storm, sanitary, and/or combined sewers. A more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs

The estimated total cost responsibility for the Village, based on the available information collected during the Phase I process is approximately \$56,764. However, this does not include the cost of utilities, which should be pursued independently by the Village.

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. This Letter of Intent will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the Village and the Department. Please return an original signed copy of this letter at your convenience.

If you have any questions or need additional information, please contact Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

A handwritten signature in black ink, appearing to read "Anthony J. Quigley". The signature is written in a cursive style with a large initial "A" and "Q".

Anthony J. Quigley, P.E.
Region One Engineer

Attachments

cc: Bill McKenna, Village of Oak Park

IL 64 and IL 56/22nd Street/Cermak Road Smart Corridor Project
DuPage and Cook Counties

Concur with project scope:

Yes
 No

Concur with traffic signals scope, cost,
energy and maintenance costs:

Yes
 No
 N/A

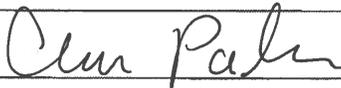
Concur with EVP devices scope,
costs, and long-term maintenance:

Yes
 No
 N/A

Concur with sidewalk scope, costs,
and long-term maintenance:

Yes
 No
 N/A

Name: Cara Pavlicek

Signature: 

Title: Village Manager

Date: 4/14/20

Comments:

Bus stop location, traffic signal upgrades, and sidewalk ramp
improvements shall be reviewed by the Village of Oak Park prior to final
design to ensure they are consistent with the Chicago-Oak Park Traffic
Safety & Mobility Study on North Avenue's recommendations.

REVIEWED AND APPROVED
BY


MAY 15 2020
LAW DEPARTMENT

Summary of Estimated Local Cost Participation
 IL 64 and IL 56/22nd Street/Cermak Road Smart Corridor Project
 DuPage and Cook Counties

Municipality	Traffic Signal Costs		EVP	New Sidewalk Costs		15% Engineering Fee	Total Local Cost
	Total Cost	Local Cost		Total Cost	Local Cost		
St. Charles	\$70,000	\$0	N/A	N/A	N/A	\$0	\$0
West Chicago	\$302,000	\$10,300	\$6,000	N/A	N/A	\$2,445	\$18,745
Carol Stream	\$94,000	\$2,400	N/A	\$9,597	\$4,922	\$1,098	\$8,420
Glendale Heights	\$307,000	\$57,600	\$12,000	\$6,762	\$2,743	\$10,851	\$83,194
Lombard	\$311,000	\$9,600	N/A	\$16,198	\$3,240	\$1,926	\$14,766
Addison	\$210,000	\$3,000	N/A	N/A	N/A	\$450	\$3,450
Villa Park	\$587,000	\$50,850	N/A	N/A	N/A	\$7,628	\$58,478
Elmhurst	\$550,500	\$51,850	\$20,000	N/A	N/A	\$10,778	\$82,628
Warrenville	\$58,000	\$2,300	N/A	\$4,354	\$871	\$476	\$3,647
Winfield Township	N/A	N/A	N/A	N/A	N/A	\$0	\$0
Bloomington Township	N/A	N/A	\$8,000	N/A	N/A	\$1,200	\$9,200
Wheaton	\$483,000	\$13,550	\$6,000	\$17,227	\$3,445	\$3,449	\$26,444
Milton Township	\$37,000	\$133	N/A	\$12,908	\$2,582	\$407	\$3,123
Downers Grove	\$258,000	\$5,600	\$6,000	\$4,179	\$836	\$1,865	\$14,301
Oak Brook	\$1,119,500	\$220,100	\$24,000	\$34,447	\$6,890	\$37,649	\$288,639
Oakbrook Terrace	\$50,000	\$7,500	N/A	\$36,953	\$7,391	\$2,234	\$17,125
Northlake	\$561,500	\$194,350	\$18,000	\$11,144	\$2,229	\$32,187	\$246,766
Melrose Park	\$1,031,700	\$176,835	\$24,000	\$54,705	\$10,941	\$31,766	\$243,542
Stone Park	\$117,700	\$1,985	N/A	\$644	\$129	\$317	\$2,431
River Grove	N/A	N/A	N/A	\$7,616	\$1,523	\$228	\$1,751
Elmwood Park	\$58,500	\$975	N/A	N/A	N/A	\$146	\$1,121
River Forest	\$58,500	\$975	N/A	\$637	\$127	\$165	\$1,267
Chicago	\$1,136,200	\$0	\$56,000	N/A	N/A	\$8,400	\$64,400
Oak Park	\$489,200	\$9,360	\$40,000	N/A	N/A	\$7,404	\$56,764
Hillside	\$131,000	\$26,000	N/A	\$7,350	\$1,072	\$4,061	\$31,133
Westchester	\$425,500	\$86,450	\$12,000	\$4,193	\$398	\$14,827	\$113,675
Broadview	\$222,000	\$13,975	\$6,000	\$5,523	\$1,105	\$3,162	\$24,242
North Riverside	\$889,200	\$365,985	\$24,000	\$15,043	\$1,315	\$58,695	\$449,995
Forest Park	N/A	N/A	N/A	\$9,870	\$1,694	\$254	\$1,948
Berwyn	\$1,125,700	\$133,645	\$42,000	N/A	N/A	\$26,347	\$201,992
Cicero	\$1,451,500	\$68,575	\$40,000	N/A	N/A	\$16,286	\$124,861
Cook County	\$449,700	\$0	N/A	N/A	N/A	\$0	\$0
DuPage County	\$792,000	\$23,000	N/A	N/A	N/A	\$3,450	\$26,450
Illinois Tollway	\$39,000	\$0	N/A	N/A	N/A	\$0	\$0

Intersection Approaches Legs by Jurisdiction - IL 64		
Intersection	North	South
Kautz/Smith Road	St Charles	St Charles
Pheasant Run	St Charles	St Charles
Powis Road	West Chicago	DuPage County (West Chicago)
Atlantic Drive	West Chicago	West Chicago
IL 59 (Neltnor Boulevard)	West Chicago	West Chicago
Prince Crossing Road	West Chicago	West Chicago
Fair Oaks Road	West Chicago	West Chicago
County Farm Road	DuPage County (Wayne Township)	DuPage County (Wayne Township)
Kuhn Road	Carol Stream	Carol Stream
Bennett Drive	Carol Stream	Carol Stream
Gary Avenue	DuPage County (Carol Stream)	DuPage County (Carol Stream)
Schmale Road	DuPage County (Carol Stream/Glendale Hts)	DuPage County (Carol Stream)
President Street	Glendale Heights	Glendale Heights
Bloomington Road	DuPage County (Glendale Heights)	DuPage County (Glendale Heights)
Menard's Entrance	Glendale Heights	Glendale Heights
Glen Ellyn Road	DuPage County (Glendale Heights)	DuPage County (Glendale Heights)
Swift Road	DuPage County (Bloomington Township)	DuPage County (Milton Township)
I-355	Illinois Tollway (Lombard/Bloomington Township)	Illinois Tollway (Lombard)
I-355	Illinois Tollway (Lombard)	Illinois Tollway (Lombard)
IL 53	IDOT (Lombard)	IDOT (Lombard)
Lombard Road	Lombard	Lombard
Main Street	Lombard	Lombard
Grace Street	Lombard	Lombard
Westwood/Lincoln Ave	Addison	Villa Park
Westmore Avenue	Addison	Villa Park
Addison Road	Villa Park	Villa Park
Michigan Avenue	Villa Park	Villa Park
Ardmore Avenue	Villa Park	Villa Park
Villa Avenue	DuPage County (Villa Park)	Villa Park
Shoppes of Elmhurst	Elmhurst	Elmhurst
IL 83	IDOT (Elmhurst)	IDOT (Elmhurst)
West Avenue	Elmhurst	Elmhurst
Myrtle Avenue	Elmhurst	Elmhurst
York Rd	Elmhurst	Elmhurst
Melrose/ Emroy Ave	Elmhurst	Elmhurst
Berteau Ave	Elmhurst	Elmhurst
Northwest Ave	Northlake	N/A
Railroad Ave	Northlake	Northlake
Hillside Ave/Walmart	Northlake	Northlake
Wolf Rd	Northlake	Northlake
Roy Ave	Northlake	Northlake
35th Ave/ Cornell	Melrose Park	Stone Park
Hawthorne Ave	Melrose Park	Stone Park
Indian Boundary Road	Melrose Park	Melrose Park
25th Ave	Melrose Park	Melrose Park
Jewel Dr	Melrose Park	Melrose Park
19th Ave	Melrose Park	Melrose Park
15th Ave	Melrose Park	Melrose Park
George St	Melrose Park	Melrose Park
Winston Plaza Dr	Melrose Park	Melrose Park
9th Ave	Melrose Park	Melrose Park
7th Ave	Melrose Park	Melrose Park
5th Ave	Melrose Park	Melrose Park
IL 171 (1st Ave)	Melrose Park/River Grove	Melrose Park
Menard's (store) Dr/Polk Plaza	River Grove	Melrose Park
Thatcher Ave	Elmwood Park	River Forest
76th Ave	Elmwood Park	River Forest
IL 43 (Harlem Ave)	Elmwood Park/Chicago*	River Forest/Oak Park
Oak Park Ave	Chicago*	Oak Park
Natoma Ave	Chicago*	Oak Park
Narragansett Ave	Chicago*	Oak Park
Ridgeland/ Mobile	Chicago*	Oak Park
Austin Blvd	Chicago*	Oak Park/Chicago
Menard Ave	Chicago	Chicago
Central Ave	Chicago	Chicago
Long Ave	Chicago	Chicago
Laramie Ave	Chicago	Chicago
Leclaire Ave	Chicago	Chicago
Lamon Ave	Chicago	Chicago
IL 50 (Cicero Ave)	Chicago	Chicago

* Oak Park pays for Chicago portion.

N/A indicates three leg intersections

East and West approach legs under the jurisdiction of Illinois Department of Transportation (IDOT)

Intersection Approaches Legs by Jurisdiction - IL 56 / 22nd Street / Cermak Road			
Intersection		North	South
IL 56	IL 59	IDOT (Warranville)	IDOT (Warranville)
IL 56	Batavia Rd	Warranville	Warranville
IL 56	Winfield Rd	DuPage County (Warranville)	DuPage County (Warranville)
IL 56	Wiesbrook Rd/Herrick Rd	Wheaton	DuPage County (Wheaton)
IL 56	Orchard Rd	Wheaton	N/A
IL 56	Cromwell Dr	Wheaton	N/A
IL 56	Naperville Rd	DuPage County (Wheaton)	DuPage County (Wheaton)
IL 56	Loop Rd	Wheaton	N/A
IL 56	Leask Ln	Wheaton	Wheaton
IL 56	Bradford Dr	N/A	Wheaton
IL 56	Lambert Rd/Scottdale Cir	Wheaton	Wheaton
IL 56	Raider Ln	Milton Township	N/A
IL 56	Park Blvd	DuPage County (Milton Township)	DuPage County (Milton Township)
IL 56	IL 53	IDOT	IDOT (Downers Grove)
IL 56	Lloyd Ave	Downers Grove	Illinois Tollway (Downers Grove)
IL 56	Esplanade Rd	Downers Grove	Downers Grove
IL 56	I-355 W	Illinois Tollway (Downers Grove)	Illinois Tollway (Downers Grove)
IL 56	I-355 E	Illinois Tollway (Downers Grove)	Illinois Tollway (Downers Grove)
IL 56	Finley Rd	Downers Grove	DuPage County (Downers Grove)
IL 56	Downers Dr	Downers Grove	Downers Grove
IL 56	Fairfield Ave	Downers Grove	Downers Grove
IL 56	Technology Dr	Downers Grove	Downers Grove
IL 56	Fountain Square Dr	Oak Brook	Oak Brook
IL 56	Meyers Rd	DuPage County (Oak Brook)	DuPage County (Oak Brook)
IL 56	Trans Am Plaza	Oak Brook	N/A
IL 56	22nd St/IL 56	IDOT (Oak Brook)	Oak Brook
22nd St	Midwest Rd	DuPage County (Oak Brook)	DuPage County (Oak Brook)
22nd St	Shops at Oakbrook Pl	Oakbrook Terrace	Oak Brook
22nd St	MacArthur Dr	Oakbrook Terrace	Oak Brook
22nd St	Parkview Dr	Oakbrook Terrace	Oak Brook
22nd St	IL 83	IDOT (Oakbrook Terrace)	IDOT (Oak Brook)
22nd St	Oakbrook Center W	Oak Brook	Oak Brook
22nd St	Oakbrook Center E	Oak Brook	Oak Brook
22nd St	Spring Rd	Oak Brook	Illinois Tollway (Oak Brook)
22nd St	McDonalds Dr	Oak Brook	N/A
22nd St	Jorie Blvd / Enterprise Dr	Oak Brook	Oak Brook
Cermak	York Rd	Oak Brook	Oak Brook
Cermak	Windsor Dr	Oak Brook	Oak Brook
Cermak	I-294 West Ramp	Oak Brook	Oak Brook
Cermak	I-294 East Ramp	Hillside	Westchester
Cermak	Enterprise Dr	Hillside	Westchester
Cermak	Westbrook Corp Center	Hillside	Westchester
Cermak	Wolf Road	Hillside	Westchester/Hillside/Cook County
Cermak	Mayfair Ave	Westchester	Westchester
Cermak	US 12-20-45	Westchester	Westchester
Cermak	17th Ave	Broadview	North Riverside
Cermak	14th Ave	Broadview	North Riverside
Cermak	12th Ave	Broadview	North Riverside
Cermak	IL 171 (1st Ave)	North Riverside	North Riverside
Cermak	1st ave cutoff	Forest Park	North Riverside
Cermak	Des Plaines Ave	Forest Park	North Riverside
Cermak	North Riverside Mall West Ent	Forest Park	North Riverside
Cermak	North Riverside Mall East Ent	Forest Park	North Riverside
Cermak	Mid City National Bank	Forest Park/North Riverside	North Riverside
Cermak	IL 43 (Harlem Ave)	North Riverside/Berwyn	North Riverside/Berwyn
Cermak	Wenonah Ave	Berwyn	Berwyn
Cermak	Home Ave	Berwyn	Berwyn
Cermak	Oak Park Ave	Berwyn	Berwyn
Cermak	Riverside Dr/Wesley Ave	Berwyn	Berwyn
Cermak	East Ave	Berwyn	Berwyn
Cermak	Ridgeland Ave	Cook County	Cook County
Cermak	Lombard Ave	Berwyn/Cicero	Berwyn/Cicero
Cermak	Austin Blvd	Cicero	Cicero
Cermak	58th Ave	Cicero	Cicero
Cermak	57th Ave	Cicero	Cicero
Cermak	Central Ave	Cicero	Cicero
Cermak	54th Ave	Cicero	Cicero
Cermak	Laramie Ave	Cicero	Cicero
Cermak	50th Ave	Cicero	Cicero
Cermak	49th Ave	Cicero	Cicero
Cermak	IL 50 (Cicero Ave)	Cicero	Cicero

N/A indicates three leg intersections

East and West approach legs under the jurisdiction of Illinois Department of Transportation (IDOT)

Exhibit "A"

TRAFFIC SIGNAL PARTICIPATION

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 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.
 - g. Paths on Structures - The State will pay 100% of all costs for bicycle and pedestrian accommodations on structures and approaches. The Local Agency will pay 100% of the cost difference of a separate bicycle and pedestrian structure if bicyclists and pedestrians could have been safely accommodated on the roadway structure, or request grade separation when at-grade crossings are considered safe.
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.

ORIGINAL

RESOLUTION

**A RESOLUTION APPROVING A LETTER OF INTENT BETWEEN
THE VILLAGE OF OAK PARK AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION
FOR THE IL64 AND IL56/22 STREET/CERMAK ROAD SMART CORRIDOR PROJECT
AND AUTHORIZING ITS EXECUTION**

BE IT RESOLVED by the President and Board of Trustees of the Village of Oak Park, Cook County, State of Illinois, in the exercise of their home rule powers, that the Letter of Intent (“Agreement”) between the Village and the Illinois Department of Transportation, for the IL 64 and IL 56 / 22 Street/Cermak road Smart Corridor Project is approved, and the Village Manager is authorized to execute the Agreement in substantially the form attached.

THIS RESOLUTION shall be in full force and effect from and after its adoption and approval as provided by law.

ADOPTED this 15th day of June, 2020, pursuant to a roll call vote as follows:

Voting	Aye	Nay	Abstain	Absent
President Abu-Taleb	✓			
Trustee Andrews	✓			
Trustee Boutet	✓			
Trustee Buchanan	✓			
Trustee Moroney	✓			
Trustee Taglia	✓			
Trustee Walker-Peddakotla		✓		

APPROVED this 15th day of June, 2020.



Anan Abu-Taleb, Village President

ATTEST



Vicki Scaman, Village Clerk