

**AGENDA
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, NOVEMBER 19, 2019 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PUBLIC COMMENT**
- 4. MINUTES:** Review and approve the minutes of the October 15, 2019 regular meeting of the Bloomington Transportation Commission.
- 5. REGULAR AGENDA**
 - A. **Election of Chairman and Vice-Chairman**
 - B. **Information:** IDOT Multi-year Plan: FY 2020-2025 (Review and Discussion)
 - C. **Information:** November 2019 Citizen Comments/Complaints Summary
- 6. OLD BUSINESS**
 - A. Any old items brought back by the Commission
- 7. NEW BUSINESS**
 - A. Any new items brought up by the Commission
- 8. COMMISSIONER COMMENTS**
- 9. ADJOURNMENT**

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**MINUTES
BLOOMINGTON TRANSPORTATION COMMISSION
TUESDAY, OCTOBER 15, 2019 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS**

MEMBERS PRESENT: Ms. Rickielee Benecke, Ms. Maureen (Reenie) Bradley, Mr. Edward Breitweiser (after roll call), Mr. John Corey, Mr. Adam Heenan

MEMBERS ABSENT: None

OTHERS PRESENT: Mr. Jim Karch, Director of Public Works; Mr. George Boyle, City Attorney; Assistant Chief Greg Scott, Police Department; Mr. Kevin Kothe, City Engineer; Mr. Philip Allyn, City Traffic Engineer; other staff members and members of the public.

1. CALL TO ORDER: Ms. Bradley called the meeting to order at 4:01 pm.

2. ROLL CALL: Mr. Allyn called the roll. With four (later five) members in attendance, a quorum was established.

3. PUBLIC COMMENT: None

4. MINUTES: Reviewed and approved the minutes of the September 17, 2019 special meeting of the Bloomington Transportation Commission. Mr. Corey motioned to approve the minutes. Mr. Heenan seconded the motion. The Transportation Commission unanimously approved the motion via voice vote.

5. REGULAR AGENDA:

A. TC-2019-03: Annual Street Maintenance Program Discussion

Mr. Allyn indicated that Staff has mostly completed the setup of the software. Mr. Kenny Lee, who is the technician working with the software is present and available for detailed questions if needed. The City Manager is also keeping Council members informed of this effort concurrently with the discussions at the Commission.

Mr. Allyn reviewed the information presented in the agenda packet, discussing the various Network variables, Community Benefit variables, and optimization settings. He reviewed the various maintenance treatments that are currently being used by the City and mentioned that additional treatments are being considered for future evaluation. He also reviewed the software hard data inputs and the conditions under which each maintenance treatment is applied. PASER ratings are updated every 2-3 years.

Staff is still in the process of developing recommendations for each of the settings.

Mr. Heenan asked about the expected frequency of the treatments. Mr. Allyn indicated that each year we will be likely be doing a mixture of each of the treatments as they are applied at different points during the life cycle of a pavement. For example, the fog seal is typically applied shortly after resurfacing to increase the longevity of the hot-mix asphalt, the slurry is applied to seal cracks once they develop, overlays are done once the pavement has extensive cracking that needs to be removed and replaced. The amounts and locations of each will vary from year to year.

Mr. Heenan asked if grouping work locations always reduces costs. Mr. Allyn indicated that this is usually the case, but that there may be some unusual situations where it may not.

Mr. Heenan asked whether the monthly feedback data available through the citizen requests and complaints could be transferred into the Community Support element? Could this tool already being implemented eliminate the need for another larger effort of obtaining popular support? Mr. Allyn indicated that we could use the MyBloomington app and other means of resident feedback to collect requests for work on certain streets. However, with the nature of the five-year plan, this feedback likely wouldn't factor into the decision within a reasonable timeframe. It also would add a component that may not make sense overall. For example, should a street with a rating of 5 or 6 be given higher priority than a street that is a 2 or 3 simply because a single person requested it? With the community benefit factors, any values that are desired to be used would need to be hand entered into the system. We currently have over 3,600 segments of streets that would need to have a value assigned to it, even if there is only a small number that would be a higher value rather than a standard default. There likely isn't the ability to input a lot of this data for the program this year. Contracts for resurfacing are sent to Council for award in April from a bid letting in late March. This work will be advertised for bids in early March. To have time to put together the details for bidding, we need to have the list of streets determined by December. However, moving forward in future years, there may be an opportunity to additional data in this area.

Mr. Karch added that Community support and feedback is critical for the transparency moving forward. The difficulty will be getting it integrated. One possible avenue that may be advantageous would be to have the community feedback come through resident interaction with the Council members. Staff could develop a menu of streets for various work tasks and the Council could prioritize them based on what they are hearing from their constituents. Community support and feedback is needed, we just need to find a viable mechanism to get it included.

Mr. Karch summarized the current status of road maintenance. With the recently passed Local Motor Fuel Tax, we now have a sustainable set funding source that allows us to plan beyond a budget for a single year. There will be certain projects that must be forced into the process. Some will be driven by other failing infrastructure (failing water main or sewer under a street will result in it being repaved after the repair), some will be added by the Council for economic or other reasons, such as projects in the Downtown, which has been designated as a high strategic priority. Then there will be a number of projects that the computer program will identify that the Council can adjust based on what they are hearing from the community. This will result in a 5-year plan that we can then plan around as well as give residents an idea on when their street may be redone.

Mr. Breitweizer asked about whether the Community Benefit factors have been defined yet. For example, do we know what "Urban Development" or "Community Support" actually are? Mr. Allyn indicated that they have not all been definitively defined, which is one of the reasons that we do not have any certainly of measurement for these factors. Some like those mentioned are hard to define. Some are easy to define but are unclear on how to quantify. For example, "Access to School" is easy to define as streets that are critical for getting kids to school, but how is that quantified? Is it streets that are on school bus routes? Is it streets that are within a certain radius of a school, and if so, what is the radius? Are there shades of grey knowing that values of 1 to 10 are possible?

Mr. Breitweizer asked about how these unknowns will be rectified. Mr. Allyn indicated that it's possible that staff may not include some of the more abstract variables because they are very hard to quantify and can be viewed as very subjective. The time needed to define and quantify these fields may not be worth it if it has a very minimal effect on the outcome. This does not mean that these factors aren't important, but there should be an understanding that there needs to be a noticeable benefit to justify the effort. Staff will be developing a recommendation on each of these factors, which may be that they not be used or even defined.

Mr. Breitweizer asked if streets are treated differently if they also have a non-vehicle use, such as bike routes. Bicycles are more susceptible to large cracks and potholes than vehicles. Mr. Allyn indicated that

they are currently treated the same as other streets, but that this may be a reason to include the Cycling Route factor. The treatment type choice is only dependent on rating, traffic volume, and pavement type.

Ms. Bradley asked when the software will be ready to run to develop the initial 5-year plan. Mr. Allyn indicated that all the hard data such as PASER Rating, ADT, functional classification, etc. has been entered. The question is whether we have time to incorporate the more subjective Community Benefit variables. Due to timing, it may be necessary to hold on these for now, develop the street list for next year, and work to incorporate the remaining factors as possible for next year. Factors could be added in pieces and the 5-year plan modified if needed. Ultimately the goal though is to have set projects that can be planned for in the coming years.

Ms. Bradley asked if there are other communities that are using this software. Mr. Allyn indicated that the company is based in Canada and has is being used in numerous communities in Canada. City staff saw them in a trade magazine and saw benefit to what they are offering, approached them and worked out an agreement. The fact that there are some differences in how roads are evaluated is one of the main reasons it has taken some time to get it all set up. We aren't aware of anyone else in the US using this software. Ms. Bradley indicated that she views this as a wonderful planning tool that can be used to help determine a strategy for repairing our roads.

Ms. Benecke asked when the 5-year plan will start. Mr. Allyn indicated that the goal is to have the 2020 construction season be year 1 of the plan. Staff has already been working with water and sewer staff to coordinate their projects. The funding for the street maintenance work is coming from the Local Motor Fuel Tax and a portion of the local sales tax and is already included in the budget. These bring in around \$7.2 million with around \$1 million going to sidewalks and about \$300k going to an on-call maintenance contract. This leaves about \$5.9 million that will be broken down into the asphalt overlay and pavement preservation treatments as determined by the software.

Mr. Breitweizer suggested not locking into a 5-year program but updating it regularly. Mr. Allyn confirmed that the intent is not to have 5 years' worth of projects set out with no flexibility to change them as we get into the program. It will be revisited each year as some streets may deteriorate faster or slower than predicted or there may be other unknown factors that come into play such as a new development changing a change in traffic patterns. However, we don't anticipate significant changes in the first several years. Additionally, some key projects will likely get locked in, especially if they involve coordination with other work.

Mr. Breitweizer expressed some concern regarding whether using this software will reinforce biases in work locations based on socio-economic or other similar factors. Mr. Allyn indicated that the benefit of the program is that there is no consideration of socio-economic or other demographic factors in the determination. This is one reason why staff will likely be recommending that the Ward criteria not be used. Since each ward has different characteristics, by prioritizing one over the other, bias could actually be introduced into the process. It would be better to focus the priority determination on hard data such as pavement condition, traffic volume or proximity to a hospital rather than the character of the surrounding neighborhood to fix the worst streets, regardless of where they are located. Mr. Breitweizer suggested that the Ward variable could be used to overcome past bias. Ms. Bradley indicated that the software actually removes any chance of bias by looking at all the streets more systematically with everyone on the same playing field. Mr. Breitweizer mentioned that it was important to not just turn our City over to the software without verifying that it doesn't just reinforce past potential bias. There should be some review to make sure that it is truly objective and neutral. Does there need to be some manual decision making to make sure that it better serves the community as a whole? Ms. Bradley mentioned that the Council members will be able to provide an opinion about the streets within their wards and help with that prioritization to keep everyone on a level playing field.

Ms. Benecke asked for clarification that there would not be a Ward priority. Mr. Allyn confirmed that staffs current opinion is that that it should not be ward based, but rather based on the objective criteria such as pavement condition.

Mr. Heenan asked for a reconciliation between comments about valuing community support but that the community support criteria would not be used. What are the plans moving forward for community input? Mr. Karch mentioned that this is a transparent process. What is output from the software is objective. Once this project list is determined, the community support component will come as the elected officials then have the ability to shift the priority if they so choose. The software will be used to provide an initial professional recommendation. The process after that will be transparent in that any changes, for example moving a street from year 2 to year 4, will be discussed and decided in a clear and transparent way by the Council. We anticipate this input by the Council would be obtained annually as it has been done in the past. The specifics, such as which month it happens each year, will be worked out as we go through the process this first year. The goals are to communicate as best as possible and utilize consistent funding to effectively schedule with both internal and external agencies and residents.

Mr. Breitweizer suggest that the recommendation include a suggested timeline for revisiting the 5-year plan. Ms. Bradley mentioned that the new VA Clinic is a good example of something that could drive a change. It wasn't foreseen several years ago. We need to get started and see how it goes.

B. Information: October 2019 Citizen Comments/Complaints Summary

Ms. Bradley hoped that some of the items were being reviewed at the correct time, such as looking into the alley parking during football season rather than waiting until January.

Ms. Bradley asked about changing Allin and Oakland to an all-way stop (item 85) considering the recent fatality at that intersection and how Oakland and MacArthur have been faster streets in residential areas. Mr. Allyn indicated that staff would be going through the process at this intersection and reviewing the all-way stop control warrants. These warrants are based on traffic volumes and crash history data. If they aren't met, staff would review if there are any other mitigating factors such as sight distances and parking by the intersection that could be addressed.

Ms. Bradley asked who determines parking on the State routes such as Main Street. We have some input, but it is ultimately the State's decision. Smaller changes like removing a parking space at an intersection for sight distance purposes, they will generally agree to our request. Larger changes like dropping an entire driving lane to add parking would be harder to get approved.

Ms. Bradley asked about the horse and buggy request (item 88). Is there a policy on dealing with horse and buggies? Mr. Allyn indicated that he was not aware of a specific policy other than when horses are in parades, the organizers are required to clean up anything that may be left on the street. Ms. Bradley asked if they are allowed on Emmerson or if they are limited to Sunset. Mr. Allyn indicated that he was not aware of a set policy and has not yet investigated the specifics of this request.

Mr. Breitweizer asked about pedestrian warnings on Route 51 (item 4) and the comment about waiting on consideration from IDOT before adjusting crosswalks and updating ADA ramps. Are these ramps dependent on IDOT funding or does it come from the City? Mr. Allyn indicated that in this case, the ramps were already being done on Front Street and we would be look at whether it made sense to modifying the cross walks based on the new ramps. It was not a request to update the ramps.

Generally, if there is a ramp on a State route, crossing the State route, it is the State's responsibility. If the crossing is across a City street, the City is responsible for the ramps. The City can request that IDOT update one of their ramps if it's needed. If they don't agree to do it right away (they typically do the ramps as part of a resurfacing project rather than a single ramp in an isolated location) the City can get

permission to replace it ourselves. Current PROWAG guidelines require that when a street is resurfaced, any non-compliant ramps must be updated. PROWAG is the federal government applying the ADA requirements for buildings and private sights and applying them to public Right-of-Way areas with some minor changes based on features of public Right-of-Way. This is another benefit of having a 5-year street resurfacing plan. Sidewalk ramp work will be able to be completed the year prior to the resurfacing by a more cost-effective sidewalk contractor rather than the asphalt paving contractor.

6. OLD BUSINESS:

Ms. Bradley asked about the status of the Downtown parking and stakeholder involvement. Mr. Allyn indicated that staff has met with the Deputy City Manager and compiled everything that has been done to date, such as the Downtown Master Plan and the Downtown Task Force report and how they all fit together. Staff is looking at the larger picture for all of Downtown rather than just Main Street. The next step would be to start getting all the parties actively involved. Ms. Bradley asked if the Downtown Task Force was still active. Mr. Allyn indicated that they submitted their final report about 1.5 years ago and disbanded. The report was never adopted by Council. There are several other groups that are still active. We don't know at this point when and how all these parties will be involved. Ms. Bradley asked that the Commission be kept informed of these efforts as they occur.

7. NEW BUSINESS:

Ms. Bradley asked about the status of the GE and Keaton project. Mr. Allyn indicated that traffic signals will be constructed at this intersection. The project has been let for bid and the contract awarded. There may be some minor work down this fall, but most of the work will be when the weather allows in the spring. Ms. Bradley expressed some concern for the safety of employees of the adjacent businesses that park along Keaton or on the old GE property and walk south. There is no sidewalk on the east side and they often walk in the street. Mr. Allyn indicated that the project is limited to the intersection and would not be extending all the way south. There is currently no room for sidewalk on the east side of Keaton. Ms. Bradley suggested it would be a good time to look at this.

8. COMMISSIONER COMMENTS:

No comments. everyone in the public for attending.

9. ADJOURNMENT: Mr. Heenan made a motion to adjourn. Mr. Corey seconded the motion. The motion was approved unanimously, and the meeting was adjourned at 5:31 pm.

Respectfully,

Philip Allyn
City Traffic Engineer

**CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
NOVEMBER 19, 2019**

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
Information	IDOT Multi-year Program: FY 2020-2025	Philip Allyn, PE, PTOE City Traffic Engineer
REQUEST:	Item is for information. No recommendation	

STAFF RECOMMENDATION: No action necessary
Item presented for information; no staff recommendations.

1. ATTACHMENTS:

- a. **MYP Executive Summary**
- b. **MYP and Capital Plan Fact Sheet**
- c. **McLean County Project List**
- d. **Bloomington-Normal Area Project Map**
- e. **Full State-wide MYP information available on IDOT's Website:**
<http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multi-modal-transportation-improvement-program/index>

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

Each year, the Illinois Department of Transportation (IDOT) publishes its Proposed Highway Improvement Program for the current State fiscal year and upcoming five fiscal years commonly referred to as the Multi-year Plan (MYP). The MYP for Fiscal Years 2020 to 2025 was recently released on October 21, 2019. Full details on the State-wide MYP are available on the IDOT website at the above link. Attached is a copy of the Executive Summary that provides background and overall information about the MYP. Also attached is a summary fact sheet compiled by IDOT on the MYP and the recently passed state Capital Plan showing the highlights of the program.

Note that all references to Fiscal Year in this document are referencing the State of Illinois Fiscal Year that runs from July 1 through June 30 and is named by the calendar year in which it ends. For example, we are currently in State Fiscal Year 2020, which started July 1, 2019 and will end June 30, 2020.

The proposed MYP allocates \$23.5 billion over 6 years, breaking down to \$19.4 billion for State roads and bridges and \$4.1 billion for local infrastructure projects. This amount is approximately double previous MYP's due to the recently passed State Capital Bill. On the State infrastructure side, it encompasses 4,212 miles of State roadways and 9.2 million square feet of State Bridges.

39% (approximately \$9 billion) of the funding is coming from the Federal Government, with 58% from the State. One key component of the MYP is to provide for the ability to match additional federal funds should a federal infrastructure program become a reality.

When the next 6 fiscal years are complete, the goal is to have in acceptable condition: 72% of Non-Interstate Highways, 95% of Interstate Bridges, and 85% of Non-Interstate Bridges.

The \$19.4 billion for State roads and bridges breaks down into the following major categories:

- \$7.58 billion – Roadway Reconstruction and Preservation
- \$4.99 billion – Bridge Replacements and Repairs
- \$1.59 billion – Safety and System Modernization for Interchange Reconstruction
- \$3.08 billion – Strategic Expansion of the System
- \$2.11 billion – System Support (Engineering and Land Acquisition)

On the local side, the proposed MYP includes \$44.5 million for construction and \$8.8 million for engineering and other costs in the City of Bloomington and the Town of Normal over the six-year period. The total for McLean County overall is \$173.7 million broken down to \$163.9 million for construction and \$9.8 million for engineering and other costs. The projects associated with this funding are highlighted on the attached McLean County McLean County Project List and Bloomington-Normal Area project map.

A significant number of projects are included within the City of Bloomington and are highlighted on the attached McLean County project list. They are discussed in greater detail below:

1. Projects starting in State Fiscal Year 2020 (July 2019 through June 2020):

- a. US 55 Business (Veterans Parkway), from Morris Avenue to US 51 – Milling and asphalt overlay of Veterans Parkway at the Morris Avenue intersection. This project completes the gap on Veterans between the resurfacing projects completed a couple years ago to the south (south of Fox Creek Road to west of Morris) and east (Main Street interchange to just east of Commerce). A significant portion of this construction work was already completed this fall, including most of the paving.
- b. US 51 Business (Main and Center Streets (East and Madison through Downtown Bloomington)), from College Avenue in Normal to Olive Street in Bloomington – Preliminary design and development of construction documents for the resurfacing of this section of Business Route 51. The preliminary design effort should be similar to the preliminary design work recently completed by IDOT on Route 9 through Bloomington. The project is anticipated to include replacement of sidewalk ramps to meet current standards, roadway widening and curb removal and replacement in some locations, and modernization of traffic signals throughout the corridor. Unknown at this time is whether IDOT will consider lane configuration changes such as the addition of bike lanes or parking lanes, adding or removing turn lanes or other larger modifications. The exact limits may be modified as the design work gets underway.

- c. IL Route 9/US 150 (multiple local roads), east of I-74 to Royal Pointe Drive in Bloomington – Phase II Engineering (development of construction documents) for approximately half of the planned preliminary design work recently completed by IDOT on Route 9 through Bloomington. The project is anticipated to include replacement of sidewalk ramps to meet current standards, addition of sidewalks in some locations (including along the north side of Empire), curb removal and replacement in some locations, and modernization of traffic signals throughout the corridor. It is anticipated that the previously determined lane configuration changes such as the addition of bike lanes along some portions of Route 9 will be included. In addition, this project should include the shifting of the IL Route 9 and US Route 150 designations from Empire and Lee to Center and Chestnut and the associated work. The exact limits of the Phase II engineering to be completed in 2020 is unknown. Phase II engineering for the remaining portions of IL Route 9 will be completed in a subsequent year.
2. Fiscal Year 2021 to Fiscal Year 2025 (July 2020 through June 2025):
- a. Veterans Parkway and IL Route 9/Empire Street intersection – Preliminary Engineering of the redesign of this intersection, including the signalized intersections to the north, south, east and west for the various left turn movements. IDOT currently has a consultant under contract to narrow down potential option for this intersection. It is anticipated that this upcoming engineering work will further refine the alternate chosen during this current project, and identify potential details such as basic roadway alignments, intersection traffic control type, environmental concerns, and Right-of-Way needs. This next step in the design process may occur earlier in the five-year window to continue the momentum of the work currently underway.
 - b. Veterans Parkway, Commerce Parkway to north of Washington Street – Milling and asphalt overlay of Veterans Parkway. This project starts at the limits of the Main Street interchange resurfacing completed a couple years ago and extends north through Washington Street to the start of the Empire intersection resurfacing completed in Fall, 2018. In addition to the pavement resurfacing, sidewalk ramps will be upgraded to meet current standards.
 - c. Veterans Parkway, Clearwater Avenue in Bloomington to Old Route 66 in Normal – Milling and asphalt overlay of Veterans Parkway. This project starts at the northern limits of the of the Empire intersection resurfacing completed in Fall, 2018 and extends north to the bridge over Old Route 66 and the railroad tracks by Furniture Row where the pavement changes to concrete at the I-74 interchange. In addition to the pavement resurfacing, sidewalk ramps will be upgraded to meet current standards.
 - d. US 51 Business (Main and Center Streets (East and Madison through Downtown Bloomington)), from College Avenue in Normal to Olive Street in Bloomington – Land Acquisition, Utility Adjustments and Construction of the project designed beginning in FY 2020 as discussed above. Land Acquisition and Utility Adjustments may begin earlier in the five-year window as the design is

completed. Construction may be split into several contracts spread out over the five-year window.

- e. US 51 Business (Center Street) from Division Street to Empire Street – Reconstruction of Center Street as a portion of the larger design project beginning in FY 2020 as discussed above. Land Acquisition and Utility Adjustments may begin earlier in the five-year window as the design is completed. Due to the poor pavement in this section, the pavement work will likely be more intensive than a typical mill and overlay.
- f. US Route 150: Clinton from Empire to Oakland and Oakland from Clinton to Hanna – Preliminary design engineering to determine the scope of the pavement rehabilitation work to be completed. The end result could range from a basic mill and overlay with replacement of sidewalk ramps to meet current standards where needed to more involved work such as, roadway widening and curb removal and replacement in some locations, drainage improvements and/or modernization of traffic signals. Unknown at this time is whether IDOT will consider lane configuration changes such as the addition of bike lanes or parking lanes, adding or removing turn lanes or other larger modifications. The exact limits may be modified as the work gets underway. There is no provision for Phase II Engineering (construction documents) or construction in this current Multi-year Plan, indicating construction would be at least 6 away.
- g. US Route 150 (Hanna and Morrissey), Oakland to Veterans Parkway – Preliminary design, Phase II Engineering (construction documents), Land Acquisition, Utility Adjustments and Construction for the rehabilitation of this section of US Route 150 with very narrow existing Right-of-Way. The preliminary design effort may or may not include the addition of sidewalks, drainage work, traffic signal modifications/updates, replacement of sidewalk ramps to meet current standards, conversion of shoulders to curb and gutter, roadway widening and curb removal and replacement in some locations, etc. Unknown at this time is whether IDOT will consider lane configuration changes such as the addition of bike lanes or parking lanes, adding or removing turn lanes or other larger modifications. The exact limits at the north end may be modified as the design work gets underway. Since all phases of this project are included within the MYP, it could be assumed that design work may likely begin in 2020 or 2021.
- h. IL Route 9/US 150 (Market Street), from IL Route 122 to Walton Drive – Milling and asphalt overlay of Market Street from Walton Drive to west of the City. This project extends approximately 7 miles west to where IL Route 9 turns north to Danvers. A separate project will continue the resurfacing on IL Route 122 from the end of this project on Route 9 west to the McLean County line.
- i. IL Route 9/US 150 (multiple local roads), east of I-74 to Royal Pointe Drive in Bloomington – Phase II Engineering (development of construction documents) for the remaining approximately half of the planned preliminary design work recently completed by IDOT on Route 9 through Bloomington. The project is

anticipated to include replacement of sidewalk ramps to meet current standards, addition of sidewalks in some locations (including along the north side of Empire), curb removal and replacement in some locations, and modernization of traffic signals throughout the corridor. It is anticipated that the previously determined lane configuration changes such as the addition of bike lanes along some portions of Route 9 will be included. In addition, this project should include the shifting of the IL Route 9 and US Route 150 designations from Empire and Lee to Center and Chestnut and the associated work. The exact limits of the Phase II engineering to be completed in 2020 versus 2021 or 2022 is unknown.

- j. IL Route 9/US 150 (multiple local roads), east of I-74 to Royal Pointe Drive in Bloomington – Construction of the project designed beginning in FY 2020 as discussed above. Construction will likely be split into several contracts spread out over the five-year window. It is not known whether construction of the entire stretch of IL Route 9 is planned within the proposed MYP period.

While the specific years for the project listed in the 2021-2025 range have not been shared to date, it is possible that additional schedule details will be available in the next several months.

3. STAFF RECOMMENDATION:

Item is for information. No recommendation.

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer

FY 2020-2025 Proposed Highway Improvement Program

Fall 2019

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<http://www.idot.illinois.gov/MYP2020-2025>

Rebuild Illinois

Rebuild Illinois is making a historic, bipartisan \$45 billion investment in creating good jobs, fixing Illinois' crumbling roads and bridges and building major projects that are essential to Illinois' future, like robust mass transit, a modern state crime lab, high quality veterans' homes and world class universities.

Every part of Illinois will see investment from Rebuild Illinois, which will put \$33.2 billion into our aging transportation system alone and support an estimated 540,000 jobs throughout the state. Rebuild Illinois addresses the unique assets and needs of each region of the state, ensuring Northern, Central, and Southern Illinois receive funding to begin to make significant infrastructure improvements and upgrades. As part of this plan, local governments will receive \$4 billion in transportation funds to meet their specific needs – their first increase in 20 years.

The need for a sweeping capital plan has rarely been greater, with much of Illinois' infrastructure in dire shape. Overall, Illinois' infrastructure has a C-rating, and businesses and residents alike face untold costs for the congestion delays, damage to vehicles, and concern about the integrity of bridges and failure to maintain facilities for public use. In short, significant investments have long been needed to ensure Illinois' infrastructure is repaired, maintained, and consistently prioritized year after year.

Rebuild Illinois represents wide, bipartisan agreement that the time is now to make critical investments. Across the state, the Rebuild Illinois plan has also been welcomed as a much-needed opportunity to reinvest in infrastructure in desperate need of repair. Support has come from organizations representing business and labor, local governments and regional organizations, the transportation industry and advocates for the driving public.

Much of this need has resulted from Illinois' failure to make important investments in maintaining infrastructure on a consistent basis. For roadways alone, the state consistently underfunds its maintenance needs by several hundred million dollars a year. Additionally, the federal government has failed to enact a meaningful infrastructure bill since 2009, exacerbating Illinois' failures to invest in basic infrastructure. Instead of accepting this federal failure as Illinois' fate, this plan leverages as much federal money as possible to bring significant investments to our surface, rail, water, broadband and community infrastructure.

The Governor and bipartisan coalitions of lawmakers in the General Assembly came together to enact the Rebuild Illinois plan in a spirit of making the state stronger for every resident. The plan puts Illinois on a path toward repair and recovery after years of neglect, to ensure this state continues to be an economic leader in the nation. Rebuild Illinois finally invests in critical infrastructure that will help Illinois thrive for generations to come.

While as a whole, the Rebuild Illinois invests in universities, broadband, mass transit, affordable housing and numerous other critical projects, the Multi-Year plan presented in this report is the blueprint for the State's \$23.5 billion in plans to begin to repair our crumbling roads and bridges.

MYP Program Overview

Each year, the Illinois Department of Transportation (IDOT) develops a fiscally constrained six-year program that details how it will invest transportation dollars in the state and local highway system. As a result of the passage of the comprehensive Rebuild Illinois capital program generating new revenues and increased appropriations, the Fiscal Year 2020-2025 Proposed Highway Improvement Program (sometimes referred to as the Multi-Year Plan, or MYP) totals \$23.49 billion and includes a FY 2020 annual highway program of \$3.76 billion.

This MYP also represents an important shift in the way that Illinois prioritizes project selection, to ensure the state is aligned with federal standards and maximizes potential federal matching dollars. For the first time, the state is moving aggressively toward meeting the goals of the state's Transportation Asset Management Plan (TAMP).

To put it simply, the TAMP prioritizes the maintenance of roads and bridges to save the state — and taxpayers — money in the long run, just as we spend money on things like oil changes and fresh paint to maintain our vehicles and homes to avoid more costly repairs later. This maintenance is known as preservation in the transportation industry.

The genesis of the TAMP approach is from the Federal Highway Administration, through the Moving Ahead for Progress in the 21st Century Act (MAP-21), which requires states to develop and implement a risk-based Transportation Asset Management Plan, or TAMP, for the NHS to improve or preserve the condition of the assets and the performance of the system. Having an asset management plan means that states are required to consider the life cycle cost of roads and bridges. The projects in the FY 2020-2025 MYP that improve the condition of pavements and bridges have been selected within the parameters of the initial asset management plan. The department's fully compliant plan was due June 30, 2019 and was approved on August 29, 2019.

The program priorities are to maintain and preserve our existing roads and bridges, with a special emphasis on the National Highway System (NHS) and structurally deficient bridges on that system. There are 6,975 miles of state-maintained roads and 4,067 bridges (totaling 59,395,435 square feet of deck area) on the NHS. The department's focus on the NHS is due in large part to new federal performance rules that require state departments of transportation to prioritize its condition. New federal performance measures were developed as a way to "increase the accountability and transparency of the federal-aid highway program and provides for a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals."¹

Asset management is a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the life cycle of the assets at minimum practicable cost. (23 U.S.C. 101(a)(2), MAP-21 § 1103)

Focusing on asset management has allowed IDOT to change from a "worst-first" philosophy to a proactive approach to preserving our assets that are in a state of acceptable condition. The traditional "worst-first" strategy meant that IDOT prioritized assets that had deteriorated past the point of preservation, needing more costly repairs

¹ <https://www.fhwa.dot.gov/tpm/rule.cfm>

or total replacement. Under asset management, the strategy is to develop and implement a data-driven decision process that supports the use of analysis tools and life cycle strategies to reduce the rate of system deterioration as cost effectively as possible. The department will continue to address road and bridge needs to ensure our system is safe, but will also invest in low-cost treatments to preserve those roads and bridges and keep them in acceptable condition.

The implementation of asset management has meant many changes to the department's programming process. The TAMP provides a realistic outlook for keeping our system in a state of acceptable condition. In addition to the minimum requirements for the TAMP, there are several other requirements outlined in the federal legislation and/or final rules that impact the way pavements and bridges are managed now and in the future. A few of these are summarized below:

- Minimum standards are established for developing and operating bridge and pavement management systems (23 CFR 515.17)
- No more than 5 percent of the interstate system lane miles may be in poor condition, using performance measures established by FHWA, without penalty.
- No more than 10 percent of the bridge surface area on the NHS may be considered Structurally Deficient, using performance measures established by the FHWA, without penalty.

More details on the TAMP can be found at <http://www.idot.illinois.gov/tamp>.

IDOT is also updating its Long Range Transportation Plan, which establishes a set of policies to guide the future development of the transportation system rather than specific improvements, which are programmed separately and released in this document. The goals of the long-range plan – economy, livability, mobility, resiliency and stewardship – also provide the broad framework for decision-making and analysis tools, like the asset management plan. Tools such as this support data-driven decision-making and will serve to implement the goals, objectives and strategies of this plan.

The department is working toward performing treatments in all stages of the transportation system's life cycle. The goal is to work toward 80 percent reconstruction and rehabilitation, with 20 percent preservation work based on the number of miles of roads and square feet of bridges programmed in each district. The preservation work will focus on keeping the good pavements and bridges in a state of acceptable condition before they fall to a lower rating and warrant a higher cost improvement. Small, planned investments in maintenance of our roads and bridges will save the state and taxpayers money in the long run.

Due to the enactment of the Rebuild Illinois capital program in June, IDOT's highway program is double its originally estimated size. This much-needed additional funding will allow the department to make significant progress in achieving our goals for roads and bridges in acceptable condition in all categories. However, the state's roads in need of repair are so significant that even with the additional funding, not all roads and bridges will be able to be addressed in the next six to 10 years and are being prioritized by objective criteria. The size of the program is much more significant than previous investments, and the additional funding is being provided by a combination of both bond funds and an increase in gas taxes of \$.19 per gallon, diesel differential increasing \$.05 per gallon, and motor vehicle registrations increased \$50 or \$100 depending on class. Also, beginning July 2021, a 5-year phase-in of the state portion of the sales tax on motor fuels will be deposited to the Road Fund instead of the General Funds. The additional funding, along with the implementation of Transportation Asset Management philosophy, will help to make significant progress in addressing our road and bridge needs in Illinois.

Because of this additional Rebuild Illinois funding, the State of Illinois was able to maximize federal dollars; said another way, without this effort, the state would have left federal funds on the table.

With the additional funding, IDOT has been able to address some of our congestion issues by including a small percentage of funds for needed capacity improvements. The projects were identified and evaluated on their impact to the department's goals of providing a safe and effective transportation system that create economic development opportunities. Some of these projects include:

- I-80 from Ridge Road to U.S. 30 in District 1 - \$1.2 billion to rebuild a critical freight corridor and improve safety in a high-growth area by constructing auxiliary lanes, shoulders, and multiple bridge replacements, including aging, obsolete structures over the Des Plaines River.
- I-55 from Illinois 54/Sangamon Avenue to Illinois 123 in District 6 - \$137.4 million for additional lanes and reconstruction along 7.8 miles, a bridge replacement, bridge widening and other improvements.
- I-57 from the Middle Fork of Big Muddy River in Franklin County to the I-64 south Tri-Level interchange in District 9 - \$174.6 million for additional lanes for 25 miles and bridge replacements along this critical freight corridor.

Finally, as noted above, the MYP is an annual effort to publish projects that will be addressed in the coming six-year timeframe. This MYP represents the baseline year with the new Rebuild Illinois funding. The MYP will be published annually and included projects will be updated to reflect available funding streams. The Rebuild Illinois funding also created stable revenue streams that will also allow the state to better fund ongoing capital needs, instead of waiting for a decade or longer for major capital plans such as Rebuild Illinois to be enacted.

Programmed Improvements

The MYP includes funding for the state-maintained system of roads and bridges as well as funding for roads and bridges maintained by local agencies. While this program includes funding amounts and proposed improvements for both the state and local program, through this planning effort, the department is primarily focused on the decisions made on the state system.

This section details how the program is developed, presents the federal and state funds that are available for this program and provides an overview of the funding allocations for the local program.

Asset management, along with Federal Transportation Performance Measure requirements, reflect an important change to the overall philosophy of how IDOT programs and prioritizes projects and the manner in which we report accomplishments. This MYP shows the continuation of the effort to focus on preserving assets to ensure they remain in a state of acceptable condition, and thereby save taxpayers money by preventing more costly repairs down the road.

It is anticipated that the FY 2020-2025 Proposed Highway Improvement Program will:

- Provide funding to reconstruct or rehabilitate 4,063 miles of state-maintained roads and replace or rehabilitate bridges totaling 8,815,695 square feet of bridge deck area, as well as modernizing or expanding an additional 149 miles and 387,703 square feet of bridge deck.
- Allocate \$1.74 billion to lower-cost treatments to preserve state-maintained roads and bridges and keep them in a state of acceptable condition.
- Provide funding to maintain 755 miles and 744,029 square feet of bridge deck area on the locally-maintained system.
- Provide funding for railroad crossing safety improvements throughout the state.
- Provide funding for traffic and safety improvements that further enhance highway safety as part of IDOT's regular highway improvement program by targeting specific fatal and severe crash locations.
- Enhance public right-of-way accessibility as part of IDOT's regular highway improvement program by removing barriers to accessibility as identified in the agency's Americans with Disabilities Act (ADA) Transition Plan.

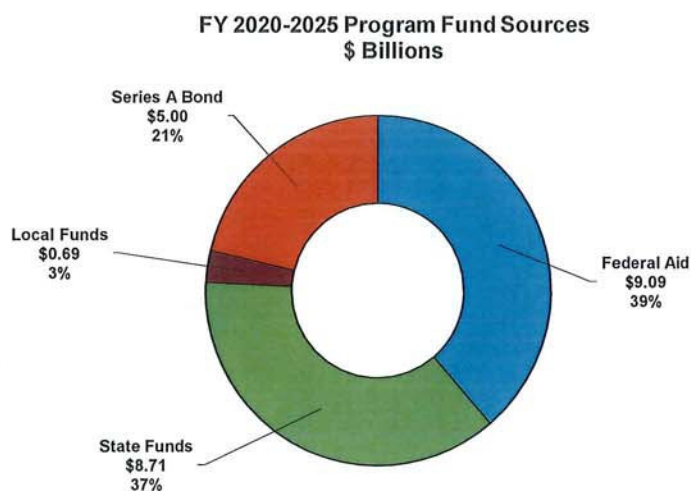
Developing IDOT's Program:
Steps in Developing the Proposed Highway Improvement Program.



Fund Sources

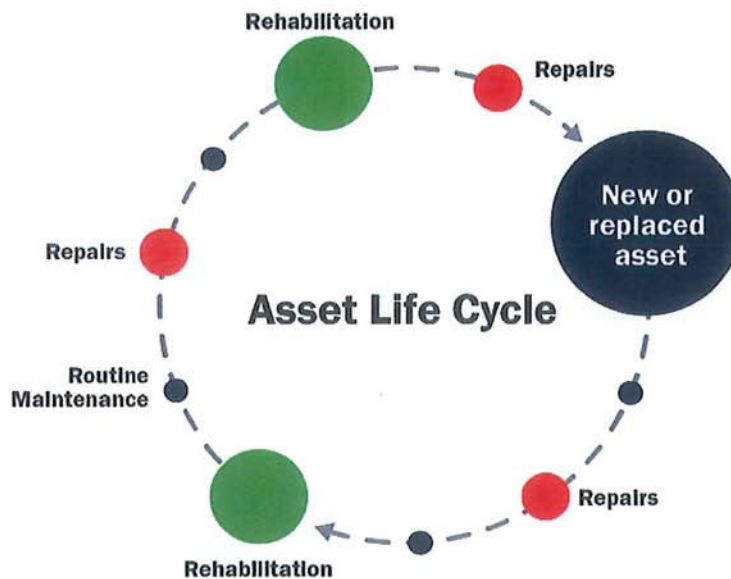
The most recent federal transportation bill – Fixing America’s Surface Transportation (FAST) Act – delivers an average of \$1.5 billion per year in federal funding for highways and bridges. Illinois ranks sixth in the nation in aggregate federal funding for highways and bridges under the FAST Act. The FAST Act continues to distribute nearly 93 percent of all federal-aid highway program funds to state transportation departments through core formula programs.

State funds totaling \$13.7 billion are anticipated to be available for the FY 2020-2025 MYP and are primarily generated from state motor fuel taxes and motor vehicle registration fees. As can be seen in the below graph, due to the Rebuild Illinois capital program, the percent of state funding has significantly increased from 12% in the FY 2019-2024 MYP to the current 58%.



Asset Management’s Impact on the Program

With the change to focusing on preserving assets to keep them in acceptable condition before they worsen, IDOT will no longer use the performance targets of 90/93 for percent of roads/bridges in a state of acceptable condition. These targets were based on a measure of “backlog,” defined as being in a state of deterioration. Addressing roads and bridges when they reach backlog is the most expensive way to maintain a system. Implementing asset management means IDOT will no longer wait until a road or bridge falls into backlog before considering treatment options. Instead, the department will strive to maintain its assets in a state of acceptable condition – ultimately, over time, this strategy will help save money as a far more cost-effective approach.



The department is working to more accurately correlate cost with preservation and maintenance activities. Through this effort IDOT has the ability to evaluate potential investment strategies and determine how best we can reach our goals. Even with the additional funding, not all roads and bridges will be able to be addressed in the next six to ten years, therefore, it is anticipated that the condition of some roads will continue to worsen. IDOT will strive to maintain its assets at a safe and serviceable level. The number of roads and bridges that fall into poor condition is projected to decrease over the long term as the percentage of preservation work increases. New performance measures that are driving these changes are discussed in greater detail in the Performance Metrics and System Condition section.

Core Work Categories

Federal asset management rules require that IDOT show a commitment to preserving and maintaining the existing system. This demonstration takes into account the alignment between the actual and planned levels of investment for various work types which are defined as: initial construction, maintenance, preservation, rehabilitation and reconstruction. The department must be able to identify these items for both roads and bridges, therefore the below five core areas were developed to categorize projects: road maintenance, bridges, safety/system modernization, system expansion and a system support category that includes assets and activities supporting the transportation network. Much of the funding in this program will be used to maintain and preserve the state's existing system of roads and bridges.

- **Roadway Maintenance** includes reconstruction, resurfacing, widening and pavement preservation projects.
- **Bridges** consists of bridge replacement and rehabilitation, minor structure repairs and preservation projects. Bridge information will be discussed in terms of square feet of deck area instead of number of bridges. The change to quantifying bridges in square feet of deck area was done to be more consistent with FHWA reporting requirements. The tracking of bridges by number is very misleading as a bridge can range from several hundred square feet of deck area to several hundred thousand square feet of deck area.

- **Safety/System Modernization** consists of projects such as interchange reconstruction, interstate safety projects, and traffic and safety improvements.
- **System Expansion** includes major projects, such as new bridges on new alignment, additional lanes, new interchanges, and strategic regional arterials.
- **System Support** consists of rest area and weigh station maintenance, miscellaneous districtwide projects, contract maintenance, statewide engineering or other statewide items, such as pavement markings, guardrail delineation, sign truss work, and median barriers.

Throughout the course of the MYP, IDOT's regional districts have programmed \$1.74 billion towards the preservation of our existing roads and bridges. This does not include the dollar value from projects in which preservation was done as part of a larger improvement, as IDOT is not able to capture those amounts through current tracking mechanisms.

Under the Bridges category, the only projects considered "new" are less than or equal to 20 feet structures being replaced with greater than 20 feet structures. For the MYP, all bridges less than or equal to 20 feet, as well as culverts, are counted as bridges, which is different than the Transportation Asset Management Plan that defines bridges as those structures greater than 20 feet.

The Safety/System Modernization category includes work being done to the state system to improve safety and the flow of traffic; work being performed for the safety of the motoring public or to modernize the system for better flow of traffic.

System Expansion has also been revised. Any work not directly associated with the expansion of a roadway or bridge has been moved to a category that better describes it. An example would be the reconstruction of an interstate that includes adding new lanes. The costs and miles associated with the additional capacity portion of the project will count as "expansion" and the costs and miles associated with the reconstruction work will count under Roadway Maintenance.

The System Support category includes non-project specific engineering, work to maintain rest area roads, weigh stations, training, ADA standalone projects, work performed for jurisdictional transfers, etc.

Work being performed is further defined within these core categories in the department's programming system.

State Program

The \$23.49 billion available for the FY 2020-2025 program includes \$19.35 billion for improving and maintaining the state highway system. Notable items:

FY 2020-2025 Programmed Improvements

Roadway Maintenance

Interstate NHS (miles)	511
Non-Interstate NHS (miles)	1,355
Non-NHS Marked (miles)	1,777
Non-NHS Unmarked (miles)	420

Bridges

Interstate NHS (Sq. Ft.)	3,959,692	(184 bridges)
Non-Interstate NHS (Sq. Ft.)	2,497,577	(217 bridges)
Non-NHS Marked (Sq. Ft.)	942,466	(125 bridges)
Non-NHS Unmarked (Sq. Ft.)	1,415,960	(147 bridges)

Safety/System Modernization

Interstate NHS (miles)	0
Non-Interstate NHS (miles)	6
Non-NHS Marked (miles)	9
Non-NHS Unmarked (miles)	3
Safety Locations (number)	341

System Expansion

Interstate NHS (miles)	38	
Non-Interstate NHS (miles)	76	
Non-NHS Marked (miles)	12	
Non-NHS Unmarked (miles)	5	
New Bridges (Sq. Ft.)	387,703	(25 bridges)

Preservation

Roads & Bridges (\$M)	1,744.494
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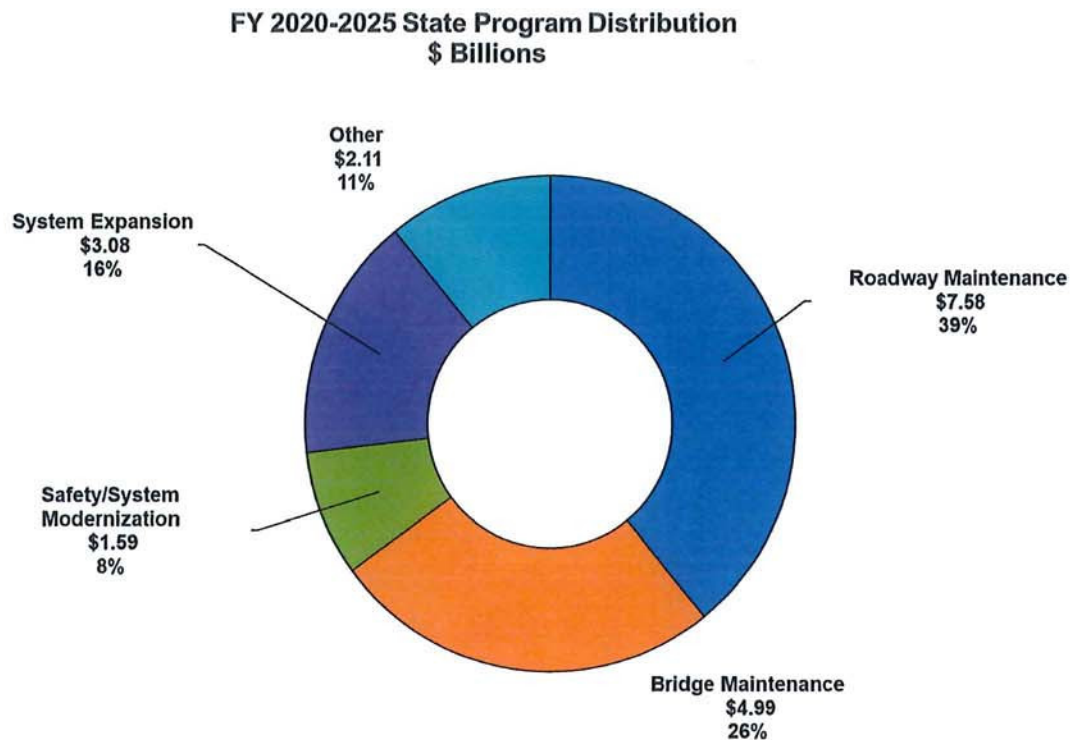
The FY 2020-2025 state program includes:

- **Roadway Maintenance** – \$7.58 billion is scheduled for reconstruction, resurfacing, widening and preservation. This includes \$1.13 billion for interstate resurfacing projects.
- **Bridges** – \$4.99 billion is planned to address bridge needs across the state, with \$884 million of this programmed for culvert replacements and repairs.
- **Safety/System Modernization** – \$1.59 billion is scheduled for projects such as interchange reconstructions, and traffic and safety improvements, of which \$961 million is specifically for safety improvements.
- **Expansion** – \$3.08 billion is planned for expansion of the system. This includes \$52 million for 8.1 miles of additional lanes on US 24/Illinois 9 from Banner to Kingston Mines in Fulton and Peoria counties and \$23 million for 2 miles of additional lanes on Illinois 47 (Seminary St) from north of Illinois 120 (McHenry Ave) to US 14 in Woodstock.

- **System Support**– \$2.11 billion for statewide or districtwide engineering, land acquisition, training, standalone ADA projects and various other miscellaneous types of work required to maintain our roads and bridges.

Approximately 65 percent of the state program is dedicated to maintaining Illinois roads and bridges, 8 percent is allocated for safety and modernization of our system, and 11 percent for other work required to deliver the highway program. The remaining 16 percent is for projects that strategically expand the system in places where the return on investment is high. The distribution of these major priorities can be seen in Figure 1.

Figure 1



Local Program

The MYP provides \$4.14 billion for improvements to an estimated 755 miles and more than 744 thousand square feet of deck area. Of these, 8 miles and 116 thousand square feet of deck area are on the NHS. Funding for local projects comes from federal, state and local funds for highway improvements selected by local units of government. The funding described in this document is in addition to the funds allocated directly to the local agencies through the state motor fuel tax allotments. Additional funding totaling \$1.5 billion in Series A bonds for grants to local agencies was included in the Rebuild Illinois capital program. In addition, another \$400 million annually will be distributed through the Motor Fuel Tax distribution formula from a portion of the \$.19 gas tax increase. The department also provides local governments funding for the following special programs, which total \$620.7 million.

- \$219.7 million for the county consolidated program
- \$40.3 million for high-growth cities
- \$100.9 million for needy townships
- \$90 million for the township bridge program
- \$42 million for upgrading local truck routes
- \$39.8 million for state matching assistance
- \$90 million to foster economic development

Performance Metrics and System Condition

The below chart shows the acceptable condition levels for all road system types. The acceptable condition levels for all non-interstate, state-maintained roads will be measured against the same standard. The department has determined that the standard for non-interstates will be a Condition Rating Survey (CRS) of 5.0 or higher on a scale of 1.0 to 9.0. Interstates will be held to a higher standard of a 5.5 or higher CRS. Pavements in this condition are considered to be in fair condition, which means that they can be preserved using low-cost preservation treatments.

System	Acceptable Condition (CRS)	Desired System Percentage in Acceptable Condition
Interstate	5.5 or greater	90%
Other NHS	5.0 or greater	90%
Non-NHS Marked Routes	5.0 or greater	75%
Non-NHS Unmarked Routes	5.0 or greater	50%

To align more closely with the FHWA, bridges will be discussed in terms of square feet of bridge deck area instead of number of bridges. The department will also use element ratings for determining the condition of a bridge. An element rating of 5 or higher on a scale of 0 to 9 will be used to classify a bridge as being in a desired state of acceptable condition.

System	Acceptable Condition (NBI Value)	Desired System Percentage In Acceptable Condition
Interstate	5 or greater	93%
Other NHS	5 or greater	93%
Bridges on Non-NHS Marked Routes	5 or greater	90%
Bridges on Non-NHS Unmarked Routes	5 or greater	90%

The TAMP outlines IDOT's strategies to shift towards a more data-driven decision process that supports the use of analysis tools and life cycle strategies to reduce the rate of system deterioration as cost-effectively as possible.

Through the most recent federal transportation bill, the FAST Act, a greater emphasis has been placed on the condition and performance of the NHS through performance metrics established for the states. These requirements mean that no more than 5 percent of the interstate system lane miles can be in poor condition and no more than 10 percent of the bridge deck area on the NHS can be considered structurally deficient. Additionally, the department looks at road condition data, bridge inspection data, safety data, traffic data, and ADA needs to evaluate priorities in each program. All of this data is used by the department to establish program goals, measure accomplishments and describe the overall state highway condition to the general public.

Another important consideration in the programming process is making improvements to meet the Americans with Disabilities Act requirements. The department conducted an evaluation to identify access barriers in IDOT's programs and services. The results of this evaluation were incorporated into the department's ADA Transition Plan and set a benchmark to determine annual barrier-removal goals and accomplishments. The evaluation also identified and analyzed IDOT's policies, practices and procedures that impact accessibility in the public right-of-way.

Road Conditions and Pavement Needs

Every year, the department conducts a Condition Rating Survey (CRS) to assess pavement condition on the approximately 16,000-mile state highway system. This information is an important tool to assist the department with its pavement management activities. The CRS assigns a value to each segment of roadway to indicate the current condition of the pavement. A lower CRS value indicates the pavement is in worse condition. A higher CRS value means the pavement is in better condition. The department began collecting CRS in 1974 and has collected the data annually on alternating halves of the state, with data collected on the interstates every year.

Bridge Needs

The department manages the state bridge system using a wide-ranging process that incorporates inspection and inventory data, needs analysis and funding allocation methods in order to maximize the use of available funds to address the assigned condition goal. Each bridge is examined by using the structure inspection rating and appraisal data and other criteria, such as accident data, load limits, and traffic volume. The timely and accurate assessment of bridge condition is critical to the identification, selection and prioritization of bridge needs in the programming process. For each program development cycle, the bridge inventory is re-evaluated for additional bridge candidates for potential inclusion in the multi-year and annual programs as well as to verify changes in the condition and status of the bridges that were included in the previous MYP.

Other Programs

Statewide Line Items

Funds are set aside in the six-year program for specified projects and programs. The department also sets aside funding for various anticipated needs, but exact locations or other details are not known during the program's development. These are categorized into four main funding groups: engineering and environmental services, construction, maintenance and repairs, and federal programs and non-highway items. For FY 2020, \$291 million has been reserved for the state program and \$138 million has been reserved for local projects. In addition to these funds, the department manages other specially funded programs. These programs include:

Highway Safety Improvement Program

This multi-year program includes \$616 million for safety construction activities, including roadside safety improvements and rail-highway crossings. Projects are identified on an annual basis to correct severe accident locations and protect rail grade crossings. These funds are from the federal Highway Safety Improvement Program and can be used on state and local roads. These funds can be used in standalone projects or for safety features incorporated into projects.

Illinois Transportation Enhancement Program

The Illinois Transportation Enhancement Program recently received additional state funds as part of the Capital funding package. It will now use federal dollars from a set-aside of the Surface Transportation Block Grant program to fund transportation alternatives authorized under Section 1109 of the FAST Act as well as state funds as stipulated in 20 ILCS (2705/615). Project sponsors are required to keep projects on track toward implementation or risk losing the funds. Due to the additional funding having some additional requirements, the call for projects has been postponed to late summer or early fall of 2020. ITEP awards will continue on a two year cycle.

Congestion Mitigation/Air Quality (CMAQ) Program

The Congestion Mitigation/Air Quality Improvement Program provides federal funds exclusively for specific traffic congestion and mitigation and air quality projects in the northeastern Illinois and Metro East areas, in accordance with federal legislation. Eligible projects are developed to meet air-quality standards and can include traffic flow improvements, public transportation projects and non-motorized transportation projects. A substantial amount of these funds will be used for public transportation projects. Local metropolitan planning organizations select the projects. The program has a total of \$647 million available for CMAQ projects.

Illinois Special Bridge Program (ISBP)

IDOT's ISBP targets deficient highway bridge projects that exceed replacement or rehabilitation costs of \$7.5 million for state bridges and \$1 million for local bridges. The ISBP provides federal National Highway Performance Program funds and/or Surface Transportation Program funds for up to 90 percent of eligible project costs; a non-federal match is required. The FY 2020-2025 program identifies \$995 million for 42 local projects and 36 state projects.

National Highway Freight Program

Illinois has developed a freight investment plan using a competitive process for selecting projects from IDOT and other eligible applicants. The investment plan will decrease delays caused by congestion, crashes, and accessibility to intermodal facilities. The specific program goals are Bottleneck Reduction, Freight Related Safety, Intermodal Accessibility, and Technology Deployment and were chosen to implement the goals of the State Freight Plan. In total, IDOT received 46 applications requesting \$581 million in federal funding. Of that, 23 projects have been selected for a total award of \$241 million through federal fiscal year 2022. Of this amount,

\$152 million is included in FY 2020-2022. The 23 projects receiving grants will improve safety, leverage private investment and improve intermodal connections and commerce at the local level. The grants were awarded using a competitive, objective, and transparent ranking process.

Public Involvement

Public involvement is an important component of all transportation system plans and programs. In Illinois, public input on transportation issues is fundamental to the success of all transportation programs. Every year, IDOT solicits feedback on the Multi-Year Plan and considers these comments during development of the next six-year program cycle. The public is encouraged to participate in the planning and development of transportation planning across the state.

For more information on this and past programs, please visit

<http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multi-modal-transportation-improvement-program/index>

This document also includes a public comment form on the following page. The completed form can be sent to the appropriate district office at the address listed on the Illinois Department of Transportation region and district boundaries map found on page 19 or you may send the completed form to IDOT's Central Office at:

Illinois Department of Transportation
Office of Planning and Programming
Bureau of Programming
2300 South Dirksen Parkway, Room 307
Springfield, Illinois 62764

Individuals can also contact IDOT by phone concerning planning, programming and public involvement issues at 1-800-493-3434. Hearing-impaired persons can comment by phone through the Ameritech Illinois relay number 1-800-526-0844.



**Illinois Department
of Transportation**

Public Review and Comment
Transportation Issues

Issue / Comment

Questions / Comments

Please Print

Submitted By

Telephone

()

Street Address

City

State

Zip Code

E-mail Address

For Office Use Only

Detailed Location Description

Return To:

Illinois Department of Transportation

Bureau of Programming

Room 307

2300 South Dirksen Parkway

Springfield, Illinois 62764

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Date

Received:

Reviewed By:

GLOSSARY

AADT	Annual Average Daily Traffic	JCT	Junction
ADA	Americans with Disabilities Act	LN	Lane
AVE/AV	Avenue	MAP-21	Moving Ahead for Progress in the 21st Century
BI-DIRECT	Bi-Directional		
BLDG	Building	METRA	Rail Transit System
BLVD	Boulevard	MI	Mile(s)
BUS/BUSN	Business Route	MO	Missouri
BYP	Bypass	MRB	Mississippi River Bridge
CAA	Clean Air Act	MT	Mount
CC	Community College	MYP	Multi-Year Program
CD	Collector-Distributor	N	North
CDOT	Chicago Department of Transportation	NB	Northbound
CH	County Highway	NCL	North Corporate Limit
CMAQ	Congestion Mitigation Air Quality	NCIIP	National Corridor Infrastructure Improvement Program
CO	County		
CRS	Condition Rating Survey	NE	Northeast
CT	Court	NW	Northwest
CTA	Chicago Transit Authority	NHS	National Highway System
DEMO	Demonstration	OR	Other Road
DIST	District	P.E.	Preliminary Engineering
DR	Drive	PE (PHASE I)	Location Studies
E	East	PE (PHASE II)	Plan Preparation
E-W	East-West	PK	Park
EB	Eastbound	PKWY	Parkway
ECL	East Corporate Limit	PL	Place
EIS	Environmental Impact Statement	PNRS	Projects of National and Regional Significance
EXPWY	Expressway		
EXT	Extension	RD	Road
FAP	Federal-aid Primary	REHAB	Rehabilitation
FAS	Federal-aid Secondary	ROW	Right of Way
FAU	Federal-aid Urban	RR	Railroad
FR	Frontage Road	S	South
FT	Feet	SAFETEA-LU	Safe Accountable Flexible and Efficient Transportation Equity Act – Legacy for Users
FY	Fiscal Year(s)		
HGTS	Heights	SB	Southbound
HPP	High Priority Projects Program	SBI	State Bond Issue
HS	High School	SCL	South Corporate Limit
HWY	Highway	SE	Southeast
I	Interstate Route	ST	Street
ICC	Illinois Commerce Commission	STA	Station
IDNR	Illinois Department of Natural Resources	STR	Structure
IDOT	Illinois Department of Transportation	SW	Southwest

IHPA	Illinois Historic Preservation Agency	TAMP	Transportation Asset Management Plan
		TEA-21	Transportation Equity Act for the 21st Century
ILL	Illinois Route		
I&M	Illinois & Michigan	TI	Transportation Improvements
INCL	Including	TR	Township Road
INT	Intersection	TRAF	Traffic
INTCHG	Interchange	TRIB	Tributary
IRI	International Roughness Index	TSL	Type, Size and Location Plans
ITEP	Illinois Transportation Enhancement Program	US	US Route
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	W	West
		WB	Westbound
ISTHA	Illinois State Toll Highway Authority	WCL	West Corporate Limit



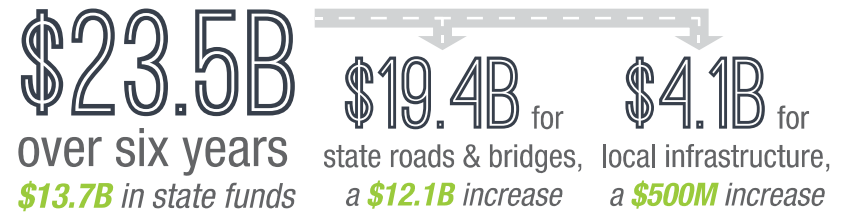
IDOT MULTI-YEAR PLAN

REBUILDING OUR MYP

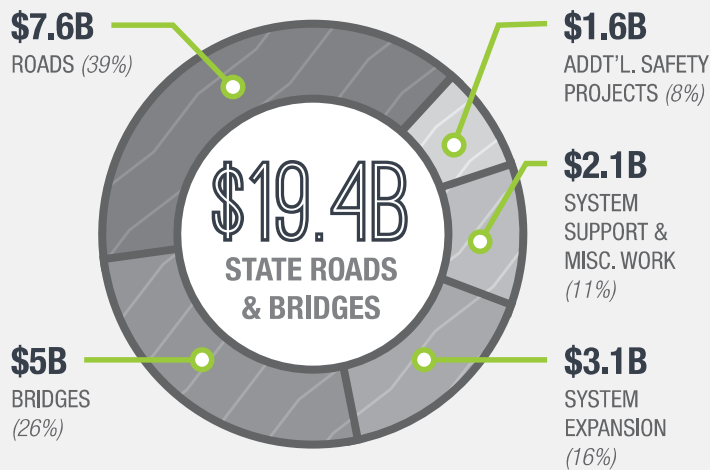
Rebuild Illinois puts the Illinois Department of Transportation back in the business of building a premier system of transportation. IDOT's new multi-year plan, covering fiscal years 2020-2025, is the first to capture the historic impact of Gov. Pritzker's capital program.

HOW REBUILD ILLINOIS HELPS

Doubles the size of the previous MYP:



FIXING THE STATE'S ROADS AND BRIDGES, A BREAKDOWN



DEVELOPING THE MULTI-YEAR PLAN

This MYP relies on strict federal standards and guidelines for selecting projects to move forward.



Relies on data collected out in the field to guide decision making and project selection.



Prioritizes maintenance of key assets – no longer “worst first.”



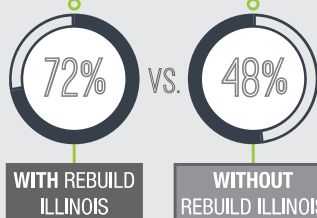
Saves money in the long run by investing in maintenance to avoid more costly repairs later.



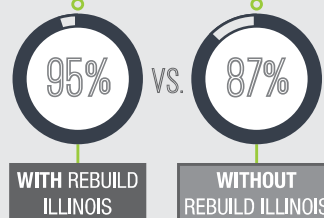
PROJECTED MULTI-YEAR PLAN ACCOMPLISHMENTS

STATE PAVEMENT & BRIDGES IN ACCEPTABLE CONDITION

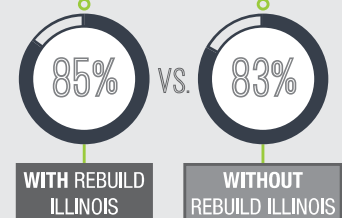
NON-INTERSTATE PAVEMENT



INTERSTATE BRIDGES



NON-INTERSTATE BRIDGES



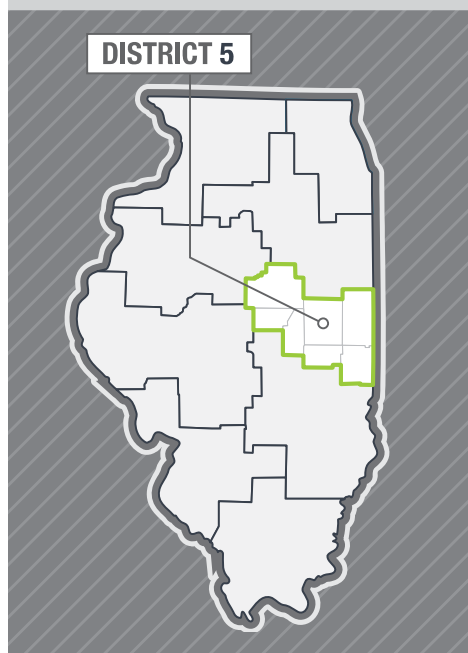
NUMBER OF STATE MILES IMPROVED\BUILT

4212

SQ. FEET OF STATE BRIDGES IMPROVED\BUILT

9.2 M

DISTRICT OVERVIEW



DISTRICT 5

 **7 COUNTIES**

- CHAMPAIGN
- DEWITT
- DOUGLAS
- EDGAR
- MCLEAN
- PIATT
- VERMILION

 **1,296** MILES OF HIGHWAYS

 **682** BRIDGES

 **9.8 MILLION** MILES OF TRAVEL DAILY

 **\$780 MILLION** FOR IMPROVEMENTS DURING FY 2020-2025

MAJOR DISTRICT HIGHWAY PROJECTS BY COUNTY

CHAMPAIGN

- **I-57/I-74 interchange:** \$120.2 million to rebuild major central Illinois interchange.
- **I-74:** \$29.9 million to replace bridge superstructure over Market Street, Illinois Central Railroad and Township Road 158.
- **I-57:** \$28.2 million for replacing bridges under U.S. 150 and Mattis Avenue, as well as I-74 under Mattis Avenue northwest of Champaign.
- **U.S. 150:** \$18.5 million to widen and resurface Prospect Avenue from I-74 interchange to Illinois 10 in Champaign.
- **I-57:** \$11 million to resurface from two miles south of Thomasboro to U.S. 136 at Rantoul.
- **I-57:** \$5.5 million for a bridge replacement and to provide bicycle and pedestrian accommodations on Kirby Avenue west of Champaign.
- **I-72 over I-57:** \$5 million for major bridge work west of Champaign.
- **U.S. 136:** \$3.7 million to resurface, perform safety and ADA improvements, and replace culverts from the McLean County line to east of Fisher.

DOUGLAS & EDGAR

- **Illinois 133:** \$11.4 million for resurfacing 28.4 miles with ADA improvements from U.S. 45 in Arcola to Illinois 16 in Paris, and U.S. 45 from Madison Street to Illinois 133.

MCLEAN

- **I-55:** \$14.6 million for resurfacing 11.6 miles and ramp repairs from south of Lexington to Livingston County line.
- **Veterans Parkway:** \$10.9 million for resurfacing of 4.7 miles and ADA improvements from Commerce Parkway to East Washington Street and Clearwater Avenue to Old Route 66, as well as at Illinois 9.
- **Illinois 9/U.S. 150:** \$10.6 million for resurfacing 6.9 miles and performing ADA improvements from I-74 to Royal Pointe Drive, and from Locust Street to Towanda Avenue.

VERMILION

- **I-74:** \$31.1 million for reconstructing 5.8 miles, bridge deck overlay and bridge repairs from U.S. 150 to Vermilion River.
- **I-74:** \$19.5 million for bridge superstructure replacement and other improvements at Salt Fork Vermilion River.

GUIDE TO HIGHWAY PROJECT LISTINGS

Projects on the state highway system identified for the FY 2020-2025 Proposed Highway Improvement Program are listed on the following pages. The lists are identified within IDOT's nine geographic highway districts. The map on the previous page shows individual highway district boundaries.

The following sequence is used within the district project listing:

- Interstate-marked routes in ascending numerical order
- U.S.-marked routes in ascending numerical order
- Illinois-marked routes in ascending numerical order
- Unmarked routes in alphabetical order by street name starting with numbered streets

The estimated cost of each project is shown. The actual cost of a project listed for FY 2020-2025 can vary depending on when it is implemented in the multi-year period.

The listing of projects is arranged in seven columns:

Route / Street	Location	Improvements	Est. Cost	City	MYP Years
		TAMP Category			Past Current

Route/Street – Identifies the marked route(s) and street name

Location – Identifies project limits, and length

Improvements – identifies type of improvement

TAMP Category – identifies the Transportation Asset Management Plan (TAMP) category that the project falls within.

Est. Cost – identifies the estimated project cost

City/ County – identifies city or county

MYP Years Past – identifies the number of years a project has appeared in the multi-year program. FY 2020-2025 is year one.

MYP Years Current – identifies projects scheduled for FY 2020 and those scheduled for FY 2021-2025.
 Project footnotes denote special fund sources, participation requirements, and other important, project-specific information.

Roadway Information			
Miles	AADT	Truck Pct	NHS
1.27	29,579	6.3	Y
0.36	25,267	8.4	N

Miles – Identifies project length.

AADT – Identifies the average volume of traffic for one day (24-hour period).

Truck Pct – Identifies the percentage of the average volume of total trucks compared to the average volume of total vehicles for an average day.

NHS – Shows if this route is designated as part of the National Highway System.

Structure Information			
Str Number	AADT	Truck Pct	NHS
0161013	29,100	3	Y

Str Number – Unique identification number assigned to each structure.

AADT – Annual Average Daily Traffic

Truck Pct – Identifies the percentage of the average volume of total trucks compared to the average volume of total vehicles for an average day.

NHS – Shows if this route is designated as part of the National Highway System.

**FY 2020-2025 Rebuild Illinois
Highway Improvement Program**

**MCLEAN COUNTY
State Highways**

Route / Street	Location	Improvements TAMP Category	Est. Cost	County	MYP Years	
					Past	Current
I 39 US 51	2100 N TO 2200 N AT HUDSON	BRIDGE DECK OVERLAY	\$3,800,000	MCLEAN	1	2020
PRESERVATION - BRIDGES						
I 55	LOGAN CO LINE TO 1.8 MI S OF SHIRLEY Miles = 10.67	STANDARD OVERLAY RESURFACING (INT-3RD)	\$9,700,000	MCLEAN	1	2021-2025
PRESERVATION - PAVEMENTS						
Roadway Information						
		Miles	AADT	Truck Pct	NHS	
		10.67	25,278	29.3	Y	
I 55 US 74 US 51	LOGAN CO LINE TO 1.8 MI S OF SHIRLEY	P.E. (PHASE I) P.E. (PHASE II)	\$500,000	MCLEAN	1	2021-2025
PRESERVATION - PAVEMENTS						
I 55	AT FUNKS GROVE REST AREA	BRIDGE DECK OVERLAY BRIDGE REPAIR	\$2,000,000	MCLEAN	2	2021-2025
PRESERVATION - BRIDGES						
I 55	FUNKS GROVE REST AREA	REST AREA IMPROVEMENT	\$1,440,000	MCLEAN	1	2020
MISCELLANEOUS IMPROVEMENTS						

**FY 2020-2025 Rebuild Illinois
Highway Improvement Program
MCLEAN COUNTY
State Highways**

Route / Street		Location	Improvements TAMP Category	Est. Cost	County	MYP Years	
						Past	Current
I 55		1.8 MI S OF SHIRLEY TO I-55/74 INTCHG SW OF BLOOMINGTON Miles = 3.83	RESURFACING (INT-2ND) STANDARD OVERLAY	\$5,750,000	MCLEAN	1	2021-2025
Roadway Information Miles AADT Truck Pct NHS 3.83 24,442 31.5 Y							
I 55		FOX CREEK RD TO SUGAR CREEK	ULTRA-THIN BND WR COURSE	\$6,285,000	MCLEAN	1	2020
I 74							
US 51							
Roadway Information Miles AADT Truck Pct NHS 10.05 26,205 25.9 Y							
55		S OF LEXINGTON TO LIVINGSTON CO LINE Miles = 11.63	RESURFACING (INT-2ND) DESIGNED OVERLAY RAMP REPAIR	\$14,600,000	MCLEAN	5	2020
Roadway Information Miles AADT Truck Pct NHS 10.05 26,205 25.9 Y							
I 55		N OF LEXINGTON TO LIVINGSTON CO LINE	BRIDGE DECK OVERLAY	\$3,800,000	MCLEAN	1	2021-2025
Roadway Information Miles AADT Truck Pct NHS 0.50 19,180 5.3 Y							
I 55 BUS		0.1 MI W OF MORRIS AVE TO 0.3 MI W OF US 51 BUS IN BLOOMINGTON Miles = 0.50	STANDARD OVERLAY	\$516,000	MCLEAN	1	2020
Roadway Information Miles AADT Truck Pct NHS 0.50 19,180 5.3 Y							

Construction: resurfacing of Veterans at the Morris intersection (paving substantially completed in Fall, 2019)

**FY 2020-2025 Rebuild Illinois
Highway Improvement Program
MCLEAN COUNTY
State Highways**

Route / Street	Location	Improvements TAMP Category	Est. Cost	County	MYP Years Past Current
I 55 BUS VETERANS PKWY Miles = 2.49	COMMERCE PKWY TO 0.1 MI N OF E WASHINGTON ST Miles = 2.49	STANDARD OVERLAY ADA IMPROVEMENTS REHABILITATION - PAVEMENTS	\$5,850,000	MCLEAN	5 2021-2025
Roadway Information Miles AADT Truck Pct NHS 2.49 30,469 5.1 Y					
Construction: resurfacing of Veterans from roughly Commerce to Washington (scheduled for unknown year between fall 2020 and summer 2025)					
I 55 BUS VETERANS PKWY	AT ILL 9 IN BLOOMINGTON	P.E. (FEASIBILITY STUDY) MISCELLANEOUS IMPROVEMENTS	\$600,000	MCLEAN	2 2021-2025
Preliminary Engineering for replacement of the Veterans and Empire intersection (scheduled for unknown year between fall 2020 and summer 2025, but anticipated earlier to following the study currently underway)					
I 55 BUS VETERANS PKWY Miles = 2.23	CLEARWATER AVE TO OLD RTE 66 Miles = 2.23	STANDARD OVERLAY ADA IMPROVEMENTS REHABILITATION - PAVEMENTS	\$4,425,000	MCLEAN	4 2021-2025
Construction: resurfacing of Veterans from roughly Clearwater to the bridge over Old Route 66 and the railroad by Furniture Row (scheduled for unknown year between fall 2020 and summer 2025)					
Roadway Information Miles AADT Truck Pct NHS 2.23 33,713 5.3 Y					
I 74	TR 90 S OF CARLOCK TO I-55 N OF NORMAL Miles = 7.05	RESURFACING (INT-3RD) STANDARD OVERLAY REHABILITATION - PAVEMENTS	\$9,520,000	MCLEAN	2 2021-2025
Roadway Information Miles AADT Truck Pct NHS 7.05 27,954 17.0 Y					

**FY 2020-2025 Rebuild Illinois
Highway Improvement Program
MCLEAN COUNTY
State Highways**

Route / Street		Location	Improvements TAMP Category	Est. Cost	County	MYP Years	
						Past	Current
I 74		US 51 BUS S OF BLOOMINGTON TO CH 36 INTCHG AT DOWNS Miles = 8.64	STANDARD OVERLAY RESURFACING (INT-3RD) PATCHING DRAINAGE GUARDRAIL IMPACT ATTENUATORS REHABILITATION - PAVEMENTS	\$7,770,000	MCLEAN	1	2021-2025
Roadway Information Miles AADT Truck Pct NHS 6.85 21,337 33.8 Y							
I 74		UNDER CH 29, CH 30 & CH 36 E OF US 51	BRIDGE NEW DECK	\$5,500,000	MCLEAN	1	2021-2025
REHABILITATION - BRIDGES Structure Information Str Number AADT Truck Pct NHS 0570127 3,150 11 N 0570122 1,800 3 N 0570124 1,650 22 N							
I 74		UNDER US 136 SE OF LEROY	BRIDGE NEW DECK BRIDGE BEAM REPLACEMENT REHABILITATION - BRIDGES	\$3,000,000	MCLEAN	1	2021-2025
Structure Information Str Number AADT Truck Pct NHS 0570135 1,450 26 Y							
US 24		WOODFORD CO LINE TO MCLEAN ST IN GRIDLEY Miles = 5.32	DESIGNED OVERLAY REHABILITATION - PAVEMENTS	\$2,030,000	MCLEAN	1	2021-2025
Roadway Information Miles AADT Truck Pct NHS 5.32 3,800 21.1 Y							

**FY 2020-2025 Rebuild Illinois
Highway Improvement Program
MCLEAN COUNTY
State Highways**

Route / Street	Location	Improvements TAMP Category	Est. Cost	County	MYP Years Past Current
US 24	INTERMITTENT STREAM 1 MI W OF CHENOA	BRIDGE REPLACEMENT	\$1,555,000	MCLEAN	10 2021-2025
RECONSTRUCTION - BRIDGES Structure Information Str Number AADT Truck Pct NHS 0570070 3,050 20 Y					
US 24	GRANT ST IN CHENOA TO LIVINGSTON CO LINE Miles = 6.83	STANDARD OVERLAY	\$2,220,000	MCLEAN	1 2021-2025
REHABILITATION - PAVEMENTS Roadway Information Miles AADT Truck Pct NHS 6.83 4,288 19.5 Y					
US 24	UNKNOWN STREAM 0.5 MI E OF CHENOA	BRIDGE REPLACEMENT	\$1,700,000	MCLEAN	4 2021-2025
RECONSTRUCTION - BRIDGES Structure Information Str Number AADT Truck Pct NHS 0570071 4,200 18 Y					
US 51 US 51 BUS	DITCH 0.1 MI N OF RAAB RD IN NORMAL	CULVERT REPLACEMENT	\$300,000	MCLEAN	1 2021-2025
MISCELLANEOUS IMPROVEMENTS					
US 51 US 51 BUS	DITCH 0.1 MI N OF RAAB RD IN NORMAL	LAND ACQUISITION	\$50,000	MCLEAN	1 2021-2025
MISCELLANEOUS IMPROVEMENTS					

**FY 2020-2025 Rebuild Illinois
Highway Improvement Program
MCLEAN COUNTY
State Highways**

Route / Street	Location	Improvements TAMP Category	Est. Cost	County	MYP Years Past Current
US 51 US 51 BUS	DITCH 0.1 MI N OF RAAB RD IN NORMAL	UTILITY ADJUSTMENT	\$50,000	MCLEAN	1 2021-2025

MISCELLANEOUS IMPROVEMENTS

US 51 BUS	COLLEGE AVE IN NORMAL TO OLIVE ST IN BLOOMINGTON Miles = 4.76	STANDARD OVERLAY WIDENING EXISTING PAVEMENT ADA IMPROVEMENTS TRAF SIGNAL MODERNIZATION REHABILITATION - PAVEMENTS	\$18,000,000	MCLEAN	1	2021-2025												
Page 1 Roadway Information <table><tr><td>Miles</td><td>AADT</td><td>Truck Pct</td><td>NHS</td></tr><tr><td>2.41</td><td>11,633</td><td>9.1</td><td>Y</td></tr><tr><td>2.35</td><td>12,197</td><td>5.9</td><td>Y</td></tr></table>							Miles	AADT	Truck Pct	NHS	2.41	11,633	9.1	Y	2.35	12,197	5.9	Y
Miles	AADT	Truck Pct	NHS															
2.41	11,633	9.1	Y															
2.35	12,197	5.9	Y															
These 4 items are Construction, Preliminary and Design Engineering and misc. other work for overall improvements to Main and Center Streets (East and Madison through Downtown) between roughly Olive and College (Design work scheduled to start this year with construction later in the 6 year window)																		

These 4 items are Construction, Preliminary and Design Engineering and misc. other work for overall improvements to Main and Center Streets (East and Madison through Downtown) between roughly Olive and College (Design work scheduled to start this year with construction later in the 6 year window)

US 51 BUS	COLLEGE AVE IN NORMAL TO OLIVE ST IN BLOOMINGTON	LAND ACQUISITION REHABILITATION - PAVEMENTS	\$250,000	MCLEAN	1 2021-2025
US 51 BUS	COLLEGE AVE IN NORMAL TO OLIVE ST IN BLOOMINGTON	UTILITY ADJUSTMENT REHABILITATION - PAVEMENTS	\$200,000	MCLEAN	1 2021-2025

FY 2020-2025 Rebuild Illinois Highway Improvement Program

MCLEAN COUNTY State Highways

Route / Street	Location	Improvements TAMP Category	Est. Cost	County	MYP Years Past Current
US 51 BUSB	DIVISION ST TO EMPIRE ST IN BLOOMINGTON Miles = 0.49	RECONSTRUCTION	\$2,725,000	MCLEAN	2 2021-2025
Roadway Information Miles AADT Truck Pct NHS 0.49 12,567 10.6 Y					
RECONSTRUCTION - PAVEMENTS Construction: reconstruction of Center Street between Division and Empire (scheduled for unknown year between fall 2020 and summer 2025), possibly part of the larger Business Route 51 corridor project					
US 136	I-55 AT MCLEAN TO US 51 AT HEYWORTH Miles = 9.03	STANDARD OVERLAY ADA IMPROVEMENTS	\$2,950,000	MCLEAN	1 2021-2025
Roadway Information Miles AADT Truck Pct NHS 9.03 2,400 32.1 Y					
REHABILITATION - PAVEMENTS					
US 136	OLD US 51 IN HEYWORTH TO US 150 Miles = 13.97	STANDARD OVERLAY	\$4,620,000	MCLEAN	1 2021-2025
Roadway Information Miles AADT Truck Pct NHS 12.71 1,662 23.7 Y 1.26 1,600 23.1 P					
REHABILITATION - PAVEMENTS					
US 136	AT ILL 54 SW OF BELLFLOWER	LAND ACQUISITION	\$50,000	MCLEAN	1 2021-2025
MISCELLANEOUS IMPROVEMENTS					
US 150	EMPIRE ST TO OAKLAND AVE & CLINTON ST TO HANNA ST IN BLOOMINGTON	P.E. (PHASE I)	\$1,000,000	MCLEAN	2 2021-2025
US 150 F		REHABILITATION - PAVEMENTS			
REHABILITATION - PAVEMENTS Preliminary Design: Clinton Street between Empire and Oakland and Oakland between Clinton and Hanna (scheduled for unknown year between fall 2020 and summer 2025)					

**FY 2020-2025 Rebuild Illinois
Highway Improvement Program
MCLEAN COUNTY
State Highways**

Route / Street	Location	Improvements TAMP Category	Est. Cost	County	MYP Years Past Current
US 150 MORRISSEY AVE	OAKLAND AVE TO VETERANS PKWY IN BLOOMINGTON Miles = 1.08	DESIGNED OVERLAY	\$4,600,000	MCLEAN	1 2021-2025
Roadway Information Miles AADT Truck Pct NHS 1.08 8,231 14.9 N					
REHABILITATION - PAVEMENTS These 4 items are Construction, Preliminary and Design Engineering and misc. other work for improvements to Morrissey between Oakland and Veterans (all work to be completed later in the 6 year window)					
US 150 MORRISSEY AVE	OAKLAND AVE TO VETERANS PKWY IN BLOOMINGTON	P.E. (PHASE I) P.E. (PHASE II)	\$1,000,000	MCLEAN	1 2021-2025
REHABILITATION - PAVEMENTS					
US 150 MORRISSEY AVE	OAKLAND AVE TO VETERANS PKWY IN BLOOMINGTON	LAND ACQUISITION	\$300,000	MCLEAN	1 2021-2025
REHABILITATION - PAVEMENTS					
US 150 MORRISSEY AVE	OAKLAND AVE TO VETERANS PKWY IN BLOOMINGTON	UTILITY ADJUSTMENT	\$100,000	MCLEAN	1 2021-2025
REHABILITATION - PAVEMENTS					
US 150	LERROY TO DEWITT CO LINE Miles = 7.31	DESIGNED OVERLAY NEW SHOULDERS ADA IMPROVEMENTS	\$3,775,000	MCLEAN	5 2021-2025
Roadway Information Miles AADT Truck Pct NHS 7.31 2,142 9.0 N					
REHABILITATION - PAVEMENTS					

**FY 2020-2025 Rebuild Illinois
Highway Improvement Program
MCLEAN COUNTY
State Highways**

Route / Street	Location	Improvements	Est. Cost	County	MYP Years	
		TAMP Category			Past	Current
ILL 9	MCLEAN CO LINE TO ILL 47 IN GIBSON CITY Miles = 4.30	DESIGNED OVERLAY	\$2,100,000	FORD MCLEAN	1	2020
Roadway Information Miles AADT Truck Pct NHS 4.30 1,771 19.7 N						
REHABILITATION - PAVEMENTS						
ILL 9	ILL 122 TO WALTON DR IN BLOOMINGTON Miles = 7.07	STANDARD OVERLAY	\$3,678,000	MCLEAN	2	2021-2025
Roadway Information Miles AADT Truck Pct NHS 7.07 4,847 11.8 P						
REHABILITATION - PAVEMENTS						
ILL 9	E OF I-74 TO ROYAL POINTE DR IN BLOOMINGTON Miles = 5.05	DESIGNED OVERLAY ADA IMPROVEMENTS	\$6,350,000	MCLEAN	5	2021-2025
Roadway Information Miles AADT Truck Pct NHS 3.89 10,245 6.9 Y 1.16 20,290 4.9 N						
REHABILITATION - PAVEMENTS						
ILL 9	LOCUST ST TO TOWANDA AVE IN BLOOMINGTON Miles = 1.83	DESIGNED OVERLAY ADA IMPROVEMENTS	\$2,520,000	MCLEAN	3	2021-2025
Roadway Information Miles AADT Truck Pct NHS 1.83 6,592 6.9 Y						
REHABILITATION - PAVEMENTS						

Construction: resurfacing of Market Street from Walmart to the west (scheduled for unknown year between fall 2020 and summer 2025)

Construction: resurfacing and other minor improvements on the Route 9 project subject to much discussion earlier this year (scheduled for unknown year between fall 2020 and summer 2025)

**FY 2020-2025 Rebuild Illinois
Highway Improvement Program
MCLEAN COUNTY
State Highways**

Route / Street		Location	Improvements TAMP Category		Est. Cost	County	MYP Years Past Current	
ILL 9 US 150 US 150 F ILL 9 B	E OF I-74 TO ROYAL POINTE DR IN BLOOMINGTON & LOCUST ST TO TOWANDA AVE IN BLOOMINGTON		P.E. (PHASE II)		\$1,000,000	MCLEAN	3	2020
Design: development of construction documents for resurfacing and other minor improvements on the Route 9 project subject to much discussion earlier this year (scheduled for unknown year between fall 2020 and summer 2025)								
			REHABILITATION - PAVEMENTS					
ILL 9 US 150 US 150 F ILL 9 B	E OF I-74 TO ROYAL POINTE DR IN BLOOMINGTON & LOCUST ST TO TOWANDA AVE IN BLOOMINGTON		P.E. (PHASE II)		\$750,000	MCLEAN	1	2021-2025
			REHABILITATION - PAVEMENTS					
ILL 9	STREAM 8.8 MI E OF ILL 165		BRIDGE REPLACEMENT		\$750,000	MCLEAN	6	2021-2025
			RECONSTRUCTION - BRIDGES					
					Structure Information			
					Str Number	AADT	Truck Pct	NHS
					0570077	1,750	14	N
ILL 9	ARROWSMITH RD TO FORD CO LINE Miles = 10.53		DESIGNED OVERLAY SAFETY IMPROVEMENTS		\$6,566,000	MCLEAN FORD	10	2021-2025
			REHABILITATION - PAVEMENTS					
Roadway Information								
Miles	AADT	Truck Pct	NHS					
0.44	1,550	16.8	N					
10.09	1,732	17.5	N					

**FY 2020-2025 Rebuild Illinois
Highway Improvement Program
MCLEAN COUNTY
State Highways**

Route / Street	Location	Improvements TAMP Category	Est. Cost	County	MYP Years Past Current
ILL 122	TAZEWELL CO LINE TO ILL 9 Miles = 7.69	DESIGNED OVERLAY	\$3,036,000	MCLEAN	9 2021-2025
REHABILITATION - PAVEMENTS					
Roadway Information					
Miles	AADT	Truck Pct	NHS		
7.69	1,577	7.1	N		
ILL 165	COLFAX TO FORD CO LINE Miles = 8.77	STANDARD OVERLAY	\$1,937,000	MCLEAN	5 2021-2025
REHABILITATION - PAVEMENTS					
Roadway Information					
Miles	AADT	Truck Pct	NHS		
8.77	600	12.8	N		
ILL 165	NE OF ANCHOR	CULVERT REPLACEMENT	\$500,000	MCLEAN	5 2021-2025
MISCELLANEOUS IMPROVEMENTS					
Roadway Information					
Miles	AADT	Truck Pct	NHS		
2.73	1,235	12.6	N		
8.39	953	5.8	N		
OLD ROUTE 66	LOGAN CO LINE TO SHIRLEY Miles = 11.12	STANDARD OVERLAY	\$3,000,000	MCLEAN	1 2021-2025
REHABILITATION - PAVEMENTS					
Roadway Information					
Miles	AADT	Truck Pct	NHS		
2.73	1,235	12.6	N		
8.39	953	5.8	N		

**FY 2020-2025 Rebuild Illinois
Highway Improvement Program
MCLEAN COUNTY
State Highways**

Route / Street		Location		Improvements		Est. Cost	County	MYP Years	
				TAMP Category				Past	Current
OLD ROUTE 66		SHIRLEY TO I-74 Miles = 3.22		STANDARD OVERLAY		\$900,000	MCLEAN	1	2020
Roadway Information									
Miles	AADT	Truck Pct	NHS						
3.22	1,279	7.7	N	REHABILITATION - PAVEMENTS					
OLD ROUTE 66		N OF LEXINGTON TO LIVINGSTON CO LINE Miles = 6.20		STANDARD OVERLAY		\$1,890,000	MCLEAN	1	2020
Roadway Information									
Miles	AADT	Truck Pct	NHS						
6.20	1,939	10.7	N	REHABILITATION - PAVEMENTS					
OLD RTE 66		VETERANS PKWY TO 1.7 MI SW OF TOWANDA Miles = 1.54		DESIGNED OVERLAY		\$500,000	MCLEAN	1	2021-2025
Roadway Information									
Miles	AADT	Truck Pct	NHS						
1.54	2,215	7.1	N	REHABILITATION - PAVEMENTS					
OLD US 51		KICKAPOO CREEK 1 MI N OF US 136		P.E. (PHASE I) P.E. (PHASE II)		\$250,000	MCLEAN	1	2021-2025
REHABILITATION - BRIDGES									
OLD US 51		KICKAPOO CREEK 1 MI N OF US 136		LAND ACQUISITION		\$50,000	MCLEAN	1	2021-2025
REHABILITATION - BRIDGES									

**FY 2020-2025 Rebuild Illinois
Highway Improvement Program
MCLEAN COUNTY
State Highways**

Route / Street	Location	Improvements TAMP Category	Est. Cost	County	MYP Years Past Current
OLD US 51	KICKAPOO CREEK 1 MI N OF US 136	UTILITY ADJUSTMENT	\$50,000	MCLEAN	1 2021-2025

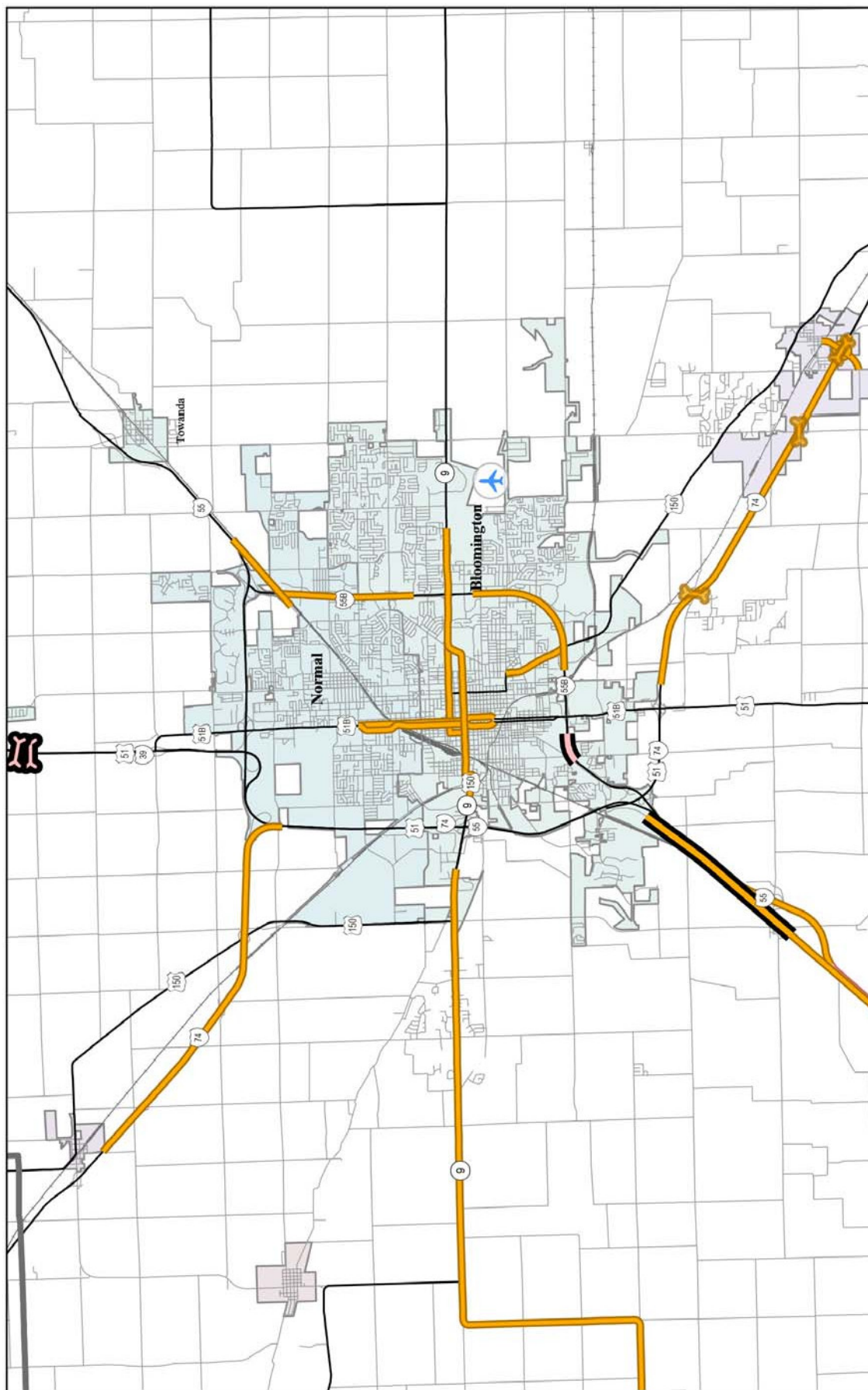
REHABILITATION - BRIDGES

OLD US 51	KICKAPOO CREEK 1 MI N OF US 136	BRIDGE SUPERSTRUCTURE	\$1,700,000	MCLEAN	1 2021-2025
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REHABILITATION - BRIDGES

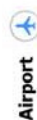
Structure Information			
Str Number	AADT	Truck Pct	NHS
0570056	1,150	9	N

MCLEAN COUNTY				
FY	Projects	Miles	Est. Cost	
2020	10	25.85	\$36,131,000	
2021-2025	47	137.30	\$137,527,000	
2020-2025	57	163.15	\$173,658,000	



**REGION 3
DISTRICT 5**
BLOOMINGTON - NORMAL
AND VICINITY

Proposed FY 2020-2025
Highway Program



TAMP Category
Initial Construction
Preservation
Reconstruction
Rehabilitation

FY 2020
Roadway Spot Structure

FY 2021-2025
Roadway Spot Structure

**CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
NOVEMBER 19, 2019**

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
INFORMATION	Summary of Citizen Comments/Complaints Received November 2019	Philip Allyn, PE, PTOE City Traffic Engineer
REQUEST:	Item submitted as information for the Transportation Commission. Any feedback or comments are welcome.	

STAFF RECOMMENDATION: N/A

Staff submits the following information to the Commission. Any comments or feedback is appreciated.

1. ATTACHMENTS:

- a. None**

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

The following comments were received by the Engineering Department between October 10, 2019 and November 8, 2019 or are updates of previous comments (additions to previous updates are **Bold-Underlined**):

- 1) Received request to review restricting parking to one side of street and install traffic calming on Tanner between Park Lake and Springfield. Reviewed file and location has been reviewed several times in past years with no findings of excessive speeding. Counters placed to gather speed and traffic data. Data is being evaluated.
- 2) Received Request to replace faded parking restriction signs along Washington Street. Need to visit site and submit work order to sign crew.
- 3) Received complaint of speeding on E. Oakland east of Hershey, especially around Watford. Due to hill east of Watford, can be worrisome turning from Watford onto Oakland and being overtaken. Request reduction from 40 mph to 30 mph. Completed field check. There is a hill to the east of Watford limiting the view of the intersection from westbound Oakland. There is also an existing "intersection warning" sign with a 30 mph plaque. Could consider speed reduction, but would need speed study. 85th percentile likely closer to 40 mph than 30 mph. Speed data collected. Need to review results.

- 4) Received request for increased pedestrian warnings at US 51 (Madison) and Front Street. To be reviewed following completion of Front Street work and likely referred to IDOT for consideration. May modify crosswalks with new ADA ramps.
- 5) Received request for clearly marked drop-off at the Arena on US 51 (Madison). To be reviewed and responded to but likely unable to provide due to moving lanes of traffic and IDOT jurisdiction. Passenger loading and unloading zone is currently posted on Front Street west of Madison.
- 6) Received request for crosswalk warnings at East and Locust for crossing from BCPA to/from north parking lot. To be reviewed and responded to after updating crosswalk policy.
- 7) Received request to relocate “CT” to Front Street by Arena. Need to contact submitter and clarify.
- 8) Received four coordinated requests for an all-way stop or other pedestrian warning enhancements at Stone Mountain and College for pedestrians walking north and south to/from Tipton Park. Due to close proximity to Northpoint Elementary School, will be reviewed and data collected when school resumes in the fall. Traffic counting completed. Traffic signal warrants not met. All-way stop warrants not met. Sent work order to mark crosswalk across College and install pedestrian warning signs at the crosswalk and in advance. Crosswalk has been marked. Warning signs have been installed. **Coordinated installation of street light for bike path crosswalk across south leg of Stone Mountain. Item Considered Closed.**
- 9) Received complaint about truck traffic on Fort Jesse Road. Observed a large number of trucks using Fort Jesse and traveling to and from properties along Fort Jesse. Need to follow up with requestor and discuss.
- 10) Received complaint of speeding and request for “Children at Play” signs on Gill Street at pass-through-cul-de-sac west of Airport. Need to evaluate “Yield” sign usage for clarity. Installed traffic cameras to determine number of trucks utilizing the cul-de-sac to avoid traveling through the neighborhood to the west and south on Vladimir to observe if there are any usual traffic movements.
- 11) Received request for traffic calming on Eastport Drive between Clearwater and Empire. Speed data collected. Need to review results and compare to traffic calming policy.
- 12) Received request for traffic calming on Gloucester Circle between Hersey and Dover. Collected speed and traffic volume data. Does not qualify for traffic calming under Traffic Calming Policy (excessing speeding threshold not met). Need to formalize report and respond to resident.
- 13) Received request for traffic calming on W. Oakland between Livingston and Euclid. Speed data collected. Need to review results and compare to traffic calming policy.

- 14) Received request for school crossing sign added at Washington and Darrah. Need to determine which intersection leg is being requested and evaluate request. Contacted requestor and discussed. Determined request is in response to needing area for children drop off for Heartland Head-start. Identified location and completed work order for sign installation 8/21/19. Need to update Code when completed.
- 15) Received concern about an increase in collisions on GE Road between Golden Eagle and Towanda Barnes Road. Need to pull accident data, review for trends and evaluate options.
- 16) Received two separate concerns about commercial parking on residential portion of Norma Drive. Need to contact residents and discuss.
- 17) Received request for stop or yield sign at Ark Dr. and Matthew Dr. ("Tee" intersection). Need to visit site and review. Sign approved, need to complete work order for sign installation.
- 18) Received request for no parking in front of a residence on Colton due to constant blocking of driveway. Need to visit site and review.
- 19) Received complaint of landscaping creating a sight obstruction at Peirce and Mercer. Need to visit site and review when landscaping is in full bloom.
- 20) Received complaint of out of town school buses parking and blocking alley behind Elmwood Road and the BHS football/baseball fields during school sports activities. Need to visit site and review.
- 21) Received request for street light at College and Stone Mountain. Evaluating options to add a street light to the southeast quadrant to light the south leg and the bike path crosswalk. Submitted request to contractor for an estimate to install; waiting for price.
- 22) Received complaint of speeding on GE Road between Towanda Barnes and Airport Road with numerous accidents on a consistent basis. Request study of adding traffic signals and/or stop signs. Contacted and will gather speeding and crash data.
- 23) Received request to limit parking on Beecher between Fell and Horenberger due to sight distance reasons. Visited site for preliminary evaluation. Need to contact requestor and discuss further.
- 24) Received concern about no turn on red at Six Points Road and S. Morris. Need to contact to clarify.
- 25) Received request for explanation on why parking not being allowed on Elmwood between Colton and Towanda. During football games many cars park on Colton, creating unsafe conditions, when they should be able to park on Elmwood. Need to research and evaluate.

- 26) Received complaints of bicyclists blowing stop sign at Bunn / Buchanan and Buchanan / Clayton. Request to evaluate options for additional signage and increased enforcement.
- 27) Received request for stop sign on Baker at Roosevelt (T intersection). Will review accident history and evaluate sight distance. Sign approved, need to complete work order for sign installation.
- 28) Received concern about inadequate school zone signage for Corpus Christi School. Requested multiple blinking lights. Complained of cars extending out onto Lincoln during pickup and drop-offs. Need to visit site and review school zone signage and discuss modifications to drop-off and pickup routing on school site with school. Met with the Principal and Facilities Manager and reviewed current signage. School zone appears to be correctly signed currently. Observed pick-up and drop-offs, which appear to minimize impacts to surrounding area as much as possible. Need to determine options for increased signage, if any.
- 29) Received concern about speeding and stop sign running in neighborhoods surrounding Corpus Christi School during school drop-off and pickup to avoid all-way stop at Lincoln and Mercer. Need to discuss modifications to drop-off and pickup routing on school site with school. Observed pick-up and drop-offs, which appear to minimize impacts to surrounding area as much as possible. Met with the Principal and Facilities Manager and reviewed. Provided information for school to share with parents relating to avoiding using the neighborhood streets to the north when possible. Need to evaluate installing stop signs at "T" intersections in the neighborhood area. Stop Signs in neighborhood approved, need to complete work order for sign installation.
- 30) Received concern about parking availability in neighborhoods surrounding Sarah Raymond School during school drop-off, pickup, and special events. Need to evaluate parking in area and discuss with school.
- 31) Received request for school crossing guard at Irving. Completed data gathering, working on analysis.
- 32) Received complaint of cars not stopping for stopped school bus at Harvest Pointe and Dry Sage Circle. Request 4-way stop, reduced speed limit or Children at Play sign. Contacted and discussed issues with submitter. There are several repeat offenders. Encouraged them to contact the school to request the bus driver submit a report of failure to stop when it occurs. Encouraged them to take photos and document and submit to the police department for enforcement. Contacting the school district to inquire about revising bus pickup locations to eliminate the need for children to cross Harvest Pointe. Need to research posted 35 mph speed limit on Harvest Pointe.
- 33) Received request for stop sign at corner of Sugarberry and Winterberry in the Grove ("T" intersection). Sign approved, need to complete work order for sign installation.

- 34) Received request for street light on Cottage between Perry and Graham. Need to visit site and evaluate lighting levels.
- 35) Received request to consider changing speed limit on Streid Drive and Oakland between Hershey and Streid to reduce the speed of vehicles on these roads. Speed data currently being gathered and analyzed.
- 36) Received request for removal of accessible parking spot on 700 block of N. McLean due to person no longer living there. Need to verify, complete work order for removal, and update City Code.
- 37) Received notification of missing street name sign at East Street and Empire. Contacted requestor, need to evaluate location for new sign. Work Order submitted 9/4/19. **Item Considered Closed.**
- 38) Received request for removal of accessible parking spot on 600 block of W. Chestnut due to person no longer there. Completed work order for removal and verified completed. Need to update City Code. **Item Considered Closed.**
- 39) Received request for stop or yield signs at Matlock and Dorset Ct., Matlock and Yorkshire Ct., and Matlock and Cumbria Dr. **Sign approved, work order for sign installation submitted. Superintendent indicates work completed. Item Considered Closed.**
- 40) 1/17/19 – Received a request to limit the parking on Ridgewood Terrace to only one side of the street. Letters notifying residents of the potential removal of parking on the north side, including the cul-de-sac, and requesting comments were hand delivered on 4/3/19. Vote was not supportive of restricting parking. Need to review for adequate turning room in cul-de-sac for garbage trucks.
- 41) 2/21/19 – Received request for “Deer Crossing” warning signs on W. Washington Street between Caroline and I-74 after witnessing 5 hit deer within the last year and seeing a large heard of deer several times along the road.
- 42) 3/5/19 – Received request for a Loading Zone on Mission Drive. Visited site to review with requestor. Completed work order for sign and markings to add a Loading Zone in this area. Verified work completed. Will monitor until 10/15/19. **No complaints of problems have been received. Need to update Code. Item Considered Closed.**
- 43) 3/7/19 – Received a request for stops signs at Maizefield Drive and Harbord Drive. Currently stop signs on Maizefield. Need to contact and clarify request.
- 44) 3/12/19 – Received a complaint about speeding on Woodruff from Colton to Linden and on Linden. Will evaluate for traffic calming.
- 45) 3/13/19 – Received concerns about the speed of traffic on Beich Road presenting a hazard to drivers entering and exiting the Nestle plant. An employee inadvertently

- pulled onto Beich and was involved in a collision. The interstate presents an optical distraction. Need to review crash data and potentially gather speed data. Posted speed on this rural road is currently 45 mph. Contacted IDOT to inquire about replacing old and missing visual barrier panels in the existing ROW fence between Beich Road and the Interstate. Discussed additional options with requestor. Entrance owner plans to upgrade the stop sign to a higher-visibility sign and add “cross traffic does not stop”. IDOT informed that they will not replace the visual barrier panels. Fence too short to adequately block view of traffic on the interstate that drivers are confusing for traffic on Beich Road. Original requestor asked for “Plant Entrance” sign on southbound Beich Road. Contacted IDOT about planting trees in the I-55 right of way to create visual barrier. **IDOT indicated that trees would not be allowed, but gave a couple species of tall grasses that could be considered. Have a site visit planned with Parks Department to review whether tall grasses would work.**
- 46) 3/24/19 – Received a request for a new street light at an entrance on the 500 block of E. Bell Street and for a stop or yield at the curve from S. McLean to E. Bell. Notified requestor that stop/yield sign not appropriate since there is no intersection and lighting of an entrance/doorway is the responsibility of the property owner. Verified there is an existing light at this corner that is completely blocked due to an overgrown tree. Contacted Ameren about trimming the tree. Ameren indicated that it would be the City’s responsibility to trim around a street light. **Parks is completing work order. Item Considered Closed.**
- 47) 3/25/19 – Received request for removal of accessible parking spot at 107 Packard St. due to person no longer living there. Verified spot is no longer needed. Completed work order for removal and verified removal completed. Need to update City Code. **Item Considered Closed.**
- 48) 4/9/19 – Received a request to evaluate the parking in front of 613 E. Mill Street (corner of Mill and Evans intersection) to allow garbage trucks to be able to turn without running over the curb and sidewalk. Reviewed in field and confirmed narrow streets combined with allowed parking cause garbage trucks to have to drive over curve and sidewalk ramps (less than 2-year-old ramp is now severely cracked). Need to complete work order to restrict parking in front of 613 E. Mill Street and modify City Code.
- 49) 4/10/19 – Received request for additional lighting on Orchard. Evaluated existing street lighting: fixtures are older style, submitted request to Ameren to upgrade to newer, brighter, LED heads. Will evaluate further once upgrades are complete.
- 50) 4/12/19 – Received a complaint about speed on Vladimir and motorcycles and mopeds driving on the sidewalks.
- 51) 4/22/19 – Received a request for No Parking signs to be posted in North/South Alley adjacent to 504 E. Locust. Vehicles from apartment building park in alley rather than the building’s parking lot and block the driveway.

- 52) 4/30/19 – Received request for “Deer Crossing” warning signs by 1608 Six Points Road. Deer regularly cross in this location.
- 53) 5/2/19 – Received concern about speeding in the alley between White Place and Constitution Trail north of Empire. Requested increased speed limit signage, No Through Traffic signage and speed bumps.
- 54) 6/7/19 – Received request for stop signs at Shaunessey/Casey and Shaunessey/Connemara. Signs approved, need to complete work order for sign installation.
- 55) 6/12/19 – Received request for removal of accessible parking spot at 506 E. Douglas due to person no longer living there. Need to verify, complete work order for removal, and update City Code.
- 56) 6/25/19 – Received request to limit parking on one side of the street on Forrest between Cottage and the dead-end west of Hinshaw. Letters notifying residents of the potential removal of parking and requesting comments to be written and delivered. After receiving resident feedback, a determination will be made on whether to implement the parking restriction. Street currently under construction, waiting until complete.
- 57) 7/10/19 – Received request for accessible sign and markings at 604 W. Chestnut. Requestor submitted required paperwork; Work orders for sign and pavement markings submitted to crews; Need to verify when complete and update City Code.
Item Considered Closed.
- 58) 7/30/19 – Received complaint about large number of vehicles traveling down Maysel St. (dead end) only to turn around at the end and speed back out. Requested additional or more visible dead-end signs.
- 59) 8/8/19 – Received complaint about speeding on Baywood east of Towanda Barnes. Requested additional speed limit sign or relocation of the existing sign further from the intersection to be more visible.
- 60) 8/11/19 – Received report of missing speed limits signs along Towanda Avenue between Empire and Vernon. Investigated and found one sign missing. Need to completed work order for replacement and evaluate if additional signs are needed.
- 61) 8/11/19 – Received request for lower speed limits and Children Playing signs on Northway, Vista, Garfield & Bradley.
- 62) 8/16/19 – Received report of several missing signs and broken posts Ireland Grove Road. Reviewed and determined missing signs. Need to submit work order for replacement.

- 63) 8/19/19 – Received request for stop or yield signs at Piney Run and Fiddlestix. Sign approved, **completed work order for sign installation. Verified work completed. Item Considered Closed.**
- 64) 8/20/19 – Received request for No Parking signs on south side of Beecher between Main and East by mid-block driveway.
- 65) 8/22/19 – Received complaint of speeding on Vladimir between Gill and Rainbow and requested traffic calming.
- 66) 8/22/19 – Received request for all-way stop control at Allin and Monroe and additional One-Way signage due to drivers traveling the wrong way on Monroe (It's one way westbound). **Proper One-way signage is currently in place. Reviewed all-way stop warrants for intersection: Traffic volumes are too low and there is a lack of crashes with potential to correction with all-way stop control. Will refresh faded No Parking and One-way related signage and trim trees to improve intersection sight distance. Item Considered Closed.**
- 67) 8/24/19 – Received letter with concerns from Wood Hill Towers related to pedestrian safety at the Main/MacArthur and Main/Wood intersections. Responded addressing most concerns, need to contact IDOT about potentially modifying pedestrian crossing times.
- 68) 8/26/19 – Received request for high visibility cross walk and “Playground” warning signs on Ridgecreek Drive at Scogin Creek Road/Grey Fox Trail. **Discussed potential improvements to park southwest of intersection with Parks department. Will postpone crosswalk and playground warning sign until a playground is installed in the future. Item Considered Closed.**
- 69) 9/10/19 – Received complaint that all left turn lanes at Hershey and Empire intersections go straight from green arrow to red arrow and need green “yield to oncoming traffic” signal.
- 70) 9/13/19 – Received notification of missing parking signs on Seville. Need to verify signs are missing and complete work order for replacement.
- 71) 9/16/19 – Received notification of lack of a stop sign at the corner of Allin and Monroe going towards Mason. Lots of kids play in this area and cars drive too fast. **Requested stop sign would be for eastbound traffic. Monroe in this location is one-way to the west. Stop sign is not appropriate for wrong-way traffic as it will confuse the one-way signage at this intersection. Item Considered Closed.**
- 72) 9/16/19 – Received request to evaluate Yotzonot between Eastport and Christopher Way for traffic calming. **Completed speed analysis: traffic calming measures are not warranted (traffic volumes too low and 85th percentiles speeds too low). Item Considered Closed.**

- 73) 9/19/19 – Received request to evaluate Woodruff and Linden by David Davis for traffic calming.
- 74) 9/19/19 – Received request for changing Grove and Gridley to an all-way stop. Completed data collection and all-way stop warrant evaluation. **Warrants are NOT met for all-way stop control. In review of crash history, there were several instances of stop sign running on Gridley. Completed work orders to increase the size of the stop signs, replace the “Cross Traffic Does Not Stop” supplemental plaques, re-paint the stop bars, paint no parking triangles on the approaches to the stop signs. Verified work complete. Item Considered Closed.**
- 75) 9/24/19 – Received notification that street name sign at Lake Shore and Northpointe is unreadable. Need to complete work order for replacement.
- 76) 9/27/19 – Received request to remove stop sign at Towanda Crossing and the Frontage Road along the north side of Empire. Need to review traffic data and see if it’s still needed with decrease in traffic in that area.
- 77) 9/29/19 – Received second request for changing Grove and Gridley to an all-way stop. Completed data collection and all-way stop warrant evaluation. **Warrants are NOT met for all-way stop control. In review of crash history, there were several instances of stop sign running on Gridley. Completed work orders to increase the size of the stop signs, replace the “Cross Traffic Does Not Stop” supplemental plaques, re-paint the stop bars, paint no parking triangles on the approaches to the stop signs. Verified work complete. Item Considered Closed.**
- 78) 9/29/19 – Received request for changing Allin and Oakland to an all-way stop. **Traffic Counts completed. Need to review crash history and compare to all-way stop warrants.**
- 79) 10/1/19 – Received complaint of speeding on Broadmoor.
- 80) **NEW:** 10/4/19 – Received request for No Parking signs by hydrant on Pancake. Sign approved, work order completed for sign installation. **Verified work complete. Item Considered Closed.**
- 81) 10/10/19 – Received request for newer and additional speed limit signs on Sunset, also warning signs for horse and buggy, children playing or “slow area”
- 82) **NEW:** 10/10/19 – Received request for Stop Signs on Carlene and Diane, Kim and Nicki intersections. Signs approved, work orders for sign installation submitted. Superintendent indicates work completed. Item Considered Closed.
- 83) **NEW:** 10/10/19 – Received request for stop sign at corner of Bellemont and Olive (“T” intersection). Sign approved, need to complete work order for sign installation.

- 84) **NEW:** 10/21/19 – Received complaint about request for stop sign at corner of Bellemont and Olive (“T” intersection). Sign approved, need to complete work order for sign installation.
- 85) **NEW:** 10/22/19 – Received request for street name signs at Winters Way and Wilkins Way in newest phase of Cedar Ridge subdivision. Sign approved, work order for sign installation submitted. Superintendent indicates work completed. Item Considered Closed.
- 86) **NEW:** 10/23/19 – Received request for “Cross Traffic Does Not Stop” signs added to stop signs on State at Grove. Signs approved, and work order for sign installation submitted. Superintendent indicates work completed. Item Considered Closed.
- 87) **NEW:** 10/26/19 – Received request to replace faded Parking signs on Currency Dr. Signs approved, need to submit work order.
- 88) **NEW:** 11/6/19 – Received request for traffic signals at Airport Road and Carlene/Cornelius. Indicated to requestor that this intersection is scheduled to be studied for traffic signals in the spring/summer once construction on the east side of Airport has completed and traffic has stabilized. Item Considered Closed.
- 89) **NEW:** 11/7/19 – Received complaint about the length of pedestrian crossing time at Veterans and Lincoln. Forwarded the comments to IDOT to review. Item Considered Closed.
- 90) **NEW:** 11/8/19 – Received request for No Parking Here to Corner sign on Market west of Clinton.
- 91) **NEW:** 11/14/19 – Received request to review parking signage in 500 block of Main Street for missing signs.
- 92) **NEW:** 11/14/19 – Received request to repaint accessible parking spot at 812 E. Olive. Notified painting crew. Item Considered Closed.

3. STAFF RECOMMENDATION:

Staff submits the above information to the Commission. Any comments or feedback is appreciated.

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer