



CITY OF WASHINGTON, ILLINOIS

Committee of the Whole Agenda Communication

Meeting Date: May 11, 2020

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Agenda Item: McClugage/Centennial ITEP Grant Update

Explanation: 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 for the whole project limits, 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.

Given the considerable cost increase, staff would recommend reducing the western project limit termini to either Spring Creek or the mid-block crossing slightly further east on Centennial. Maurer-Stutz has estimated the construction cost as \$257,668 to the south side of the mid-block crossing and \$298,838 to the east side of Spring Creek. Under either of those scenarios, the City would be able to maximize the federal funds and would be responsible for approximately \$2,000-\$43,000 in additional local funds plus the Phase II and construction engineering cost. IDOT would likely allow for a reduction in the project limits provided the funds are used, though formal approval would still be needed. Reducing the scope instead of not completing the project altogether would be helpful in the application of any future state or federal infrastructure grants.

Fiscal Impact: Depending on the direction of the Council, a reduction in the project scope would add an estimated \$2,000-\$43,000 in the local construction cost share. Phase II engineering would still be a requirement to complete the design plans at an estimated cost of \$40,000 during FY 20-21.

Action Requested: General discussion is planned at the May 11 Committee of the Whole meeting. Staff requests direction on the possible reduction of the McClugage/Centennial ITEP project given the increased cost of the original scope.