



CITY OF WASHINGTON, ILLINOIS

Public Works Committee Agenda Communication

Meeting Date: May 4, 2020

Prepared By: Jon R. Oliphant, AICP, Planning & Development Director

Agenda Item: ITEP and SRTS Grant Updates

Explanation: There are four current Illinois Transportation Enhancement Program (ITEP) and Safe Routes to School (SRTS) grant projects in progress. Here is the status for each:

Square Streetscape ITEP –

The City was awarded about \$56,000 in funds from IDOT in 2018 to complete Phase I engineering. This is the 80% federal share of the original project estimate of \$70,000 with the City responsible for the remaining 20% and any cost overruns. Hutchison Engineering completed the bulk of the work last year. The primary remaining item is to have a review of the Square coping wall completed by the State Historic Preservation Office (SHPO) to determine if any change to its configuration can be done through the use of federal funds. This has been proposed in order to accommodate the necessary turning radii for WB-65 trucks around the Square as well as to ensure the safety of the pedestrians into the areas.

If approved, there would be a loss of about 10 percent of the existing greenspace. This was submitted for review to SHPO six months ago with no determination made as of yet. The desire is to get a response soon to understand if a reconfiguration of the wall can happen and to incorporate that into the draft Project Development Report that will be submitted shortly thereafter to IDOT. The next ITEP cycle is anticipated late this summer or early fall and staff would like to have the Phase I engineering completed in time for a possible submittal for Phase II engineering and construction.

Additionally, Tazewell County has lapse revolving loan funds (RLF) that it must obligate by the end of 2020. There is some discretion in how they are utilized and the County Board made the decision to try to address a variety of possible public infrastructure projects to conform to the Americans with Disabilities Act (ADA). Staff was contacted about this earlier in the year and suggested that reconstructing a portion of the sidewalk on the Square would be worthy, as it would address ADA compliance and could be completed in a relatively timely manner. The south side of the Square was offered for consideration, as it is likely the simplest of the sides to complete and could serve as a test for the eventual completion of the remainder of the sidewalk. It has an estimated project cost of just less than \$130,000. Several projects from throughout the county were submitted to the Illinois Department of Commerce and Economic Opportunity (DCEO) for review in early March. DCEO administers the County RLF program and must approve the use of these close-out funds. As of now, DCEO has not made a decision on the use of the funds. Following that decision, the County may ask some or all of the municipalities for a small local match in order to spread the wealth for the many viable projects.

McClugage/Centennial ITEP –

The City was awarded \$255,840 in funds from IDOT in 2016 to complete the engineering and construction for a recreation trail extension on McClugage Road and Centennial Road between School Street and Washington Road. This is the 80% federal share of the original project estimate of \$319,809 with the City responsible for the remaining 20% and any cost overruns. Maurer-Stutz has completed the majority of the Phase I engineering.

A significant amount of time has been devoted to three primary design elements: 1) The best location for a crossing to Centennial: This was originally proposed in the grant application to be at Spring Creek Road before proceeding on the north side of Centennial. IDOT and FHWA then requested that the crossing be located at the signalized intersection at Freedom Parkway. That location would add significant costs to the project in terms of the additional pavement needed to get to the intersection and to update the signal equipment to accommodate pedestrian and bicycle traffic. IDOT and Maurer-Stutz staff have since concluded that a mid-block crossing about 250' west of the old Centennial right-of-way that provides a second ingress-egress for Washington Greenhouse is the most suitable location. Rectangular rapid flashing beacons would be placed at that crossing to alert oncoming motorists of pedestrians in the crosswalk.

2) The use of the old Centennial right-of-way: The original intention was to use approximately the southern 10' of this for the east-west connection between the new Centennial and McClugage. IDOT was not comfortable with a trail sharing space with a one-way ingress or egress for Washington Greenhouse without significant built improvements. The current design would construct a new 10' wide path immediately south of the existing pavement with a small drainage ditch to be constructed between the two. This would allow for a physical separation of the ingress-egress and allow for Washington Greenhouse to have its individual second entrance or exit. The inclusion of a ditch would reduce the current pavement width from about 20' to about 15'. The City would have the option of vacating a portion of the old Centennial ROW, which could then be conveyed to Washington Greenhouse for its sole use and eliminate any City maintenance.

3) The location of the trail in proximity of the vehicular portion of the McClugage ROW: The current planned location of the trail has been moved back from its initial location that would have been at the back of the shoulder. Per IDOT design criteria, a 10' separation must exist from the edge of the paved shoulder to the edge of the proposed trail. If the minimum 10' separation had been used, the proposed trail would have been located in the middle of the existing roadside ditch along McClugage. IDOT District 4 expressed concern regarding reducing the capacity of the existing roadside ditches. As a result, the path was placed at a location that best minimized the amount of ROW that will be needed from the Meijer property, did not reduce the capacity of the existing roadside ditches, and maintained the 10' required separation. This would ensure there is no further runoff onto McClugage as a result of the trail's construction.

The total probable construction cost is \$671,442.22, which includes a 15% contingency. It is currently planned for a spring 2021 letting. Washington Township has offered to pay a proportional share of the cost between Sonny Drive and School Street. That could reduce the City's share of the overall construction to approximately \$270,000 in FY 21-22. Local funds have been used for the Phase I engineering and \$40,000 is budgeted for FY 20-21 for Phase II engineering.

District 52 SRTS –

The City was awarded \$200,000 in funds from IDOT in 2019 for the eventual construction of a shared use path on N. Main Street between W. Cruger and Washington Middle School and a 5' wide sidewalk on North Street between N. Main and West Street. Terra Engineering started the Phase II engineering in January for the eventual N. Main project. At the same time, Phase I engineering was initiated for the North project. Preliminary survey discovered significant deterioration at a culvert located within the North project limits. It requires a replacement as well as a likely grade change and subsequent related street improvements. Given the increased cost due to something out of the City's control, IDOT approved a request to remove this from the project.

The design plans for N. Main have been submitted to IDOT for its review. This will allow the project to stay on time for a projected late July letting. The plans show an urban section design that includes the installation of storm sewer. The projected cost is about \$278,000.

District 51 SRTS –

The City was awarded \$200,000 in funds from IDOT in 2019 for the eventual construction of a 5' sidewalk on the northside of Bobolink Drive and the east side of Eagle Avenue connect with Central Intermediate School (CIS). The project would also including the pouring of a new concrete pad and installation of bicycle racks near the entrance to CIS. Terra started the Phase I engineering in January. During the surveying and drafting of a preliminary design, it was determined that a 6' wide sidewalk that is built beside the curb was a better option than a 5' wide sidewalk with a 2' grass buffer. IDOT has reviewed the draft Phase I documents and given the approval to proceed with the required public involvement component. Letters are being mailed this week to each of the property owners within the project limits to request any comments. This needs to be documented as part of the Phase I approval.

Terra is hopeful to get a response from IDOT in early June, which would then allow for the submittal of prefinal plans by the middle of June and stay on target for an early November letting. There is an outside chance at having a September letting due to the limited scope of work but that is not anticipated at this time. The preliminary project cost is about \$186,000. Terra has indicated that there will be about \$22,000 in additional ROW acquisition cost, which the grant cannot cover. The District 51 project has an additional \$50,000 budgeted in FY 20-21, though some of that may be able to be utilized for any overruns in the District 52 project.

Fiscal Impact: This is provided to give a status on each of these projects including their currently projected costs.

Action Requested: General discussion is planned at the May 4 meeting. Staff requests direction on the continuance of the McClugage/Centennial ITEP project given the increased cost.