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February 26, 2003

The Honorable Joseph H. O'Brien
Administrative Law Judge
Transportation Division
Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, Illinois 62701

Re: Docket Number T99-0116

Dear Justice O'Brien:

This letter is in reply to your letter dated February 18, 2003 concerning the traffic signal modifications at the intersection of 6th & North Grand in Springfield. Unfortunately, this project has had many pitfalls and has not been completed as of this date. However, the plans and specifications have been submitted for final approval both to IDOT and the ICC. After the plans are approved by the ICC and IDOT, they will be let for bids and the low bid sent to the City Council for approval. This process could require as much as ten weeks. The actual construction, including delay for delivery of material, would require approximately five months. Therefore, the total time required to complete this process is eight or nine months after plan approval.

The following is a summary of the problems that contributed to the delays in completing the project:

- The ICC Order dated May 10, 2000 ordered the traffic signal work completed within 12 months of that date. However, this information did not filter down to the Traffic Engineering Section at the Office of Public Works. The Traffic Engineering Section was unaware of this information until an inquiry by the ICC as to the status of the improvement made August 2, 2001 and had not begun the project since we were waiting for the Order.
- The City made a request to the ICC by a letter dated August 13, 2001 requesting a ten (10) month extension to complete the project.
- The City started preparing the plans, but numerous problems occurred:
 - 1) The designer was not familiar with traffic signal design and has limited expertise with the English language which resulted in frequent review and corrections to the plans and specifications. These reviews could not always be made in a timely manner because of the heavy workload of the reviewer.

- 2) Two (2) modifications contracts made changes to the traffic signals since the original installations, and we experienced difficulty in determining what was actually in place underground since additional changes were made in the field and not marked on the plans.
 - 3) The phasing for this intersection is very complicated because of the existence of two (2) railroad crossings rather than one (1), and the existence of a diagonal roadway in addition to the standard intersection. We enlisted the help of IDOT and a traffic signal distributor to develop a phasing and pre-emption sequence that would meet the ICC requirement and could be provided by the signal equipment. We received notification the first week of November 2001 that a sequence of operations had been developed, but it had not been tested. IDOT said they would test the sequence with their equipment as their workload permitted. This was done by the end of 2001.
 - 4) We experienced some delays receiving new special provisions of items that were changed such as LED type traffic signals and new LED type blank-out signs.
- The completed plans were finally submitted to IDOT for review during July of 2002.
 - August 12, 2002 I was contacted by the ICC asking for a set of the plans and specifications for their review. We were not aware we were to submit the plans directly to the ICC, but thought that was done through IDOT.
 - August 19, 2002 IDOT returned the plans and specifications to us with corrections noted.
 - The end of August, Stan Milewski, the plan reviewer of the Railroad Section of the ICC, called and stated the pre-signals on 6th Street, which we were installing as a part of this project, were at the wrong location based on their recent experience and would have to be installed very close to the railroad. We expressed concern about putting the signals so close to the railroad and whether we would be physically able to locate them there because of railroad signal cables and fiber optic cable within the railroad right-of-way. We agreed on a date that would fit into all our schedules for him to come to Springfield and again review the site. Corrections to the plans were delayed until the meeting with Mr. Milewski.
 - Once we had met with Mr. Milewski, we had to meet with the railroad to get their signal cables located, and get the other utilities located to see where we could locate the new signals under Mr. Milewski's new guidelines.

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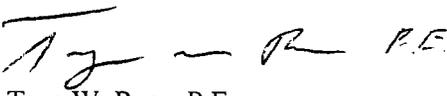
- We had City Water Light & Power determine the existence and condition of a conduit under the railroad to an old existing foundation assumed to be for a traffic signal that had been removed in a previous signal modification, so we could connect to the conduit for one of the new pre-signals and not have to bore a new conduit under the railroad. A new conduit may have been very difficult to install because of utilities and railroad signal circuits in that area.
- Revised plans and specifications were re-submitted to IDOT the first week of January for a second review for IDOT requirements (vacations and holidays prevented this from being done in December).
- The reviewed plans and specifications were received from IDOT the first week of February.
- Corrected plans and specifications have been submitted to IDOT and the ICC for final review.

An extension of time of ten (10) months is necessary to allow completion of this project.

Please contact Ty Rees at (217) 789-2260 ext 243 if you have any questions.

Sincerely,

Richard T. Berning, P.E.
Deputy Director/City Engineer


By: Tyre W. Rees, P.E.
Traffic Engineer

RTB/TWR/jp