



Illinois Department of Transportation

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

February 13, 2024

The Honorable Terry D'Arcy
Mayor
City of Joliet
150 West Jefferson Street
Joliet, IL 60432

Dear Mayor D'Arcy:

The Illinois Department of Transportation (Department) is currently engaged in preliminary engineering and environmental studies (Phase I) for the improvement of US 52 from River Road to Houbolt Road in the Village of Shorewood and City of Joliet, Will County. This improvement is included in the Department's FY 2024-2029 Proposed Highway Improvement Program. Current engineering efforts are targeted to enable a contract letting in the later years of the multi-year program contingent upon plan readiness, land acquisition, and funding availability through future annual legislative appropriations. This will serve as a Letter of Intent between the City of Joliet (City) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of widening and reconstructing US 52 to provide two lanes in each direction with a raised median, as well as intersection improvements at the intersections with IL 59, the I-55 interchange ramps, and Houbolt Road. Pedestrian and bicyclist improvements are also proposed including a new shared-use path bridge over the DuPage River south of the US 52 roadway bridge. Additional discussion regarding utility relocation is included for your information.

Based on previous coordination with the City, specific items identified by the Department requiring cost participation and/or maintenance by the City include traffic signal replacement, emergency vehicle pre-emption (EVP) devices, bicyclist and pedestrian accommodations, and landscaped medians. Additional discussion regarding utility relocation is included for your information.

Traffic Signal Replacement

Traffic signal replacement is proposed at US 52 and Houbolt Road. The total cost of the traffic signal work at this intersection is \$480,000. The new signal will be equipped with accessible pedestrian signal (APS) push buttons. As outlined in the attached Exhibit A, funds provided by the Federal Highway Administration (FHWA) may be used for 80% of the traffic signal costs with the Department and City sharing in the remainder of the cost, based on the percentage of approach leg jurisdiction. If federal funds are not used, the FHWA share will be assumed by the Department.

The City has jurisdiction of the north and south legs at the intersection with US 52. Therefore, the cost of the traffic signals to the City is \$55,200, including a 15% engineering fee.

There are existing EVP devices on the traffic signals at Houbolt Road. The estimated cost to reinstate the EVP devices after the traffic signal replacement is \$10,350 per signalized intersection, including 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 City.

Location	Improvement	FHWA Cost	Division of Remaining Costs		Engineering Fee, 15%	Total City Costs
			IDOT	City		
US 52 at Houbolt Road	Traffic Signal Installation/Replacement \$480,000	\$384,000 (80%)	\$48,000 (10%)	\$48,000 (10%)	\$7,200	\$55,200
	EVP Device \$9,000	\$0 (0%)	\$0 (0%)	\$9,000 (100%)	\$1,350	\$10,350
Total City Costs- Traffic Signals						\$65,550

The Department's electrical contractor (Department's contractor) will inspect, make notes, and keep an inventory of the City-owned EVP system to support the maintenance of the EVP system, responsibility for maintenance of the EVP System shall be assumed by the City. Maintenance of the EVP system shall include the light detector amplifier, field wiring, light detectors, and cabinet appurtenances. The City will be invoiced for all such maintenance costs directly by the Department's contractor. When repair is necessary, the Department's contractor shall notify the City that its EVP system is not operating or requires maintenance. When the repair or maintenance activity has been approved by the City, the maintenance will be provided by the Department's contractor.

The City shall require end users of the emitters within its jurisdiction to enter into separate agreements with the contractor to have the emergency vehicle emitters tested in accordance with the recommendation of the manufacturer of such equipment.

The financial responsibility for maintenance and electric energy for the operation of the above traffic signals will continue as outlined in the existing Master Agreement executed between the City and the Department.

Bicyclist and Pedestrian Accommodations

As described in the attached Exhibit A, the Department is responsible for 100% of the cost for the removal and replacement of the existing sidewalks and paths affected by the roadway improvements. Approximately 1,000 feet of the existing Rock Run Trail on the north side of US 52 at the west end of the project will be removed and replaced.

According to Department policy, a separate shared-use path and/or sidewalk is recommended to accommodate bicyclists and pedestrians along, or for short distances outside of, the project limits if the local agency is willing to accept maintenance responsibility. Based on previous coordination with the City, a shared-use path is proposed on the north side of US 52 from the existing Rock Run Trail to the eastern City limiting a distance of approximately 3,000 feet.

If the City chooses not to participate in the bicyclist or pedestrian accommodations, the Department requests that a local resolution indicating their non-participation be sent to the Department (see enclosed example). Without local agency 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 14-foot-wide shelf on the north side of US 52 from the existing Rock Run Trail to the eastern City limit. In the future, a path or sidewalk could be installed on the shelf via permit at 100% local cost.

Landscaped Medians

If the City chooses to upgrade the proposed grass medians to include additional landscape items, such as trees, the City would need to agree to accept responsibility for the long-term maintenance of the landscaping in the medians, all within the municipal boundaries of the City. The inclusion of trees on the landscaped median would not typically require local cost participation. Additional shrubs and perennials as well as other ornamental median or roadside features can be included with the project but may require some City cost participation. The Department would work with the City on the development of an enhanced landscape plan, noting the City will be responsible for the future maintenance of all median and roadside landscaping within the City limits. All proposed landscaping elements must be contained within the highway right-of-way.

Utility Relocation

Public utilities, installed in the highway right-of-way via permit and requiring relocation, are typically relocated at no expense to the Department. The City would be responsible for the relocation of its facilities in conflict with the US 52 from River Road to Houbolt Road improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain, fire hydrants as well as storm, sanitary, and/or combined sewers. An investigation of the utility information provided to the Department in Phase I indicates no apparent City utility conflicts. However, a more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

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February 13, 2024
Page 4

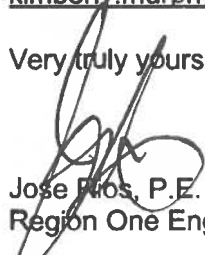
Summary of Estimated Costs

The estimated total cost responsibility to the City, based on the available information collected during the Phase I process is approximately \$65,550. However, this does not include the cost of utilities, which should be pursued independently by the City.

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 City of Joliet and the Department. Please return an original signed copy of this letter within 90 days to effectively maintain the project schedule.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791 or via email kimberly.murphy@illinois.gov.

Very truly yours,



Jose Pros, P.E.
Region One Engineer

Attachments

cc: Greg Ruddy

Project and Environmental Studies
US 52 from River Road to Houbolt Road
Will County

Concur with project scope:

☒ 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 shared-use path scope
and long-term maintenance:

☒ Yes
☐ No

Concur with landscaped median long-
term maintenance:

☒ Yes
☐ No

~~Concur with traffic noise abatement
wall maintenance:~~

~~☐ Yes
☒ No~~

Name: _____

Signature: _____

Title: _____

Date: _____

Comments:
