

Item #7A:

Report On Infrastructure Projects & Reviews
Shared Cost Agreement With IDOT For IL Route 22



Illinois Department of Transportation

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

RECEIVED

OCT 03 2014

VILLAGE OF LONG GROVE

October 1, 2014

The Honorable Angie Underwood
Village President
Village of Long Grove
3110 RFD
Long Grove, IL 60047-9635

Dear Village President Underwood:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of IL 22 from Quentin Road to IL 83 in Lake County. This improvement is included in the Department's FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program. Our current engineering efforts are targeted to enable a contract letting in the later portion of our current multi-year program contingent upon plan readiness, land acquisition, and funding availability through our future annual legislative appropriations. This will serve as a Letter of Intent between the Village of Long Grove (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 reconstructing and widening IL 22 to provide two through lanes in each direction separated by a median, with curb and gutter, pedestrian and bicyclist accommodations, and intersection and drainage improvements. A CD of the approved combined design report is enclosed for your information. This scope of work was discussed in greater detail with the Village in several meetings over the course of the Phase I study. A public hearing for the project was held on July 16, 2013.

Based on previous coordination with the Village, specific items identified by the Department requiring cost participation and/or maintenance by the Village includes traffic signal installation, pedestrian and bicyclist accommodations, and decorative retaining walls. Additional discussion regarding landscaped medians and utility relocation is included for your information.

Traffic Signal Installation

Traffic signal installation is proposed at the intersection of IL 22 at North Krueger Road/Blackhawk Lane. The total cost of the traffic signal work at this intersection is \$260,000. 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 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. The Village has jurisdiction of the north leg of the intersection.

The south leg of the intersection, Blackhawk Lane, is a private roadway that is proposed to be realigned across from North Krueger Road. The Department cannot enter into agreement with a private entity. As IL 22 is wholly incorporated into the Village limits at this intersection, the Department requires the Village act as party to the agreement. The Village may enter into a separate agreement with the private entity for reimbursement of any of the costs. Therefore the cost of the traffic signals to the Village is \$29,900, including a 15% engineering fee.

The Long Grove Fire Protection District (District) has expressed interest in installing emergency vehicle pre-emption (EVP) devices on the traffic signal. Based on coordination with the District, any proposed EVP devices would be owned by the Long Grove Fire Protection District. If the District is interested in installing these devices, this item would be a local agency cost at \$6,900 per signalized intersection, including a 15% engineering fee. A Letter of Intent will be sent to the District outlining the cost participation responsibilities for the EVP devices.

The cost share breakdown of traffic signal costs is outlined in the following table. The Village's share of the costs will be approximately \$29,900.

Location	Improvement	FHWA Cost	Division of Remaining Costs		Engineering Fee, 15%	Total Village Cost
			IDOT	Village		
IL 22 at North Krueger Road / Blackhawk Lane	Traffic Signal Installation \$260,000	\$208,000 (80%)	\$26,000 (10%)	\$26,000 (10%)	\$3,900	\$29,900
Total Village Costs- Traffic Signals						\$29,900

Energy and Maintenance Costs for Traffic Signals

The existing Master Agreement with the Village will need to be revised to include the new traffic signal location. Future maintenance and electrical energy costs will be split by jurisdiction in accordance with our policy. Therefore, future financial participation for maintenance and electric energy for the operation of the traffic signal shall be portioned as follows:

	Maintenance	Energy
Department	50%	50%
Village	50%	50%

Bicyclist and Pedestrian Accommodations

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 locations requested during the September 17, 2010 meeting with the Village, and the February 24, 2011 Long Grove Pathways Committee recommendation, the proposed improvement accommodates 1.9 miles of new ten-foot wide shared-use path along IL 22 from the western Village limit to IL 83. The estimated cost of the new facility is \$351,120. The Village's portion would be approximately \$80,758, including 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.

If the Village chooses not to participate in the bicyclist or pedestrian accommodations, the Department requests that a local resolution indicating their 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 17-foot shelf from Quentin Road to IL 83. In the future, a path or sidewalk could be installed on the shelf via permit at 100% local cost.

Decorative Retaining Walls

During the meetings on September 30, 2008 and May 4, 2010, the Village requested decorative finishes for the proposed retaining walls. The retaining wall type and finish will be determined during the contract plan preparation phase (Phase II) with Village input. The Village will be responsible for any additional cost beyond that of a standard wall or form liner finish.

Landscaped Medians

If the Village chooses to upgrade the proposed grass medians to include additional landscape items, such as trees, the Village would need to agree to accept responsibility for the long-term maintenance of the landscaping in the medians, all within the municipal boundaries of the Village. The inclusion of trees on the landscaped median would not typically require local cost participation. Additional shrubs and perennials as well as other ornamental median or roadside features 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 median and roadside landscaping within the Village limits. All proposed landscaping elements must be contained within the highway right-of-way.

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 22 improvements. Facilities subject to the previously stated condition may include, but may not be limited to lighting, watermain and fire hydrants as well as storm, sanitary and/or combined sewers. Our investigation of the utility information that was provided to the Department in Phase I indicates no apparent Village utility conflicts. However, 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 \$110,658 as outlined in the following table. However, this estimate does not include the cost of any necessary, and as of yet unknown, utility relocations or decorative retaining walls.

Improvement	Village Cost	Engineering Fee (15%)	Total Village Cost
Traffic Signals	\$26,000	\$3,900	\$29,900
Shared-use path	\$70,224	\$10,534	\$80,758
Total Village Costs			\$110,658

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 within 90 days so we may maintain our project schedule.

The Honorable Angie Underwood
October 1, 2014
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If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,



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

Attachments

cc: David Lothspeich, Village Manager

Project and Environmental Studies
IL 22 from Quentin Road to IL 83
Lake County

Concur with project scope:

- Yes
- No

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

- Yes
- No

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

- Yes
- No

Concur with decorative retaining wall
scope:

- 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 Village of Long Grove, 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 Village of Long Grove; therefore, be it

RESOLVED, That the Village of Long Grove 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.