






## Memorandum

**TO:** Kevin J. Jackson, Village Manager 

**FROM:** Rob Sproule, Director of Public Works   
Bill McKenna, Village Engineer 

**FOR:** Village President and Board of Trustees

**DATE:** August 3, 2022

**SUBJECT:** Status Update on Eisenhower/I-290 Reconstruction Project / Cap the Ike /  
and Home Avenue Bridge

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The purpose of this memo is to update the Village Board regarding status of the state's Eisenhower/I-290 Reconstruction Project and the two Village projects for Cap the Ike and the Home Avenue Bridge replacement.

### Eisenhower Reconstruction Background

The Illinois Department of Transportation (IDOT) has been planning for the reconstruction of the Eisenhower Expressway (I-290) for many years. I-290 was originally constructed in the late 1950's and needs a full reconstruction to replace the deteriorated bridges and roadway, and to improve the traffic flow, safety, and drainage. The I-290 corridor also includes the CTA Blue Line and CSX railroad. The Village previously worked with IDOT and CTA on the conceptual plans for the I-290 reconstruction project which also includes CTA Blue Line improvements. The Village Board had ten study sessions in 2015 and 2016 discussing the various aspects and impacts of the future I-290 reconstruction project which culminated in the Village approving a Letter of Intent (LOI) with IDOT which defines the Village's commitment to the project and outlines various elements of the future project and defines certain cost responsibilities (see attached LOI). Information about the Village Board study sessions and project can be found here <https://www.oak-park.us/your-government/village-board/eye-ike> and IDOT's project website is linked on the Village's page and can also be found here <https://eisenhowerexpressway.com> which includes simulation videos and renderings of the proposed project.

The future I-290 reconstruction project includes replacing the roadway, all bridges, and adding a new main drain, as well as an additional lane in each direction in the section of I-290 near the Village. This lane may be tolled based on the initial concepts but there has been issues with IDOT finding tolling vendors. The project will stay within the existing ditch and not generally widen the footprint of the ditch. The two interchanges at Austin and Harlem will be reconfigured to now enter and exit in the right lane to improve traffic flow and safety. The project includes the installation of noise walls in sections with final determination on the noise walls to be considered during the design process. The design also accommodates CTA

Blue line station and track replacements and includes a shared bike/pedestrian path at grade along the Harrison Street. Opportunities for potential caps over I-290 were identified as well as the replacement of the Home Avenue pedestrian bridge. The current cost estimate for the I-290 Reconstruction project is approximately \$4 Billion.

#### **Eisenhower Reconstruction Current Status**

IDOT has started to move forward with various components of the I-290 Reconstruction project. IDOT and CTA recently jointly applied for a federal Mega Grant of approximately \$660M for the installation of the new main drain under I-290 and the replacement of the Cicero and Austin Blue Line stops and nearby tracks which includes the replacement of the Lombard Avenue Bridge in the Village. Should IDOT and CTA receive these federal funds it will allow for the initial stages of the I-290 Reconstruction project to start which will create impacts to the Village and region. Should IDOT receive this funding, work is anticipated to start as soon as 2026 for items included in the grant.

IDOT has also started to program out their regular funds for bridge replacements along the I-290 corridor. IDOT has informed the Village that the Ridgeland Avenue bridge is included in their 5-year plan, with design starting in 2023 and construction anticipated for sometime between 2026 and 2028.

IDOT plans on continuing to seek funding and to program out regular state funds for the various aspects of the I-290 reconstruction project, but the Village can safely assume that work for many of the bridges and potentially drainage work would be starting as soon as 2026.

#### **Cap the Ike Study Background**

The Village has been focused on the Eisenhower Expressway (I-290) corridor and looking at ways of reconnecting neighborhoods and business districts since the original construction of I-290. In 2005 the Village completed a conceptual study identifying multiple cap options and in 2006 the Village received approximately \$4.3M in state and federal funds for costs related to the Cap the Ike project. The Village was slowly progressing with the Cap the Ike preliminary design (Phase I) but suspended work on the design while IDOT and the Village were coordinating the design of the I-290 Reconstruction project to ensure that any potential caps would be feasible and compatible with the design of the I-290 project. Based on I-290's design and constraints, cap opportunities were defined in the LOI and it was determined that the two potential main capping concepts that would be explored were at the east side of the East Avenue bridge for some sort of park or athletic space and a cap on the east side of the Oak Park Avenue bridge for potentially a mixed use building housing the CTA station or space for the CTA station and open area.

#### **Cap the Ike Current Status**

Following approval of the LOI the Village looked to restart the Cap the Ike design work. Since any caps over I-290 would need to be constructed in coordination with the future I-290 project and since IDOT did not have funding secured for the I-290 project at the time, the Federal Highway Administration (FHWA) required the Village to change the scope of the Cap the Ike design to a Planning and Environmental Linkages study (PEL) which is essentially a robust feasibility study in order to comply with FHWA rules regarding timelines for building a project. In December of 2017 the Village approved a \$1.3M engineering agreement with

AECOM for the Cap the Ike PEL study and an Agreement with the State for this work. Since this time the Village has been trying to get IDOT approval of these two agreements and authorization to move forward with the PEL study. The Village has approved revised engineering agreements since this time to reflect changes required by IDOT and to change various subconsultants, while keeping the primary scope intact and cost the same. The Village is still currently working with IDOT to get these two agreements approved so work can start on this study.

Based on recent discussions with IDOT and considering IDOT's progress on the I-290 project, staff anticipates receiving approvals from IDOT to start work on the Cap the Ike study in late 2022.

### **Home Avenue Pedestrian Bridge Background**

Per the approved Letter of Intent (LOI) with the State for the future I-290 reconstruction project, the Village will be responsible for designing and potentially cost sharing for the replacement of the Home Avenue pedestrian bridge. At the time of the LOI, the Village worked with IDOT and a Village steering committee to develop a couple of concepts and imagery for treatments options which might be considered for the future bridge. The LOI also identifies a non-binding anticipated level of investment a future Village Board may think is appropriate for the Home Ave Bridge. The LOI identifies the future Home Avenue Bridge for medium overall investment including landscaped entryways with an architecturally significant bridge or possible architectural attachments to a bridge and limited landscaping on the bridge using in-ground planters or pots. The high cost scenario which is not recommended per the LOI consists of a linear park concept on the bridge itself with a high degree of landscaping on the bridge, or potentially higher costs architectural bridge treatments above what a medium level of investment may be.

### **Home Avenue Pedestrian Bridge Current Status**

The Engineering design of the Home Avenue bridge was separated by FHWA from the Cap the Ike study since the Home Avenue bridge could conceptually be built without the I-290 reconstruction project. Design work for the bridge would be funded primarily using portions of the \$4.3M in federal grants. The Engineering Division is planning on issuing a Request for Qualifications (RFQ) for this work in the fall of 2022 and presenting an engineering agreement and agreements with the State to the Village Board for approval in late 2022 for this work. Design work will take multiple years, especially considering IDOT's approval timeline for the agreements and the coordination involved with the project.

### **Next Steps**

As part of the FY23 Budget process staff will be reviewing upcoming costs for the Cap the Ike study and Home Avenue Bridge design with the Finance Committee and Board as well as costs for future staffing which was identified as a need once work on IDOT's I-290 Reconstruction project starts. Staff also anticipates presenting an update to the Village Board regarding the status of these three projects at an upcoming Village Board meeting and requesting direction on the general scope and concept for the future Home Avenue bridge so that the Engineering Division can issue a RFQ for its design.

If you have any questions, please contact Bill McKenna, Village Engineer at 708.358.5722.

**Attachments**

**cc: Lisa Shelly, Deputy Village Manager  
Ahmad Zayyad, Deputy Village Manager  
Rob Sproule, Public Works Director  
All Department Heads  
Christina M. Waters, Village Clerk**



The Village of Oak Park  
Village Hall  
123 Madison Street  
Oak Park, Illinois 60302

708.383.6400  
Fax: 708.383.6692  
village@oak-park.us  
www.oak-park.us

BUREAU OF PROGRAMMING  
RECEIVED

SEP 12 2016

DISTRICT #1

September 7, 2016

Pete Harmet  
Office of Highways Project Implementation/Region 1/District 1  
Bureau of Programming  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196-1096

Dear Mr. Harmet:

Attached is the Letter of Intent signed by Village Manager Cara Pavlicek. Also attached is an original resolution approving the Letter of Intent signed August 1, 2016. Please let me know if you have any questions.

Sincerely,

  
Sue Kornatowski  
Secretary to the Village Manager



# Illinois Department of Transportation

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

August 22, 2016

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

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 Fournoy 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 Fournoy 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)
- 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
- 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			Engineer -ing Fee	Total VOP Cost
			IDOT	VOP	Other		
<b>Harlem Avenue at I-290 Ramps</b>	Traffic Signal Modernization <b>\$631,000</b>	\$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
<b>Harlem Avenue at Garfield Street</b>	Traffic Signal Modernization <b>\$350,000</b>	\$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
<b>Harlem Avenue at Jackson Boulevard</b>	Traffic Signal Modernization <b>\$350,000</b>	\$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
<b>Oak Park Avenue at Harrison Street</b>	Traffic Signal Modernization <b>\$350,000</b>	\$280,000 (80%)	\$0 (0%)	\$70,000 (20%)	\$0 (0%)	\$10,500	\$80,500
	Traffic Signal Interconnection <b>\$100,000</b>	\$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
<b>Oak Park Avenue at Garfield Street</b>	Traffic Signal Modernization <b>\$350,000</b>	\$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			Engineer-ing Fee	Total VOP Cost
			IDOT	VOP	Other		
<b>Ridgeland Avenue at Harrison Street</b>	Traffic Signal Modernization <b>\$350,000</b>	\$280,000 (80%)	\$35,000 (10%)	\$35,000 (10%)	\$0 (0%)	\$5,250	\$40,250
	Traffic Signal Interconnection <b>\$100,000</b>	\$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
<b>Ridgeland Avenue at Garfield Street</b>	Traffic Signal Modernization <b>\$350,000</b>	\$280,000 (80%)	\$35,000 (10%)	\$35,000 (10%)	\$0 (0%)	\$5,250	\$40,250
	Traffic Signal Interconnection <b>\$100,000</b>	\$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
<b>Austin Boulevard at Harrison Street</b>	Traffic Signal Modernization <b>\$350,000</b>	\$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
<b>Austin Boulevard at I-290 Ramps</b>	Traffic Signal Modernization <b>\$631,000</b>	\$504,800 (80%)	\$126,200 (20%)	\$0 (0%)	\$0 (0%)	\$0	\$0
	Traffic Signal Interconnection <b>\$100,000</b>	\$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
<b>Total Village Costs- Traffic Signals and EVP</b>							<b>\$419,750</b>

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		VOP Cost
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
<b>Total Village Costs- Lighting</b>							<b>\$0</b>

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		VOP Cost
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
<b>Total Village Costs- Lighting</b>							<b>\$236,274</b>

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		
<b>Maple Avenue 12" watermain crossing</b>	Replace in kind \$947,000	\$0 (0%)	\$947,000 (100%)	\$0 (0%)	\$0 (0%)	\$0	\$0
<b>Oak Park Avenue Combined Sewer</b>	Reinstatement of pre-existing capacity \$14,900,000	\$0 (0%)	\$14,900,000 (100%)	\$0 (0%)	\$0 (0%)	\$0	\$0*
<b>East Avenue 12" watermain crossing</b>	Replace in kind \$884,000	\$0 (0%)	\$884,000 (100%)	\$0 (0%)	\$0 (0%)	\$0	\$0
<b>East Avenue Combined Sewer</b>	Replace in kind \$3,458,000	\$0 (0%)	\$3,458,000 (100%)	\$0* (0%)	\$0 (0%)	\$0	\$0*
<b>Ridgeland Avenue Combined Sewer</b>	Replace in kind \$2,703,000	\$0 (0%)	\$2,703,000 (100%)	\$0 (0%)	\$0 (0%)	\$0	\$0
<b>Ridgeland Avenue 12" watermain crossing</b>	Replace in kind \$493,000	\$0 (0%)	\$493,000 (100%)	\$0 (0%)	\$0 (0%)	\$0	\$0
<b>Lombard Avenue 12" watermain crossing</b>	Replace in kind \$727,000	\$0 (0%)	\$727,000 (100%)	\$0 (0%)	\$0 (0%)	\$0	\$0
<b>Lombard Avenue 18" watermain crossing</b>	Replace in kind \$758,000	\$0 (0%)	\$758,000 (100%)	\$0 (0%)	\$0 (0%)	\$0	\$0
<b>Austin Boulevard 12" watermain crossing</b>	Replace in kind \$697,000	\$0 (0%)	\$697,000 (100%)	\$0 (0%)	\$0 (0%)	\$0	\$0
<b>Total Village Costs - Utilities</b>							

*\*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, Flornoy 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, Flourney 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, Flourney Street*

The Department shall be responsible for 100% of costs of reconstruction of Harrison and Flourney Streets where they are impacted by construction of the Project. The limits of any Harrison and Flourney 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/horizontal 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

<b>Improvement</b>	<b>Village Cost</b>	<b>Engineering Fee (15%)</b>	<b>Total Village Cost</b>
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
<b>Total Village Costs</b>			<b>\$704,462</b>

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.

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

Very truly yours,



John Fortmann, P.E.  
Region One Engineer

**Ms. Cara Pavlicek**  
**August 22, 2016**  
**Page 18**

**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**  
**Billi 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 roadway  
lighting 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 utility relocation  
and costs:

Yes  
 No

Concur with noise wall  
(community side) maintenance

Yes  
 No

Name: Cara Pavlicek

Signature: *Cara Pavlicek*

Title: Village Manager

Date: 8/31/16

REVIEWED AND APPROVED  
ASTO FORM

AUG 31 2016  
*P. K. Flynn*  
LAW DEPARTMENT

Comments:

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**RESOLUTION**

**A RESOLUTION APPROVING A LETTER OF INTENT WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION FOR THE EISENHOWER EXPRESSWAY (I-290) RECONSTRUCTION PROJECT AND AUTHORIZING ITS EXECUTION**

**WHEREAS**, on February 18, 2015 the Village Board approved a Motion directing staff to schedule a series of Special Meetings focused on developing a list of detailed I-290 (otherwise known as the Eisenhower Expressway) reconstruction requirements that will ultimately be incorporated into a Letter of Intent with the Illinois Department of Transportation ("IDOT"); and

**WHEREAS**, key local priorities and areas of concern in our continuing discussions and deliberations with IDOT include:

1. Safety and convenience for all users, e.g., pedestrians, cyclists, and persons of all ages and abilities, especially at the interchanges with Harlem and Austin;
2. Methods for avoiding or mitigate noise and/or air quality impacts;
3. Chicago Transit Authority ("CTA") Blue Line improvements, including those generally described as "Urban Stitching";
4. Locations and extent of expanded bridge decking options;
5. Elements related to corridor aesthetics and community identity;
6. Coordination with public critical utilities;
7. Project financing sources and any local obligations;
8. Construction planning and staging; and
9. Flexibility to discuss options beneficial to Oak Park; and

**WHEREAS**, on April 27, 2015 as part of the Village Board Special Meeting, staff presented the progress and IDOT commitments for improved roadway geometry and sidewalk widths over I-290 to ensure adequate room for all modes of transportation; and

**WHEREAS**, on July 13, 2015 as part of the Village Board Special Meeting staff presented the traffic analysis of Harlem Avenue and Austin Boulevard at the interchanges with I-290; and

**WHEREAS**, on August 24, 2015 as part of the Village Board Special Meeting staff presented the Harlem Avenue/I-290 interchange design along with its effects on air quality and noise; and

**WHEREAS**, on September 28, 2015 as part of the Village Board Special Meeting staff presented the Austin Boulevard/I-290 interchange design along with its effects on air quality and noise; and

**WHEREAS**, on October 26, 2015 as part of the Village Board Special Meeting staff presented a summary of the traffic noise abatement analysis on noise walls and the solicitation process for determining if individual noise wall segments are included with the project, and the CTA also presented its Blue Line Forest Park Branch Feasibility/Vision Study; and

**WHEREAS**, on February 22, 2016 as part of the Village Board Special Meeting staff presented an update on the status of the noise wall balloting and a discussion of conceptual level aesthetic treatments for the vehicle and pedestrian bridges over I-290 and for potential aesthetic treatments for noise walls; and

**WHEREAS**, on April 11, 2016 as part of the Village Board Special Meeting, IDOT presented a summary of IDOT's approach and methodology to mitigating construction impacts during the design phases of the project and the construction staging of the I-290 reconstruction project including preliminary improvements to parallel routes, advanced construction work for bridges, and ultimately mainline pavement work; and

**WHEREAS**, on May 9, 2016 as part of the Village Board Special Meeting, IDOT and the Village presented an evaluation of the right-of-way (ROW) within the ditch to determine its optimal use, sustainability features of the reconstruction project, and two options related to expanded bridge decking at Oak Park Avenue and East Avenue; and

**WHEREAS**, on May 23, 2016 as part of the Village Board Special Meeting, the Village presented the elements to be incorporated into a proposed Letter of Intent ("LOI") between the Village of Oak Park and Illinois Department of Transportation and presented a series of tables which summarize the cost sharing and maintenance responsibility for the various items which are shared between the Village and IDOT on this project. These tables include lighting, bicycle and pedestrian facilities, aesthetic features with hardscaping and landscaping components, utility replacements and improvements, and traffic signals, which will become an attachment to the LOI. Other items of concern to the Village are CTA Blue Line coordination, noise wall status, expanded bridge decking, staffing for construction management, construction impact monitoring, parallel roadway improvements, and other matters which were presented for discussion at said meeting; and

**WHEREAS**, on July 11, 2016, as part of the Village Board Special Meeting, a final review of the LOI exhibits was presented and as a part of that discussion, there was Village Board consensus related to the LOI exhibits to be included; and

**WHEREAS**, on July 11, 2016, the Village Board additionally expressed its desire to ensure there are continued efforts by the Village related to the reconstruction of the I-290 which include: (1) public transportation advocacy to reduce the impact of traffic in Oak Park during

reconstruction of the I-290 corridor with an emphasis on the CTA's Blue Line as a viable option to driving, as well as METRA and PACE; (2) review and evaluation of programs related to property value protection for homes adjacent to and near the I-290; (3) review and evaluation of a coordinated program to provide advance documentation of property conditions for those at risk of ground vibrations during construction and a compatible dispute resolution process; and (4) traffic management before and during construction.

**NOW THEREFORE, BE IT RESOLVED** by the President and Board of Trustees of the Village of Oak Park, Illinois, in the exercise of their home rule powers, as follows:

**Section 1. Recitals Incorporated.** The recitals set forth above are incorporated herein as though fully set forth.

**Section 2. Reconstructed I-290 Elements.** Upon conclusion of the ten special meetings referenced above, the Village Board has determined that the Village of Oak Park advocates for a reconstructed I-290 that is designed to:

1. Provide safety and convenience for all users, e.g., pedestrians, cyclists, and persons of all ages and abilities, especially at the interchanges with Harlem Avenue and Austin Boulevard;
2. Avoid and/or mitigate noise and/or air quality impacts;
3. Improve the CTA Blue Line by incorporating design elements generally described as "Urban Stitching" defined as an innovative urban design trend for better pedestrian, cyclist, and transit experiences where the interstate and village streets converge for the purpose of having a profound impact on the fabric of Oak Park as a community by connecting people and stitching together Village neighbors north and south of the I-290 corridor and positively impacting the quality of life for many generations to come;
4. Retain opportunities for expand bridge decking to connect Oak Park residents south of the I-290 to the public school systems, public parks and government facilities and connect residents north of the I-290 to the public school systems, public parks and government facilities;
5. Incorporate corridor aesthetics and community identity;
6. Maintain critical public utility connections;
7. Protect opportunities for local financial obligations to be mitigated by other sources of revenues including grants;
8. Incorporate construction planning and staging efforts which account for police, fire and public works emergency services; and

9. Incorporate new technologies in the design phase that would improve these key priorities.

**Section 3. I-290 Critical Partners.** The Village of Oak Park has identified CTA, Metra and PACE as critical partners in the success of a reconstructed I-290 and staff should advocate for their inclusion in Intergovernmental Agreement with IDOT.

**Section 4. Staff Review of Potential Negative Impacts on Adjacent Properties.** In advance of an intergovernmental agreement with IDOT, Village staff is directed to review the potential negative impacts on properties adjacent to or near the interstate of their value in Oak Park to determine the merits of programs to support rehabilitation loans or equity assurance and schedule a Special Meeting of the Village Board to consider the same.

**Section 4. Ground Vibrations.** In advance of an intergovernmental agreement with IDOT, staff will report on a coordinated program to provide advance documentation of property conditions for those at risk of ground vibrations during construction and a compatible dispute resolution process taking into account lessons learned by IDOT as part of the Morgan Street Bridge reconstruction project.

**Section 5. Sustainable Practices.** In advance of an intergovernmental agreement with IDOT, staff will report on how new sustainable practices for traffic, lighting, solar, noise and air quality should be incorporated into the design of the reconstructed I-290 that would advance the Village Board's stated key local priorities.

**Section 6. CSX Transportation, Inc.'s Right-of-Way.** In advance of an intergovernmental agreement with IDOT, staff will report on status of the CSX Transportation, Inc.'s right-of-way and any opportunity for additional right-of-way to be included into the design of the reconstructed I-290 that would advance the Village Board's stated key local priorities.

**Section 7. IDOT Scorecard.** In advance of an intergovernmental agreement with IDOT, staff will report on IDOT's scorecard under the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) developed by the Federal Highway Administration (FHWA) to evaluate sustainability features.

**Section 8. Authorization to Execute the Letter of Intent.** The Village Manager is authorized and directed to execute the Letter of Intent with IDOT, attached hereto and incorporated herein by reference, in substantially the form attached.

**Section 9. Transmittal of Resolution to IDOT.** The Village Manager is authorized and directed to provide a certified copy of this Resolution to IDOT's Project Engineer for the I-290 reconstruction project.

**Section 10. Effective Date.** This Resolution shall be in full force and effect immediately after its passage and approval as provided by law.

**ADOPTED** this 1<sup>st</sup> day of August, 2016 pursuant to a roll call vote as follows:

Voting	Aye	Nay	Abstain	Absent
President Abu-Taleb	X			
Trustee Barber	X			
Trustee Brewer	X			
Trustee Button Ott				X
Trustee Lueck	X			
Trustee Salzman	X			
Trustee Tucker	X			

**APPROVED** this 1<sup>st</sup> day of August, 2016.




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Anan Abu-Taleb, Village President

**ATTEST**




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Teresa Powell, Village Clerk

STATE OF ILLINOIS    )  
                                  ) ss.  
COUNTY OF COOK    )

**CERTIFICATE**

I, Teresa Powell, Village Clerk of the Village of Oak Park, County of Cook, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Village of Oak Park Resolution No. 16-\_\_\_, "A RESOLUTION APPROVING A LETTER OF INTENT WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION FOR THE EISENHOWER EXPRESSWAY (I-290) RECONSTRUCTION PROJECT AND AUTHORIZING ITS EXECUTION," which was adopted by the corporate authorities of the Village of Oak Park on August 1, 2016.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Oak Park, Illinois aforesaid, at the said Village, in the County of Cook, State of Illinois, on August 1, 2016.

  
\_\_\_\_\_  
Teresa Powell, Village Clerk



**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**

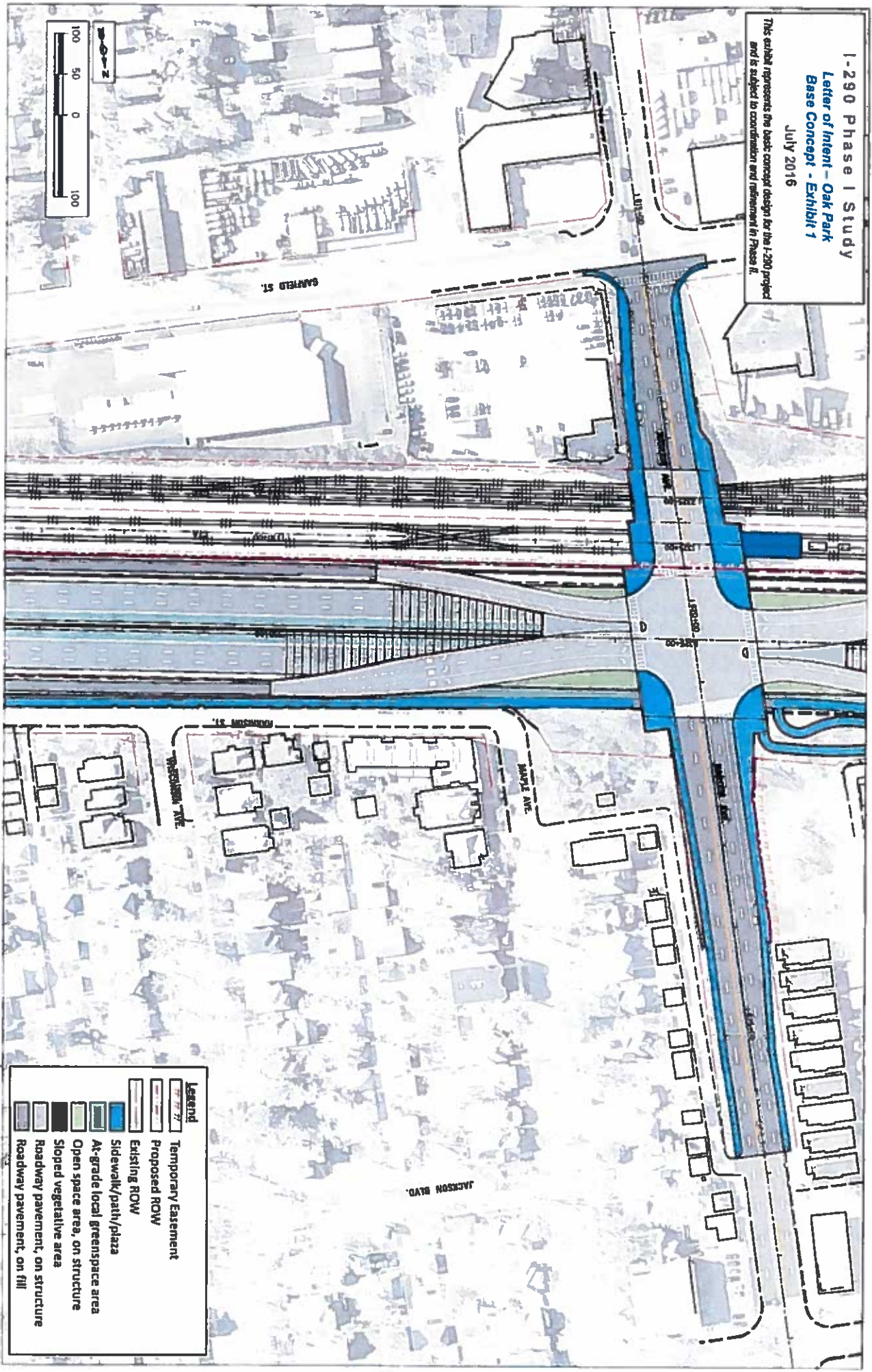
**RESOLVED, That the local agency hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further**

**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.**



1-290 Phase I Study  
 Letter of Intent - Oak Park  
 Base Concept - Exhibit 1  
 July 2016

This exhibit represents the basic concept design for the 1-290 project and is subject to coordination and refinement in Phase II.

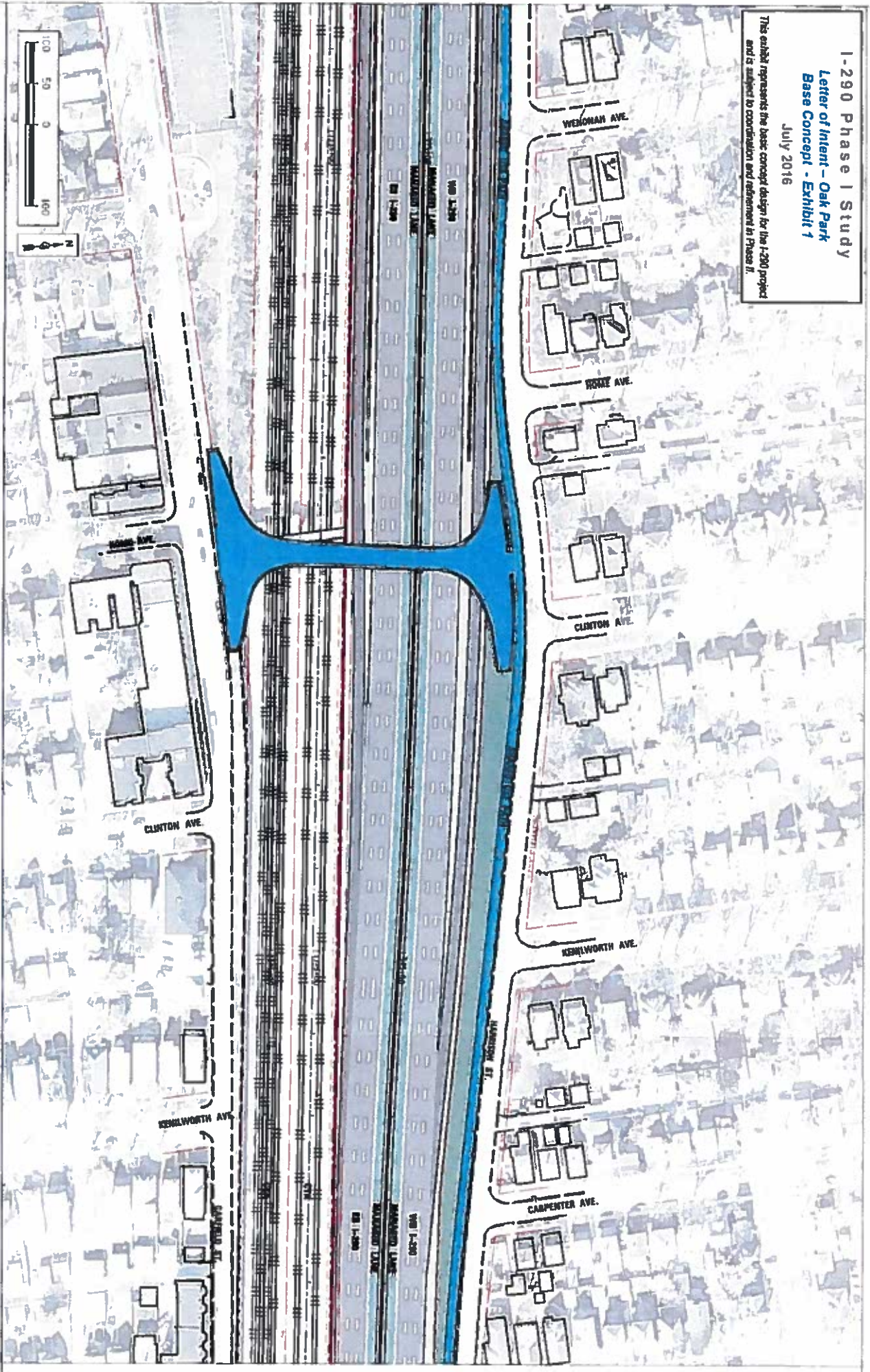


Legend	
[Light Blue Box]	Temporary Easement
[White Box]	Proposed ROW
[Thin White Line]	Existing ROW
[Blue Box]	Sidewalk/path/plaza
[Light Green Box]	At-grade local greenspace area
[Dark Green Box]	Open space area, on structure
[Light Green Box]	Sloped vegetative area
[Dark Green Box]	Roadway pavement, on structure
[Grey Box]	Roadway pavement, on fill



**I-290 Phase I Study**  
**Letter of Intent - Oak Park**  
**Base Concept - Exhibit 1**  
July 2016

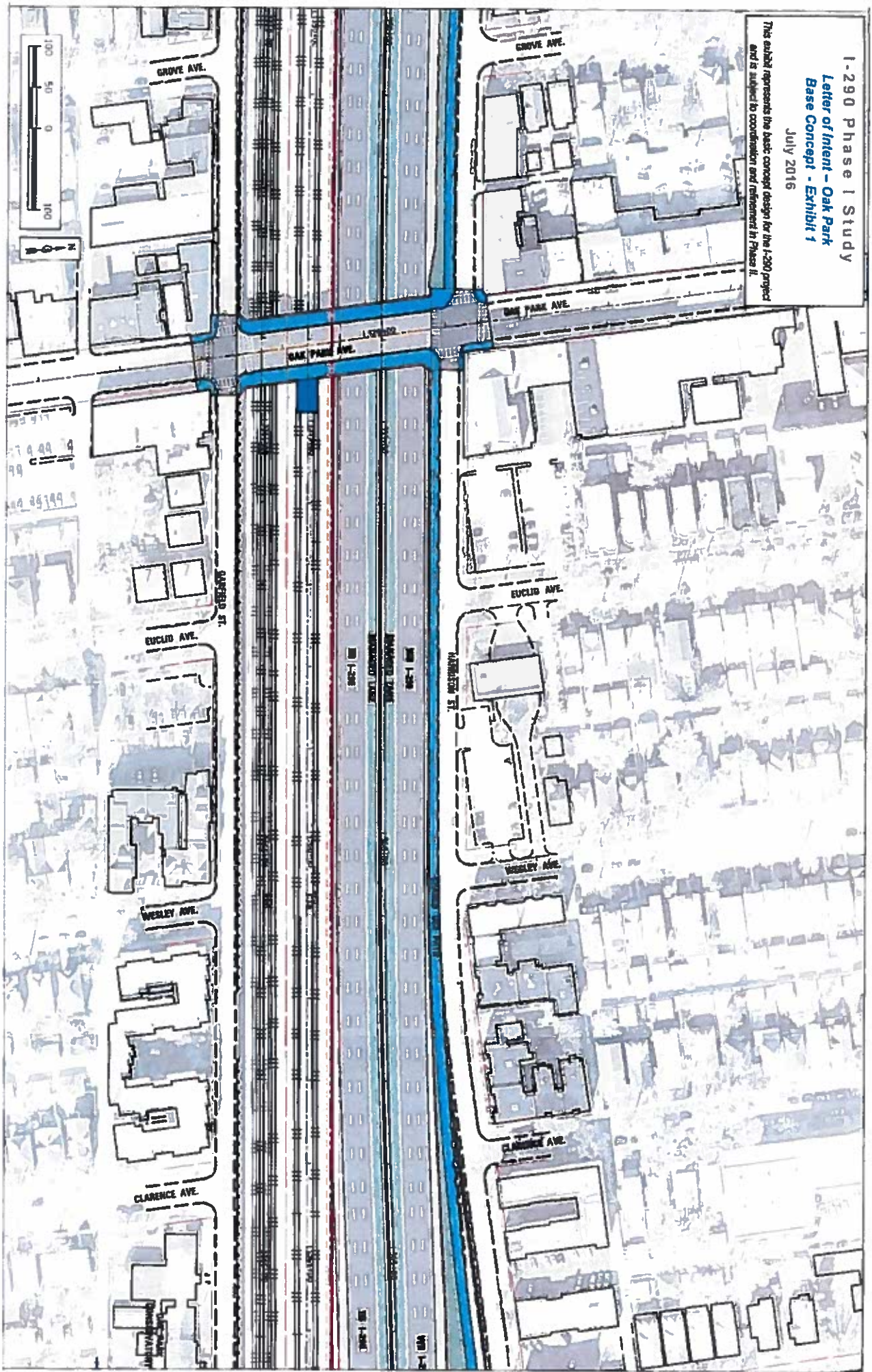
This exhibit represents the basic concept design for the I-290 project and is subject to coordination and refinement in Phase II.





**I-290 Phase I Study**  
**Letter of Intent - Oak Park**  
**Base Concept - Exhibit 1**  
July 2016

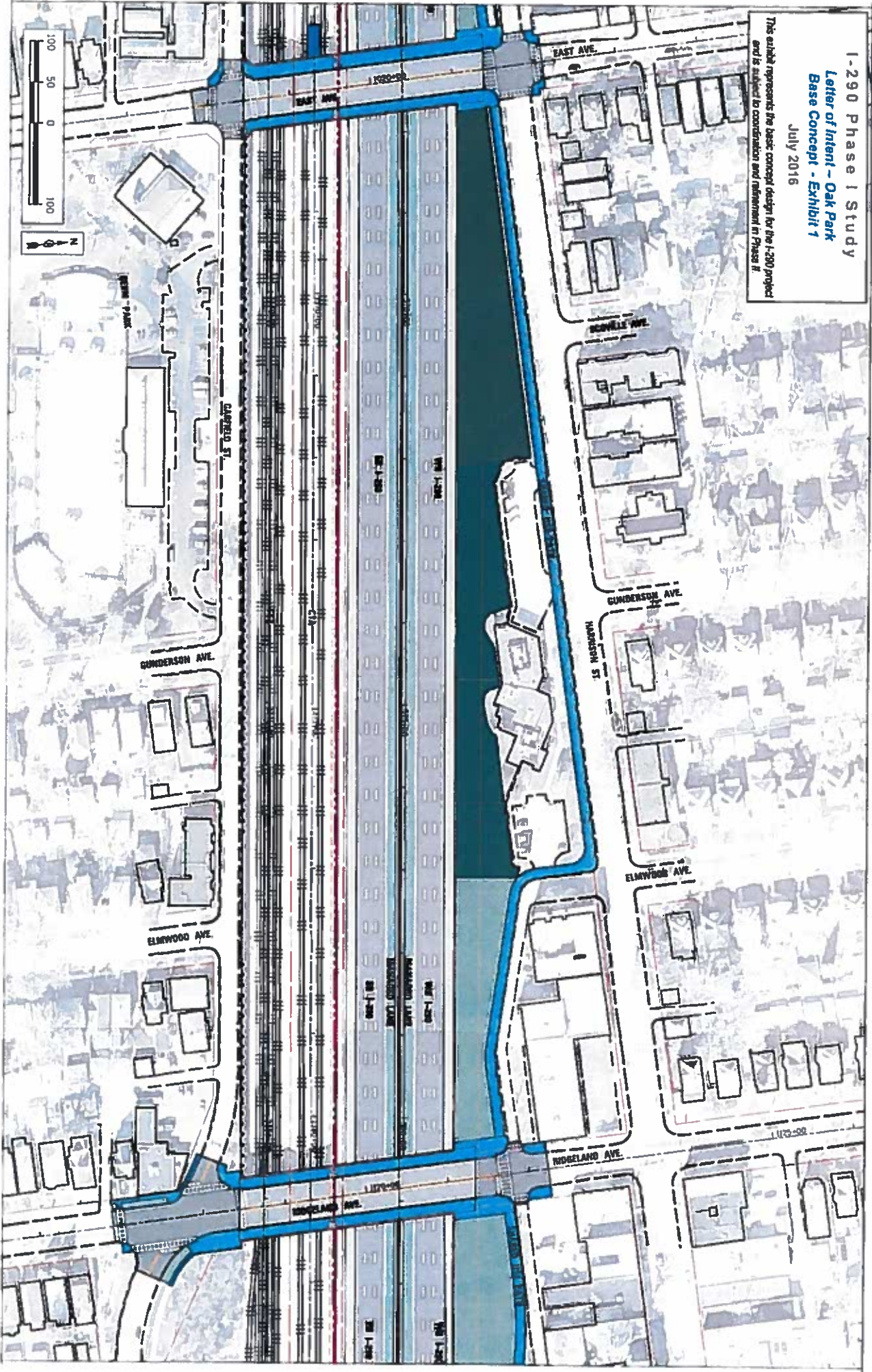
This exhibit represents the basic concept design for the I-290 project and is subject to coordination and refinement in Phase II.





**1-290 Phase I Study**  
**Letter of Intent - Oak Park**  
**Base Concept - Exhibit 1**  
July 2016

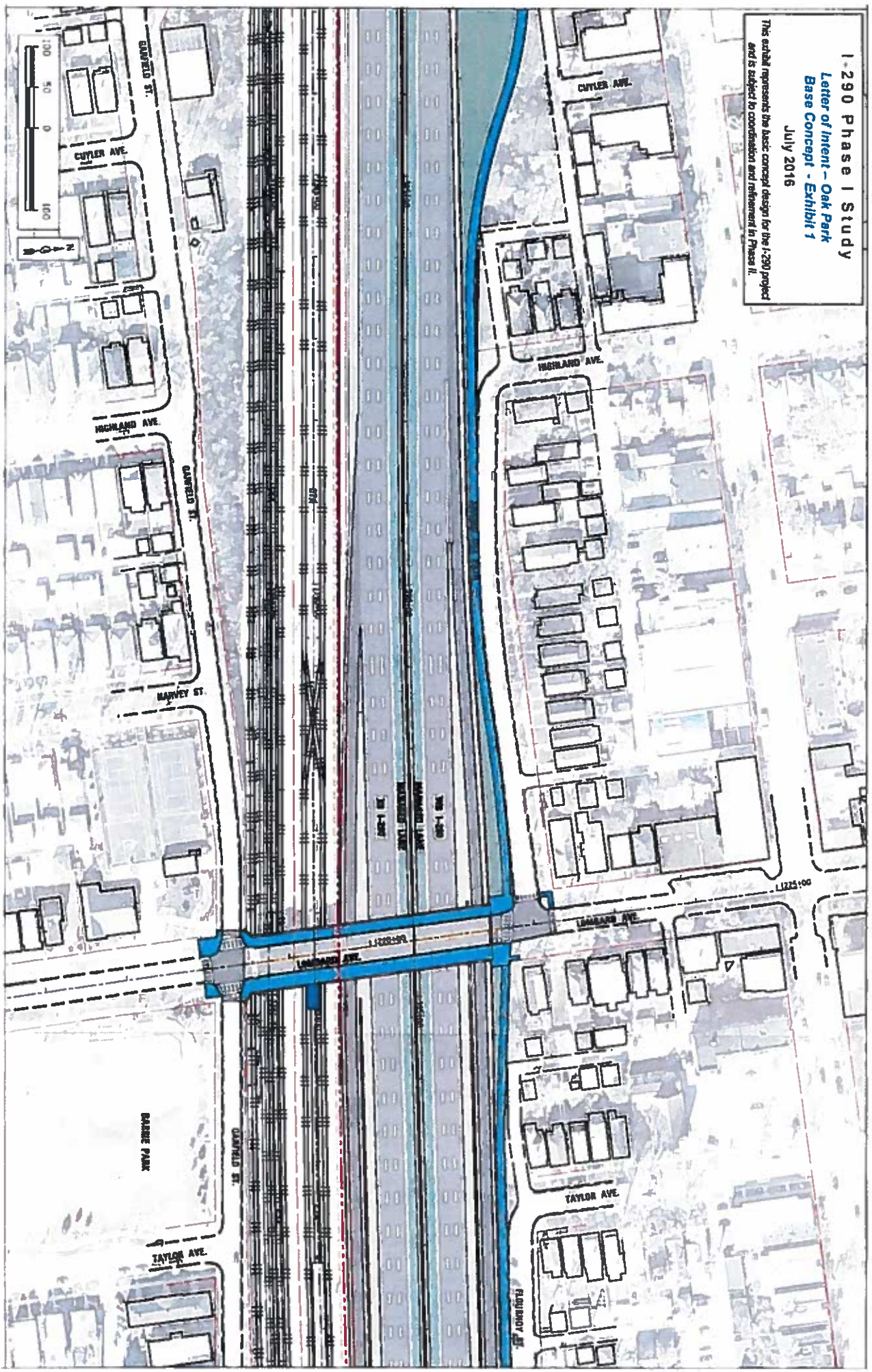
This exhibit represents the basic concept design for the 1-290 project and is subject to confirmation and refinement in Phase II.





**1-290 Phase I Study**  
**Letter of Intent - Oak Park**  
**Base Concept - Exhibit 1**  
July 2016

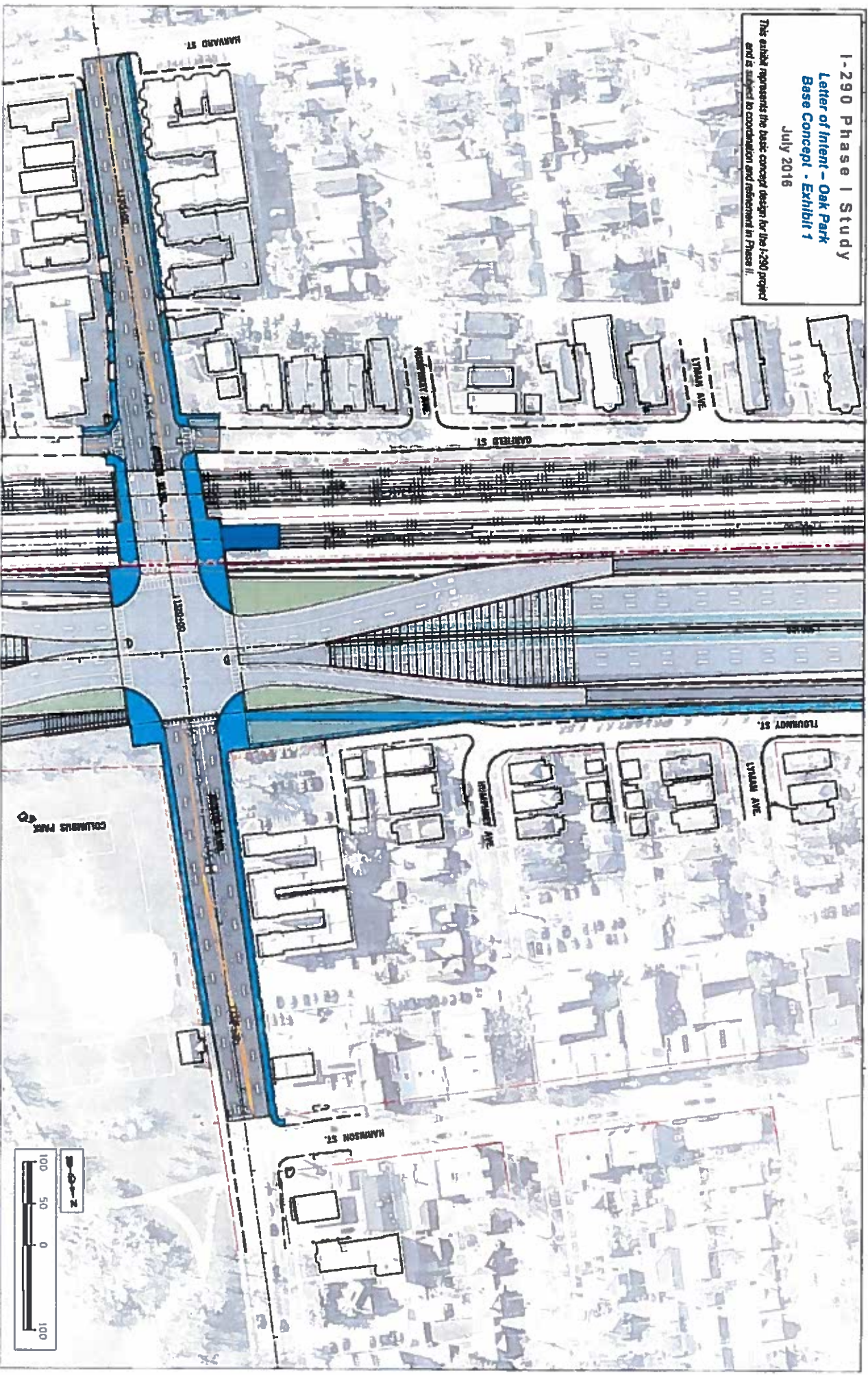
This exhibit represents the basic concept design for the 1-290 project and is subject to coordination and refinement in Phase II.





**1-290 Phase I Study**  
**Letter of Intent - Oak Park**  
**Base Concept - Exhibit 1**  
July 2016

This exhibit represents the basic concept design for the 1-290 project and is subject to coordination and refinement in Phase II.

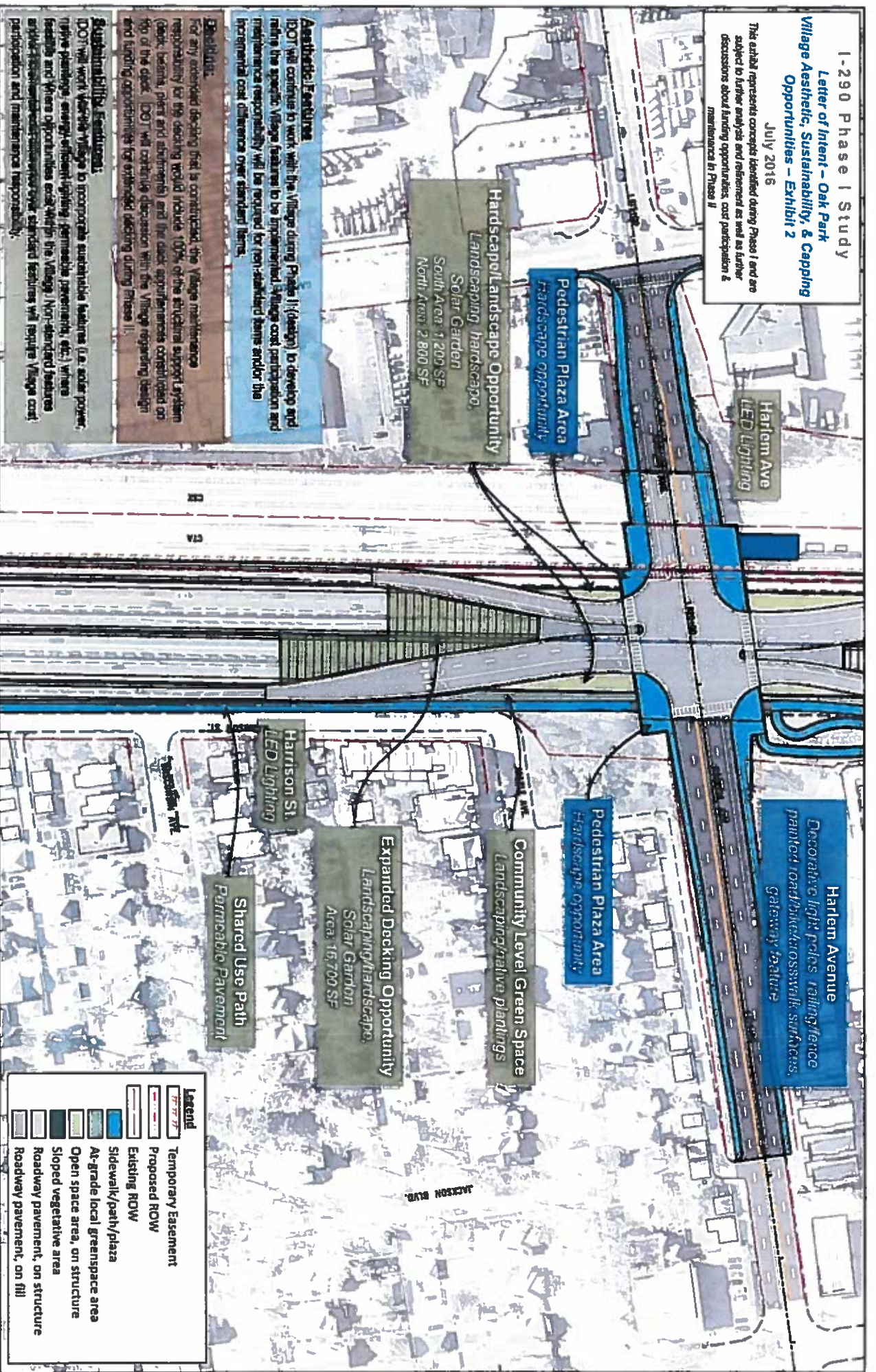




**1-290 Phase I Study**  
**Letter of Intent – Oak Park**  
**Village Aesthetic, Sustainability, & Capping**  
**Opportunities – Exhibit 2**

July 2016

The exhibit represents concepts identified during Phase I and are subject to further analysis and refinement as well as further discussions about funding opportunities, cost participation & maintenance in Phase II



**Aesthetic Features**  
 IDOT will continue to work with the Village during Phase II (design) to develop and refine the specific Village features to be implemented. Village cost participation and maintenance responsibility will be required for non-standard items and/or the incremental cost difference over standard items.

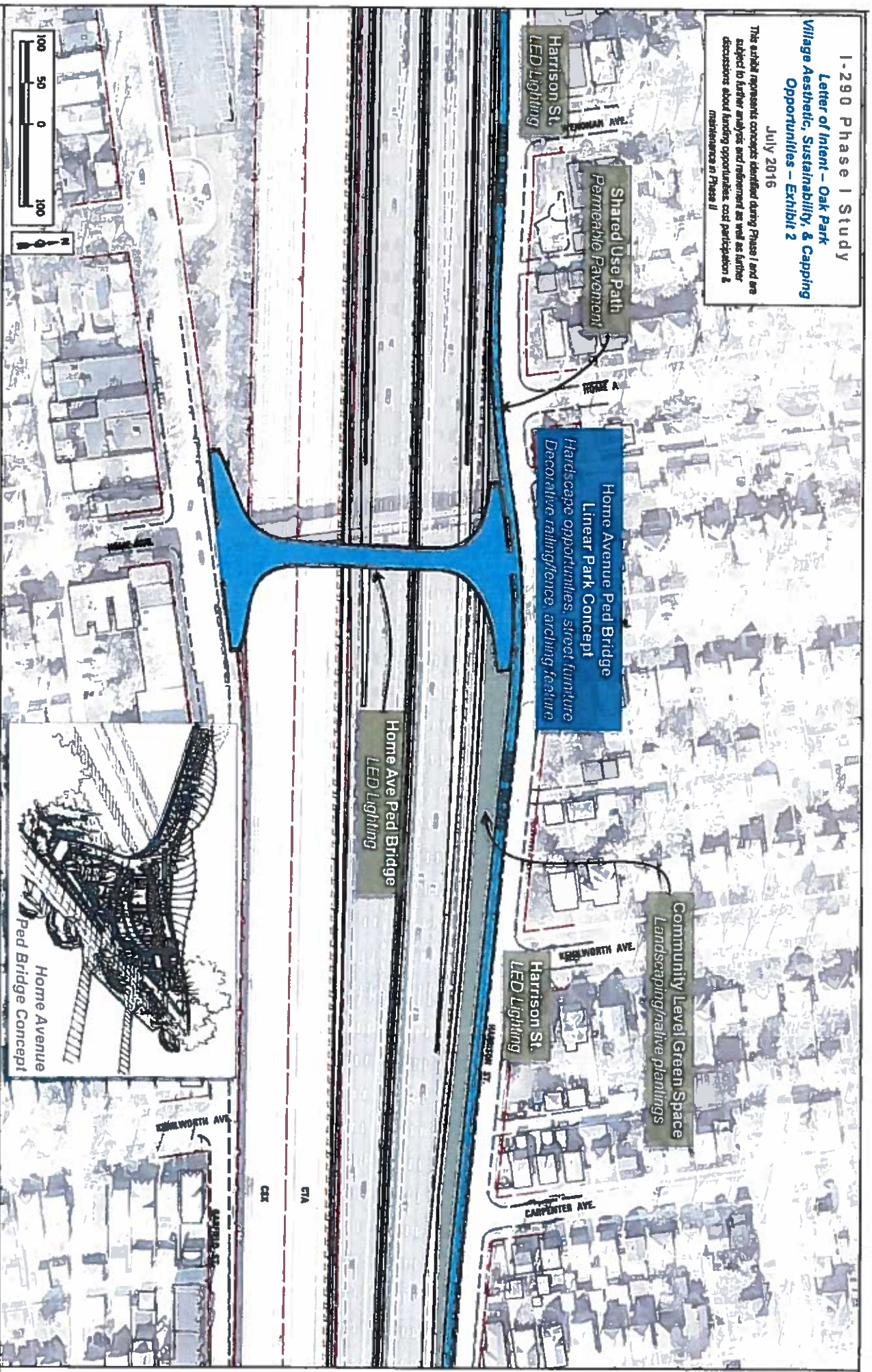
**Benefits:**  
 For any extended decking that is constructed, the Village maintains responsibility for the decking (which includes 100% of the structural support system (deck, beams, posts and abutments) and the deck furnishings (concrete) on top of the deck). IDOT will continue to discuss with the Village regarding design and funding opportunities for extended decking during Phase II.

**Sustainability Features:**  
 IDOT will work with the Village to incorporate sustainable features (i.e. solar power, light painting, energy-efficient lighting, permeable pavement, etc.) where feasible and where opportunities exist within the Village. Non-standard features and/or materials and construction standards features will require Village cost participation and maintenance responsibility.



**1-290 Phase I Study**  
**Letter of Intent – Oak Park**  
**Village Aesthetic, Sustainability, & Capping**  
**Opportunities – Exhibit 2**  
 July 2016

*This exhibit represents concepts identified during Phase I and are subject to further analysis and refinement as well as further discussions about funding opportunities, cost participation & maintenance in Phase II*



Harrison St.  
LED Lighting

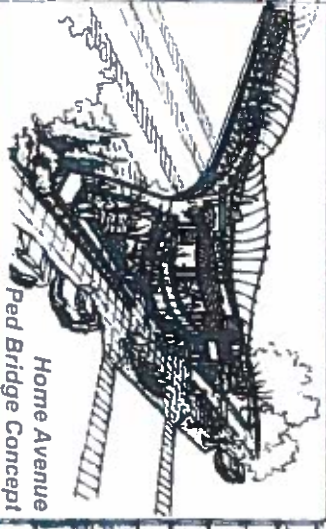
Shared Use Path  
Permeable Pavement

Home Avenue Ped Bridge  
Linear Park Concept  
Hardscape opportunities, street furniture  
Decorative railing/fence, arching feature

Home Ave Ped Bridge  
LED Lighting

Community Level Green Space  
Landscaping/native plantings

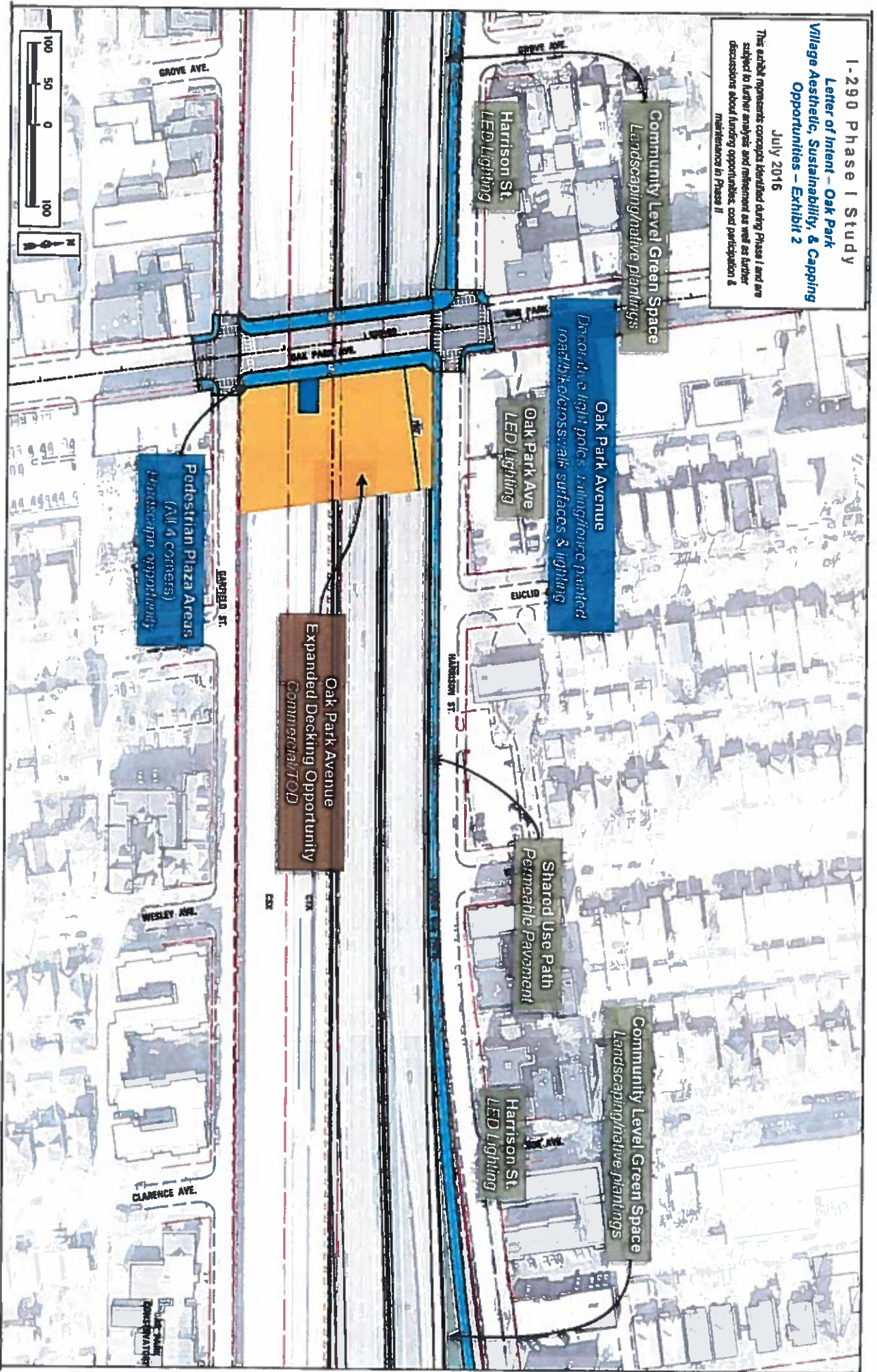
Harrison St.  
LED Lighting





**1-290 Phase I Study**  
**Letter of Intent – Oak Park**  
**Village Aesthetic, Sustainability, & Capping**  
**Opportunities – Exhibit 2**

July 2016  
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Community Level Green Space  
Landscaping/native plantings

Harrison St  
LED Lighting

Oak Park Avenue  
Decorative light poles, rain/golfcourse-purified  
road/bike/crosswalk surfaces & lighting

Oak Park Ave  
LED Lighting

Shared Use Path  
Permeable Pavement

Harrison St  
LED Lighting

Community Level Green Space  
Landscaping/native plantings

Oak Park Avenue  
Expanded Decking Opportunity  
Commercial TOD

Pedestrian Plaza Areas  
(All 4 Corners)  
Landscaping opportunity



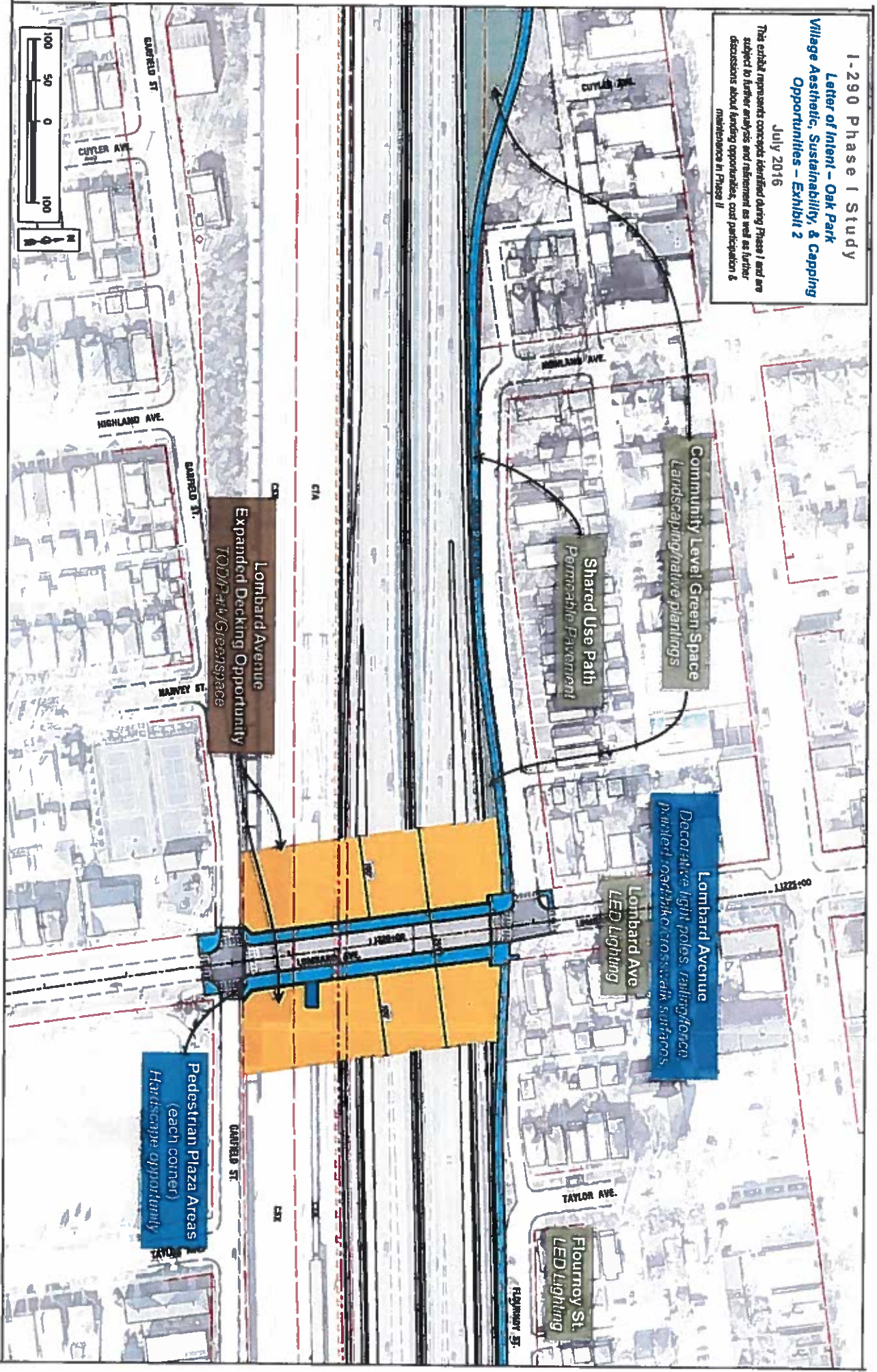






**1-290 Phase I Study**  
**Letter of Intent – Oak Park**  
**Village Aesthetic, Sustainability, & Capping**  
**Opportunities – Exhibit 2**

July 2016  
 This exhibit represents concepts identified during Phase I and are subject to further analysis and refinement as well as further discussions about funding opportunities, cost participation & maintenance in Phase II



Community Level Green Space  
 Landscaping/native plantings

Shared Use Path  
 Permeable Pavement

Lombard Avenue  
 Decorative light poles, railing, fountains,  
 painted ADA-compliant surfaces

Lombard Ave  
 LED Lighting

Flournoy St  
 LED Lighting

Lombard Avenue  
 Expanded Decking Opportunity  
 TOD Park/Greenspace

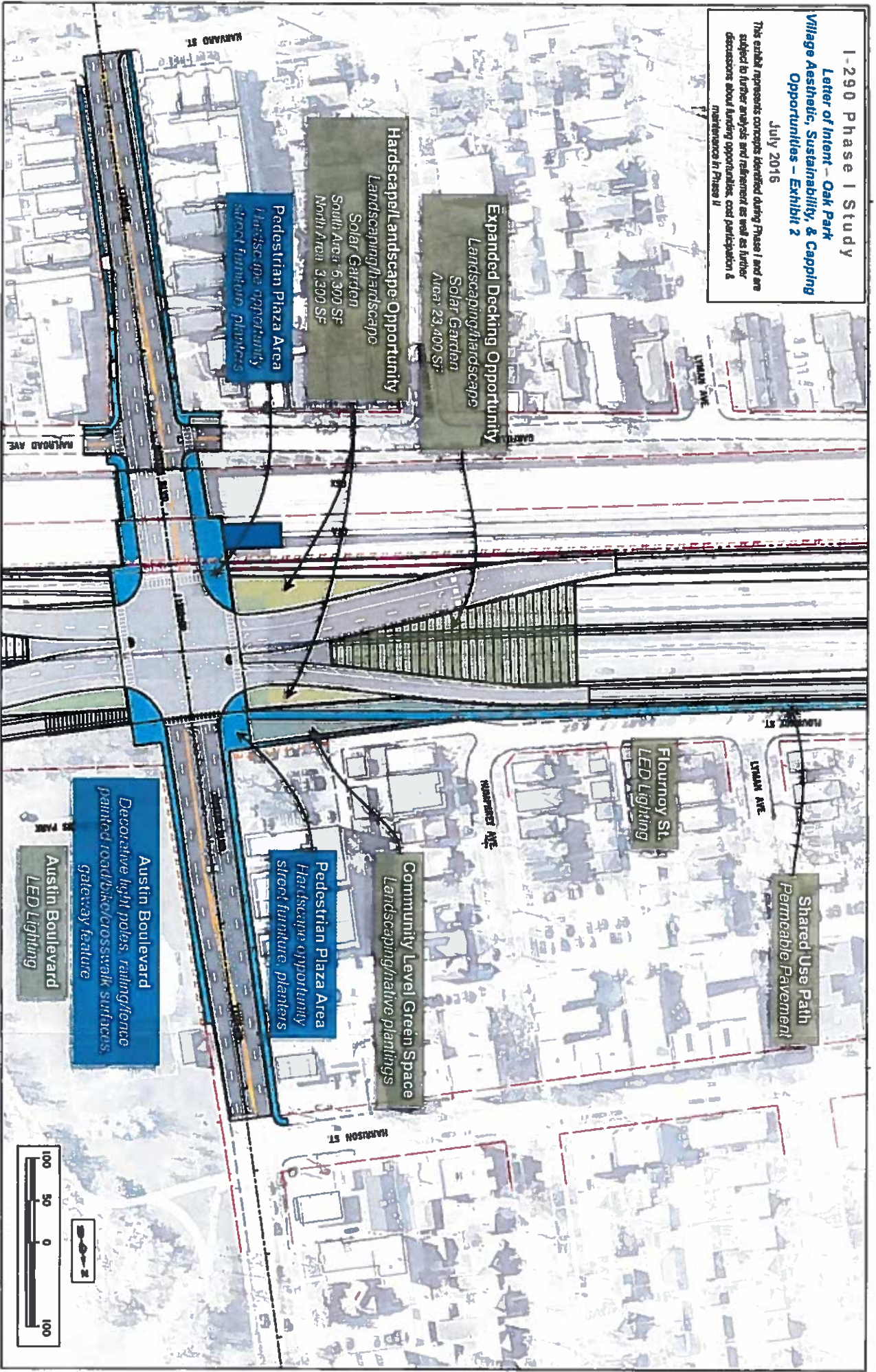
Pedestrian Plaza Areas  
 (each corner)  
 Hardscape opportunity



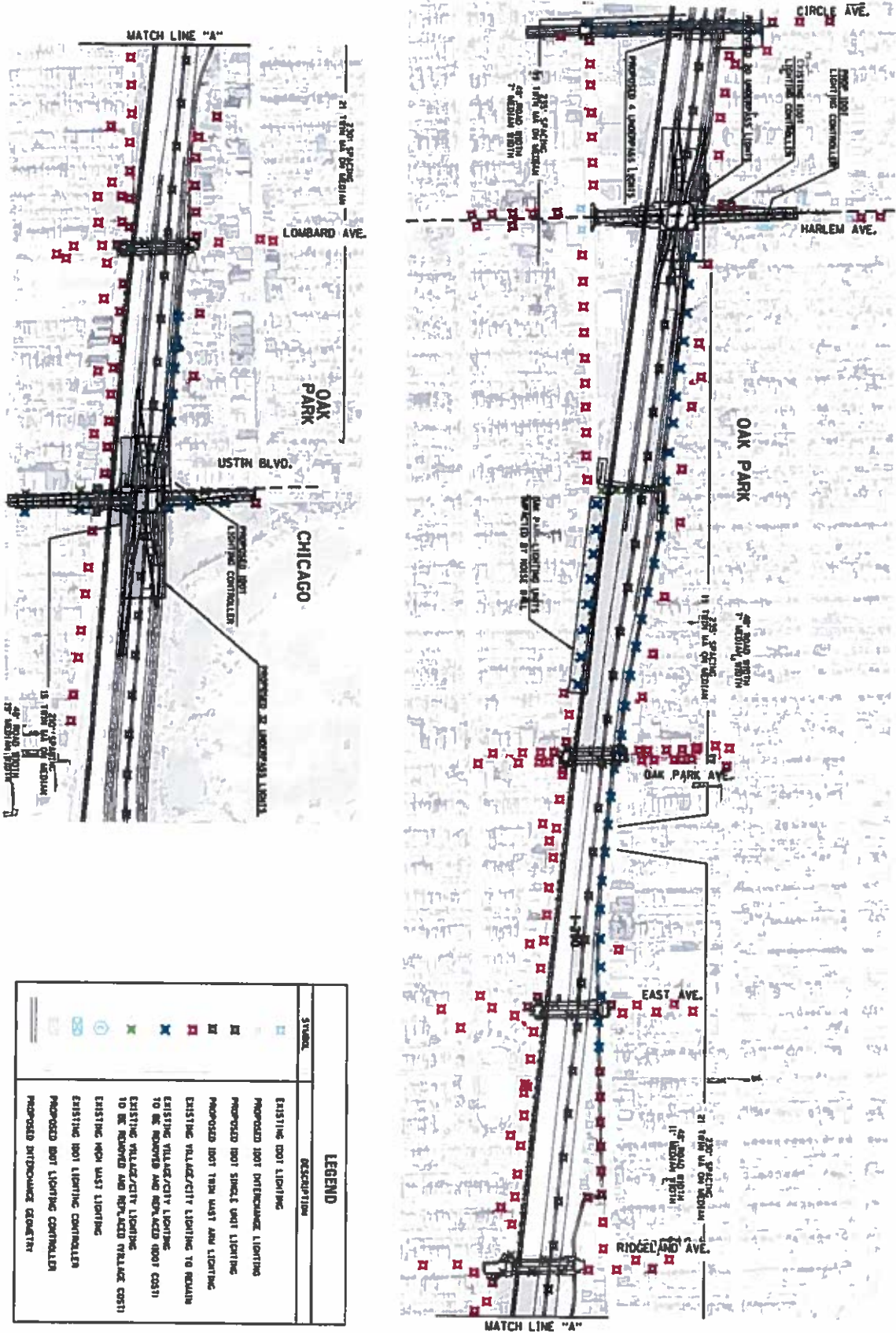


**1-290 Phase I Study**  
**Letter of Intent – Oak Park**  
**Village Aesthetic, Sustainability, & Capping**  
**Opportunities – Exhibit 2**  
 July 2016

*This exhibit represents concepts identified during Phase I and are subject to further analysis and refinement as well as further discussions about funding opportunities, cost participation & maintenance in Phase II*



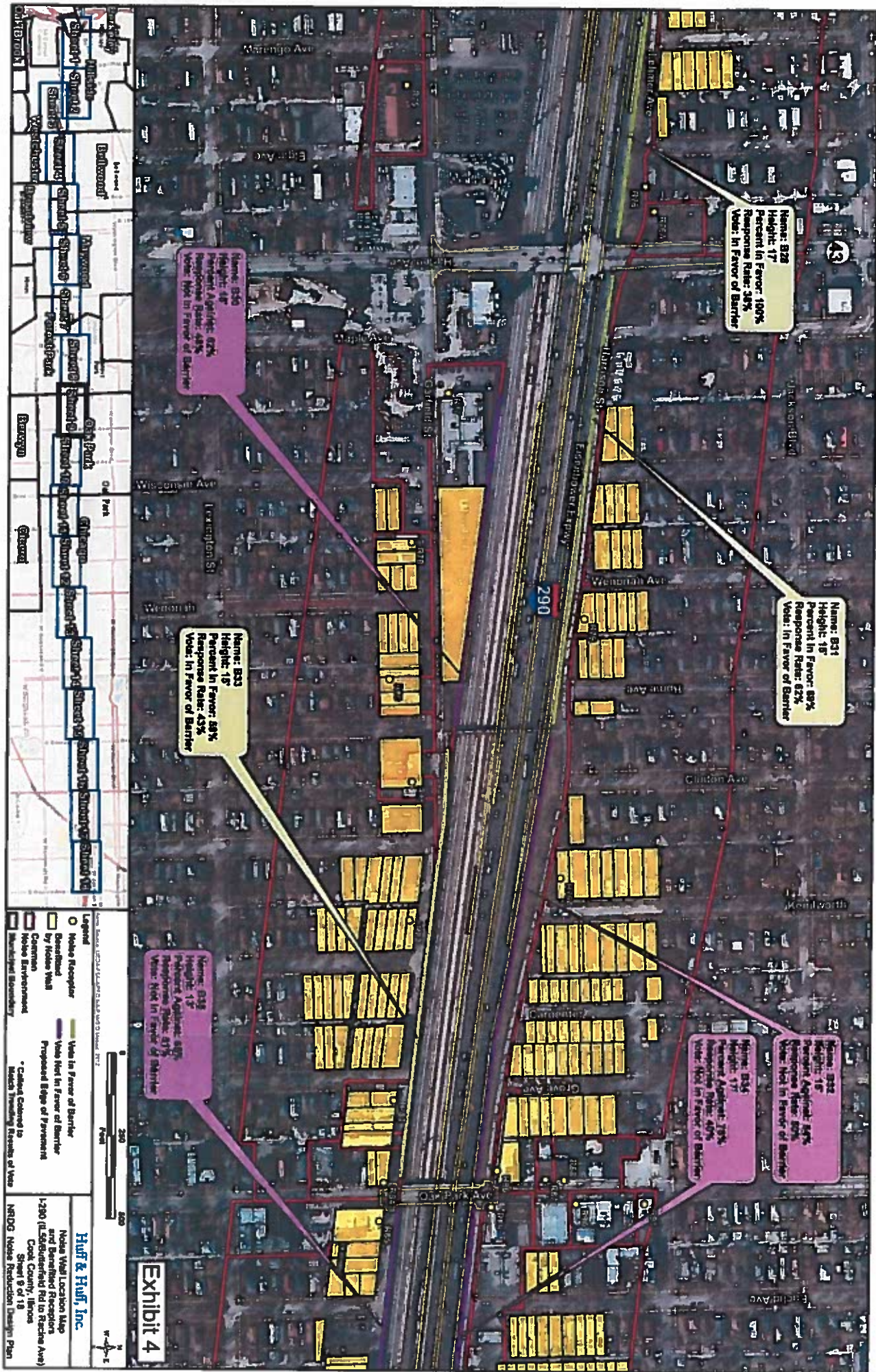




**EXHIBIT 3**

I-290 FROM HARLEM TO AUSTIN BLVD  
PROPOSED LIGHTING LAYOUT





Name: 828  
 Height: 17'  
 Percent in Favor: 100%  
 Response Rate: 34%  
 Note: In Favor of Barrier

Name: 831  
 Height: 18'  
 Percent in Favor: 88%  
 Response Rate: 62%  
 Note: In Favor of Barrier

Name: 835  
 Height: 18'  
 Percent in Favor: 62%  
 Response Rate: 43%  
 Note: Not in Favor of Barrier

Name: 833  
 Height: 18'  
 Percent in Favor: 88%  
 Response Rate: 43%  
 Note: In Favor of Barrier

Name: 834  
 Height: 17'  
 Percent in Favor: 79%  
 Response Rate: 47%  
 Note: Not in Favor of Barrier

Name: 832  
 Height: 18'  
 Percent in Favor: 88%  
 Response Rate: 50%  
 Note: Not in Favor of Barrier

Name: 836  
 Height: 18'  
 Percent in Favor: 87%  
 Response Rate: 47%  
 Note: Not in Favor of Barrier

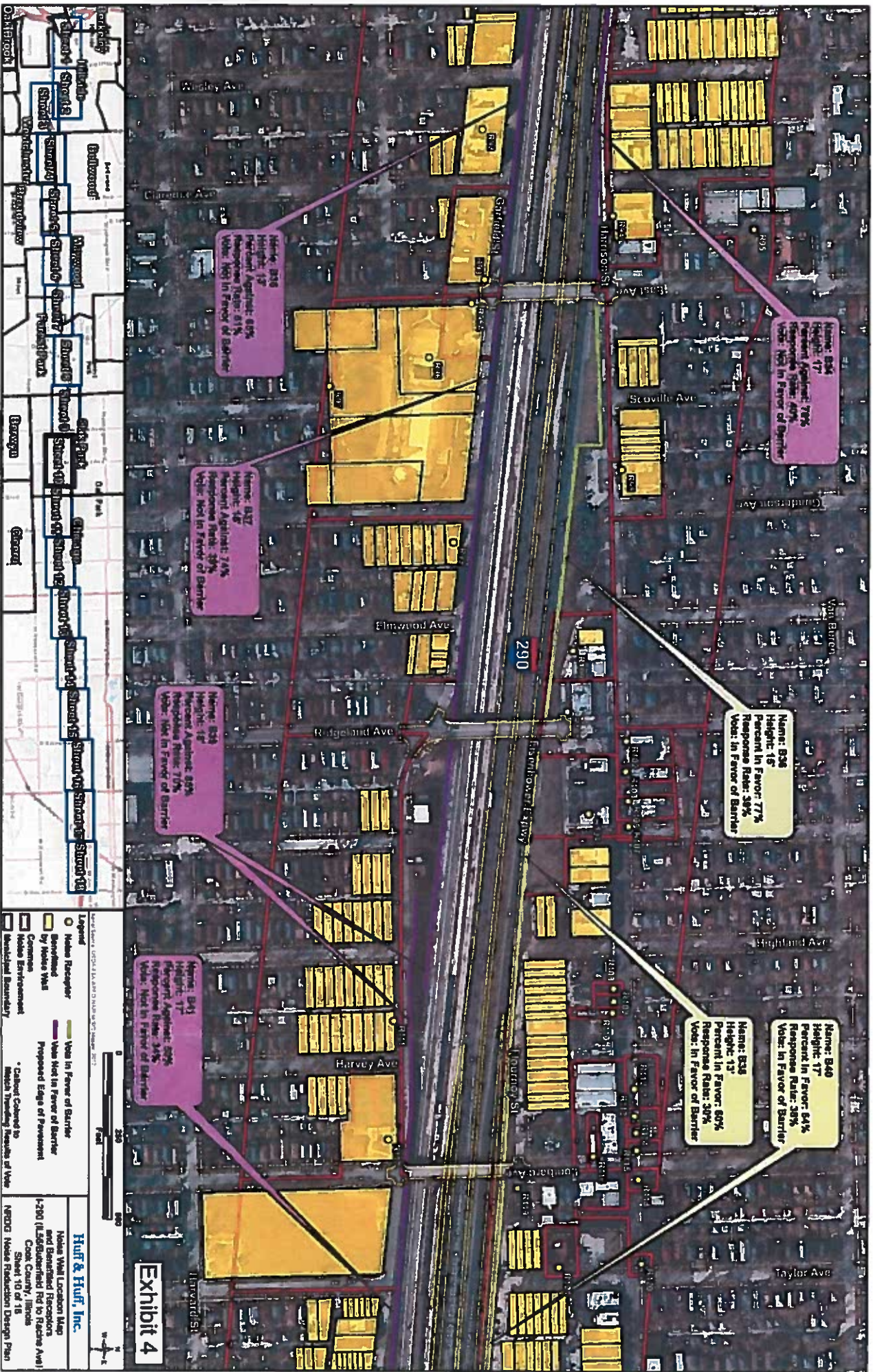
**Legend**

- Noise Receptor
- Designated by Noise Wall
- Current Noise Environment
- Manufactured Sound
- View in Favor of Barrier
- View Not in Favor of Barrier
- Proposed Edge of Pavement
- Calculated to Match Traveling Sounds of View

**Huff & Huff, Inc.**  
 Noise Wall Location Map  
 and Barrier Reception  
 1-290 (L.S. 50th Street) Rd to Ritchie Ave)  
 Cook County, Illinois  
 Sheet 8 of 18  
 NRDC Noise Reduction Design Plan

**Exhibit 4**





Name: B34  
 Height: 17'  
 Percent Against: 70%  
 Response Rate: 67%  
 Note: Not in Favor of Barrier

Name: B35  
 Height: 15'  
 Percent Against: 85%  
 Response Rate: 81%  
 Note: Not in Favor of Barrier

Name: B37  
 Height: 16'  
 Percent Against: 74%  
 Response Rate: 39%  
 Note: Not in Favor of Barrier

Name: B36  
 Height: 16'  
 Percent in Favor: 77%  
 Response Rate: 38%  
 Note: In Favor of Barrier

Name: B38  
 Height: 16'  
 Percent Against: 80%  
 Response Rate: 75%  
 Note: Not in Favor of Barrier

Name: B38  
 Height: 13'  
 Percent in Favor: 60%  
 Response Rate: 39%  
 Note: In Favor of Barrier

Name: B41  
 Height: 17'  
 Percent Against: 50%  
 Response Rate: 34%  
 Note: Not in Favor of Barrier

Name: B40  
 Height: 17'  
 Percent in Favor: 64%  
 Response Rate: 38%  
 Note: In Favor of Barrier

- Legend**
- Median Barrier
  - Area in Favor of Barrier
  - Area Not in Favor of Barrier
  - Proposed Edge of Pavement
  - Common
  - Notes Enhancement
  - Municipal Boundary
- \* Cabinet Chaired to Match Trending Results of View



**Huff & Huff, Inc.**  
 Notes: VMA Location Map and Detailed Recorders (200) (Addendum Rd to Racine Ave) Cook County, Illinois Sheet 10 of 18  
 UNODD Noise Reduction Design Plan

**Exhibit 4**









**Exhibit 5 - Oak Park Eisenhower Lighting Matrix**

<b>Bridges</b>	<b>Harlem Avenue</b>	<b>Home Avenue (Ped)</b>	<b>Oak Park Avenue</b>	<b>East Avenue</b>	<b>Ridgeland Avenue</b>	<b>Lombard Avenue</b>	<b>Austin Blvd.</b>	<b>VOP Cost</b>	<b>IDOT Cost</b>
<b>Interchange Lighting</b>	<b>State</b>	n/a	n/a	n/a	n/a	n/a	<b>State</b>	\$0	TBD
<b>Village Owned Lighting (On IDOT bridge by permit)</b>	No local lighting on bridge	Village 100%	Village 100%	Village 100%	Village 100%	Village 100%	Village 100%	\$236,274	\$0
<b>In conflict with proposed bridge reconstruction includes 15% engineering fee</b>		7 Poles \$27,249	4 poles \$33,206	5 poles \$41,544	7 poles \$57,408	6 poles \$49,709	3 poles \$27,158		

<b>Frontage Roads</b>	<b>Harlem Avenue</b>	<b>Home Avenue (Ped)</b>	<b>Oak Park Avenue</b>	<b>East Avenue</b>	<b>Ridgeland Avenue</b>	<b>Lombard Avenue</b>	<b>Austin Blvd.</b>	<b>VOP Cost</b>	<b>IDOT Cost</b>
	Note: reconstruction of frontage road streets will be dependent upon bridge work, retaining wall work, bike path const., utility work and noise wall installation.								
<b>Harrison St.</b>								\$0	\$274,235 (Includes 15% engineering fee)
								\$0	\$47,254 (Includes 15% engineering fee)
<b>Flournoy St.</b>								\$0	\$58,236 (Includes 15% engineering fee)
<b>Garfield St.</b>		100% State 8 poles impacted by Noise Wall construction/moment slab Home Avenue to Oak Park Avenue						\$0	\$58,236 (Includes 15% engineering fee)
							<b>TOTALS</b>	<b>\$236,274</b>	<b>\$379,725</b>

**Other Responsibilities:**

- 1) All costs and long-term maintenance associated with roadway lighting within the corporate limits of the Village are the 100% Villages responsibility.
- 2) If the Village chooses to upgrade the existing lighting system, incremental costs for the upgraded lighting will be Village responsibility.
- 3) The estimated cost for the new bridge lighting is \$252,476 which includes a 15% Engineering fee.
- 4) Assumes existing lighting cannot be salvaged.
- 5) The Village agrees to accept long-term responsibility for the administration, control and maintenance of the roadway lighting.
- 6) Regardless of lighting upgrades, the existing sub-standard lighting will need to be removed with the cost of removal 100% Village cost, including 15% Engineering fee.

<b>TOTAL VILLAGE COSTS:</b>	<b>\$236,274</b>
<b>TOTAL IDOT/FHWA COSTS:</b>	<b>\$379,725</b>
<b>TOTAL COST:</b>	<b>\$615,999</b>

**Exhibit 5 - Oak Park Eisenhower Maintenance and Jurisdiction Matrix**

		Harlem Avenue	Home Avenue (Pcd)	Oak Park Avenue	East Avenue	Ridgeland Avenue	Lombard Avenue	Austin Blvd.
<b>Bridges</b>	Wearing Surface (minor repairs/potholes)	State*	Village	Village	Village	State*	Village	Village (west half only)
	Sidewalks, railing and fencing**	State*	Village	State	State	State*	State	State
	Lighting	N/A (no local lighting)	Village	Village	Village	Village	Village	State***
	Bridge deck maintenance**	State	Village	State	State	State	State	State
	Superstructure	State	Village	State	State	State	State	State
<b>Maintenance</b>								
<b>Frontage Roads</b>		Harlem Avenue	Home Avenue (Pcd)	Oak Park Avenue	East Avenue	Ridgeland Avenue	Lombard Avenue	Austin Blvd.
		Note: reconstruction of frontage road streets will be dependent upon bridge work, retaining wall work, bike path const., utility work and noise wall installation.						
	Harrison St.	State will be responsible for 100% of costs of reconstruction where impacted by the construction of I-290, including local legs of intersecting streets.						
	Flournoy St.	State will be responsible for 100% of costs of reconstruction where impacted by the construction of I-290, including local legs of intersecting streets.						
	Garfield St.	State will be responsible for 100% of costs of reconstruction where impacted by the construction of I-290, including local legs of intersecting streets.						
		Reconfiguration for Right-in/Right out at Austin Blvd. 100% State cost						

\* Harlem and Ridgeland Avenues under State jurisdiction with maintenance performed by the Village through a maintenance agreement.  
 \*\*Village responsible for routine maintenance (snow/ice removal, sweeping, litter pickup, graffiti removal and non-structural repairs)  
 \*\*\*State responsible for interchange lighting

**Exhibit 5 - Oak Park Eisenhower Bicyclist and Pedestrian Accommodations Matrix**

	IDOT Cost (80%)	VOP Cost (20%) plus 15% engineering fee	Notes
<b>Shared Use Path</b> 12' Wide Asphalt 1.49 Miles (Harlem Ave to Austin Blvd) PARTICIPATE NOW	\$210,600	\$48,438	VOP Long Term Maintenance Responsibility

<b>TOTAL VILLAGE COSTS:</b>	<b>\$48,438</b>
<b>TOTAL IDOT/FHWA COSTS:</b>	<b>\$210,600</b>
<b>TOTAL COST:</b>	<b>\$259,038</b>

Exhibit 5 - North - South Utility Crossings							
Feature	Harlem Avenue	Maple Avenue	Oak Park Avenue	East Avenue	Ridgeland Avenue	Lombard Avenue	Austin Blvd
Utility 1	N/A	12" Watermain Crossing	Combined Sewer Crossing	12" Watermain Crossing	Combined Sewer	12" Watermain Crossing	12" Watermain Crossing
Cost Responsibility		State 100%	State 100%*	State 100%	State 100%	State 100%	State 100%
Improvement		Replace in Kind	Reinstatement*	Replace in Kind	Replace in Kind	Replace in Kind	Replace in Kind
Total Cost	TBD	\$947,000	\$14,900,000	\$884,000	\$2,703,000	\$727,000	\$697,000
Utility 2				Combined Sewer	12" Watermain Crossing	18" Watermain Crossing	
Cost Responsibility				State 100%	State 100%	State 100%	
Improvement				Replace in Kind	Replace in Kind	Replace in Kind	
Total Cost				\$3,458,000	\$493,000	\$758,000	
State Cost		\$947,000	\$14,900,000	\$4,342,000	\$3,196,000	\$1,485,000	\$697,000
VOP Cost**	\$0	\$0	\$0	\$0	\$0	\$0	\$0

\*IDOT to provide replacement combined sewer capacity of up to 63 square feet of pipe cross-sectional area at Oak Park Avenue or in combination with East Avenue and Ridgeland Avenue sewer replacements. Additional cross-sectional area or betterments are a Village cost responsibility.  
 \*\*If upsizing is desired, the Village will be responsible for the incremental cost.

TOTAL VILLAGE COSTS:	\$0
TOTAL IDOT/FHWA COSTS:	\$25,567,000
TOTAL COST:	\$25,567,000

**Exhibit 5 - Oak Park Eisenhower Traffic Signal Matrix**

<b>Bridges</b>	<b>Harlem Avenue</b>	<b>Oak Park Avenue</b>	<b>East Avenue</b>	<b>Ridgeland Avenue</b>	<b>Lombard Avenue</b>	<b>Austin Blvd</b>
<b>I-290 Ramps</b>	<p align="center"><b>State</b></p> <p>Traffic Signal Modernization TOTAL: \$631,000 FHWA: \$504,800 (80%) IDOT: \$126,200 (20%)</p> <p align="center"><b>Village</b></p> <p>Emergency Vehicle Preemption (EVP) Device TOTAL: \$6,000 Engineering Fee (15%) TOTAL: \$900</p>	n/a	n/a	n/a	n/a	<p align="center"><b>State</b></p> <p>Traffic Signal Modernization TOTAL: \$631,000 FHWA: \$504,800 (80%) IDOT: \$126,200 (20%)</p> <p align="center"><b>State</b></p> <p>Traffic Signal Interconnection TOTAL: \$100,000 FHWA: \$80,000 (80%) IDOT: \$20,000 (20%)</p>
<b>Frontage Roads</b>	<b>Harlem Avenue</b>	<b>Oak Park Avenue</b>	<b>East Avenue</b>	<b>Ridgeland Avenue</b>	<b>Lombard Avenue</b>	<b>Austin Blvd.</b>
<i>Note: reconstruction of frontage road streets will be dependent upon bridge work, retaining wall work, bike path const., utility work and noise wall installation.</i>						
<b>Garfield St</b>	<p align="center"><b>State</b></p> <p>Traffic Signal Modernization TOTAL: \$350,000 FHWA: \$280,000 (80%) IDOT: \$35,000 (10%)</p> <p align="center"><b>Village</b></p> <p>Traffic Signal Modernization TOTAL: \$17,500 (5%) Engineering Fee (15%) TOTAL: \$2,625</p> <p align="center"><b>Other</b></p> <p>Traffic Signal Modernization TOTAL: \$17,500 (5%) EVP Device TOTAL: \$6,000</p>	<p align="center"><b>State</b></p> <p>Traffic Signal Modernization TOTAL: \$350,000 FHWA: \$280,000 (80%)</p> <p align="center"><b>Village</b></p> <p>Traffic Signal Modernization TOTAL: \$70,000 (20%) Engineering Fee (15%) TOTAL: \$10,500</p> <p>Emergency Vehicle Preemption (EVP) Device TOTAL: \$6,000 Engineering Fee (15%) TOTAL: \$900</p>	n/a	<p align="center"><b>State</b></p> <p>Traffic Signal Modernization TOTAL: \$350,000 FHWA: \$280,000 (80%) IDOT: \$35,000 (10%)</p> <p>Traffic Signal Interconnection TOTAL: \$100,000 FHWA: \$80,000 (80%) IDOT: \$20,000 (20%)</p> <p align="center"><b>Village</b></p> <p>Traffic Signal Modernization TOTAL: \$35,000 (10%) Engineering Fee (15%) TOTAL: \$5,250</p> <p>EVP Device TOTAL: \$6,000 Engineering Fee (15%) TOTAL: \$900</p>	n/a	n/a
<b>Frontage Roads</b>	<b>Harlem Avenue</b>	<b>Oak Park Avenue</b>	<b>East Avenue</b>	<b>Ridgeland Avenue</b>	<b>Lombard Avenue</b>	<b>Austin Blvd.</b>
<i>Note: reconstruction of frontage road streets will be dependent upon bridge work, retaining wall work, bike path const., utility work and noise wall installation.</i>						
<b>Jackson Blvd</b>	<p align="center"><b>State</b></p> <p>Traffic Signal Modernization TOTAL: \$350,000 FHWA: \$280,000 (80%) IDOT: \$35,000 (10%)</p> <p align="center"><b>Village</b></p> <p>Traffic Signal Modernization TOTAL: \$17,500 (5%) Engineering Fee (15%) TOTAL: \$2,625</p> <p align="center"><b>Other</b></p> <p>Traffic Signal Modernization TOTAL: \$17,500 (5%) EVP Device TOTAL: \$6,000</p>	n/a	n/a	n/a	n/a	n/a
<b>Harrison St</b>	n/a	<p align="center"><b>State</b></p> <p>Traffic Signal Modernization TOTAL: \$350,000 FHWA: \$280,000 (80%)</p> <p>Traffic Signal Interconnection TOTAL: \$100,000 FHWA: \$80,000 (80%)</p> <p align="center"><b>Village</b></p> <p>Traffic Signal Modernization TOTAL: \$70,000 (20%) Engineering Fee (15%) TOTAL: \$10,500</p> <p>Traffic Signal Interconnection TOTAL: \$20,000 (20%) Engineering Fee (15%) TOTAL: \$3,000</p> <p>EVP Device TOTAL: \$6,000 Engineering Fee (15%) TOTAL: \$900</p>	n/a	<p align="center"><b>State</b></p> <p>Traffic Signal Modernization TOTAL: \$350,000 FHWA: \$280,000 (80%) IDOT: \$35,000 (10%)</p> <p>Traffic Signal Interconnection TOTAL: \$100,000 FHWA: \$80,000 (80%) IDOT: \$20,000 (20%)</p> <p align="center"><b>Village</b></p> <p>Traffic Signal Modernization TOTAL: \$35,000 (10%) Engineering Fee (15%) TOTAL: \$5,250</p> <p>EVP Device TOTAL: \$6,000 Engineering Fee (15%) TOTAL: \$900</p>	n/a	<p align="center"><b>State</b></p> <p>Traffic Signal Modernization TOTAL: \$350,000 FHWA: \$280,000 (80%)</p> <p align="center"><b>Village</b></p> <p>Traffic Signal Modernization TOTAL: \$70,000 (20%) Engineering Fee (15%) TOTAL: \$10,500</p>
					<b>TOTAL VILLAGE COSTS:</b>	<b>\$419,750</b>
					<b>TOTAL IDOT/FHWA COSTS:</b>	<b>\$3,742,000</b>
					<b>TOTAL COST:</b>	<b>\$4,161,750</b>

**Exhibit 5 - Summary Sheet**

Item	Village Cost	IDOT Cost
Lighting	\$236,274	\$379,725
Bicycle and Pedestrian	\$48,438	\$210,600
Hardscape	TBD	TBD
Landscaping	TBD	TBD
Aesthetics	TBD	TBD
Utilities	\$0	\$25,567,000
Traffic Signals	\$419,750	\$3,742,000
<b>TOTALS</b>	<b>\$704,462</b>	<b>\$29,899,325</b>

TOTAL VILLAGE COST:	\$704,462
TOTAL IDOT/FHWA COST:	\$29,899,325
<b>TOTAL COST:</b>	<b>\$30,603,787</b>





# Exhibit 6 - Hardscape, Landscape and Aesthetic Images

## LOW COST SCENARIO

VEHICULAR BRIDGE

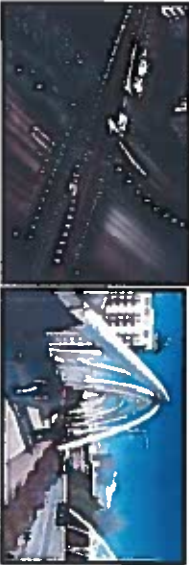


PEDESTRIAN BRIDGE



## MEDIUM COST SCENARIO

VEHICULAR BRIDGE



PEDESTRIAN BRIDGE



## HIGH COST SCENARIO

VEHICULAR BRIDGE



PEDESTRIAN BRIDGE





## 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.

## RESOLUTION

### **A RESOLUTION APPROVING A LETTER OF INTENT WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION FOR THE EISENHOWER EXPRESSWAY (I-290) RECONSTRUCTION PROJECT AND AUTHORIZING ITS EXECUTION**

**WHEREAS**, on February 18, 2015 the Village Board approved a Motion directing staff to schedule a series of Special Meetings focused on developing a list of detailed I-290 (otherwise known as the Eisenhower Expressway) reconstruction requirements that will ultimately be incorporated into a Letter of Intent with the Illinois Department of Transportation ("IDOT"); and

**WHEREAS**, key local priorities and areas of concern in our continuing discussions and deliberations with IDOT include:

1. Safety and convenience for all users, e.g., pedestrians, cyclists, and persons of all ages and abilities, especially at the interchanges with Harlem and Austin;
2. Methods for avoiding or mitigate noise and/or air quality impacts;
3. Chicago Transit Authority ("CTA") Blue Line improvements, including those generally described as "Urban Stitching";
4. Locations and extent of expanded bridge decking options;
5. Elements related to corridor aesthetics and community identity;
6. Coordination with public critical utilities;
7. Project financing sources and any local obligations;
8. Construction planning and staging; and
9. Flexibility to discuss options beneficial to Oak Park; and

**WHEREAS**, on April 27, 2015 as part of the Village Board Special Meeting, staff presented the progress and IDOT commitments for improved roadway geometry and sidewalk widths over I-290 to ensure adequate room for all modes of transportation; and

**WHEREAS**, on July 13, 2015 as part of the Village Board Special Meeting staff presented the traffic analysis of Harlem Avenue and Austin Boulevard at the interchanges with I-290; and

**WHEREAS**, on August 24, 2015 as part of the Village Board Special Meeting staff presented the Harlem Avenue/I-290 interchange design along with its effects on air quality and noise; and

**WHEREAS**, on September 28, 2015 as part of the Village Board Special Meeting staff presented the Austin Boulevard/I-290 interchange design along with its effects on air quality and noise; and

**WHEREAS**, on October 26, 2015 as part of the Village Board Special Meeting staff presented a summary of the traffic noise abatement analysis on noise walls and the solicitation process for determining if individual noise wall segments are included with the project, and the CTA also presented its Blue Line Forest Park Branch Feasibility/Vision Study; and

**WHEREAS**, on February 22, 2016 as part of the Village Board Special Meeting staff presented an update on the status of the noise wall balloting and a discussion of conceptual level aesthetic treatments for the vehicle and pedestrian bridges over I-290 and for potential aesthetic treatments for noise walls; and

**WHEREAS**, on April 11, 2016 as part of the Village Board Special Meeting, IDOT presented a summary of IDOT's approach and methodology to mitigating construction impacts during the design phases of the project and the construction staging of the I-290 reconstruction project including preliminary improvements to parallel routes, advanced construction work for bridges, and ultimately mainline pavement work; and

**WHEREAS**, on May 9, 2016 as part of the Village Board Special Meeting, IDOT and the Village presented an evaluation of the right-of-way (ROW) within the ditch to determine its optimal use, sustainability features of the reconstruction project, and two options related to expanded bridge decking at Oak Park Avenue and East Avenue; and

**WHEREAS**, on May 23, 2016 as part of the Village Board Special Meeting, the Village presented the elements to be incorporated into a proposed Letter of Intent ("LOI") between the Village of Oak Park and Illinois Department of Transportation and presented a series of tables which summarize the cost sharing and maintenance responsibility for the various items which are shared between the Village and IDOT on this project. These tables include lighting, bicycle and pedestrian facilities, aesthetic features with hardscaping and landscaping components, utility replacements and improvements, and traffic signals, which will become and attachment to the LOI. Other items of concern to the Village are CTA Blue Line coordination, noise wall status, expanded bridge decking, staffing for construction management, construction impact monitoring, parallel roadway improvements, and other matters which were presented for discussion at said meeting; and

**WHEREAS**, on July 11, 2016, as part of the Village Board Special Meeting, a final review of the LOI exhibits was presented and as a part of that discussion, there was Village Board consensus related to the LOI exhibits to be included; and

**WHEREAS**, on July 11, 2016, the Village Board additionally expressed its desire to ensure there are continued efforts by the Village related to the reconstruction of the I-290 which include: (1) public transportation advocacy to reduce the impact of traffic in Oak Park during



reconstruction of the I-290 corridor with an emphasis on the CTA's Blue Line as a viable option to driving, as well as METRA and PACE; (2) review and evaluation of programs related to property value protection for homes adjacent to and near the I-290; (3) review and evaluation of a coordinated program to provide advance documentation of property conditions for those at risk of ground vibrations during construction and a compatible dispute resolution process; and (4) traffic management before and during construction.

**NOW THEREFORE, BE IT RESOLVED** by the President and Board of Trustees of the Village of Oak Park, Illinois, in the exercise of their home rule powers, as follows:

**Section 1. Recitals Incorporated.** The recitals set forth above are incorporated herein as though fully set forth.

**Section 2. Reconstructed I-290 Elements.** Upon conclusion of the ten special meetings referenced above, the Village Board has determined that the Village of Oak Park advocates for a reconstructed I-290 that is designed to:

1. Provide safety and convenience for all users, e.g., pedestrians, cyclists, and persons of all ages and abilities, especially at the interchanges with Harlem Avenue and Austin Boulevard;
2. Avoid and/or mitigate noise and/or air quality impacts;
3. Improve the CTA Blue Line by incorporating design elements generally described as "Urban Stitching" defined as an innovative urban design trend for better pedestrian, cyclist, and transit experiences where the interstate and village streets converge for the purpose of having a profound impact on the fabric of Oak Park as a community by connecting people and stitching together Village neighbors north and south of the I-290 corridor and positively impacting the quality of life for many generations to come;
4. Retain opportunities for expand bridge decking to connect Oak Park residents south of the I-290 to the public school systems, public parks and government facilities and connect residents north of the I-290 to the public school systems, public parks and government facilities;
5. Incorporate corridor aesthetics and community identity;
6. Maintain critical public utility connections;
7. Protect opportunities for local financial obligations to be mitigated by other sources of revenues including grants;
8. Incorporate construction planning and staging efforts which account for police, fire and public works emergency services; and

9. Incorporate new technologies in the design phase that would improve these key priorities.

**Section 3. I-290 Critical Partners.** The Village of Oak Park has identified CTA, Metra and PACE as critical partners in the success of a reconstructed I-290 and staff should advocate for their inclusion in Intergovernmental Agreement with IDOT.

**Section 4. Staff Review of Potential Negative Impacts on Adjacent Properties.** In advance of an intergovernmental agreement with IDOT, Village staff is directed to review the potential negative impacts on properties adjacent to or near the interstate of their value in Oak Park to determine the merits of programs to support rehabilitation loans or equity assurance and schedule a Special Meeting of the Village Board to consider the same.

**Section 4. Ground Vibrations.** In advance of an intergovernmental agreement with IDOT, staff will report on a coordinated program to provide advance documentation of property conditions for those at risk of ground vibrations during construction and a compatible dispute resolution process taking into account lessons learned by IDOT as part of the Morgan Street Bridge reconstruction project.

**Section 5. Sustainable Practices.** In advance of an intergovernmental agreement with IDOT, staff will report on how new sustainable practices for traffic, lighting, solar, noise and air quality should be incorporated into the design of the reconstructed I-290 that would advance the Village Board's stated key local priorities.

**Section 6. CSX Transportation, Inc.'s Right-of-Way.** In advance of an intergovernmental agreement with IDOT, staff will report on status of the CSX Transportation, Inc.'s right-of-way and any opportunity for additional right-of-way to be included into the design of the reconstructed I-290 that would advance the Village Board's stated key local priorities.

**Section 7. IDOT Scorecard.** In advance of an intergovernmental agreement with IDOT, staff will report on IDOT's scorecard under the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) developed by the Federal Highway Administration (FHWA) to evaluate sustainability features.

**Section 8. Authorization to Execute the Letter of Intent.** The Village Manager is authorized and directed to execute the Letter of Intent with IDOT, attached hereto and incorporated herein by reference, in substantially the form attached.

**Section 9. Transmittal of Resolution to IDOT.** The Village Manager is authorized and directed to provide a certified copy of this Resolution to IDOT's Project Engineer for the I-290 reconstruction project.

**Section 10. Effective Date.** This Resolution shall be in full force and effect immediately after its passage and approval as provided by law.

**ADOPTED** this 1<sup>st</sup> day of August, 2016 pursuant to a roll call vote as follows:

Voting	Aye	Nay	Abstain	Absent
President Abu-Taleb	X			
Trustee Barber	X			
Trustee Brewer	X			
Trustee Button Ott				X
Trustee Lueck	X			
Trustee Salzman	X			
Trustee Tucker	X			

**APPROVED** this 1<sup>st</sup> day of August, 2016.

  
 \_\_\_\_\_  
 Anan Abu-Taleb, Village President

**ATTEST**

  
 \_\_\_\_\_  
 Teresa Powell, Village Clerk

STATE OF ILLINOIS )  
 ) ss.  
COUNTY OF COOK )

**CERTIFICATE**

I, Teresa Powell, Village Clerk of the Village of Oak Park, County of Cook, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Village of Oak Park Resolution No. 16-\_\_\_\_, "A RESOLUTION APPROVING A LETTER OF INTENT WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION FOR THE EISENHOWER EXPRESSWAY (I-290) RECONSTRUCTION PROJECT AND AUTHORIZING ITS EXECUTION," which was adopted by the corporate authorities of the Village of Oak Park on August 1, 2016.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Oak Park, Illinois aforesaid, at the said Village, in the County of Cook, State of Illinois, on August 1, 2016.

  
\_\_\_\_\_  
Teresa Powell, Village Clerk

