

Ms. Cara Pavlicek
Village Manager
Village of Oak Park
123 Madison Street
Oak Park, IL 60302

Date

Dear Ms. Pavlicek:

The Illinois Department of Transportation (Department) is in the process of finalizing Preliminary Engineering and Environmental (Phase I) Studies for the improvement of I-290, from west of Mannheim Road to Racine Avenue (Project). This Project is currently not included in the Department's FY 2017-2022 Proposed Highway Improvement Program. At this time, only Phase I (planning) is funded. This Project represents a high priority for future funding consideration.

This will serve as a Letter of Intent (LOI) between the Village of Oak Park (Village) and the Department confirming your concurrence with the proposed improvement plan, the cost participation responsibilities, and the maintenance/jurisdictional responsibilities for the subject project. This (LOI) will form the basis for an Intergovernmental Agreement (IGA) between the Village and the Department which will be developed during Phase II of the Project (contract plan preparation). The IGA may include additional items that are defined during Phase II. The IGA will be governed by the relevant state and federal provisions at that time.

The proposed plan for the Project, for the section within the Village of Oak Park, is depicted in Exhibits One through Four, and generally described as follows:

- Complete reconstruction of the I-290 mainline pavement and ramps, and the addition of a managed lane,
- Construction of a parallel main trunk sewer and rehabilitation of the existing trunk sewer beneath I-290,
- Replacement of the entire I-290 drainage network including laterals and drainage structures,
- Replacement of the expressway lighting,
- Replacement of the Village water and combined sewer crossings beneath I-290 that were adjusted as part of the original I-290 construction,
- Replacement and widening of the Harlem Avenue bridge over I-290 including approach roadways from Harrison Street to 600' north of I-290, and reconfiguration to right side ramps,
- Replacement and widening of the Home Avenue pedestrian structure at a proposed width of 20', including approach ramps from Harrison Street to Garfield Street,
- Replacement of the Oak Park Avenue bridge over I-290 and reconstruction of the adjacent Harrison and Garfield Street intersections,
- Replacement of the East Avenue bridge over I-290 and reconstruction of the adjacent Harrison and Garfield Street intersections,

- Replacement of the Ridgeland Avenue bridge over I-290 and reconstruction of Ridgeland Avenue from 100' north of the bridge through the Garfield Street intersection,
- Replacement of the Lombard Avenue bridge and reconstruction of the Flournoy Street and Garfield Street intersections,
- Replacement of the Austin Boulevard Bridge and Austin Boulevard from 100' south of Harrison Street to just north of Harvard Street,
- Expanded sidewalks and corner pedestrian plazas at all bridge corners,
- Reconstruction of sections of Garfield Street as impacted by construction of adjacent facilities,
- Reconstruction of sections of Harrison Street as impacted by construction of adjacent facilities,
- Reconstruction of sections of Flournoy Street as impacted by construction of adjacent facilities,
- Construction of a shared use path on the north side of I-290 from Harlem Avenue to Austin Boulevard (subject to cost participation by Village),
- Construction of noise walls (subject to viewpoint solicitation results),
- Construction of additional greenspace and landscaping (subject to maintenance by the Village),
- Off-system (arterials) improvements (to be determined), and
- Aesthetics subject to Village cost participation and maintenance.

Exhibit Five represents a tabular summary of the basic elements of this LOI.

Based on coordination during Phase I with the Village, specific items identified by the Department requiring cost participation responsibilities by the Village include:

- Traffic Signal Modernization
- Emergency Vehicle Pre-emption
- Bicyclist and Pedestrian Accommodations
- Roadway Lighting

Reference is made throughout this document to "Exhibit A" which reflects the Department's general cost participation responsibilities. Exhibit A will guide cost participation responsibilities except as further defined or clarified under this LOI. Additional items that will be further discussed in Phase II, and may require Village cost participation and maintenance, are noted at the end of this LOI.

Traffic Signal Modernization

Traffic signal modernization (replacement) is proposed at:

- Harlem Avenue at Garfield Street,
- Harlem Avenue at I-290 Ramps,
- Harlem Avenue at Jackson Boulevard,
- Oak Park Avenue at Garfield Street,
- Oak Park Avenue at Harrison Street,
- Ridgeland Avenue at Garfield Street,

- Ridgeland Avenue at Harrison Street,
- Austin Boulevard at I-290 Ramps, and
- Austin Boulevard at Harrison Street

The total cost of the traffic signal work at these intersections is \$4,154,000. As set forth 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. If federal funds are not used, the FHWA share will be assumed by the Department.

Traffic signal interconnection on state highways shall be installed at 100% Department cost and maintenance. Interconnection systems on Village streets shall be at 100% Village cost. Existing Fiber optic interconnection to be replaced is located at:

- Oak Park Avenue at Harrison Street
- Ridgeland Avenue at Harrison Street
- Ridgeland Avenue at Garfield Street
- Austin Boulevard and I-290 Ramps

Emergency Vehicle Pre-emption

Emergency vehicle pre-emption (EVP) devices can be installed on the traffic signals as part of the improvement. All costs for installation and long-term maintenance of EVP devices are a local responsibility. The estimated cost for EVP devices is \$6,900 per signalized intersection, which cost includes a 15% engineering fee. 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. There are existing emergency vehicle pre-emption (EVP) devices on the traffic signals at:

- Harlem Avenue at I-290
- Harlem Avenue at Garfield Street
- Harlem Avenue at Jackson Boulevard
- Oak Park Avenue at Harrison Street
- Oak Park Avenue at Garfield Street
- Ridgeland Avenue at Harrison Street
- Ridgeland Avenue at Garfield Street

The table below summarizes the locations where work is to be completed within the Village and the portions that include Village cost participation.

Location	Improvement	FHWA Cost	Division of remaining costs			Engineering Fee	Total VOP Cost
			IDOT	VOP	Other		
<i>Harlem Avenue at I-290 Ramps</i>	Traffic Signal Modernization \$631,000	\$504,800 (80%)	\$126,200 (20%)	\$0 (0%)	\$0 (0%)	\$0	\$0
	Emergency Vehicle Pre-Emption (EVP) Device	\$0 (0%)	\$0 (0%)	\$6,000 (100%)	\$0	\$900	\$6,900
<i>Harlem Avenue at Garfield Street</i>	Traffic Signal Modernization \$350,000	\$280,000 (80%)	\$35,000 (10%)	\$17,500 (5%)	\$17,500 (5%)	\$2,625	\$20,125
	Emergency Vehicle Pre-Emption (EVP) Device	\$0 (0%)	\$0 (0%)	\$0 (0%)	\$6,000 (100%)	\$900	\$0
<i>Harlem Avenue at Jackson Boulevard</i>	Traffic Signal Modernization \$350,000	\$280,000 (80%)	\$35,000 (10%)	\$17,500 (5%)	\$17,500 (5%)	\$2,625	\$20,125
	Emergency Vehicle Pre-Emption (EVP) Device	\$0 (0%)	\$0 (0%)	\$0 (0%)	\$6,000 (100%)	\$900	\$0
<i>Oak Park Avenue at Harrison Street</i>	Traffic Signal Modernization \$350,000	\$280,000 (80%)	\$0 (0%)	\$70,000 (20%)	\$ (0%)	\$10,500	\$80,500
	Traffic Signal Interconnection \$100,000	\$80,000 (80%)	\$0 (0%)	\$20,000 (20%)	\$0 (0%)	\$3,000	\$23,000
	Emergency Vehicle Pre-Emption (EVP) Device	\$0 (0%)	\$0 (0%)	\$6,000 (100%)	\$0	\$900	\$6,900
<i>Oak Park Avenue at Garfield Street</i>	Traffic Signal Modernization \$350,000	\$280,000 (80%)	\$0 (0%)	\$70,000 (20%)	\$0 (0%)	\$10,500	\$80,500
	Emergency Vehicle Pre-Emption (EVP) Device	\$0 (0%)	\$0 (0%)	\$6,000 (100%)	\$0	\$900	\$6,900

Location	Improvement	FHWA Cost	Division of remaining costs			Engineering Fee	Total VOP Cost
			IDOT	VOP	Other		
<i>Ridgeland Avenue at Harrison Street</i>	Traffic Signal Modernization \$350,000	\$280,000 (80%)	\$35,000 (10%)	\$35,000 (10%)	\$0 (0%)	\$5,250	\$40,250
	Traffic Signal Interconnection \$100,000	\$80,000 (80%)	\$20,000 (20%)	\$0 (0%)	\$0 (0%)	\$0	\$0
	Emergency Vehicle Pre-Emption (EVP) Device	\$0 (0%)	\$0 (0%)	\$6,000 (100%)	\$0	\$900	\$6,900
<i>Ridgeland Avenue at Garfield Street</i>	Traffic Signal Modernization \$350,000	\$280,000 (80%)	\$35,000 (10%)	\$35,000 (10%)	\$0 (0%)	\$5,250	\$40,250
	Traffic Signal Interconnection \$100,000	\$80,000 (80%)	\$20,000 (20%)	\$0 (0%)	\$0 (0%)	\$0	\$0
	Emergency Vehicle Pre-Emption (EVP) Device	\$0 (0%)	\$0 (0%)	\$6,000 (100%)	\$0	\$900	\$6,900
<i>Austin Boulevard at Harrison Street</i>	Traffic Signal Modernization \$350,000	\$280,000 (80%)	\$0 (0%)	\$70,000 (20%)	\$0 (0%)	\$10,500	\$80,500
	Emergency Vehicle Pre-Emption (EVP) Device	\$0 (0%)	\$0 (0%)	\$0 (0%)	\$0	\$0	\$0
<i>Austin Boulevard at I-290 Ramps</i>	Traffic Signal Modernization \$631,000	\$504,800 (80%)	\$126,200 (20%)	\$0 (0%)	\$0 (0%)	\$0	\$0
	Traffic Signal Interconnection \$100,000	\$80,000 (80%)	\$20,000 (20%)	\$0 (0%)	\$0 (0%)	\$0	\$0
	Emergency Vehicle Pre-Emption (EVP) Device	\$0 (0%)	\$0 (0%)	\$0 (0%)	\$0	\$0	\$0
Total Village Costs- Traffic Signals and EVP							\$419,750

Therefore the cost of the traffic signal modernization, EVP replacement and re-establishing the existing traffic signal interconnection for the Village is \$419,750, which includes a 15% engineering fee. If the Village chooses to utilize non-standard features (i.e., fluted poles), the Village would be responsible for 100% of the additional incremental cost, including any desired in kind replacement of damaged equipment.

Energy and Maintenance Costs for Traffic Signals

Energy and maintenance costs will continue as set forth in the existing Intergovernmental Agreement 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. As shown on Attachment One, which is referenced at the beginning of this LOI, the Department shall construct expanded sidewalks and corner pedestrian plazas at 100% Department cost. The Village will be responsible for routine maintenance of these sidewalks, and full maintenance for any non-standard features.

According to Department policy, a separate shared-use path is required to accommodate bicyclists and pedestrians along, or short distances outside of, the Project limits if the local agency is willing to participate in cost sharing and take maintenance responsibilities for the shared-use path. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee. Based on the discussions with the Village during the Phase I study, the proposed improvement accommodates 7,857 feet (1.49 miles) of additional shared use path from Harlem Avenue to Austin Boulevard. Assuming an asphalt surface, the estimated cost of the new facility is \$210,600. The Village's portion would be approximately \$48,438, which includes a 15% engineering fee. In addition, the Village must agree to accept long-term responsibility for the administration, control, reconstruction and maintenance of the shared-use path and/or sidewalk.

If the Village chooses not to participate in the bicyclist or pedestrian accommodations, the Department requests that a local resolution indicating its non-participation be sent to the Department (see enclosed example). Without local agency cost participation, the Department will consider a means to accommodate bicyclist and pedestrian facilities in the future. At this time this consists of the proposed installation of a 12-foot and variable width shelf along the northern edge of the I-290 right-of-way from Harlem Avenue to Austin Boulevard. In the future, a path or sidewalk could be installed on the shelf via permit at 100% local cost.

Roadway Lighting

The existing roadway lighting along mainline I-290, as well as the interchange lighting at the Harlem Avenue and Austin Boulevard interchanges, shall be removed and replaced at 100% cost to the Department.

The existing lighting that is owned and maintained by the Village will be removed and replaced at various locations where they are in conflict with the proposed improvement, with the cost distributed based on the following understanding:

- Where Village owned lighting is in conflict with the Harrison Street, Flournoy Street and Garfield Street frontage road improvements, and where the frontage roads are owned (previously jurisdictionally transferred from the Department or Cook County) by The Village, the cost of replacing the lighting will be 100% Department cost.
- Where Village owned lighting is in conflict with the cross-street bridge replacements at Home Avenue, Oak Park Avenue, East Avenue, Ridgeland Avenue, Lombard Avenue

and Austin Boulevard, the cost of removing and replacing bridge mounted lighting will be 100% Village cost. (Bridge mounted light poles are considered to be attached to the bridge structure itself by permit).

Any existing lighting along the state highway system that does not meet Illuminating Engineering Society (IES) Standards should be removed and/or upgraded to current standards.

Exhibit Three depicts the proposed lighting system and ownership assumptions within the Village. A more detailed analysis in Phase II, contract plan preparation, is needed to determine if the existing lighting poles can be reused or if they would need to be replaced.

The following corridors include existing lighting that will be impacted by the Project and replaced at 100% IDOT cost:

- Harrison Street, from Harlem Avenue to East Avenue (29 poles)
- Flournoy Street, from Lombard Avenue to Austin Boulevard (5 poles)
- Garfield Street from Home Avenue to Oak Park Avenue due to noise wall construction (8 poles)

Location	Improvement	FHWA Cost	Division of remaining costs			Engineering Fee	Total
			IDOT	VOP	Other		
Lighting Costs	Harrison Street \$238,465	\$0 (0%)	\$238,465 (100%)	\$0 (0%)	\$0 (0%)	\$0	\$0
	Flournoy Street \$41,090	\$0 (0%)	\$41,090 (100%)	\$0 (0%)	\$0 (0%)	\$0	\$0
	Garfield Street \$50,640	\$0 (0%)	\$50,640 (100%)	\$0 (0%)	\$0 (0%)	\$0	\$0
Total Village Costs- Lighting							\$0

The following corridors include existing lighting that will be impacted by the Project and replaced at 100% Village cost:

- Home Avenue (7 poles)
- Oak Park Avenue (4 poles)
- East Avenue (5 poles)
- Ridgeland Avenue (7 poles)
- Lombard Avenue (6 poles)
- Austin Boulevard (3 poles)

Location	Improvement	FHWA Cost	Division of remaining costs			Engineering Fee	Total
			IDOT	VOP	Other		
Oak Park Lighting Costs	Home Avenue Pedestrian Bridge \$23,695	\$0 (0%)	\$0 (0%)	23,695 (100%)	\$0 (0%)	\$3,554	\$27,249
	Oak Park Avenue Bridge \$28,875	\$0 (0%)	\$0 (0%)	\$28,875 (100%)	\$0 (0%)	\$4,331	\$33,206
	East Avenue Bridge \$36,125	\$0 (0%)	\$0 (0%)	\$36,125 (100%)	\$0 (0%)	\$5,419	\$41,544
	Ridgeland Avenue Bridge \$49,920	\$0 (0%)	\$0 (0%)	\$49,920 (100%)	\$0 (0%)	\$7,488	\$57,408
	Lombard Avenue Bridge \$43,225	\$0 (0%)	\$0 (0%)	\$43,225 (100%)	\$0 (0%)	\$6,484	\$49,709
	Austin Boulevard \$23,615	\$0 (0%)	\$0 (0%)	\$23,615 (100%)	\$0 (0%)	\$3,543	\$27,158
Total Village Costs- Lighting							\$236,274

As set forth in the attached Exhibit A, all costs and long-term maintenance associated with roadway lighting within the corporate limits of a municipality are a local responsibility. If the Village chooses to utilize non-standard features (i.e., fluted poles), the Village would be responsible for 100% of the additional incremental cost, including any desired in kind replacement of damaged lighting equipment.

The estimated cost for the new lighting is \$236,274, which includes a 15% engineering fee. This cost assumes that the existing light poles cannot be reused, and that the existing light poles will be removed and returned to the Village. The cost for dismantling, handing and returning the poles to the Village is estimated to be \$5,760, and is included in the Village's total cost. The need for, and cost of, any temporary lighting has not been identified at this time and will be analyzed during Phase II. In addition, the Village must agree to accept long-term responsibility for the administration, control, and maintenance of the roadway lighting.

Other lighting considerations

Additional verification is needed to identify whether there are any Village lighting agreements associated with existing lighting that is mounted on poles owned by ComEd or other utility. The Village may need to request that ComEd (or other utility) pursues the removal of the existing lighting. If lighting falls between the Village and another municipality (i.e., the Village boundary is the centerline of a roadway that is lit on both sides), the Village and the other municipality may be responsible for roadway lighting. If roadway lighting is desired, an agreement needs to be reached between the villages to outline the cost responsibilities concerning construction maintenance and energy costs.

Existing roadway lighting that is owned and maintained by the Village adjacent to the I-290 corridor and located outside of the areas affected by construction may be replaced as part of the project if requested by the Village. Limits of the replacement lighting will be determined in Phase II Design as coordinated by IDOT and the Village. The cost of the replacement lighting will be the entire responsibility of the Village.

Utility Relocation

The reconstruction portion of the Project, from west of Mannheim Road to Kostner Avenue, will directly impact municipal utilities that cross under the Project. Consistent with IDOT policy for expressways (BDE Manual section 6-103(c)), the State may participate in the cost to reimburse the municipality for adjusting a municipal utility on public right-of-way when such adjustment is necessitated by the construction or reconstruction of the freeway facility. In the case of the Project, the Village's water and combined sewer infrastructure was installed in conjunction with the original construction of I-290 in the 1950's and as such, the Department shall reimburse the municipality for utility adjustments for a comparable facility.

The following table sets forth the locations and costs associated with utility crossings within the Village of Oak Park, which will be reimbursed by the Department. The costs include the jacking pits and manholes/chambers required to construct the crossings; these jacking pits/manholes/chambers would be generally located within the frontage roads north and south of the I-290 right-of-way.. The proposed crossing at Oak Park Avenue is intended to reinstate capacity that existed prior to the original construction of the expressway. Overall, the reinstatement of pre-I-290 combined sewer capacity includes the Oak Park Avenue crossing and additional capacity at East and Ridgeland Avenues. The total amount of additional capacity is 63 square feet of pipe cross-sectional area (opening) to be applied at Oak Park Avenue or other existing locations as determined during Phase II Design coordination. Any additional square footage or betterments beyond this would be subject to additional Village cost participation. The total estimated cost for Village water and sewer utility crossings is \$25,567,000.

Utility Location	Improvement	FHWA Cost	Division of remaining costs			Engineering Fee	Total VOP Cost*
			IDOT	VOP	Other		
Maple Avenue 12" watermain crossing	Replace in kind	\$0	\$947,000	\$0	\$0	\$0	\$0
		\$947,000	(0%)	(100%)	(0%)	(0%)	

Utility Location	Improvement	FHWA Cost	Division of remaining costs			Engineering Fee	Total VOP Cost*
			IDOT	VOP	Other		
<i>Oak Park Avenue Combined Sewer</i>	Reinstatement of pre-existing capacity	\$0	\$14,900,000	\$0	\$0	\$0	\$0*
		\$14,900,000	(0%)	(100%)	(0%)	(0%)	
<i>East Avenue 12" watermain crossing</i>	Replace in kind	\$0	\$884,000	\$0	\$0	\$0	\$0
		\$884,000	(0%)	(100%)	(0%)	(0%)	
<i>East Avenue Combined Sewer</i>	Replace in kind	\$0	\$3,458,000	\$0*	\$0	\$0	\$0*
		\$3,458,000	(0%)	(100%)	(0%)	(0%)	
<i>Ridgeland Avenue Combined Sewer</i>	Replace in kind	\$0	\$2,703,000	\$0	\$0	\$0	\$0
		\$2,703,000	(0%)	(100%)	(0%)	(0%)	
<i>Ridgeland Avenue 12" watermain crossing</i>	Replace in kind	\$0	\$493,000	\$0	\$0	\$0	\$0
		\$493,000	(0%)	(100%)	(0%)	(0%)	
<i>Lombard Avenue 12" watermain crossing</i>	Replace in kind	\$0	\$727,000	\$0	\$0	\$0	\$0
		\$727,000	(0%)	(100%)	(0%)	(0%)	
<i>Lombard Avenue 18" watermain crossing</i>	Replace in kind	\$0	\$758,000	\$0	\$0	\$0	\$0
		\$758,000	(0%)	(100%)	(0%)	(0%)	
<i>Austin Boulevard 12" watermain crossing</i>	Replace in kind	\$0	\$697,000	\$0	\$0	\$0	\$0
		\$697,000	(0%)	(100%)	(0%)	(0%)	
<i>Total Village Costs - Utilities</i>							

*If upsizing is desired, the Village will be responsible for the incremental cost.

**Total cost of reinstatement capacity is applied at Oak Park Avenue but may be distributed to other existing locations as determined during Phase II Design coordination.

Any Village utilities that must be relocated along Harrison Street, Flournoy Street or Garfield Street due to the construction of noise walls shall be a 100% Department cost, subject to a more detailed review and determination during Phase II.

Subsequent to additional information, detail, and pending final resolution of conflicts, a more cost effective or appropriate strategy for the above referenced utility replacements may be

identified. The costs associated with the revised strategy would be borne by the Department in similar fashion to the above “replace in kind” methodology.

Maintenance and Jurisdiction

Although not requiring cost participation from the Village, a discussion of maintenance and jurisdictional responsibilities is included in this LOI to provide clarification for future agreements. Per the 1955 Village-State Agreement, the Village currently has maintenance responsibilities for the bridge decks for the following structures:

- Home Avenue Pedestrian Bridge
- Oak Park Avenue
- East Avenue
- Lombard Avenue
- Austin Boulevard (west half)

The proposed structure types identified for the replacement structures includes: post-tensioned slab type bridges over the CSX and CTA ROW; and conventional bridge construction (steel I-beams supporting concrete decks) over the I-290 ROW.

Upon completion of the Project, the maintenance responsibilities for these structures shall be as follows:

The Department shall be responsible for structural maintenance (and including future reconstruction) responsibilities the Substructure, Superstructure, and Deck, including sidewalks and joints, for the following roadway bridges:

- Harlem Avenue*
- Oak Park Avenue
- East Avenue
- Ridgeland Avenue*
- Lombard Avenue
- Austin Boulevard

The Village shall be responsible for the wearing surface and routine maintenance (snow/ice removal, sweeping, litter pickup, graffiti removal and non-structural repairs) of the aforementioned bridges. The Village would also be responsible for maintenance of non-standard items (i.e., aesthetics).

*The current municipal maintenance agreement for Harlem Avenue and Ridgeland Avenue would continue.

The Village shall be responsible for the structural and routine maintenance of the Home Avenue Pedestrian Bridge in its entirety, including periodic inspections.

IDOT shall be responsible for 100% of the costs to replace the Home Avenue if the bridge is impacted by a subsequent reconstruction of I-290.

Within the Village, the following sections of parallel frontage roads are under Village jurisdiction and maintenance, and will remain under Village jurisdiction after completion of the Project:

- North Side of I-290: Harrison Street, Flournoy Street
- South Side of I-290: Garfield Street

Under proposed conditions, the following portions of these roadways will be reconstructed, and will remain under the maintenance and jurisdiction of the Village:

Harrison Street, Flournoy Street

The Department shall be responsible for 100% of costs of reconstruction of Harrison and Flournoy Streets where they are impacted by construction of the Project. The limits of any Harrison and Flournoy Street reconstruction will be dependent upon bridge work, retaining wall work, bike path construction, utility work, and noise wall installation. The exact reconstruction limits to be determined during Phase II Design coordination between the Village and Department.

Garfield Street

The Department shall be responsible for 100% of costs of reconstruction of Garfield Street where it is impacted by construction of the Project. The limits of any Garfield Street reconstruction will be dependent upon bridge work, retaining wall work, bike path construction, utility work, and noise wall installation. The exact reconstruction limits to be determined during Phase II Design coordination between the Village and Department.

In addition, the Garfield Street/Railroad Avenue and Austin Boulevard intersection shall be reconfigured to provide right in/right out access, at 100% Department cost.

Traffic Noise Abatement Walls

Traffic noise abatement walls are proposed along the north and south sides of I-290 at various locations subject to finalization of the viewpoint solicitation. Exhibit Four depicts the results of the noise wall analysis and viewpoint solicitation process that was completed as part of the Phase I study.

The Department is responsible for 100% of the noise wall construction cost, and will maintain the structural integrity and expressway face of the walls. The Department requests that local entities assume maintenance responsibility for the community face of the wall. Given that the walls are located solely within the Village of Oak Park, the Village is being requested to provide long-term maintenance of the resident side of the traffic noise abatement wall, including any enhanced aesthetic features. The Village is also responsible for the construction costs associated with additional noise wall aesthetics features, as noted above.

The Department will work with the Village to determine final noise wall design and aesthetic or sustainable features, including solar panels, which could be incorporated into, or attached to, the noise walls. In addition, the Department shall work with the Village on the final determination on the material choice for the noise wall construction, including transparent noise walls, provided they meet IDOT noise wall criteria. Unique or special wall features may require additional noise analysis. Noise wall maintenance responsibilities may be subject to change depending upon noise wall materials and features selected for final design.

Traffic Noise Abatement Walls - Final Decision

As noted in the Department's noise policy, a final decision with respect to the installation of noise abatement will be made during the Project's final design phase ("Phase II") and the public involvement process. Before the initiation of noise wall related work in Phase II, the Department and the Village will assess whether public sentiment has changed, either due to a substantial time lapse since the noise wall vote in 2016, or changes in noise wall technology or policy that alter the composition of the walls. If it is jointly determined that there is a change in public sentiment, a new vote that obtains the viewpoints of the benefited receptors will be held.

The re-initiation of the noise wall solicitation process would not constitute a requirement to perform a new Traffic Noise Analysis, and would not necessitate a review of the previous wall geometry (length or height) since that analysis is not expected to materially change as determined by the Department.

Off System Arterial Improvements

IDOT is preparing separate Phase I studies for off-system arterial improvements, which would be implemented prior to mainline I-290 construction, pending the outcome of the Phase I studies. The purpose of these off-system improvements will be to manage traffic flows during the reconstruction of mainline I-290, and provide community benefits beyond the construction of the Project. Within the Village, IL 64 (North Avenue) will be the primary route studied, and the general scope of work will involve improving pavement condition and operational improvements. Roosevelt Road (IL 38) and Madison Street are secondary off-system improvement routes for which more limited improvements could be considered. The Department will evaluate potential improvements requested by the Village to determine its suitability for addressing construction related traffic impacts, overall scope, and any cost responsibilities.

Considerations for further discussion in Phase II (Design)

Based upon discussions that occurred during the Phase I process, the Village of Oak Park and the Department shall further engage in Phase II on the following topics.

Funding for the reconstruction of the CTA Blue Line and I-290 should be sought for both improvements as if they were one project.

IDOT and CTA will continue to collaborate with respect to design, funding and construction schedules.

Expanded decking at Oak Park Avenue, East Avenue, Ridgeland Avenue, and Lombard Avenue.

As shown in Exhibit Two, the Department has developed concepts for expanded decking at Oak Park Avenue, East Avenue, Ridgeland Avenue and Lombard Avenue, with no further changes to the proposed I-290 profile. The Department will continue to work with the Village during Phase II regarding design and funding opportunities.

CSX right-of-way and proposed bridge profiles

If the CSX Transportation, Inc., which owns the section of freight right-of-way along I-290 in Oak Park, ceases operations or other changes occur that allow for a vertical clearance that is less than 21'-9", within a reasonable timeframe prior to completing Phase II engineering, IDOT shall

evaluate the relative impacts, benefits and costs associated with modifying (lowering) the proposed crossroad bridge profiles that were established as part of the Phase I study.

Construction staffing, staging and effects

Construction Staffing

The Department will work with all communities along the Project to explore funding options for a local construction liaison(s) through the Council of Mayors or other sources.

Construction Staging and effects

The Department will work with the Village during the development of strategies to reduce community disruptions and design specifications that address community context including:

- Advance local improvement projects prior to mainline including Home Avenue pedestrian bridge,
- Avoid closing two consecutive interchanges,
- Avoid full closure of consecutive cross roads,
- Development of specifications that address noise, dust, time of work, and materials storage.
- The Department shall coordinate with the Village to develop the scope of work for an overall monitoring program to address vibration/settlement concerns. However, the execution of the program, beginning with condition surveys of buildings, would not be initiated until closer to the time of construction.
- The Village has jurisdiction over the local street network and will determine the extent that the contractor is able to use those streets for construction. If portions of the local street network are to be utilized, the Department will coordinate with the Village to identify the extent of any rehabilitation or reconstruction, as appropriate, along those local streets.
- IDOT will continue collaboration with Metra, PACE and the CTA during Phase II with respect to managing construction traffic

Grant opportunities to defray local costs

IDOT will work with the Village to identify available funding sources that would apply to cost items identified herein as Village costs and as will be detailed in the IGA. The Department will approach this as a corridor-wide initiative, and will work with all corridor communities to explore funding options that will provide financial support for a variety of local costs related to the project.

Hardscape, landscape, aesthetics and sustainability features

As shown on Exhibits Two and Six, hardscape, landscape and aesthetics opportunities have been conceptually identified within the Village. If the Village chooses to incorporate these features, the Village would need to agree to accept responsibility for the long-term maintenance of any non-standard items, all within the municipal boundaries of the Village. There are also green spaces that will be created along the I-290 corridor that can include trees as well as more enhanced landscaping. The inclusion of enhanced landscaping can be included with the Project but may require some Village cost participation. The Department would work with the Village on the development of an enhanced landscape plan, noting the Village will be responsible for the future maintenance of all roadside landscaping that occurs adjacent to the frontage roads within

the Village limits. Any aesthetic features must conform to appropriate roadway safety standards, shall not encroach upon the associated roadway and rail vertical/vertical clearances, and shall not require substantive changes to the geometry or structural design of the expressway, crossroads or railroads as depicted in Exhibit One.

The Department will work with the Village during Phase II design to determine the final landscaping along the frontage roads but at a minimum the baseline landscaping shall include regularly spaced trees, as appropriate, and either sod or a native seed mixture.

Consistent with the exhibits identifying the opportunity areas for implementation of hardscape, landscape and aesthetic features, IDOT will continue to work with the Village during Phase II (design) as they refine the specific Village features to be implemented. These include: ornamental light poles, gateway features, decorative fencing, brick pavers, planters, pedestrian plaza features, deck areas adjacent to ramps and noise wall form liner. Hardscape, landscape and aesthetic features will require Village maintenance.

Potential sustainability opportunities

The Department will work with the Village to incorporate sustainability features (i.e. solar power, native plantings, energy efficient lighting, permeable pavements, etc.) where opportunities exist within the Village. Village cost participation for the sustainable features will be based upon the incremental cost increase over standard IDOT pay items for typical materials used on similar projects. Sustainable features will require Village Maintenance responsibility.

IDOT is using the Federal Highway Administration's Infrastructure Voluntary Sustainability Tool (INVEST) scoring system for the project scope identified during the Phase I process, and the INVEST analysis will be referenced in the Draft Environmental Impact Statement. IDOT will continue to work with the Village and update the INVEST analysis as additional sustainability items are identified during Phase II.

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 **\$704,462** as outlined in the following table. However, this estimate does not include the cost of any, and yet to be defined:

- Expanded decking
- Hardscape, landscape and aesthetics features
- Sustainability features
- Other features identified in Phase II

Improvement	Village Cost	Engineering Fee (15%)	Total Village Cost
Traffic Signals	\$315,000	\$47,250	\$362,250
Emergency Vehicle Pre-emption	\$30,000	\$4,500	\$34,500
Traffic Signal Interconnect	\$20,000	\$3,000	\$23,000
Shared-use path	\$42,120	\$6,318	\$48,438
Roadway Lighting	\$205,455	\$30,819	\$236,274
Total Village Costs			\$704,462

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 earliest convenience.

Ms. Cara Pavlicek

July 27, 2016

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If you have any questions or need additional information, please contact me or John A. Baczek, Project and Environmental Studies Section Chief, at (847) 705-4104.

Very Truly Yours,

John Fortmann, P.E.
Deputy Director of Highways
Region One engineer

Attachments

- Exhibit 1 – Oak Park Plans Base Concept
- Exhibit 2 – Village Aesthetic, Sustainability, & Capping Opportunities
- Exhibit 3 – Oak Park Lighting Exhibit
- Exhibit 4 – Oak Park Noise Wall Map
- Exhibit 5 – Cost Tables
- Exhibit 6 – Hardscape, Landscape & Aesthetics Table and Images
- Exhibit A
- Board Resolution

cc: Mayor Anan Abu-Taleb
 John Wielebnicki
 Bill McKenna

Project and Environmental Studies
I-290, West of Mannheim Road to Racine Avenue
Cook County

Concur with Project scope:

Yes
 No

Concur with Bridge and arterial maintenance and jurisdiction

Yes
No

Concur with roadway lighting removal scope and costs:

Yes
 No

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

Yes
 No

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

Yes
 No

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

Yes
 No

Concur with shared-use path scope, costs, and long-term maintenance:

Yes
 No

Concur with roadway lighting scope, costs, and long-term maintenance:

Yes
 No

Concur with utility relocation and costs:

Yes
 No

Concur with noise wall (community side) maintenance

Yes
No

Name: _____

Signature:

Title:

Date:

Comments:

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented the local agency, for its consideration, a bicyclist and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by the local agency; therefore, be it

RESOLVED, That the local agency hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.