



ST. CHARLES
SINCE 1834

AGENDA ITEM EXECUTIVE SUMMARY

Title:	Recommendation to Approve IDOT Agreement for Proposed Traffic Signal Improvements at IL 64 and Peck Road
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Presenter:	James Bernahl
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Please check appropriate box:

	Government Operations	X	Government Services 06.25.12
	Planning & Development		City Council

Estimated Cost:	\$47,443	Budgeted:	YES	X	NO	
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If NO, please explain how item will be funded:

Executive Summary:

The Illinois Department of Transportation is currently in the process of finalizing Phase I studies for the improvement of Illinois Route 64 and Peck Road. This project is currently not funded in IDOT's Fiscal Year 2012-2018 Proposed Multi-Modal Transportation Improvement Program. However, should available funding be made available IDOT would like to proceed forward with this program as it will be included in their priorities for future. The scope of this project consists of traffic signal modernization and the addition of an eastbound right turn lane on IL Route 64 and potential bicycle and pedestrian accommodations.

IDOT has proposed a cost sharing agreement with the city for all of the proposed signals and roadway modifications. Based on that agreement the City would be obligated for a percentage of the total costs (refer to attached exhibit for percentage specifics). Staff has been working closely with the IDOT on this program and believes that the proposed improvements will help to improve the safety of both vehicle and pedestrian movements at this intersection. For these reasons staff recommends that approval of the IDOT agreement for these intersection improvements. City participation would include a contribution for the signals, emergency vehicle pre-emption, and pedestrian bicycle accommodations. The city is also responsible for utility relocation. This plan does not include street lighting at this time.

Attachments: *(please list)*

- Copy of IDOT Agreement

Recommendation / Suggested Action *(briefly explain):*

Recommend that the City Council approve the IDOT Agreement for Proposed Traffic Signal Improvements at IL 64 and Peck Road for the amount of \$47,443.

For office use only:

Agenda Item Number: 5.f



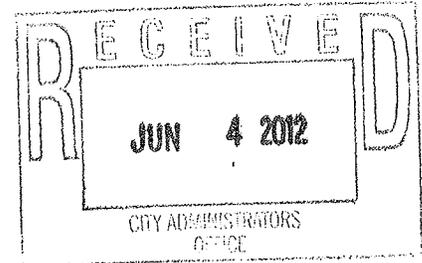
Illinois Department of Transportation

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

Brian Townsend

May 30, 2012

The Honorable Donald P. DeWitte
Mayor
City of St. Charles
2 East Main Street
St. Charles, IL 60174



Dear Mayor DeWitte:

The Illinois Department of Transportation (Department) is in the process of finalizing Phase I studies for the improvement of Illinois Route 64 at Peck Road in the City of St. Charles in Kane County. This improvement is not currently included in the Department's Fiscal Year 2013-2018 Proposed Multi-Modal Transportation Improvement Program. This project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. This will serve as a Letter of Intent between the City of St. Charles (City) 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 traffic signal modernization and the addition of an eastbound right turn lane along Illinois Route 64. We are transmitting the preliminary plans for your information and review. Based on previous coordination with the City at our March 29, 2012 meeting, specific items identified by the Department requiring cost participation by the City include traffic signal modernization, roadway lighting, and potential bicycle and pedestrian accommodations.

Traffic Signal Modernization

Traffic signal modernization has been proposed at Illinois Route 64 at Peck Road. The total cost of the traffic signal work at this intersection is \$285,000. As outlined in the attached Exhibit A, Federal funds may be used for 80% of the traffic signal costs with the State and City 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 City has expressed interest in installing emergency vehicle pre-emption (EVP) devices on the signals within the City limits, this item would be a Local Agency cost at \$6,900 per signalized intersection, including a 15% engineering fee. Please confirm your interest in these devices in the comment area of this letter when it is returned to the Department. The City has jurisdiction of the northeast and southwest legs at the intersection with Illinois Route 64. Therefore, the City of St. Charles' share of the costs will be approximately \$39,675, which includes a 15% engineering fee.

Location	Improvement	FHWA Cost	Division of Remaining Costs	
			IDOT	City
Illinois Route 64 At Peck Road	Traffic Signal Modernization & Temporary Signals - \$285,000	\$228,000 (80%)	\$28,500 (10%)	\$28,500 (10%)
	Emergency Vehicle Pre-emption - \$6,000	\$0 (0%)	\$0 (0%)	\$6,000 (100%)
Engineering Fees (15%)				\$5,175
Total Local Agency Costs				\$39,675

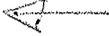
Energy and Maintenance Costs for Traffic Signals

Energy and maintenance costs will continue as outlined in the existing master agreement between the City of St. Charles and the State which was executed on July 1, 2011.

Bicycle and Pedestrians

There is an existing shared-use path along the east and west sides along Peck Road north of Illinois Route 64. South of Illinois Route 64 the shared-use path continues along the west side of Peck Road while the east side accommodates a 5 foot sidewalk. There are no existing accommodations along Illinois Route 64 within the project limits. 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.

According to our policy, a separate shared-use path is required to accommodate bicycle users 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 at our meeting of March 29, 2012, the proposed improvement accommodates 985 feet of a new 10-foot asphalt shared-use path along the north side of Illinois Route 64, from the beginning of our project limits west of Peck Road to the right-in/right-out driveway east of Peck Road. The estimated cost of the new facility is \$33,775. The City's portion would be approximately \$7,768 which includes a 15% engineering fee. In addition, the City must agree to accept long-term responsibility for the administration, control, reconstruction and maintenance of the shared-use path.

If the City chooses not to participate in the bicycle 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 the next highest and best accommodation feasible. At this time this consists of the proposed installation of a 10-foot shelf within the same limits as previously mentioned. In the future, a path could be installed on the shelf via permit at 100% local cost. 

Roadway Lighting

There is existing lighting along Peck Road which is owned and maintained by the City. There is a light pole on the southwest quadrant in conflict with the proposed improvements which does not meet Illuminating Engineering Society (IES) Standards and is proposed to be removed as part of this improvement.

As outlined in the attached Exhibit A, all costs associated with roadway lighting within the corporate limits of the municipality are the City's responsibility. The existing lighting can be removed at a cost of \$2,875, which includes a 15% engineering fee. If the City is interested, full intersection lighting, including lighting the channelization on all four roadway legs, can be added at a cost of about \$102,350, which includes a 15% engineering fee. Temporary lighting will not be required during construction at the locations where there is existing lighting. Per our meeting discussion, the City would likely remove any roadway lighting in conflict utilizing their work force prior to construction. Please confirm your preference at the end of this letter. 

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 City will be responsible for 100% of the cost for removal and relocation of its facilities in conflict with the Illinois Route 64 at Peck Road improvements. Facilities subject to the previously stated condition may include, but may not be limited to: watermain, fire hydrants, storm, sanitary and/or combined sewers. A potential for conflict exists along the northwest quadrant. However, a more detailed study of conflicts will be initiated during the Phase II contract plan preparation. Please note that if the City intends to include utility relocation work with the Department's contract, your plans and cost estimates must be submitted as soon as possible. The Department requires sufficient advance notice in order to program the necessary funding for the City reimbursement as part of the Department's Annual Program. If the cost of the utility relocation work is not coordinated in advance of the annual program, the Department reserves the right to deny inclusion of the utility relocation work due to funding constraints.

The Honorable Donald P. DeWitte
May 30, 2012
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Summary of Estimated Costs

The estimated total cost responsibility for the City, based on the available information collected during the Phase I process is approximately \$47,443. However, this estimate does not include the cost of full intersection lighting, or utility relocations.

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 to develop a project agreement between the City and the State. Please return an original signed copy of this letter at your earliest convenience.

If you have any questions or need additional information, please contact me or Carlos A. Feliciano, Acting In-House Studies Unit Head, at (847) 705-4106.

Very truly yours,

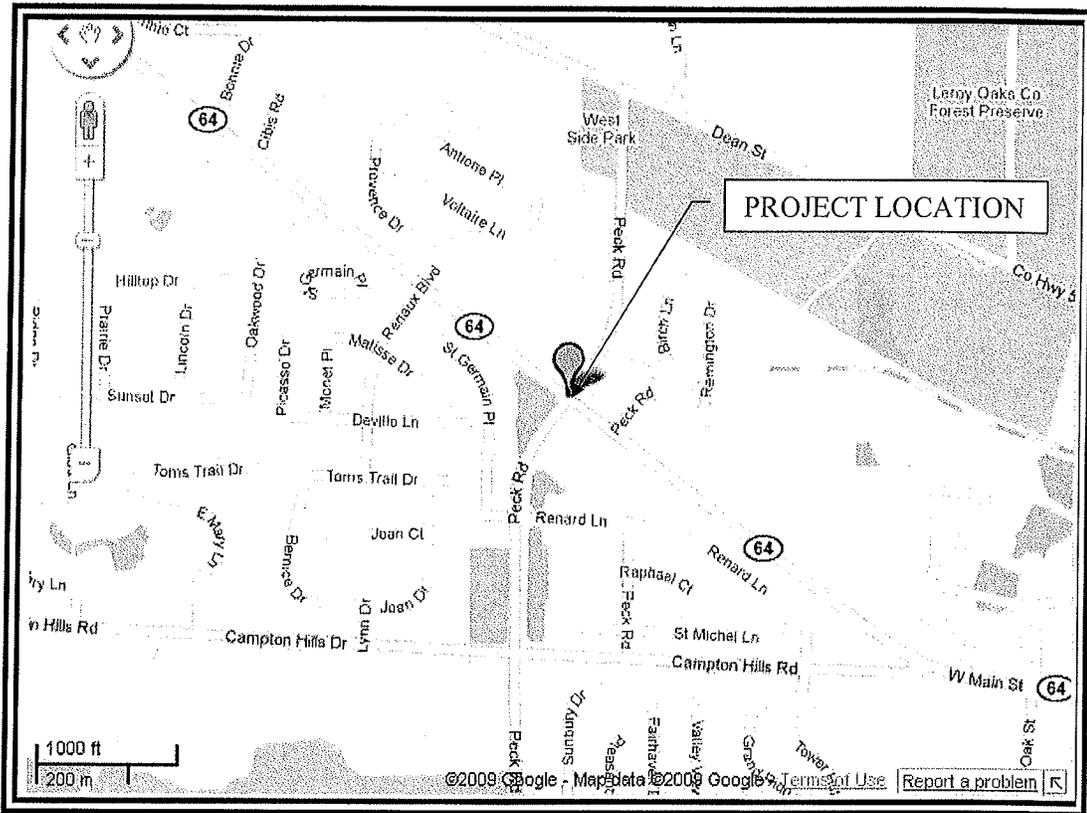


Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

Attachments

cc: Brian Townsend, City Administrator, City of St. Charles

LOCATION MAP



Route: IL 64
Limits: AT PECK ROAD
County: KANE

P-91-700-09

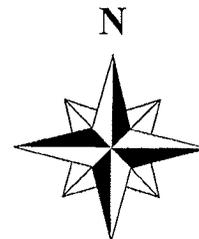


Exhibit "A"

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.
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.

17-7 PROPOSED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

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

WHEREAS, IDOT'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, IDOT 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, Bicycle 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 bicycle 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, IDOT gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, IDOT has presented the (*local authority*), for its consideration, a bicycle and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by (*IDOT/unit of local government*); therefore, be it

RESOLVED, That the (*local authority*) hereby rejects IDOT's proposed bicycle 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 IDOT.