



Local Project Development Report for Group II Categorical Exclusions and Design Approval

County: McLean
Local Public Agency: City of Bloomington
Section Number: 16-00360-00-PV
Route: FAU 6371

Project Number: F3PS(358) Project Length: 1.5 miles

Street/Road Name: Hamilton Road, Rhodes Lane

Termini: Hamilton Road from Bunn Street to Morrissey Drive

For Township or Road District bridge projects: The County Engineer certifies that the project design speed exceeds the minimum design speed recommended for this classification of roadway as provided in the BLRS Manual in order to prevent a deficient NBIS rating for approach roadway alignment appraisal. All elements have been designed to the chosen design speed unless noted otherwise in Section 2(e) and/or the attached BLR 22120.

County Engineer Date

Categorical Exclusion and Design Approval Recommended

Local Agency signature and date 8-28-2019

Regional Engineer signature and date 09/01/19

This project will not have any significant impacts on the human environment; therefore, the FHWA approves the project as a Categorical Exclusion on 8-20-2019 Date

Design Approval

Bureau of Local Roads & Streets signature and date 10/1/2019

1. LOCATION AND EXISTING CONDITIONS

a. Location (attach location map to supplement narrative description)

The project is located in Section 15 and 16 in Township 23 North, Range 2 East of the 3rd Principal Meridian. See Attachment 1 for location map.

b. Description of Existing Facility - Give narrative description, including such items as width of travel, parking and turn lanes, sidewalks, alignment, traffic control devices, utilities, jurisdiction, maintenance responsibility, drainage, terrain and current land use (including major public facilities and local landmarks). Attach existing typical sections showing roadway widths, bridge widths, ROW widths, sidewalk widths, guardrail, curb and gutter and surface types.

Hamilton Road is an east/west minor arterial roadway under the jurisdiction of the City of Bloomington, Illinois. It is currently a four lane roadway with curb and gutter, storm sewer, and varying median treatments. The median treatments are either no median (west of the project limits), a two-way left turn lane (within the project limits), or barrier median (east of the project limits). A gap exists in Hamilton Road between Bunn Street and Commerce Parkway. There are no parking lanes or guardrails anywhere along Hamilton Road.

At the west end of the project limits, existing Hamilton Road ends at Bunn Street. This section of the road is in a residential area although no residential properties have direct access to Hamilton. The travel lanes are 11 feet wide with a ten foot wide mixed use path to the north and a four feet wide sidewalk to the south. Hamilton and Bunn is all-way stop controlled.

Hamilton Road picks up again at Commerce Parkway. At the Hamilton Road and Morrissey Drive signalized intersection, the pavement transitions to a five lane section in this primarily commercial area. The travel lanes are 11 feet wide with curb and gutter and storm sewers. The cross section also includes a grass parkways providing separation to a 10-foot mixed use path to the north and a 4-foot sidewalk to the south. The Hamilton Road / Commerce Parkway intersection is a "T" intersection that is one-way stop controlled with Hamilton being the thru movement. There are also horizontal curves in this section of the Hamilton Road that meet design criteria for normal crown at a speed of 35 mph.

East of Morrissey Drive, the area surrounding Hamilton Road is mostly commercial with Hamilton Road leading to State Farm's South Corporate Campus Headquarters. The travel lanes are 11 feet wide with curb and gutter, storm sewers, a 15-foot raised barrier median with light poles, and a ten foot wide mixed use path to the south that is separated from the roadway by a gravel parkway.

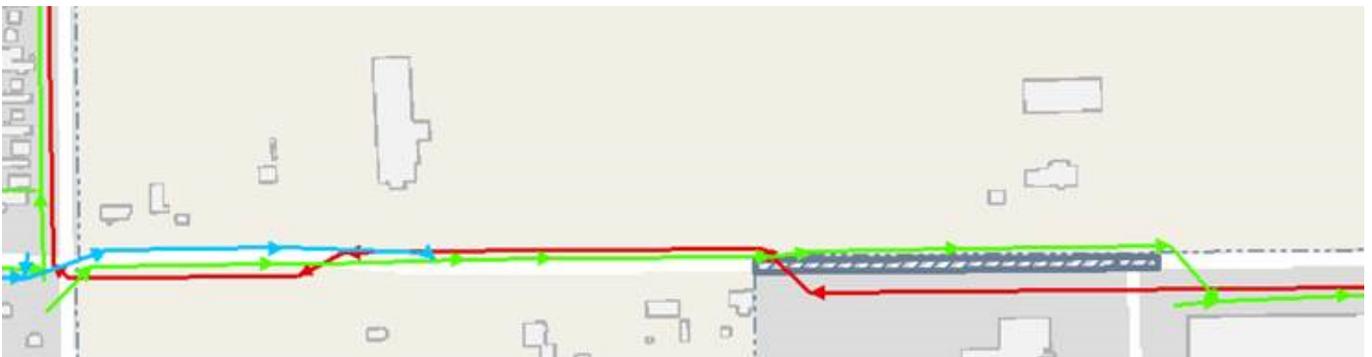
Bunn Street is owned by the City of Bloomington. It is currently a two lane undivided section with aggregate shoulders and drainage swales. The travel lanes are 11 feet wide. There are no sidewalks on either side of the road.

Commerce Parkway is owned by the City of Bloomington. It is a three lane undivided section with curb and gutter and storm sewers. The travel lanes are 12 feet wide. There are four-foot sidewalks on both sides of the road with a grass parkway between the sidewalk.

Rhodes Lane is mostly owned by the City of Bloomington. Between Bunn street and Morrissey drive, Sections of Rhodes lane are owned by McLean county. It is a two lane undivided section with turf shoulders with ditches. The travel lanes are 11 feet wide. There are no sidewalks on either side of the road. The properties along Rhodes are a mix of residential and commercial. See Attachments 2 and 7 for the existing typical sections and a plan and profile view of the existing conditions.

The existing utilities along Hamilton Road or within the limits of the project are in the table below.

Utility Name	Company	Contact	location
Underground Natural Gas pipe	NICOR Gas	Constance (Connie) Lane	One underground gas pipe runs just south of the existing Rhodes lane and the adjacent section of Hamilton Road. another pipe runs just west of Commerce Parkway then turns right and continues through Hamilton Road until it ends near the intersection of Hamilton at Morrissey.
fiber optic line	Comcast	John Niebur	There is a fiber optic line just south of the existing Rhodes lane and the adjacent section of Hamilton Road. There are also small sections on either side of the north Leg of Bunn Street. Two fiber optic lines run parallel to Commerce Parkway to the West. One fiber optic line runs through Hamilton road between Commerce Parkway and Morrissey Drive.
Underground sanitary sewer	BLOOMINGTON-NORMAL WATER RECLAMATION DISTRICT	Mike Callahan	There are two underground sanitary sewer lines running mostly through the existing Rhodes lane and the adjacent section of Hamilton Road. (at some points the lines intersect and one shifts to south of Rhodes Lane).The sanitary sewer line highlighted in red below is operated by the BNWRD. This sanitary sewer line runs just west of Commerce Parkway then turns right and continues through Hamilton Road until it ends near the intersection of Hamilton at Morrissey.
underground water main	CITY OF BLOOMINGTON	Brett Lucian	One water main runs just north of the western portion of Hamilton Road then it turns and runs just west of Bunn Street. The second water main runs just south along the new section of Rhodes lane. The last water main runs through Commerce Parkway then through Hamilton road and in both directions through Morrissey Drive. CoB also manages the sanitary sewer line highlighted in green below.
drainage sewer	CITY OF BLOOMINGTON	Colleen Winterland	Aside from a few short gaps, the drainage sewers run parallel to all stretches of the sanitary sewers. One drainage sewer intersects commerce parkway not far from the intersection of commerce and Hamilton.
telephone line	Frontier Communications	Adam Gangloff	One short length of underground telephone line runs just west along commerce Parkway.
underground electrical line	Ameren IP	Marty Behrens/ Dean Thompson (Bloomington contact)	Two underground electrical lines run parallel to Commerce Parkway one to the East and one to the West. Three more lines run through the eastern portion of Hamilton Road at sporadic intervals.
overhead electrical lines	Ameren IP	Marty Behrens/ Dean Thompson (Bloomington contact)	Overhead electrical lines are located along all existing sections of Hamilton Road and Rhodes Street. Three sections of electrical lines perpendicularly cross Hamilton Road between Bunn Street and the new Rhodes street section.
underground cable tv	Comcast	John Niebur	A short section of an underground cable TV line runs perpendicularly through Bunn street just north of Hamilton Road.



c. Traffic Data

Current ADT:	<u>Bunn 2650 (2015)</u>	% trucks:	<u>7%</u>
	<u>Rhodes 5200 (2015)</u>		<u>3%</u>
	<u>Commerce 2450 (2015)</u>		<u>4%</u>
	<u>Morrissey 12000 (2017)</u>		<u>4%</u>
	<u>Hamilton 5600 (2015)</u>		<u>3%</u>

Will 80,000 trucks be legally permitted on this route? Yes No

Design Year: 2041 ADT: 17200 DHV: 1,874 % trucks: 3%

d. **Structures** - Identify location within the proposed improvement of all structures on attached location map. Attach a copy of the Structure Master Report for all structures within the project limits. Attach a copy of the Bridge Condition Report or the Bridge Deck Resurfacing approval letter for structures to be replaced, rehabilitated, or resurfaced.

No structures are present on the project.

e. **Railroads** - Identify location of all railroad crossings on attached location map and complete the following:

Railroad Name	No. and Type of Tracks (Main or Switching)	Type of Warning Devices*	No. of Trains Per Day	Railroad Width of Crossing at Rt. Angles
<u>N/A</u>	<u></u>	<u></u>	<u></u>	<u></u>

*Include a sketch showing location of railroad protective devices from the edge of roadway and to the nearest track.

f. **Contiguous Sections** - Describe the existing typical sections at each end of the proposed improvement including number of travel lanes, turning lanes and parking lanes, lane widths and roadway width (f-f of curbs or e-e of shoulders), and sidewalk width.

Hamilton Road is four lane section with curb and gutter and storm sewers both west of Bunn Street and east of Commerce Parkway. The travel and turning lanes along Hamilton Road are 11 feet wide. On either side of Morrissey Drive, Hamilton Road transitions to having an extra left turn lane. To the west Morrissey Drive, there is no median treatment, but the east there is a 15-foot raised median with grass parkway and roadway lighting structures. West of Morrissey Drive the four-foot sidewalk is located on the south side of the roadway and a 10-foot mixed use path is located along the north side. East of Morrissey Drive, the mixed use path is 13 feet wide and located on the south side of Hamilton Road. East of Bunn Street and Hamilton Road intersection, Hamilton Road becomes Rhodes Lane, which is a two-lane rural highway.

2. Proposed Improvement

a. Discuss the purpose and need of the project:

The anticipated letting date of this project is November 2020. The purpose of the Hamilton Road Extension Project is to provide a safe, efficient, and continuous east-west transportation linkage along the Hamilton Road corridor from Bunn Street to Morrissey Drive (US 150). Currently a 3,000 foot gap lies between the east and west sections of Hamilton Road at Commerce Parkway (east) and Bunn Street (west). Under existing conditions, east-west movements rely on Veterans Parkway to the north and Rhodes Lane to the south. The adjacent sections of Veterans Parkway are nearing capacity. Rhodes Lane is a geometrically substandard roadway that forces a series of inefficient turns on Morrissey Drive to reach the eastern portions of Hamilton Road. Constructing this section of Hamilton Road would also allow for the closure of the Rhodes Lane and Morrissey Drive intersection, which has one of the highest crash rate locations in the city.

b. What design guidelines will be used for the proposed improvement? (Check One)

- Rural (BLRS Manual Chapter 32)
- Urban (BLRS Manual Chapter 32)
- Suburban (BLRS Manual Chapter 32)
- 3R Guidelines (BLRS Manual Chapter 33)

- Bicycle Guidelines (BLRS Manual Chapter 42)
- Pedestrian Guidelines
- Other:

Functional Classification: Arterial Collector Local Road Other _____

Terrain: Level Rolling

Regulatory or Posted Speed Limit: 35 Design Speed: 35

- c. Describe type of work to be accomplished by the improvement. Discussion should include width of proposed travel, parking, bicycle and turning lanes, sidewalks, shared-use paths, guardrail, traffic control devices, drainage items (including storm sewer outfalls), alignment changes, railroad work, utility adjustments, intersection improvements, side slopes and clear zones. Specify the e max for horizontal curves. Attach typical sections, plan and profile sheets, and intersection design studies when applicable.

Currently, east-west travel from Bunn Street to Morrissey Lane is inefficient and unsafe. The extension of Hamilton Road from Bunn Street to Commerce Parkway remove traffic from substandard Rhodes Lane and provide a more direct east-west arterial. The new section of road will be located in the urban area. The proposed cross section includes four 11-foot through lanes, a 12-foot two-way left turn lane to allow safe access along the arterial for future economic growth. The improvement will consist of connecting Hamilton Road from Bunn Street to Morrissey Drive with a five lane section, and B-6.18 curb and gutter. Behind the proposed curb and gutter on the north side of the roadway there is a 5'-11" parkway, and 10-foot multiuse path, and a 2-foot grass shoulder before reaching the proposed ROW. Behind the proposed curb and gutter on the north side of the roadway there is a 5'-5" parkway, and 5-foot sidewalk, and a 6-inch grass area before reaching the proposed ROW.

The intersections of Hamilton Road with Bunn Street and Commerce Parkway will be reconstructed or realigned as part of the improvements. Traffic signals will be proposed at Bunn Street while the Commerce Parkway is proposed as a two-way stop controlled intersection until traffic signal warrants are met. The south and east legs of the intersection of Hamilton Road and Morrissey Drive will be improved but the north and west legs of the intersection will remain, or encounter, minor improvements behind the curb.

The horizontal curves along Hamilton Road will remain in a normal crown condition that meets low speed urban design criteria.

The improvements will cross the Norfolk Southern (NS) Railway. The NS facilities in this area include a single main track and several siding tracks. The siding tracks will be relocated and the proposed roadway cross section will cross the single main track with an at-grade crossing. The at-grade crossing is proposed to be equipped with gates and barrier median as well as pedestrian gates and flashers for the sidewalk and multiuse trail. The NS ROW will not be moved for the time being. All railroad work will be performed as a design build process with the Norfolk Southern.

Proposed water main and roadway lighting will be constructed along this corridor as part of the improvements. The roadway lighting mast arms will be attached to the relocated power poles per the City franchise agreement with Ameren and Corn Belt. Federal funds will not be used for the lighting design or construction due to the use of the franchise agreement. All future maintenance will be covered by the electric company. The utility will design the luminaire system as a part of the relocation project per the franchise agreement. IDOT will review the lighting design at the intersection of US 150 (Morrissey Drive) and Hamilton Road.

There are no proposed guardrails, parking lanes, or bicycle lanes anywhere along the project. Obstruction free zones for all relevant roads is 1.5 feet from the face of the curb. Traffic signal post locations are provided in the design drawings and a 3 ft. obstruction free zone is maintained through the intersections at the radius locations. The minimum 2 ft. buffer for the sidewalk and 5 ft. buffer for the shared use path are also provided. The utility poles that the proposed luminaire arms are to be placed on are to be placed in the middle of 6'-5" parkway between the back of curb and sidewalk on the south side of Hamilton Road. Assuming the poles are 3' diameter, the edge of the power pole would be 1.71' from either the back of curb or front edge of sidewalk. This places the utility pole 2.21' from the face of curb or approximately 2.5" outside of the obstruction free zone.

All overhead electrical lines along Rhodes Street will be relocated due to the road expansion. However, the natural gas underground substation in the southeast quadrant of the Hamilton and Bunn intersection is intentionally avoided, and the underground utilities will be relatively unaffected.

The intersection of Hamilton Road with Bunn Street will be reconstructed as part of the improvements. Due to the expected increase in through Hamilton Road vehicles, as well as Hamilton Road traffic signal spacing, the existing four-way stop control will be replaced by a traffic signal based on signal warrants 1B and 6. As an extension of the intersection reconstruction, improvements will also be made to Bunn Street beginning approximately 400 feet south and ending 400 feet north of Hamilton Road. Bunn Street is currently a two lane collector road with a rural cross section. Bunn Street will be expanded to include a left turn lane and all three lanes will be 11 feet wide. The improved Bunn Street cross section will have B-6.18 curb and gutter and a 5-foot wide sidewalk on both sides of the road.

The intersection of Hamilton Road with Commerce Parkway will be reconstructed as part of the improvements. However, proposed improvements to Commerce Parkway do not extend beyond this intersection. It is projected that by 2041 this intersection will require a traffic signal in accordance with signal warrant 1B. Therefore, improvements to the intersection of Hamilton Road at Commerce Parkway will maintain the existing two way stop control and make accommodations for a traffic signal to be placed when warranted.

Between Commerce Parkway and Morrissey Drive, roadway widening is proposed to create a five lane cross section with 11-foot through lanes and a 12-foot two-way left turn lane similar the new construction. The cross section will also include construction of a B-6.18 curb and gutter and 5-foot sidewalk separated from the back of curb by a grass parkway. The 10-foot multiuse path on the north side of the roadway will generally remain in place.

The south and east legs of the intersection of Hamilton Road and Morrissey Drive will be improved but the remainder intersection will remain similar to the existing condition. On the south leg of Morrissey Drive, the left turn lane will be lengthened and the road will taper out at a ratio of 11:1 to create an 11 foot wide right turn lane. Sidewalk will be built on either side of the Morrissey Drive to provide better connection to Constitution Trail. On the east leg of Hamilton the westbound left turn lane will be lengthened by removing a portion of the raised parkway median.

Evaluation of the existing drainage patterns shows that between Bunn Street and the proposed Rhodes Lane intersection surface water will flow to the Tri-Lakes system via an unmarked water of the US that crosses the proposed Hamilton Road alignment at approximately station 27+50. The existing crossroad culverts are currently undersized and cause minor flooding during large storm events. These culverts will be improved in order to reduce the occurrences of minor flooding for residents along the south side of proposed Hamilton Road. Additionally, a small local detention basin will be constructed in the proposed southwest quadrant of the Hamilton Road and Rhodes Lane intersection.

The trunk line storm sewer for Hamilton Road west of the at-grade railroad crossing will be on the north side of the roadway and be fed by inlets on either side of the road. East of the at-grade crossing, the existing drainage system will be maintained to the standard and storm frequency it was originally designed for by the City of Bloomington.

Beginning at the Hamilton Road and Bunn Street intersection, water will be conveyed eastward along Hamilton road through a 48 inch trunk line storm sewer, which is an extension of the existing condition. The 48" trunk line will continue east and drain towards the marked Water of the U.S. that crosses Hamilton Road at approximately station 27+50. The stream drains north towards Tri-Lakes, and, similar to the existing condition, will cross proposed Hamilton Road through a 42" culvert and a 54" culvert. A local detention basin will be constructed just south of the new Hamilton Road and Rhodes Lane intersection and roadway water between the aforementioned culverts and station 38+00 will drain to the basin. From the detention basin, water will be conveyed eastward along Rhodes Lane through a 24-inch storm sewer. A 54-inch culvert with a drop structure will be situated at the end of Rhodes Lane just before the cul-de-sac. After station 38+00, water flows north east in a 12" storm sewer system towards culverts conveying water in the existing railroad ditch. These 12-inch culverts are situated 1 foot above the existing ground level to maintain the wetlands. Drainage past the Hamilton Road and Commerce Parkway intersection will use the existing storm sewer system.

See exhibit in Attachment 18 for a depiction of the proposed concept drainage system.

In the existing condition, Rhodes Lane begins as the east leg of the Bunn Street and Hamilton Road intersection. After construction, Rhodes Lane will be relocated and intersect Hamilton Road approximately 1500 feet east of the Bunn Street intersection. The reconstructed Rhodes Lane will begin at a T intersection with Hamilton Road and ease back into its original alignment through a 340-foot radius horizontal curve with normal crown. Rhodes Lane will be constructed with 13-foot travel lanes, a 1-foot painted median, B-6.18 curb and gutter, 5-foot sidewalk along the north side of the roadway, and a 10-foot multiuse path along the south side for approximately 700 feet east of the intersection with Hamilton Road. There will be a 600 foot gap in the reconstruction of Rhodes Lane between stations 308 and 315. The existing Rhodes Lane ROW will not be vacated. The ROW will be maintained for utility purposes and the roadway pavement will only be sporadically removed to discourage vehicles from using it. Access to all residential and commercial lands will be maintained. Then Rhodes Lane will be ended with a cul-de-sac just beyond the old Scadware building. The cul-de-sac will include 5-foot sidewalk around it. The current intersection of Rhodes Lane and Morrissey Drive is unsafe. Therefore, the reconstruction

of Rhodes Lane will end at the cul-de-sac, and the intersection with Morrissey Drive will be closed by placing curb and gutter along Morrissey Drive.

- d. Discuss items affecting improvement such as hazardous mailbox supports, parking and truck restrictions, mail delivery from traffic lanes, justification (including warrants) for multi-way stop signs, traffic signals and other traffic control and railroad protective devices, stage construction, nearby airports, and additional lighting:

Mail delivery will not occur on the new section of Hamilton Road immediately after construction. However, after the expected land development along that road takes place, mail delivery will use the outer traffic lane. This should not create much of a disturbance because traffic can temporarily pass the mail truck on the adjacent through lanes. Access to mailboxes will be maintained during each stage of construction. During stages where the southern half of the roadway is under construction the contractor will be required to relocate existing mailboxes to the edge of constructed traveled way or provide a temporary, central location for all mailboxes with private space for each individual address. On Rhodes Lane, mail can be delivered from the through lane or using the existing shoulders. This should not greatly affect traffic due to Rhodes Lane being a low volume local road. Mail delivery will be maintained during construction.

There are no airports or hazardous mailbox supports near any of the construction sites. Trucks are allowed on all roadways involved in this project. There are no proposed or existing parking lanes.

The project includes a proposed at-grade railroad crossing with the NS tracks and Hamilton Road. The Hamilton section at the crossing will include a 16 foot wide median with crossing gates and cross bucks. A traffic signal will be installed at the intersection of Bunn Street and Hamilton Road in accordance with warrants 1B and 6 to provide drivers with a consistency throughout the corridor. All other major interactions between Veterans Parkway and the State Farm Campus along Hamilton Road have traffic signals including Veterans Parkway, Morris Avenue, Main Street, Morrissey Drive, and Mercer Avenue. Staged construction to maintain access to residents and businesses along Hamilton Road and Rhodes Lane will be necessary. The new alignment section of Hamilton Road will be constructed first with the reconstruction section of Hamilton Road being built next. The reconstruction section will be built in two stages with tie-ins to Rhodes Lane and the new alignment taking place in stages. Street lighting will be added to all relocated electrical poles and on the traffic signal poles at the Bunn Street intersection.

- e. Identify each aspect to be constructed at less than the design guidelines and provide a clear description of required design variances and appropriate justification. (BLRS Manual Section 27-7). If a design variance is required, include a copy of the approved BLR 22120 form as an attachment.
1. Stop bars on Bunn Street at the intersection of Bunn Street and Hamilton Road are farther than 30 feet from the opposing through edge of pavement to accommodate design vehicles.
 2. The 95th percentile queueing lengths for the through lanes at the intersection of Hamilton Road at Bunn Street are longer than the left-turn lanes in all directions. This is accepted as a common condition in urban areas and mitigated by painted medians.
 3. The northbound and southbound left turn lanes are half-sheltered to reduce the Bunn Street construction limits, which is a common urban condition.
 4. The auxiliary eastbound left turn lane is blocked by queuing on the through lanes at the intersection of Hamilton Road at Commerce Parkway because a raised median is required for the at grade railroad crossing on Hamilton road just west of Commerce Parkway.
 5. An 8:1 taper is used for the eastbound left turn lane. The eastbound left turn taper was reduced to the AASHTO minimum to provide as much storage distance as possible given the location of the railroad crossing.
 6. The driveway width at stations 505+92.58 and 505+98.62 along Morrissey Drive is wider than 35 feet in order to match the existing entrance width at the ROW.
 7. LOS E is shown on Hamilton Road. The capacity analysis was completed using a pretimed traffic signal per direction from the IDOT D5 Geometrics Engineer. The intersection will be actuated and coordinated in real world conditions, which will significantly improve the expected operations.
 8. The 95th percentile through lane queues at Hamilton and Morrissey block auxiliary turn lane access, but painted medians have been proposed to mitigate that occurrence.
 9. The northbound right turn lane at Hamilton and Morrissey is shorter than the 95% queue in the AM for the pretimed signal timings, but is expected to house the 95% queue for an actuated, coordinate signal timing.

f. Current estimated cost of proposed improvement?

Cost of Improvements	
Improvement Type	Cost (\$ million)
<i>Hamilton Road</i>	6.75
<i>RR at Grade Crossing</i>	1
<i>Land Acquisition</i>	1
<i>Phase 2 Design</i>	0.55846
Total Federal Funding	9.31
<i>RR Relocation</i>	4
Total Cost	13.31

g. Analyze the need for accommodating pedestrians, bicyclists and the handicapped. When applicable, describe the facilities to be provided for pedestrians and bicyclists. Discuss the ADA accessibility and maximum longitudinal grade of these facilities. (BLRS Manual Chapter 41)

Bicyclists will be accommodated with the shared use path on the north side of Hamilton Road. Pedestrians will be able to use either the shared use path or the sidewalk on the south side of Hamilton Road. Pedestrian signal heads and push buttons are shown on the plan and profile sheets. The push buttons will be placed 10' apart per PROWAG. All facilities are proposed to meet PROWAG requirements. The maximum longitudinal grade should be less than 5 percent and all crossings for the shared use path and sidewalk will have ADA ramps with detectable warnings. IDOT District 5 will review and approve the locations of the pedestrian heads, push buttons, and ramps again during Phase II

Sidewalks/Shared-Use Paths:

Maximum 2% crosslope: Yes No Not Applicable

ADA ramps with detectable warnings at street intersections: Yes No Not Applicable

If no, provide justification.

h. Discuss any proposed improvements being considered in adjacent segments including the anticipated construction startup date of these improvements.

No other work in adjacent segments has been identified at this time.

3. Crash Analysis (BLRS Manual Section 22-2.11(b)(9))

a. Summarize crash data for the past five years, including a spot map or a location map showing crash locations when possible. Detail the types of crashes and include collision diagrams, if possible, especially at cluster sites. Give the source of this data.

Crash reports were analyzed for the period between 2010 and 2014. Most of the crashes (70%) occurred at the intersection of Hamilton Road and Morrissey Drive and the intersection of Rhodes Lane and Morrissey Drive. In total there were 66 crashes with in the project limits from 2010 to 2014. Five were A injuries, eight were B injuries, seven were C injuries, and 46 crashes did not involve any injuries. None of the crashes resulted in a fatality. See Attachment 9 for a Spot Map of the crashes. The crash analysis was not updated as there have been no changes to the conditions that would result in changes to the crash patterns.

- b. Analyze available crash data including results of field check. Discussion should include high crash locations, critical wet weather sites, and other crash patterns. If the data is inconclusive, make a statement to that effect.

The intersection of Rhodes Lane and Morrissey Drive was the highest crash location. Twenty-one of the thirty-one crashes that have occurred at this location between 2010 and 2014 involved a vehicle that was attempting to turn left onto Morrissey Drive from Rhodes Lane (EB to NB movement). Compromising weather was not a significant factor.

The intersection of Morrissey Drive and Hamilton Road had fifteen crashes in the 5 year period. Six of the crashes were rear end collisions of vehicles traveling north or south along Morrissey Drive. Weather and directionality (northbound vs. southbound) did not have an influence in the rear end collision trend at the intersection, so it is likely related to the traffic signal induced speed differential.

- c. Describe how the proposed project will address any crash issues.

The collisions at Rhodes Lane and Morrissey Drive will be remedied by removing the intersection. A cul-de-sac is proposed on Rhodes Lane and the thru traffic will instead take Hamilton Road to Morrissey Drive. The existing eastbound to northbound turning movement at the intersection will be eliminated as part of the proposed improvements. For the eastbound to northbound movement, the proposed Hamilton Road pavement will connect motorists to the signalized intersection at Morrissey Drive and provide a safer alternative for the northbound movement.

The rear end collisions at the intersection of Morrissey Drive and Hamilton Road may result from the large difference in major and minor road ADT. The rear end collisions are from vehicles traveling northbound and southbound on Morrissey Drive who may not be expecting to slow or stop because existing Hamilton Road isn't expected to have a green ball condition. Adding the connection of Hamilton Road from Bunn Street to Commerce Parkway will increase the eastbound and westbound traffic volumes. This should increase driver awareness for braking on Morrissey Drive as red lights become more frequent.

4. Right-of-Way

- a. Describe the right-of-way taking, including the total acreage required for each of the following categories: ROW, permanent easements, temporary easements and temporary land use permits. Include the width of taking, number of property owners, acreage of right-of-way and/or easements, character of land; i.e., farm, residential, commercial or publicly owned properties, anticipated impacts to properties that remain, and location of any improvements with respect to required right-of-way. Discuss any impacts on setbacks required by zoning.

Right-of-Way (ROW), permanent easement, and/or temporary easement will be required from 34 properties. Additional ROW needed for the project is about 4.2 acres. An additional 0.3 acres is needed for permanent easement from NS Railroad and 2.5 acres for temporary easement. A small section of farmland will be needed for the cul-de-sac at the end of Rhodes Lane. Residents along Rhodes Lane will have minor impacts from land acquisition, most of it on the corner of Rhodes Lane and Bunn Street. Businesses at the intersection of Hamilton Road and Commerce Parkway will be affected with corner ROW takes or temporary construction easements. The temporary construction easement will continue along the entire south side of the roadway to facilitate the construction of sidewalk. At the intersection Morrissey and Hamilton, the proposed ROW will be purchased to ensure that existing multiuse path is entirely on City owned property.

Parcel#	PIN	Property Address	Property Class	EX ROW	TE
				N/A	N/A
					TE 1 = 30.54 SF; TE 2 = 68.30 SF
100	21-16-276-008	1902 Main Street	Improved Commercial	8,090.45 SF	
101	21-16-426-010	None	Farmland		
	21-16-426-011	2305 Bunn	Improved Commercial	850.87 SF	N/A
				7,133.04 SF & 2,449.97 SF of EX Easement	
102	21-16-426-006	2307 Bunn	Improved Commercial		3,355.65 SF
103	21-15-301-005	None	Farmland	N/A	3,908.23 SF
104	21-15-151-013	502 E Hamilton Road	Improved Lots	N/A	771.89 SF
105	21-15-151-014	2102 Bunn	Vacant Residential Lots-Land	N/A	1,834.76 SF
106	21-15-151-017	None	Vacant Commercial Lots-Land	N/A	325.32 SF
	21-15-152-009	None		N/A	4,479.24 SF
107	21-15-152-006	512 E Hamilton Road	Improved Commercial	N/A	3,081.18 SF
108	21-15-302-001	511 E Hamilton Road	Improved Lots		
	21-15-302-002	None	Improved Lots		
	21-15-302-003	517 E Hamilton Road	Improved Lots		
	21-15-302-004	519 E Hamilton Road	Improved Lots	N/A	N/A
109	21-15-302-008	521 E Hamilton Road	Improved Lots	N/A	3,529.58 SF
110	21-15-152-007		Vacant Commercial Lots-Land	N/A	N/A
111	21-15-326-002	1409 Rhodes Lane	Farmland		
	21-15-326-003	1 Jeremiah Lane	Improved Commercial		
	21-15-326-004	2 Jeremiah Lane	Improved Commercial	N/A	TE 1 = 5,866.08 SF; TE 2 = 4,727.41 SF
112	21-15-177-004		Vacant Commercial	N/A	3,243.84 SF
					TE 1 = 5,880.08 SF; TE 2 = 3,872.43 SF
113	21-15-177-011	1508 Rhodes Lane	Improved Commercial	N/A	
114	21-15-177-009		Farmland	N/A	1,516.34 SF
115	21-15-252-001	1602 Rhodes Lane	Improved Commercial	N/A	N/A
					TE 1 = 1,877.80 SF; TE 2 = 1,821.33 SF
116	21-14-300-013		Farmland	N/A	
117	21-15-504-001		Railroad ROW		
	21-15-503-001			N/A	TE 1 = 476.26 SF; TE 2 = 2,386.19 SF
118	21-15-179-006	1706 E Hamilton Road	Improved Commercial	N/A	TE 1 = 2,426.98 SF; TE 2 = 4,205.20 SF
119	21-15-178-001	1707 E Hamilton Road	Improved Commercial	N/A	1,463.06 SF
120	21-15-176-002	1628-1630 Commerce Parkway	Improved Commercial	N/A	139.57 SF
	21-15-176-004	1707 E Hamilton Road	Improved Commercial	N/A	2,883.66 SF
121	21-15-253-001	1715 E Hamilton Road	Improved Commercial		
	21-15-253-002	1719 E Hamilton Road	Improved Commercial	N/A	172.86 SF
122	21-15-253-003	1721 E Hamilton Road	Improved Commercial		

b. Are any residents, businesses or farms to be displaced? Yes No

If yes, describe the number and type of displacements anticipated and mitigation that will be taken to provide relief for this impact on an attached sheet.

5. Prime Farmland (BLRS Manual Section 20-10)

- a. If the project requires more than 3 acres/mile (0.75 hectares/kilometers), 10 acres (4 hectares) for a non-linear improvement, or the project ROW is not contiguous to the existing ROW, contact the Illinois Department of Agriculture and attach results of the coordination and summarize the results below.

This project does not require more than 3 acres/mile so coordination with the Illinois Department of Agriculture will not be necessary.

- b. The project requires consultation with the Natural Resource Conservation Service., Form AD-1006 has been completed and submitted to the local office of NRCS. The completed AD-1006 form is attached.
- The impact of this project on farmland conversion has been evaluated in accordance with the requirements of the US Natural Resources (NRCS). The project will cover 3 acres or less of farmland per mile (0.75 hectares or less of farmland per kilometer) and the conversion will not result in more than minor impacts. Accordingly, the project conforms to the general form AD-1006 prepared by NRCS. Therefore, further coordination with NRCS on this project will not be necessary.

6. Floodplain Encroachment (BLRS Manual Section 20-7)

Does the proposed work cross or encroach upon a 100-year floodplain, including a regulatory floodway?

Yes No

If yes, summarize the location hydraulics study, regulatory floodway restrictions, the effect of any encroachment (including a comparison between existing and proposed conditions) and the effect of over-the-road flow on the proposed transportation facility. Attach any available floodplain maps.

IDNR/OWR's jurisdiction over floodway construction activities in urban areas is for mapped FEMA Special Flood Hazard Areas with a drainage area greater than 1.0 square miles. Hanson has estimated that the drainage area is 0.40 square miles which was confirmed by USGS StreamStats. This location is also not mapped by FEMA as a Special Flood Hazard Area. Therefore, no coordination with IDNR/OWR is required.

See Attachment 12 for the FEMA floodplain map.

7. Phase I & II NPDES Storm Water Permit Requirements (BLRS Manual Section 7-4.01)

Will the project involve soil disturbance of 1 acre (0.4 hectares) or more?

Yes No

If yes, the project must comply with the Phase II NPDES Storm Water Permit Requirements.

8. "404" Permit (BLRS Manual Section 7-4.02)

Does this project involve waters regulated by Section 404?

Yes No

If yes, what type of 404 permit is required? Nationwide Individual Regional None

Attach a copy of any 404 permit authorization and/or coordination letters with the Corps of Engineers.

If an individual Section 404 permit is required, please notify the Illinois Department of Transportation district office before submitting the application.

The project is anticipated to be authorized under Nationwide Permit No. 14 – Linear Transportation Crossings – because it is an activity associated with the construction, expansion, modification, and improvement of a linear transportation project in waters of the U.S., and it will not cause the loss of greater than 0.5 acre of waters of the U.S. A Section 404 permit application will be submitted during the design phase and authorization will be received prior to project letting.

9. Special Waste (BLRS Manual Section 20-12)

- a. Following the special waste assessment screening criteria shown on Figure 20-12A of the BLRS Manual, is Preliminary Environmental Site Assessment (PESA) required?
 Yes No
- b. Is work being done on property in the name of the state or are contract plans being prepared by the state?
 Yes No
- c. If a PESA is required for either state or local ROW, did the PESA results determine that the project has Recognized Environmental Conditions (REC's) for special waste?
 Yes No

If the PESA results determine that the project contains REC's, describe how the special waste is proposed to be handled (including if a Preliminary Site Investigation (PSI) is required).

A PESA was completed for the State portion of the project along US 150 on December 15, 2016. According to the IDOT memorandum dated December 19, 2016, six RECs were identified along the project. A PSI was completed for the State portion of the project on June 12, 2017. Based on the recommendations of the PSI report, impacted soil was identified at PESA Site 3311-7 (Commercial Building) and PESA Site 3311-10 (Norfolk and Southern Railroad). The impacted soil would be classified as non-special waste. The Special Provision and pay items will be included in the contract documents. The contractor shall be responsible for hiring an environmental firm with at least five documented leaking underground storage tanks cleanups or that is pre-qualified in hazardous waste by the IDOT to remediate the soil contamination and monitor for worker protection. Any waste generated as a special waste or waste not certified as a non-special waste from this project should be manifested off-site using the generator number associated with McLean County. The project was cleared for special waste on June 21, 2017. See PESA memorandum, PSI memorandum and special waste clearance in Attachment 12.

A PESA was completed for the local agency portion of the project on March 5, 2019. According to the PESA, three RECs were identified along the project: Site 3 (512 Hamilton Road), Site 5 (area north of Hamilton Road and west of railroad track) and Site 8 (1627 Commerce Parkway). A PSI will be completed for the local portion of the project prior to the project being included on a letting.

10. Environmental Survey (BLRS Manual Section 20-2)

Whenever a project involves land acquisition (including easements), any in-stream work (including drainage structure run-around), is located within or adjacent to historic properties listed in (or eligible for) the National Register of Historic Places, a bridge on the historic list, is near wetlands, or known locations of threatened or endangered species, the Environmental Survey Request Form should be submitted early in the project development phase.

- a. Wild and Scenic Rivers - If this project crosses or affects a river on the National Wild and Scenic Rivers System or a river listed in the Nationwide Inventory of Rivers with potential for inclusion on the system, include coordination between the National Park Service and the Bureau of Design and Environment (BDE).
 Involvement No Involvement
- b. Wetlands - Does the proposed work impact the use of regulatory wetlands?
 Yes No

If yes, indicate how the wetlands will be migrated. Banking Accumulation On-site Other

The project would impact a total of 0.04 acre of marsh wetland at Sites 2 and 3. A total of 0.08 acre of wetland credit was deducted from the LaGrange Wetland Bank to mitigate the wetland impact. Wetlands were cleared for letting on February 2, 2019. See Attachment 12.

- c. Archaeological and Historical Preservation Include results of coordination. Does the project impact an archaeological or historic preservation site?

Yes No

If yes, describe any required documents.

See Attachment 12.

- d. Threatened or Endangered Species – Does the project impact any endangered species or plants?

Involvement No Involvement

Include copy of biological resources memorandum or signoff by BDE and/or IDNR.

Based on the Natural Resources Review dated January 12, 2017, the proposed improvement is not likely to adversely affect the Indiana bat or the northern long-eared bat provided the following conservation measure is implemented: trees three inches or greater in diameter at breast height will not be cleared from April 1 through September 30. See Attachment 12.

A bridge/structure assessment for signs of bats was conducted on November 4, 2017, and no signs were observed. Bridge assessments for signs of bats are valid for one year. Expired assessments will be updated prior to the start of work on the bridge. See Attachment 12.

- e. Stream Modification and Wildlife Impacts - Include copies of any correspondence between BDE and IDNR or U.S. Fish and Wildlife Service. Attach copies of any additional coordination between local agency and IDNR or U.S. Fish and Wildlife Service whenever required as a result of biological review by BDE. Address any proposed mitigation measures.

Involvement No Involvement

11. **Section 4(f) Lands (BLRS Manual Section 20-3)**

- a. Does this project require any right-of-way, including temporary construction easements, from a publicly owned park, recreational area, wildlife and waterfowl, or any historic site in or eligible for the National Register of Historic Places?

Yes No

- b. If yes, what type of the Section 4(f) involvement has been completed?

Section 4(f) de minimis Standard Section 4(f) Temporary Occupancy None

12. **Air Quality (BLRS Manual Section 20-11)** Check One:

- a. This project is in an attainment area.

Projects within a portion of a nonattainment area for which the Chicago Metropolitan Agency for Planning (CMAP) is the MPO.

This project is included in the _____ (transportation plan) and in the Transportation Improvement Program (TIP), endorsed by the _____, the region's Metropolitan Planning

Organization. The _____ (transportation plan) was found to conform by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on _____.

The TIP was found to conform by FHWA on _____ and by FTA on _____.

- Projects within a nonattainment area served by a Metropolitan Planning Organization other than CMAP.

This project is included in the Long-Range Transportation Plan and in the _____ Transportation Improvement Program (TIP) endorsed by _____, the Metropolitan Planning Organization (MPO) for the region in which the project is located.

On _____ the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the Long-Range Transportation Plan conforms with the transportation-related provisions of the Clean Air Act Amendments of 1990. The FHWA and the FTA determined on _____ that the TIP conforms with the Clean Air Act Amendments. These findings were in accordance with 40 CFR Part 93, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and projects Funded or Approved Under Title 23 USC or the Federal Transit Act."

The project's design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this project conforms to the existing State Implementation Plan and the transportation-related requirements of the 1990 Clean Air Act Amendments.

b. Mobile Source Air Toxics (See BDE PM 52-06)

This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxic concerns. Consequently, this effort is exempt from analysis for MSATs.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in VMT, FHWA predicts MSATs will decline in the range of 57 to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

c. Construction-related Particulate Matter

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. (Equipment-related particulate emissions are usually insignificant when equipment is well maintained.) The potential air quality impacts will be short-term, occurring only when demolition and construction work is in progress and local conditions are appropriate.

The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

The Department's *Standard Specifications for Road and Bridge Construction* include provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this project will not cause any significant, short-term particulate matter air quality impacts.

d. Project-level Hot Spot Analysis. Check One:

- This project is in an attainment area and does not require a hot spot analysis.

- This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1).
Due to

it has been determined that the project will not cause or contribute to any new localized PM_{2.5} or PM₁₀ violations or increase the frequency or severity of any PM_{2.5} or PM₁₀ violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

- This project is in a non-attainment or maintenance area and is a project of air quality concern. Therefore, a qualitative hot spot analysis is required. See Attachment _____ .

e. **COSIM**

Are through lanes or auxiliary turn lanes being added with this project?

- Yes No

If yes, has a COSIM pre-screen analysis been completed?

- Yes No

If yes, pre-screen analysis is attached as Attachment _____ .

If no, explain why an analysis has not been performed. Per the terms of the IDOT-IEPA Agreement on Microscale Air Quality Assessments, the project is exempt from CO analysis because the highest design-year approach-volume is not greater or equal to 5,000 vph or 62,500 ADT on the busiest leg of any intersection.

If yes, did the COSIM pre-screen analysis pass or fail? Pass Fail

If the COSIM pre-screen analysis failed, a full COSIM analysis would be required.

13. **Noise (BLRS Manual Section 20-6)**

- The referenced project meets the criteria for a Type III project established in 23 CFR Part 772. Therefore, the proposed project requires no traffic noise analysis or abatement evaluation. Type III projects do not involve added capacity, construction of new through lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source.
- Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are not likely to be implemented based on preliminary design. The proposed project is anticipated to have traffic noise impacts, but the noise barriers studied in the Traffic Noise Technical Report in Attachment 12 do not meet the feasibility and reasonableness criteria. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be modified or removed from the project plans. A final decision on the installation of abatement measure(s) will be made upon the completion of the project's final design and the public involvement process.

If this project involves a new alignment, additional lanes, or involves a significant alignment change, attach a traffic noise analysis. See the Draft Traffic Noise Technical Report in Attachment 12.

14. Work Zone Transportation Management Plans

Does the project intersect or follow a state route?

Yes No

Is the state or local route considered a significant route?

Yes No Not Applicable

If yes, describe how the Work Zone Transportation Management Plan is being implemented.

15. Complete Streets (BLRS Manual Chapter 10)

Does the project include the addition of a travel, turning, or bi-directional turn lane on a state highway?

Yes No

If yes, describe how the Complete Streets Law requiring accommodating bicyclists on a state route apply.

The project includes adding a northbound right turn on Morrissey Drive (US 150). Bicycles are not currently accommodated on Morrissey Drive south of the intersection with Hamilton Road. As a part of this project, it is proposed to add sidewalk accommodations along Morrissey Drive within the project limits.

16. Maintenance of Traffic (BLRS Manual Section 22-2.11(b)(9))

Discuss how vehicle traffic and pedestrians will be accommodated during construction, including the impacts of any road and/or sidewalk closure. If the road will be closed, include information concerning location of alternate routes, their ability to handle the additional traffic (street width, number of traffic lanes, structural adequacy, etc.), and the amount of adverse travel. When a marked detour route will be provided, include coordination with appropriate agencies, a description of the adverse travel, and include a map showing the alternate routes or marked detour in the report.

Stage 1 will include the sections of Hamilton Road and Rhodes Lane that are not along existing alignments. The limits for Stage 1 are roughly from the proposed intersection with Rhodes Lane to the intersection with Commerce Parkway. During Stage 1, residential and business access along Rhodes Lane will be similar to the existing condition.

Stages 2 and 3 will construct the portions of proposed Hamilton Road on existing Rhodes Lane alignment half at a time. During either of these stages, Hamilton Road east of Commerce Parkway will be widened to the south in order to provide the proposed 5-lane cross section. At the end of these stages, the new alignment segment and the existing alignment segment will be connected to create proposed Hamilton Road.

Stage 4 will construct Bunn Street with full closures on either side of Hamilton Road. Traffic will be detoured to Main Street at Lafayette Street and Woodrig Road.

Stage 5 will construct the segments of Rhodes lane on existing alignment, the cul-de-sac, and all work along Morrissey Drive.

Access to driveways for businesses and residential properties will be maintained at all times via temporary driveways or, for those wider than 16 feet, driveways will be constructed half at a time.

See Attachment 17 for the detour map.

17. Public Involvement (BLRS Manual Chapter 21)

- a. Summarize public informational meetings, formal public hearings, property owner signoffs, council or board meetings, media coverage, and personal contact with public. Include copies of newspaper advertisements, letter to property owners, public comments, and documents showing all public comments have been addressed.

A public meeting was held on September 22, 2016 from 5:00 p.m. to 7:00 p.m. at the Prairie Vista Golf Course Club. Sixteen (16) people signed in to the meeting, and four (4) comment forms were left. There were no negative comments recorded. The Pantagraph newspaper advertisement (on September 2, 2016 and September 16, 2016), comment forms, and meeting exhibits are in Attachment 14.

The final public meeting will be held on March 14, 2019 from 5:00 p.m. to 7:00 p.m. at the Prairie Vista Golf Course Club House. The pre-final Project Development Report will be at the meeting for review by the public. The Pantagraph newspaper advertisement (on February 21, 2019 and March 4, 2019), comment forms, and meeting exhibits are in Attachment 14.

No responses to comments were provided because all comments received were positive in nature.

Local bicycle clubs and advocacy groups, such as Friends of the Constitution Trail, were among the organizations represented at the two public meetings. In 2017, the Blooming Streets Master Plan, which contains the proposed cross section and multiuse path for this project, was approved.

The table below also shows a list of the organizations that approved the Bloomington Bicycle Master Plan in 2015.

Organizations	Yes/No
McLean County Regional Planning Commission	Yes
Local Municipalities	Yes
Park or Forest Preserve Districts	No
Local Bicycle Clubs, Advocacy Groups	Yes
Bike BloNo	
McLean County Wheelers	
League of Illinois Bicyclists	
Friends of the Constitution Trail	
Ride Illinois	No
Illinois Department of Natural Resources	No
Trails for Illinois	No

- b. Has any opposition been expressed toward the improvement?

Yes No

If yes, briefly discuss the type and extent of opposition.

- c.

If yes, discuss how the opposition has been addressed with the property owners?

18. **Coordination: LA-IDOT-FHWA (BLRS Manual Section 22-1.02)**

Have there been any coordination meetings for this project? Yes No

If yes, list the date(s) of the coordination meeting(s) below and attach coordination meeting minutes in the report.

19. **Other Coordination**

Attach results.

20. **Summary of Commitments**

1. The Special Provision and pay items resulting from the State PSI will be included in the contract documents. The contractor shall be responsible for hiring an environmental firm with at least five documented leaking underground storage tanks cleanups or that is pre-qualified in hazardous waste by the IDOT to remediate the soil contamination and monitor for worker protection. Any waste generated as a special waste or waste not certified as a non-special waste from this project should be manifested off-site using the generator number associated with McLean County.
2. A PSI of the local agency portion of the project will be completed prior to the project being included on a letting.
3. Trees three inches or greater in diameter at breast height will not be cleared from April 1 through September 30 to avoid adverse impacts to the Indiana bat and northern long-eared bat.
4. The bridge/structure assessment for bats that was conducted for the project on November 4, 2017 is valid for one year. A bridge/structure assessment for bats will be updated prior to construction.
5. Section 404 permit authorization under Nationwide Permit No. 14 will be obtained for the US Army Corp of Engineers prior to the project being included on a letting.
6. The relocation of Norfolk Southern railroad sidings will occur prior to the construction of the at-grade crossing, and an ICC order/agreement will be obtained for the proposed at-grade crossing.
7. The traffic control will be reviewed by IDOT District 5 prior to letting.
8. The City of Bloomington will coordinate the construction schedule with the Local community to minimize impacts to the business and school district operations.
9. During the Phase 2, the IDOT District 5 Bike and Pedestrian Coordinator, will be provided an opportunity to review and comment on the proposed bike and pedestrian facilities, intersection signing, and street pavement markings.

Summary of Attachments (when required):

1. Location Map and Functional Classification Map
2. Existing and Proposed Typical Sections
3. Structure Master Report
4. Bridge Condition Report Approval Cover Letter
5. Preliminary Bridge Design and Hydraulic Report Approval Cover Letter

6. Railroad Crossing Drawing
7. Plan and Profile Sheet (for Rural Projects with additional ROW, Urban Projects, bike trail or sidewalk projects, and Bridge Projects)
8. Intersection Design Studies
9. Spot Map and/or Collision Diagram
10. Soil Conservation Service and Illinois Department of Agriculture Coordination
11. "404" Permit correspondence
12. Environmental Clearances and Correspondence
13. Property Owner Signoffs and/or Correspondence with Property Owners Regarding Public Comments
14. Public Information Meeting Newspaper Advertisement and a Copy of Property Owner Letter
15. Bimonthly Coordination Meeting Minutes
16. BLR 22120 Design Variance Form
17. Detour or Alternate Route Map
18. Other Coordination

ATTACHMENT 1

LOCATION MAP AND FUNCTIONAL CLASSIFICATION MAP

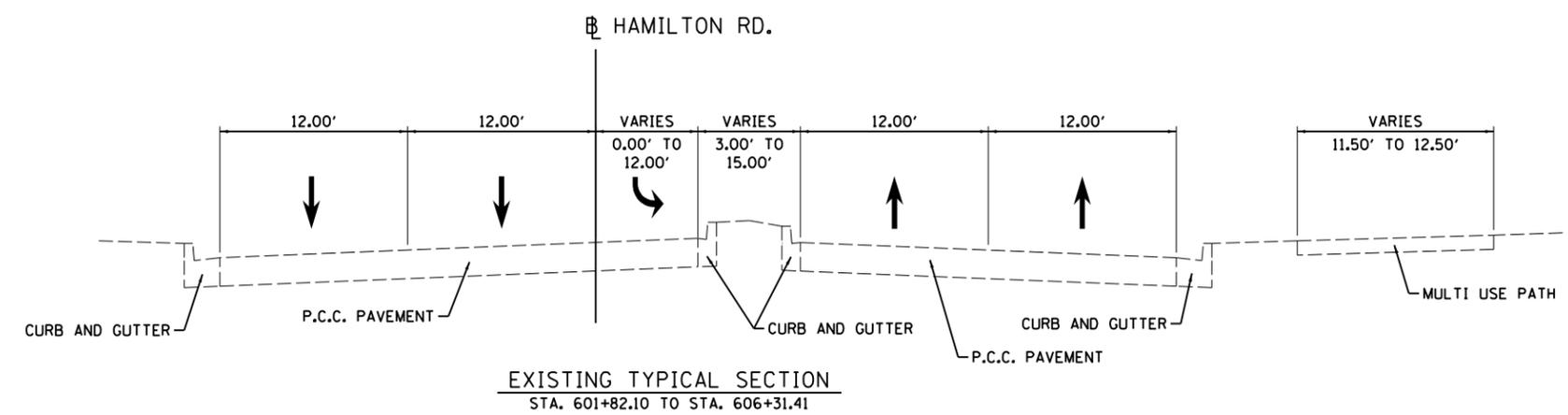
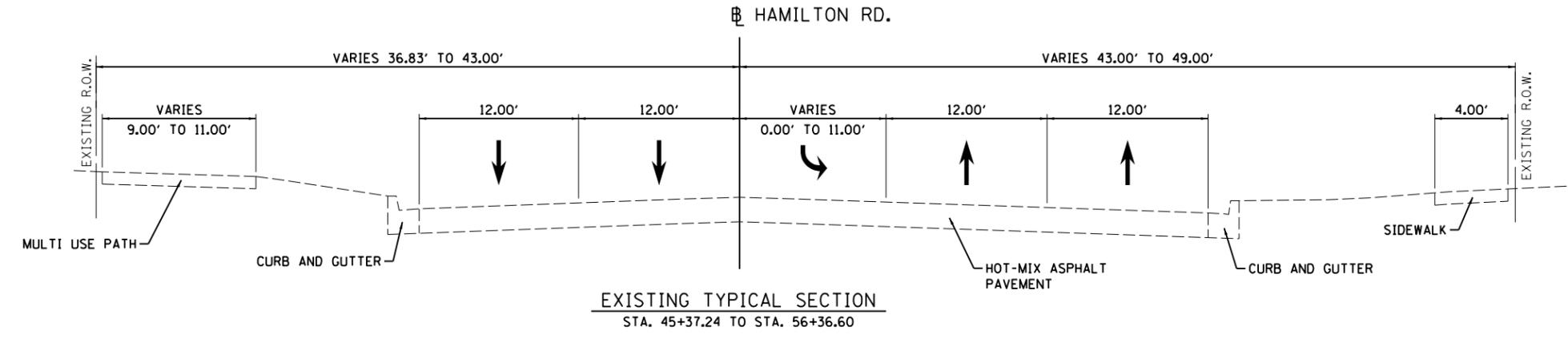
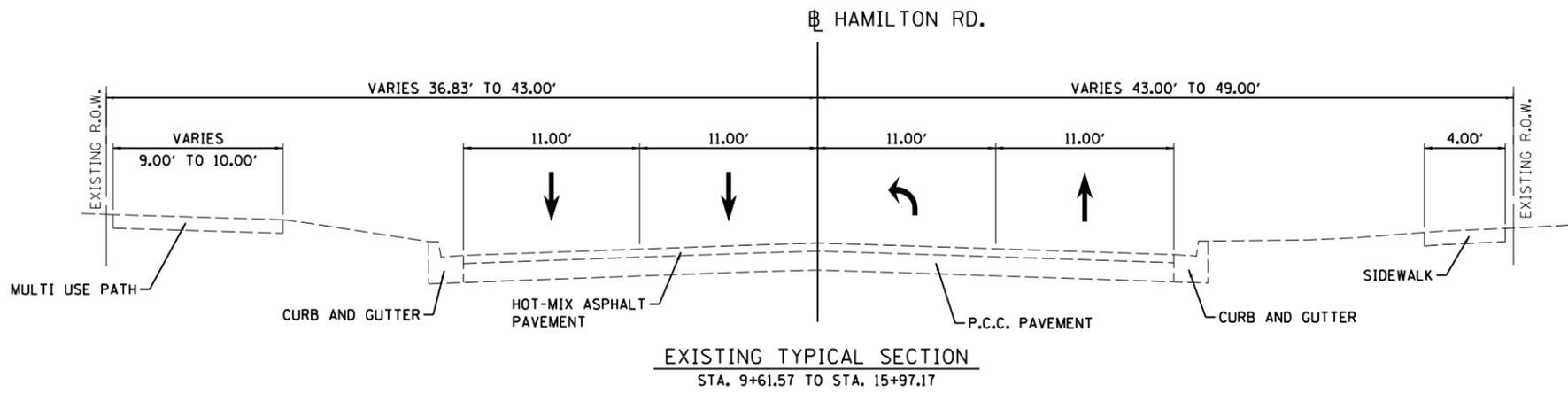
Attachment 1 Project Location



Attachment 1 Functional Classification



ATTACHMENT 2
EXISTING AND PROPOSED TYPICAL SECTIONS



PRELIMINARY
 NOT FOR CONSTRUCTION

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DRAWN	RLA	2/5/15
REVIEWED	KNB	10/25/18

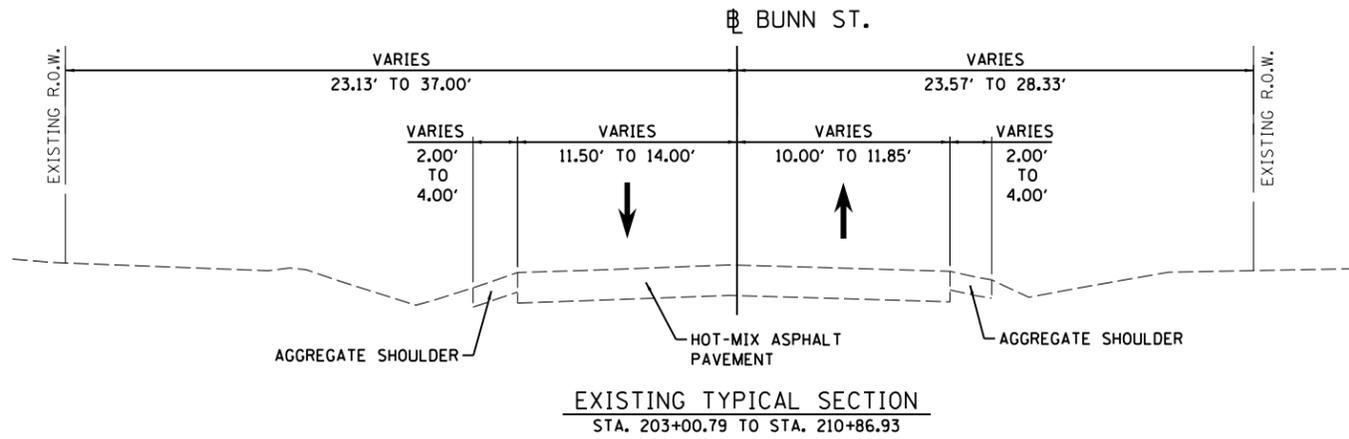
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PLOT DATE =	3/6/2019		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

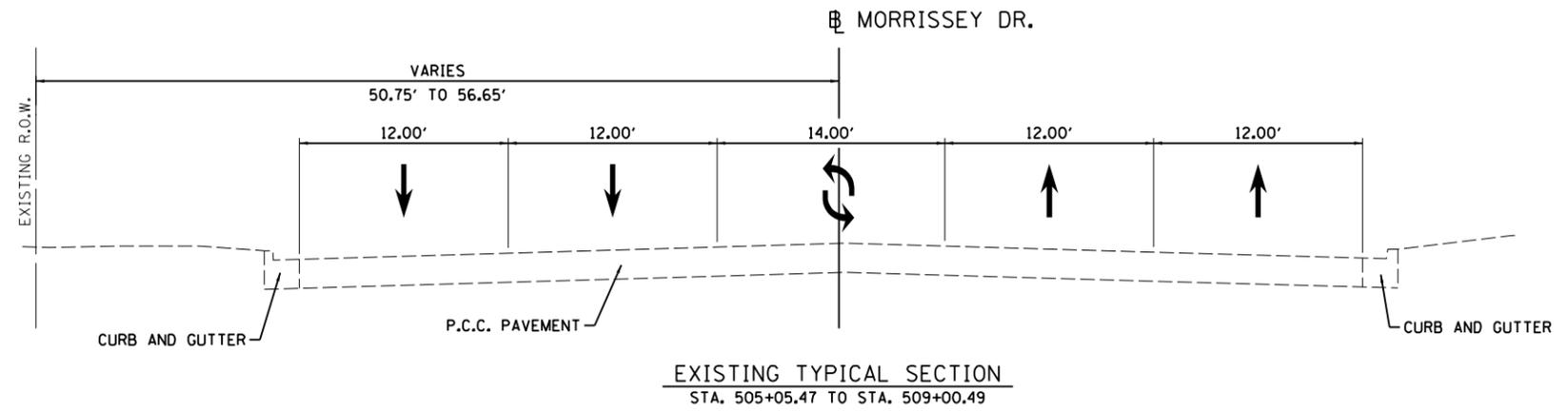
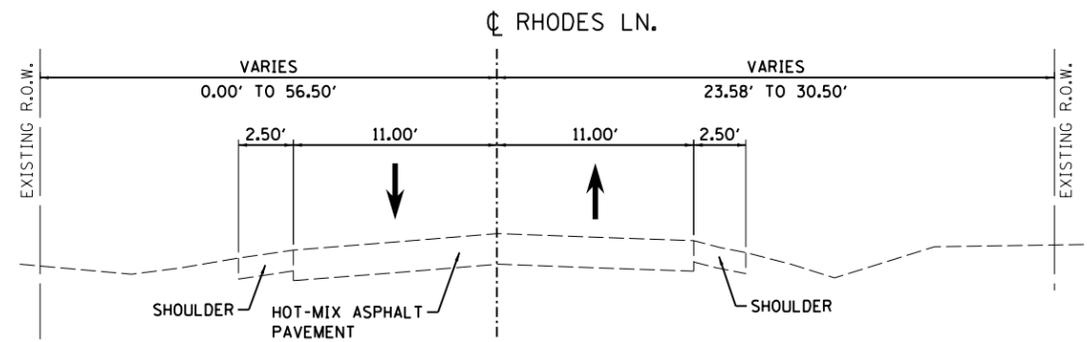
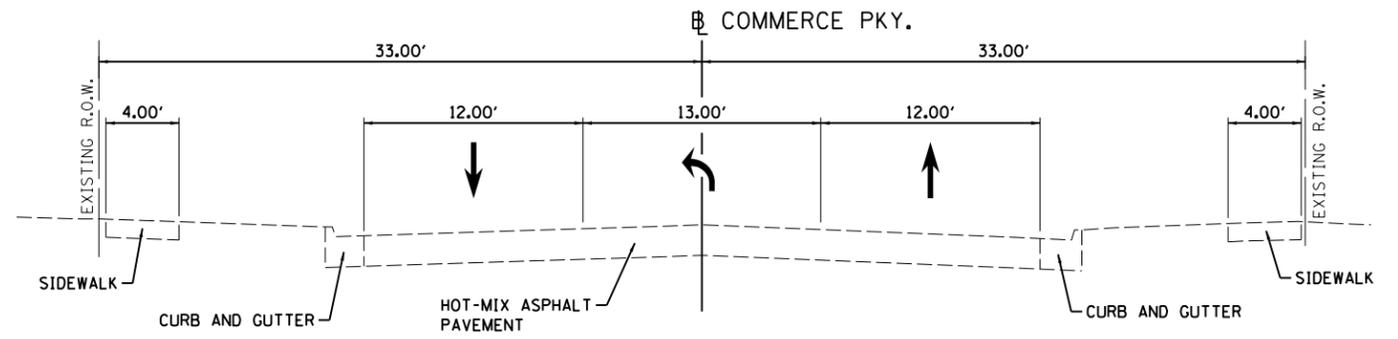
HAMILTON ROAD
ATTACHMENT 2 - EXISTING TYPICAL SECTIONS

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	16-00360-00-PV	McLEAN	24	1
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



NOTE: EXISTING RIGHT OF WAY SHOWN IS PERSCRIPTEIVE BY USE



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Hanson Professional Services Inc.

LAYOUT	RLA	6/26/16
DRAWN	RLA	2/5/15
REVIEWED	KNB	10/25/18

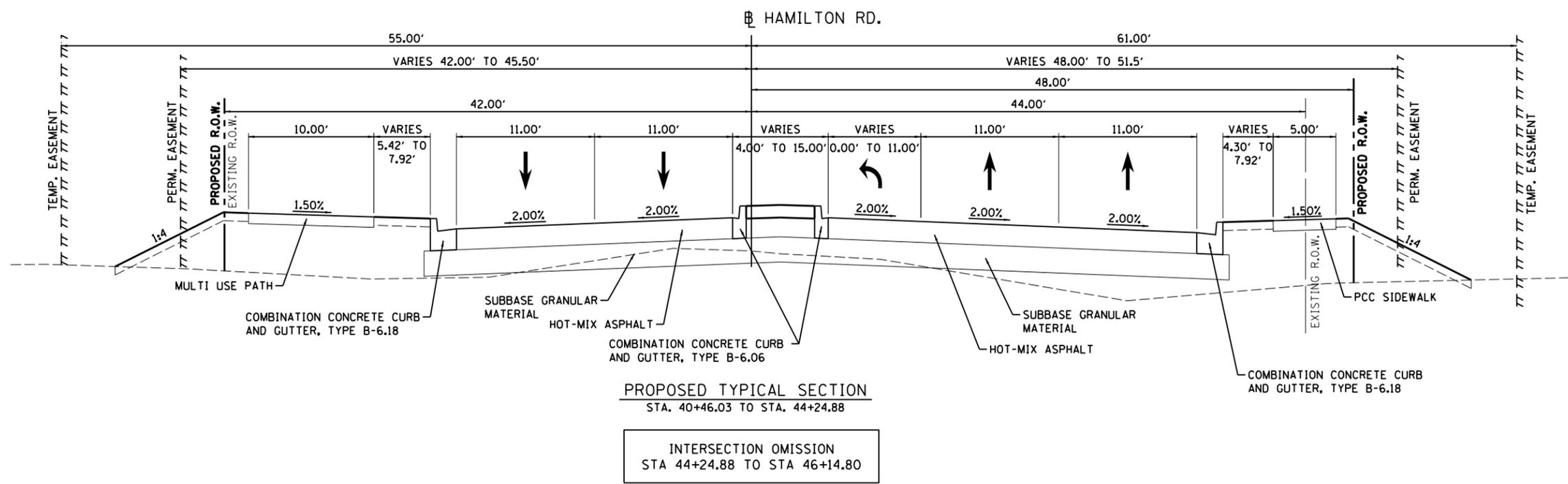
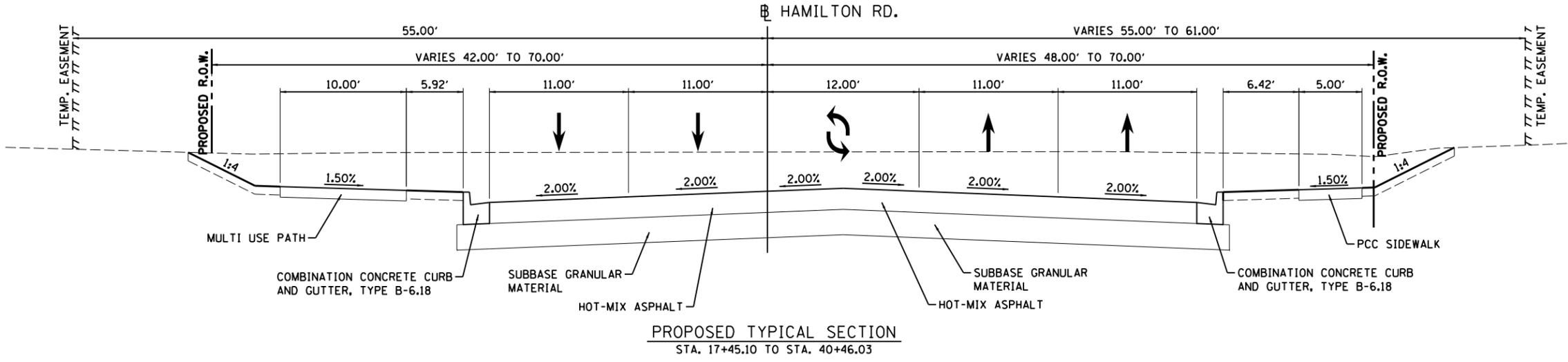
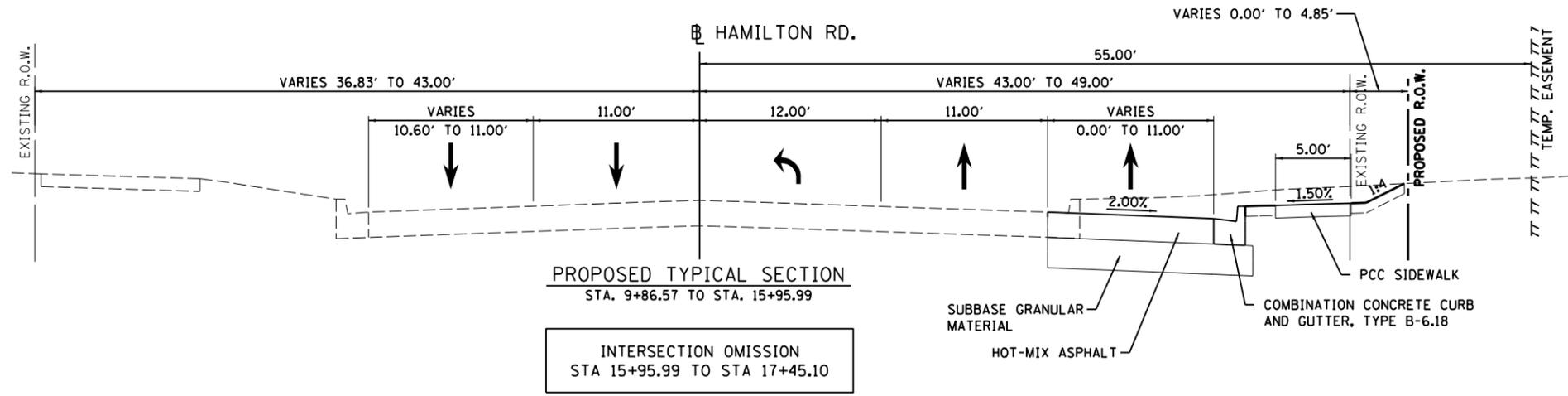
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PLOT DATE =	3/6/2019		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUNN ST /RHODES LN /COMMERCE PKWY /MORRISSEY DR
ATTACHMENT 2 - EXISTING TYPICAL SECTIONS

SCALE: N/A SHEET OF SHEETS STA. TO STA.

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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



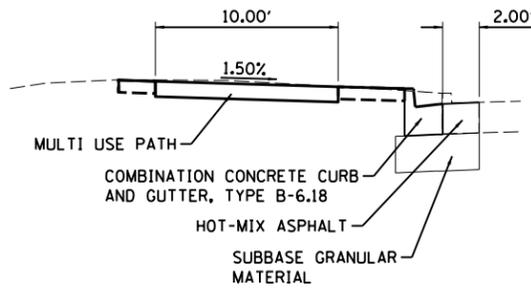
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REVIEWED	10/25/18
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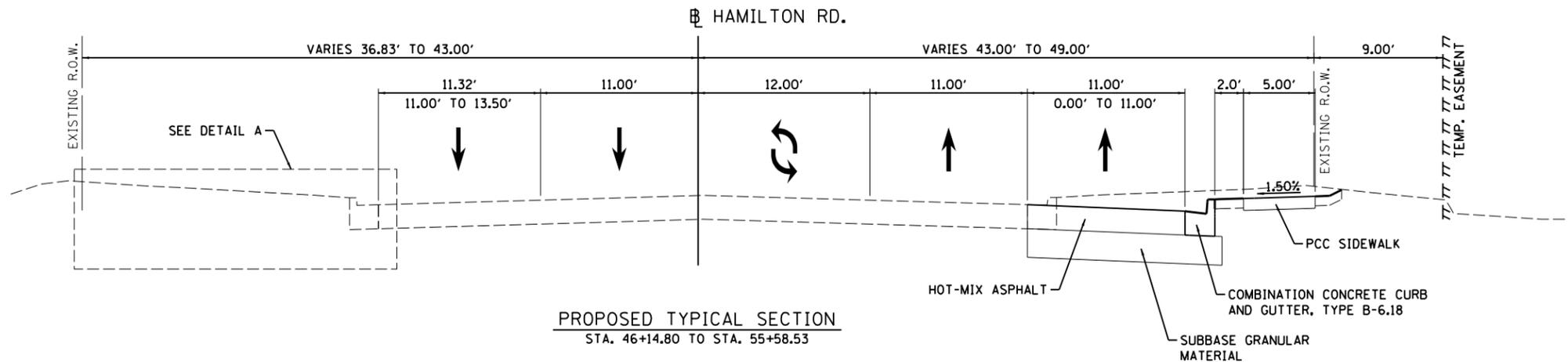
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HAMILTON ROAD			
ATTACHMENT 2 - PROPOSED TYPICAL SECTIONS			
SCALE: N/A	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



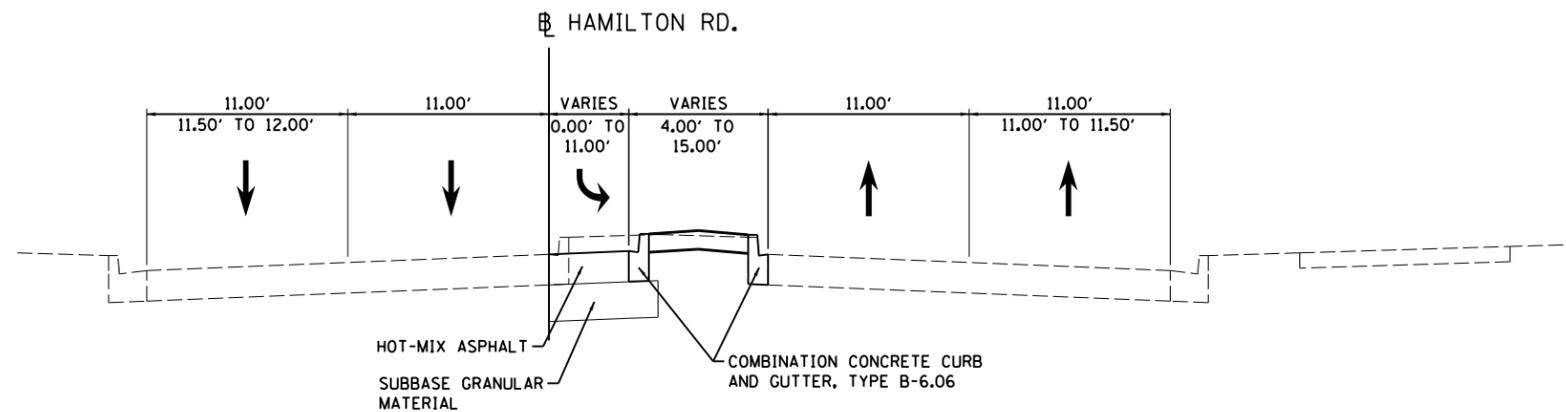
DETAIL A
 STA. 46+14.80 TO STA. 46+93.41



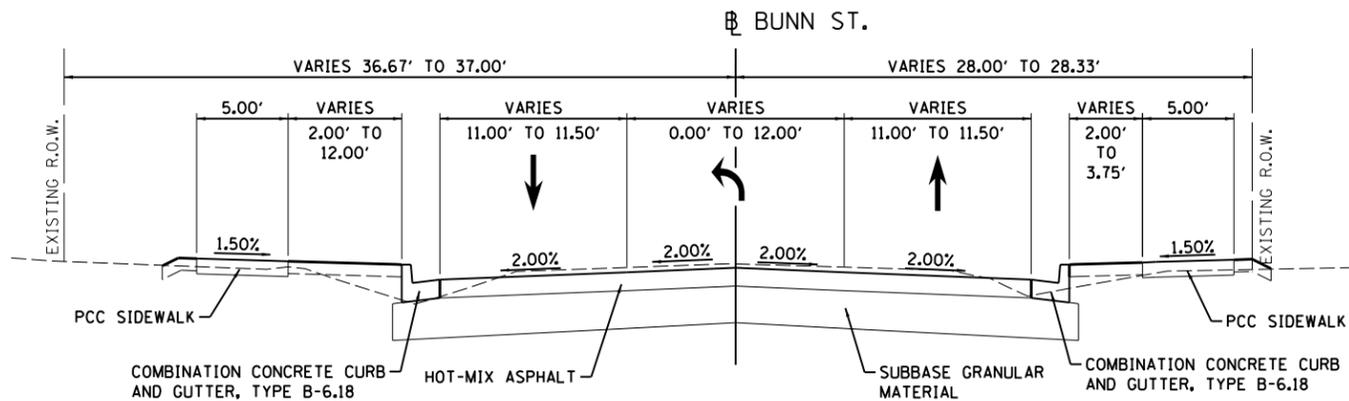
PROPOSED TYPICAL SECTION
 STA. 46+14.80 TO STA. 55+58.53

INTERSECTION OMISSION
 STA 55+58.53 TO STA 56+98.39

INTERSECTION OMISSION
 STA 600+00.00 TO STA 601+94.06



PROPOSED TYPICAL SECTION
 STA. 601+94.06 TO STA. 606+31.41



PROPOSED TYPICAL SECTION
 STA. 203+00.00 TO STA. 210+86.93

INTERSECTION OMISSION
 STA 205+42.58 TO STA 208+48.00

LAYOUT	6/26/16
DRAWN	2/5/15
REVIEWED	10/25/18
REVIEWED	KNB

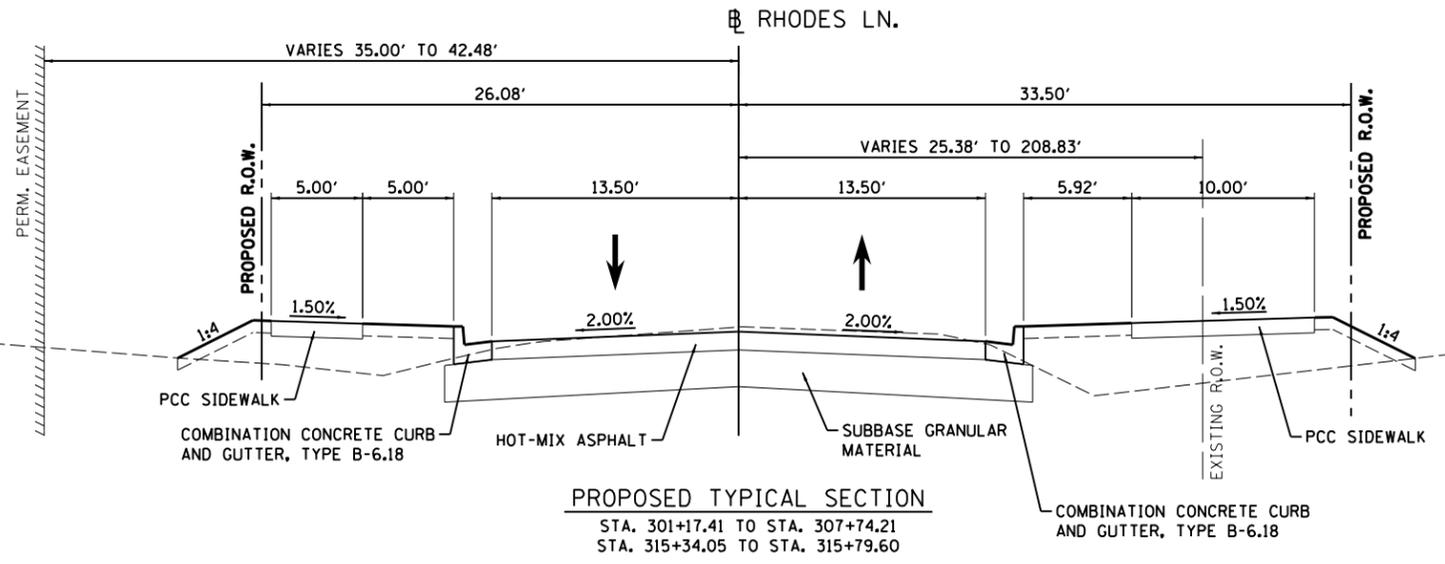
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DATE -	12/11/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

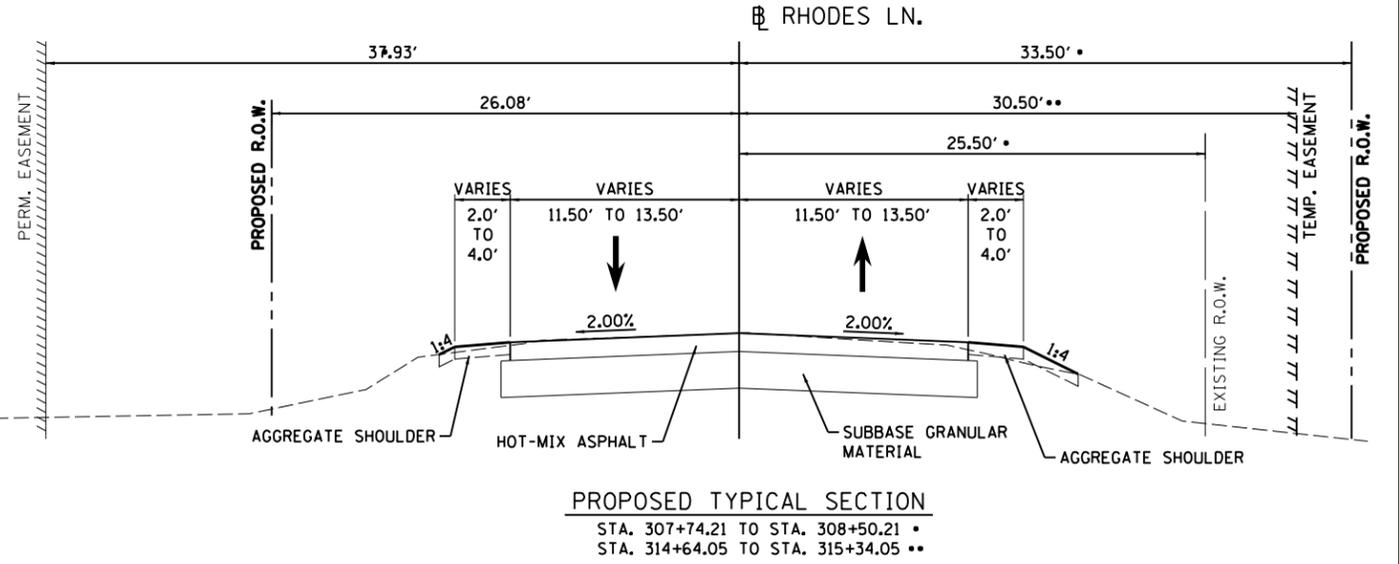
HAMILTON ROAD /BUNN STREET			
ATTACHMENT 2 - PROPOSED TYPICAL SECTIONS			
SCALE: N/A	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	16-00360-00-PV	McLEAN	24	4
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

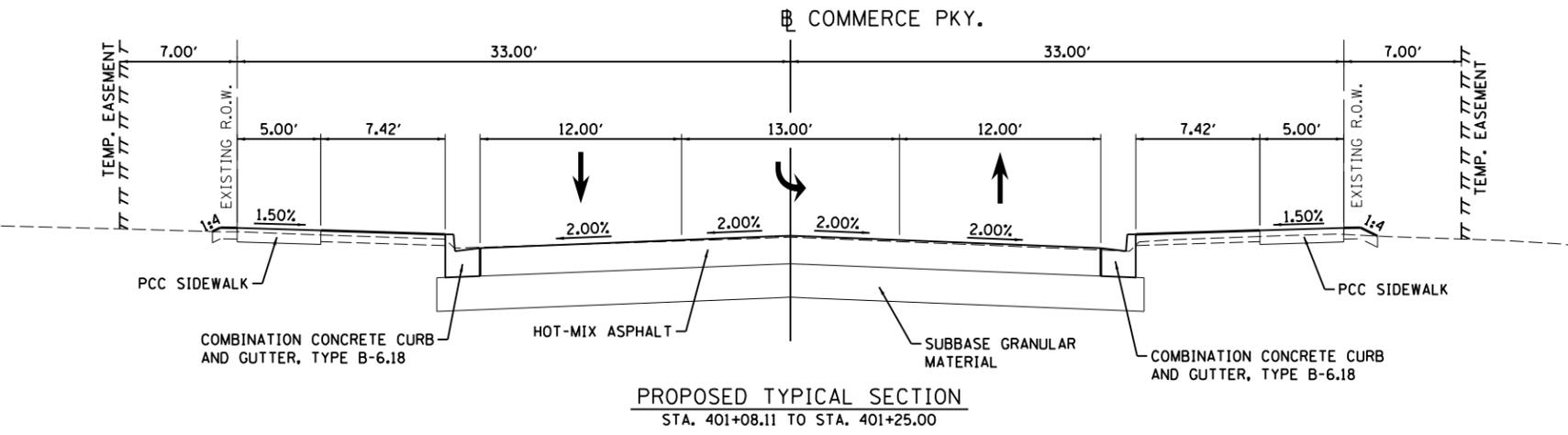
EXISTING CONDITIONS
 STA 308+50.21 TO STA 314+64.05



PROPOSED TYPICAL SECTION
 STA. 301+17.41 TO STA. 307+74.21
 STA. 315+34.05 TO STA. 315+79.60

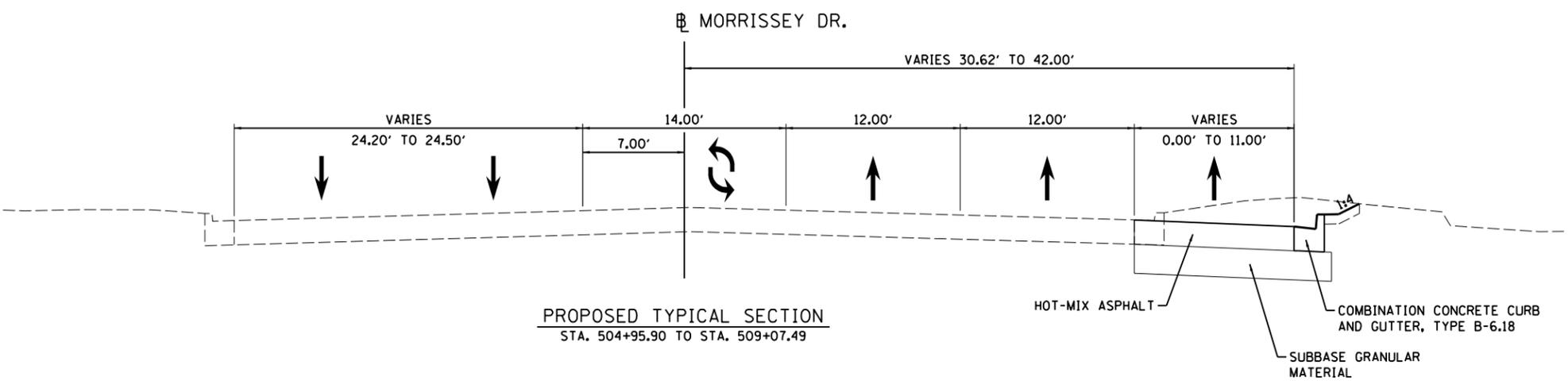


PROPOSED TYPICAL SECTION
 STA. 307+74.21 TO STA. 308+50.21
 STA. 314+64.05 TO STA. 315+34.05



PROPOSED TYPICAL SECTION
 STA. 401+08.11 TO STA. 401+25.00

INTERSECTION OMISSION
 STA 400+00.00 TO STA 401+08.11



PROPOSED TYPICAL SECTION
 STA. 504+95.90 TO STA. 509+07.49

LAYOUT	6/26/16
DRAWN	2/5/15
REVIEWED	10/25/18
Default	

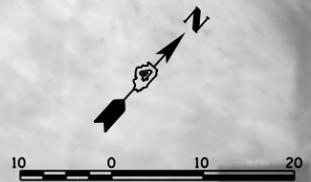
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DATE -	12/11/18	REVISD -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

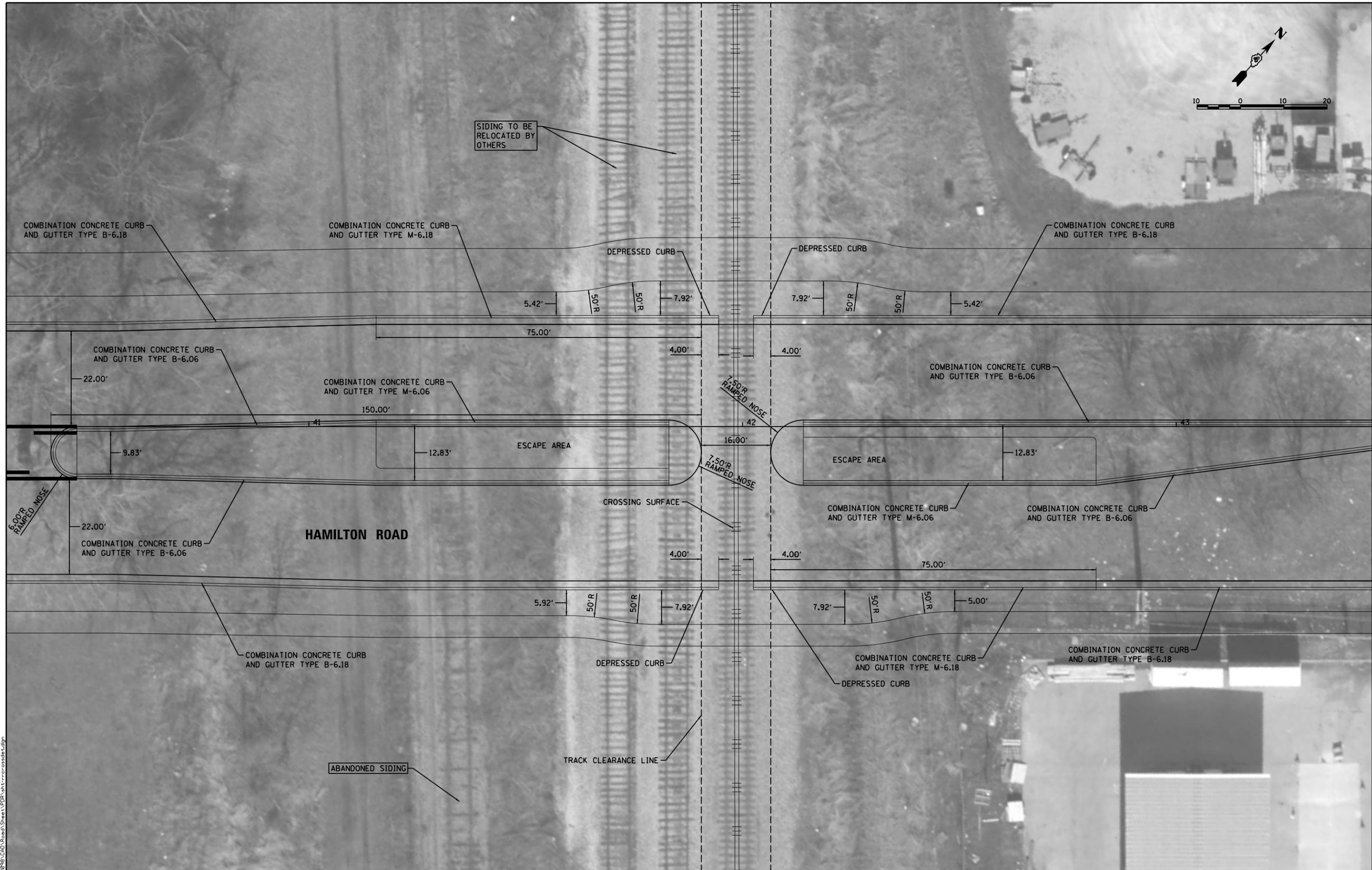
RHODES LANE /COMMERCE PARKWAY /MORRISSEY DRIVE			
ATTACHMENT 2 - PROPOSED TYPICAL SECTIONS			
SCALE: N/A	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	16-00360-00-PV	McLEAN	24	5
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

ATTACHMENT 6
RAILROAD CROSSING DRAWING



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LAYOUT	CLB	8/23/16
DRAWN	CLS	8/23/16
REVIEWED	KNB	10/25/18

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Default		CHECKED - KNB	REVISED -
	PLOT DATE = 3/6/2019	DATE - 12/11/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HAMILTON ROAD
ATTACHMENT 6 - RAILROAD CROSSING

SCALE: 1"=10' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6595	16-00360-00-PV	McLEAN	24	24
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

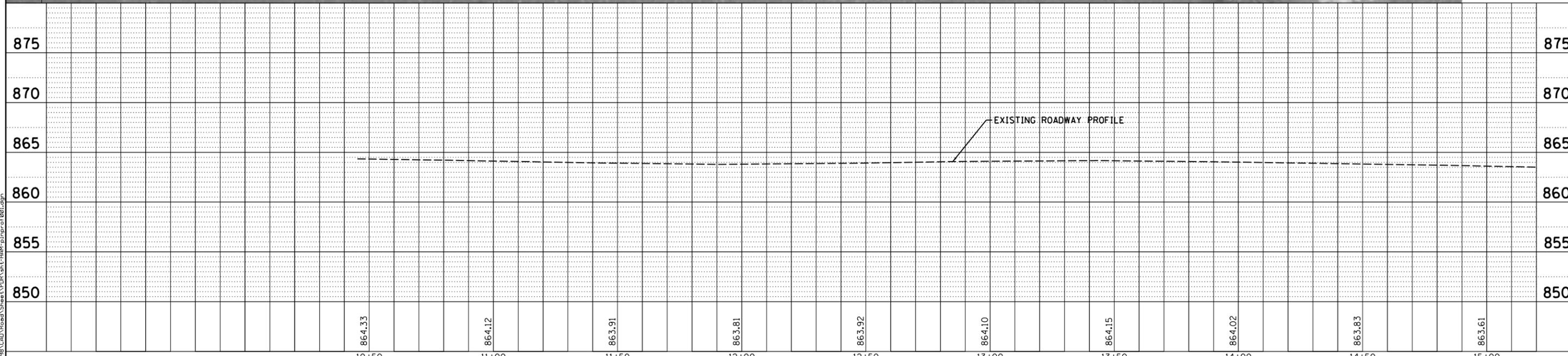
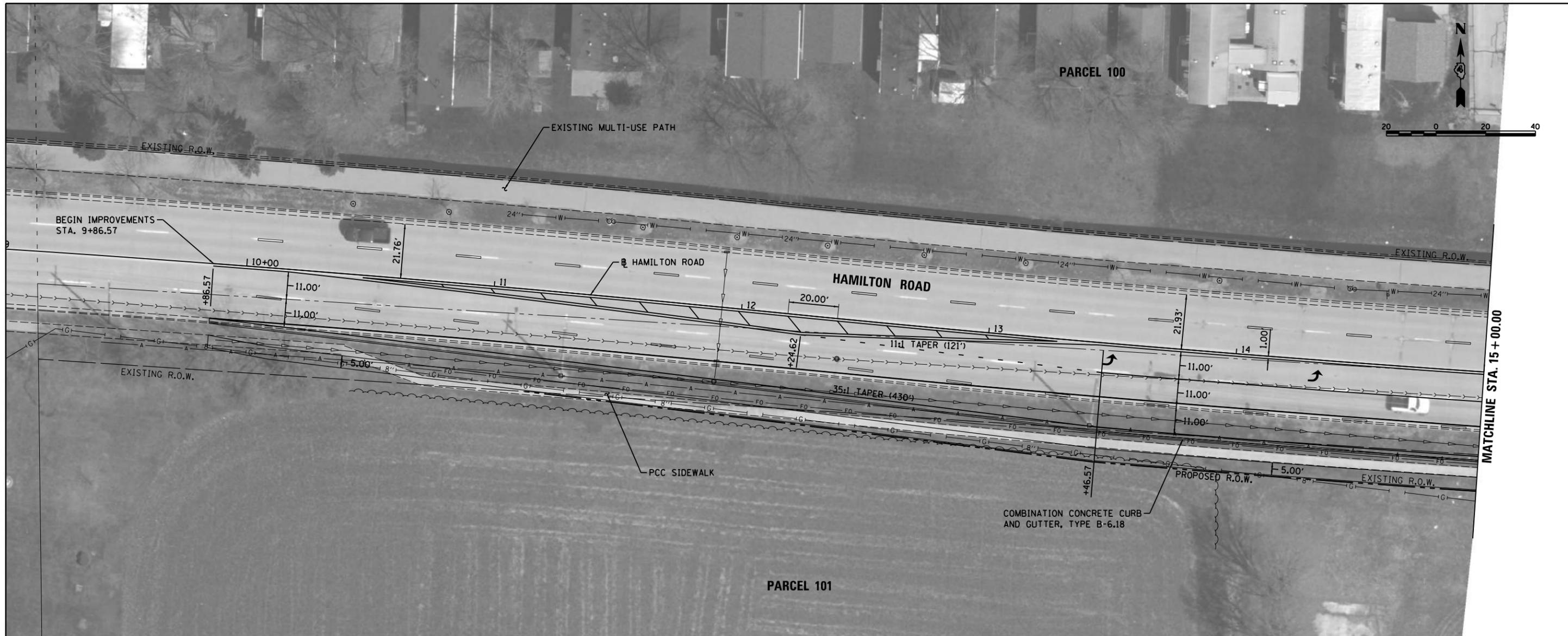
ATTACHMENT 7
PLAN AND PROFILE SHEETS

PLAN	SUBMITTED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	



PROFILE	SUBMITTED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
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LAYOUT	BWW	6/22/16
	RLA	2/5/15
	AKB	10/25/18
	REVIEWED	



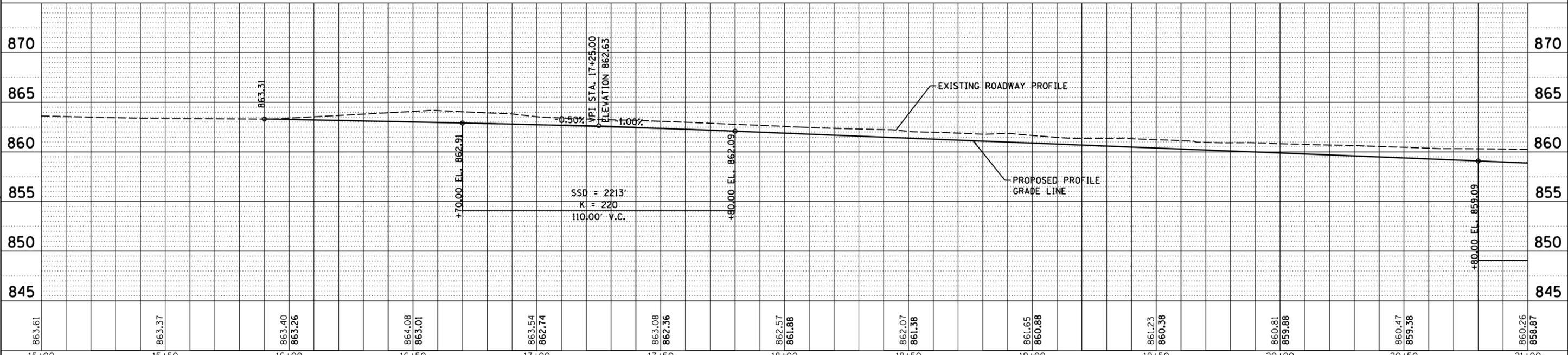
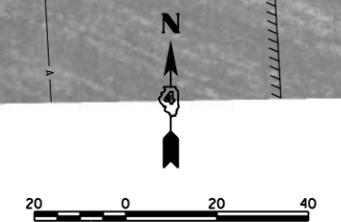
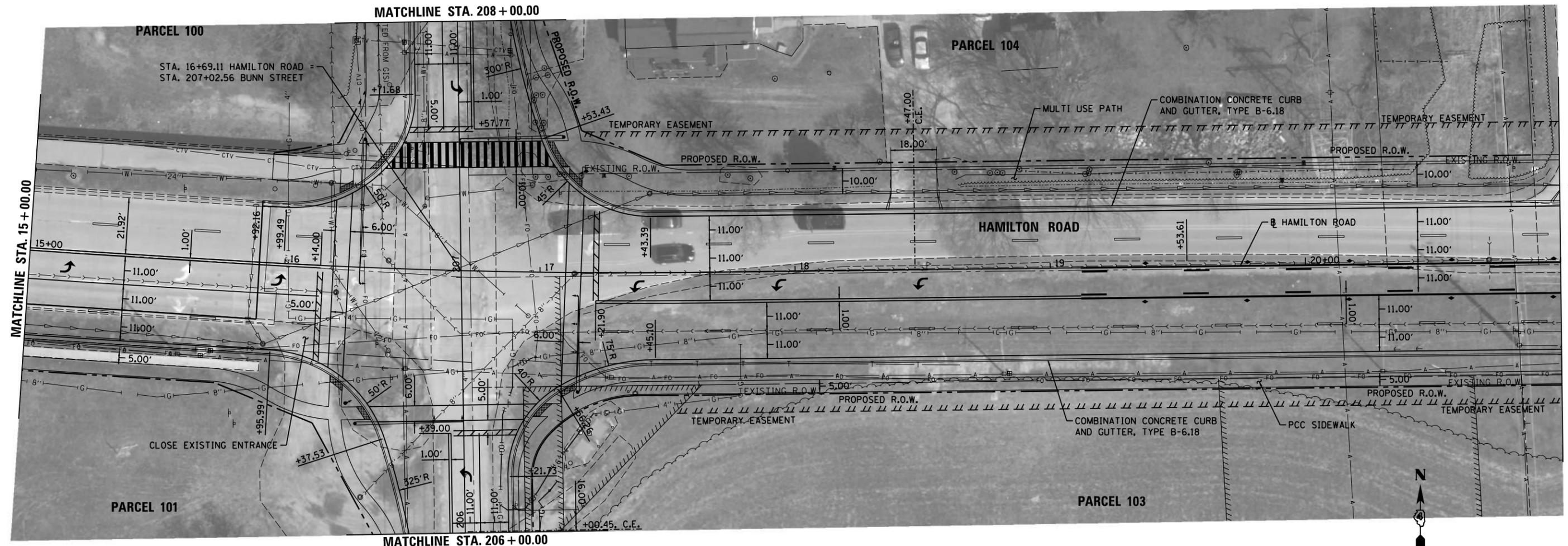
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PLOT DATE = 3/6/2019		DATE - 12/11/18	REVISED -					ILLINOIS FED. AID PROJECT				
Default				SCALE: 1"=20'	SHEET	OF	SHEETS	STA.	TO	STA.		

DATE	
BY	
PLAN	SUBMITTED
	PLOTTED
	ALIGNED
	CHECKED
	DESIGNED
	NO. _____
	CARD FILE NAME



DATE	
BY	
PROFILE	SUBMITTED
	PLOTTED
	GRADES CHECKED
	STRUCTURE
	NOTATIONS CHKD
	NO. _____

LAYOUT	BWW	6/22/16
	RLA	2/5/15
	AKB	10/25/18
	AKB	



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		DATE - 12/11/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HAMILTON ROAD
ATTACHMENT 2 - PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

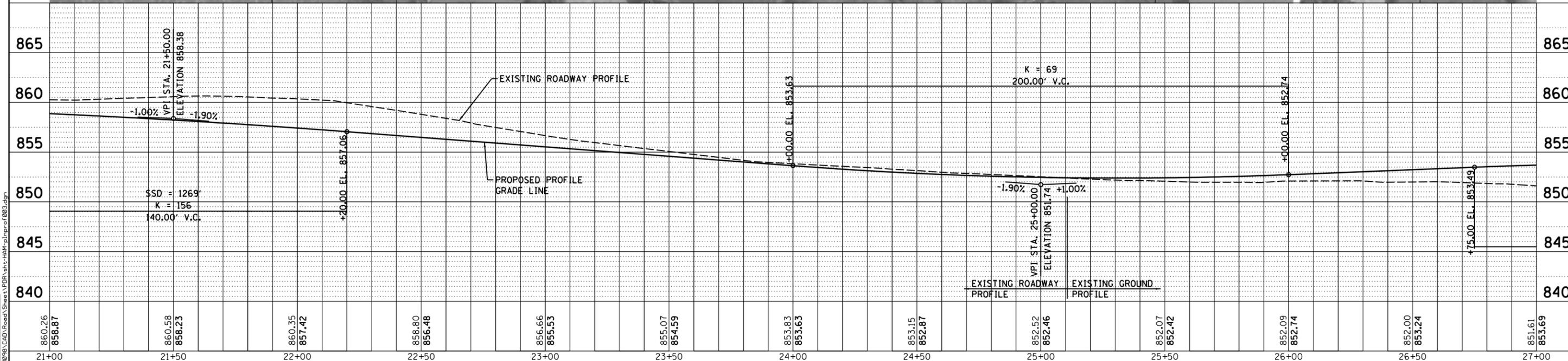
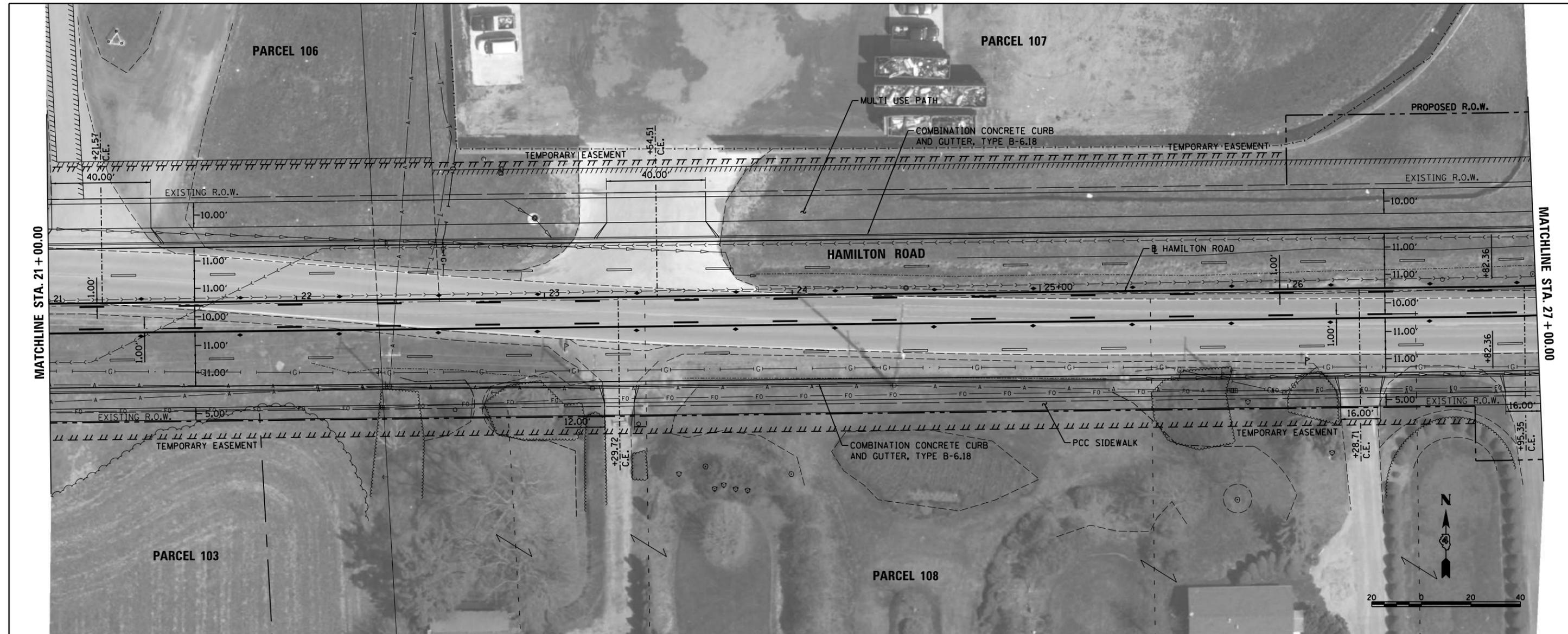
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6595	16-00360-00-PV	McLEAN	24	7
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
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	CAD FILE NAME	
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PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NO.	

LAYOUT	BWW	6/22/16
	RLA	2/5/15
	AKB	10/25/18
	NO.	



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		DATE - 12/11/18	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

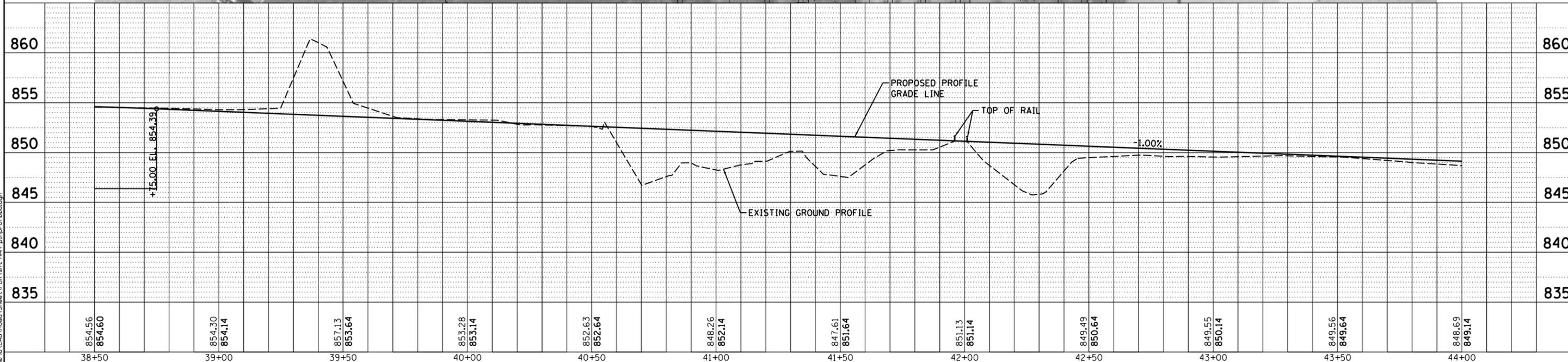
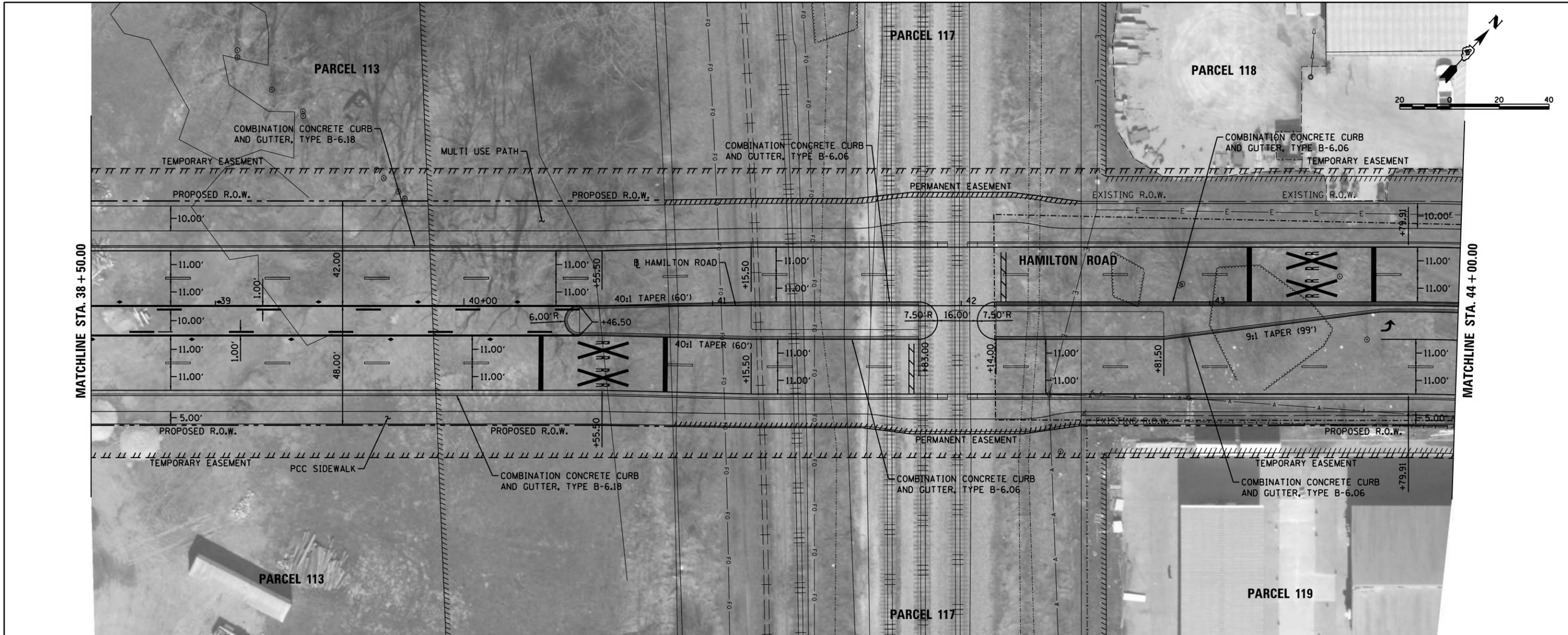
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HAMILTON ROAD ATTACHMENT 2 - PLAN AND PROFILE				
F.A.U. RTE. 6595	SECTION 16-00360-00-PV	COUNTY McLEAN	TOTAL SHEETS 24	SHEET NO. 8
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

PLAN	SUBMITTED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO.	



PROFILE	SUBMITTED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHKD	
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LAYOUT	BWW	6/22/16
	RLA	2/5/15
	AKB	10/25/18
	AKB	



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		CHECKED - KNB	REVISED -
		DATE - 12/11/18	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**HAMILTON ROAD
ATTACHMENT 2 - PLAN AND PROFILE**

SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6595	16-00360-00-PV	McLEAN	24	11
CONTRACT NO.				

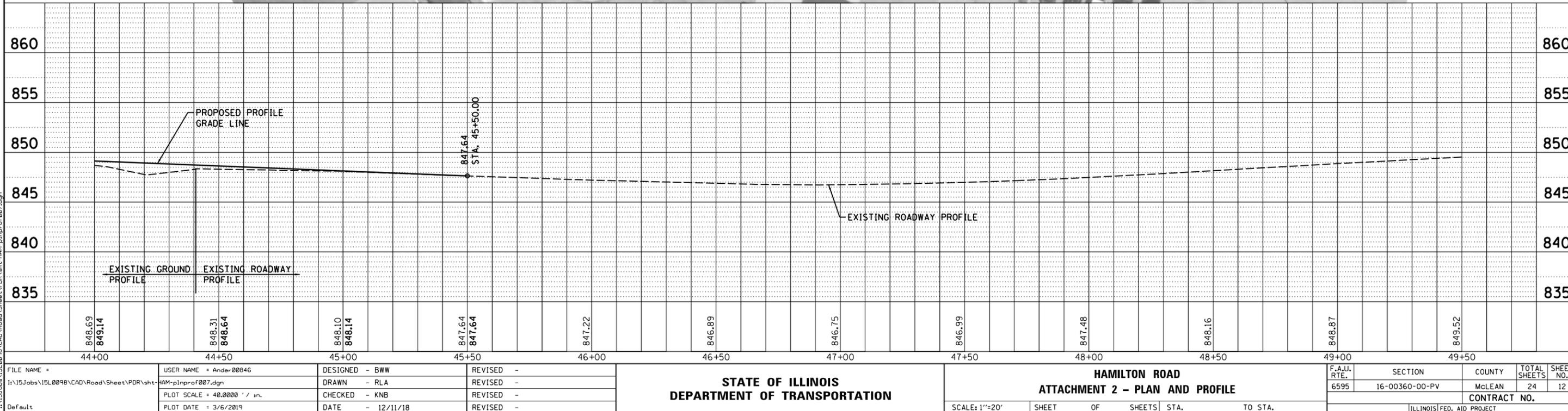
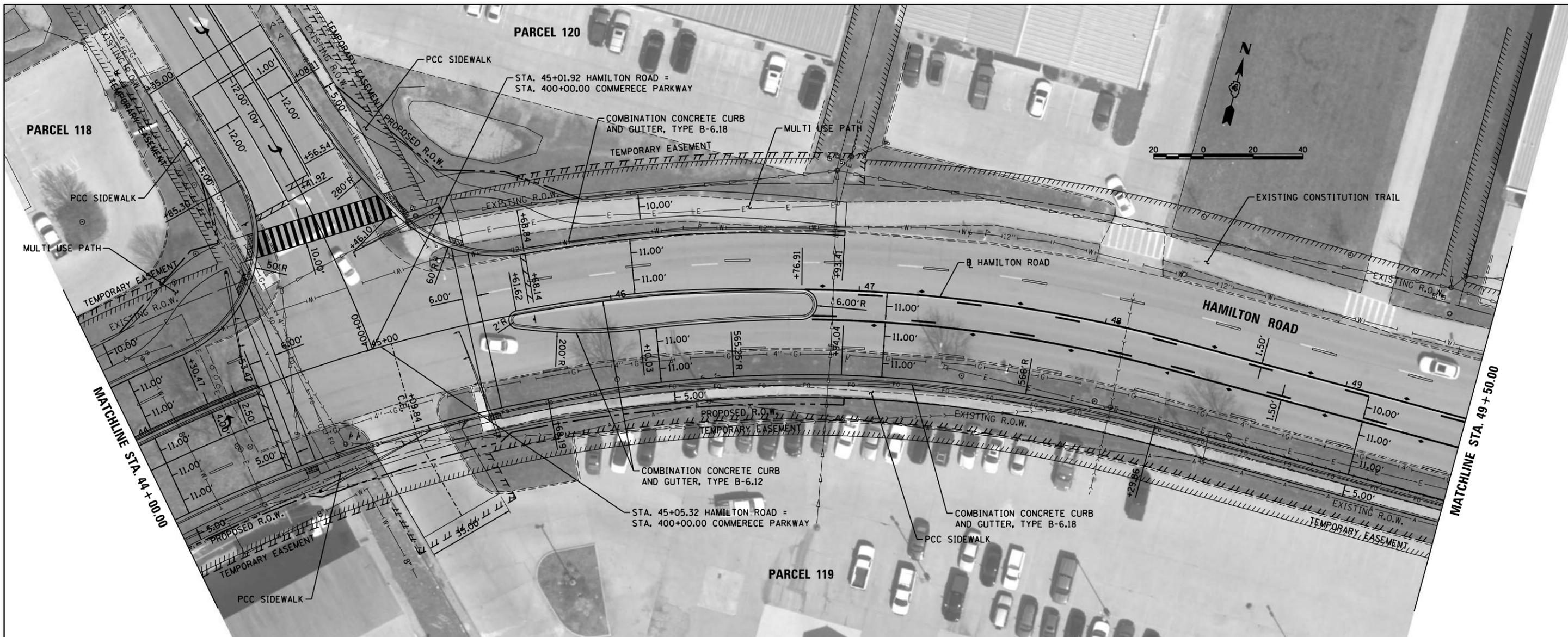
ILLINOIS FED. AID PROJECT

DATE	
BY	
PLAN	SURVEYED
	ALIGNED
	CHECKED
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	NO. _____
	NO. _____

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DATE	
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PROFILE	SURVEYED
	GRADES CHECKED
	STRUCTURE
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	NO. _____

LAYOUT	BWW	6/22/16
DRAWN	RLA	2/5/15
REVIEWED	AKB	10/25/18



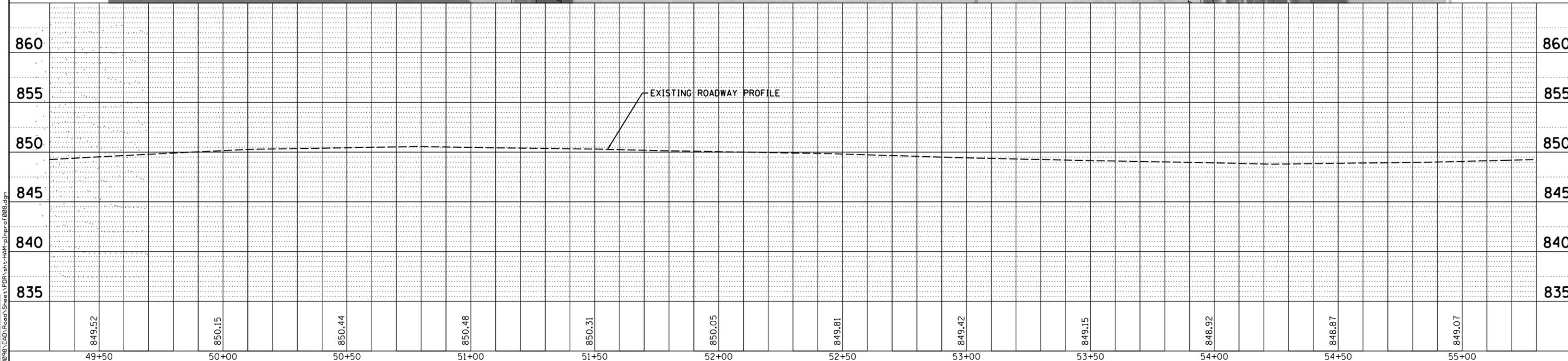
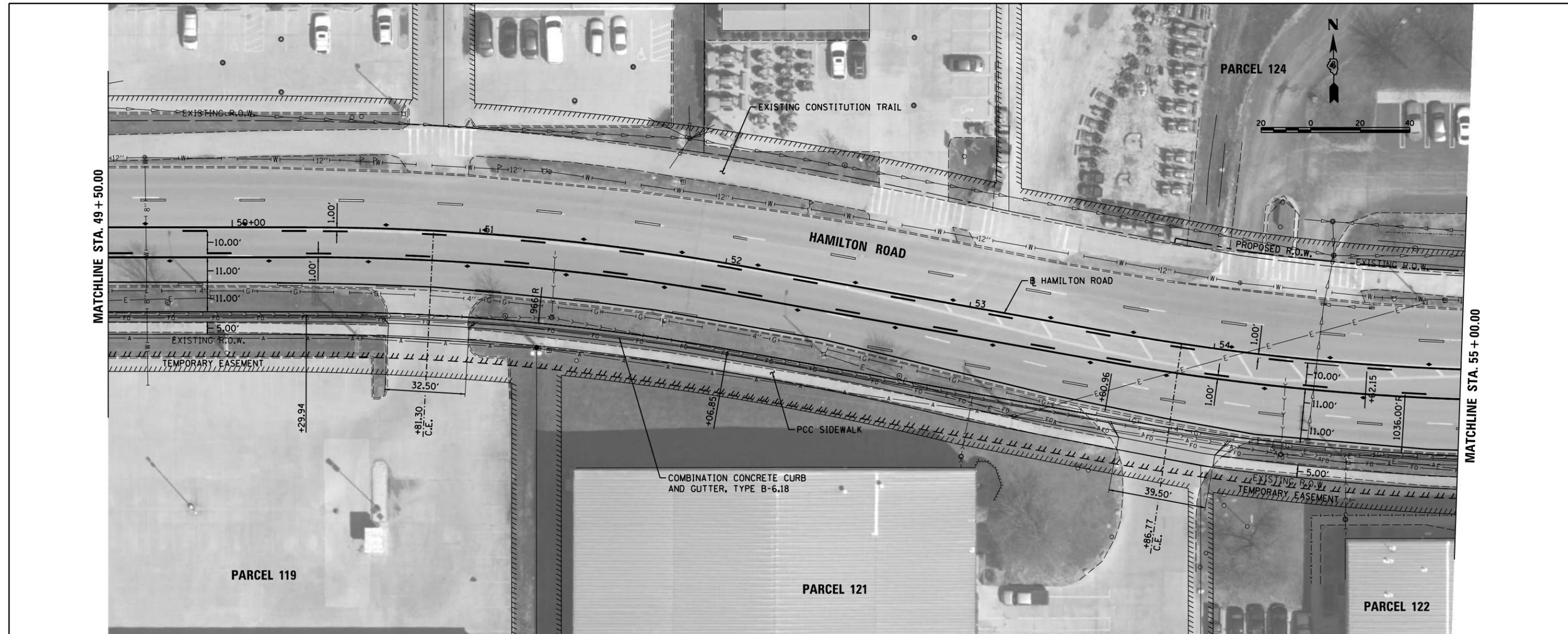
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												ILLINOIS FED. AID PROJECT	

PLAN	SUBMITTED	DATE
	PLOTTED	BY
	ALIGNMENT CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

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PROFILE	SUBMITTED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	NOTE BOOK NO.	
	STRUCTURE NOTATIONS CHKD	

LAYOUT	BWW	6/22/16
	RLA	2/5/15
	RNB	10/25/18
	Default	



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		CHECKED - KNB	REVISED -
		DATE - 12/11/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HAMILTON ROAD
ATTACHMENT 2 - PLAN AND PROFILE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6595	16-00360-00-PV	McLEAN	24	13
CONTRACT NO.				

SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	DATE
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PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHFD	
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LAYOUT	BWW	6/22/16
	RLA	2/5/15
	REVIEWED	10/25/18
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 DATE - 12/11/18

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 DRAWN - RLA
 CHECKED - KNB
 DATE - 12/11/18

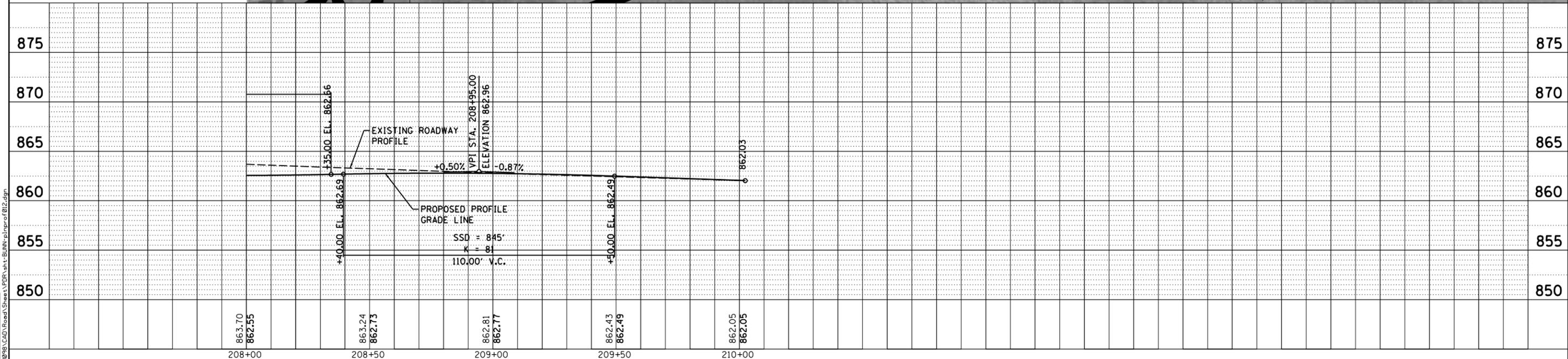
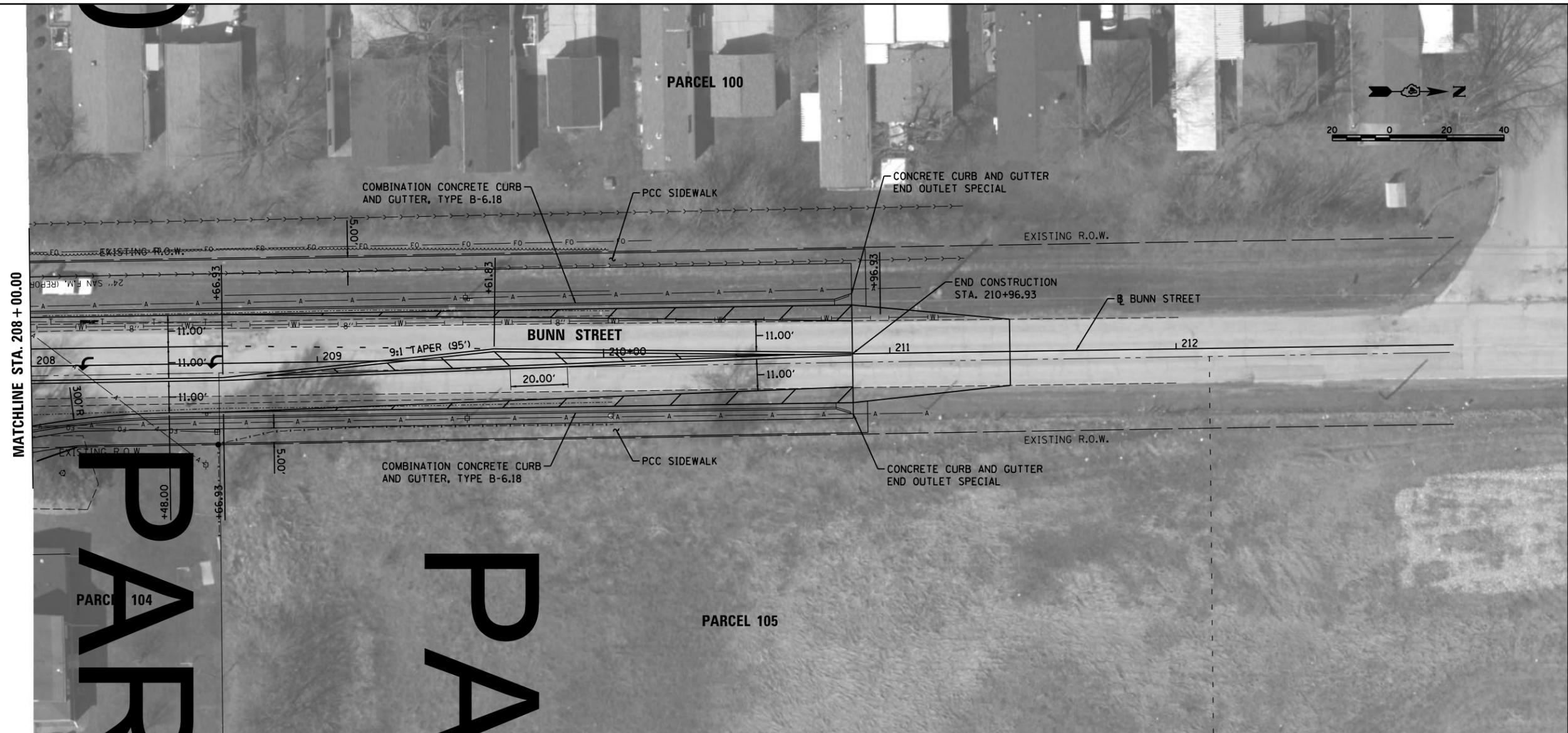
REVISIED -
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 REVISIED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BUNN STREET
 ATTACHMENT 2 - PLAN AND PROFILE**

SCALE: 1"=20'
 SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

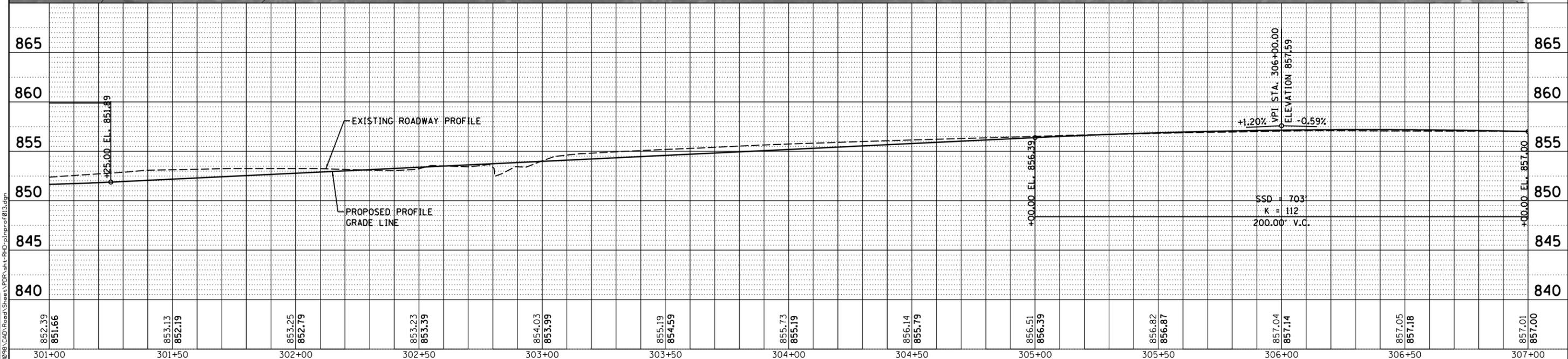
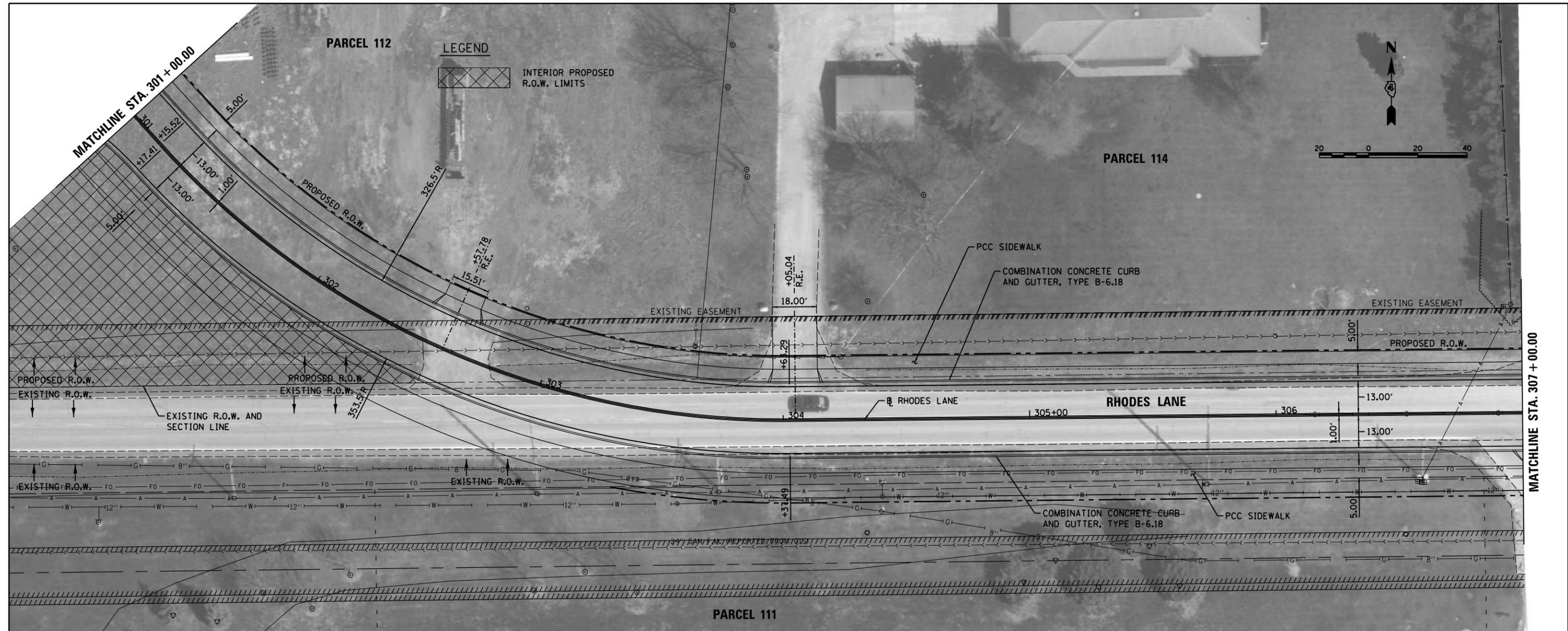


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BY	
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PLOTTED	
NOTE BOOK	
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CHECKED	
CAD FILE NAME	

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DATE	
BY	
PROFILE	
SURVEYED	
PLOTTED	
GRADES CHECKED	
NO.	
STRUCTURE	
UTATMS CHFD	

LAYOUT	BWW	6/22/16
DRAWN	RLA	2/5/15
REVIEWED	AKB	10/25/18



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		CHECKED - KNB	REVISED -
		DATE - 12/11/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RHODES LANE
ATTACHMENT 2 - PLAN AND PROFILE

SCALE: 1"=20'
 SHEET OF SHEETS STA. TO STA.

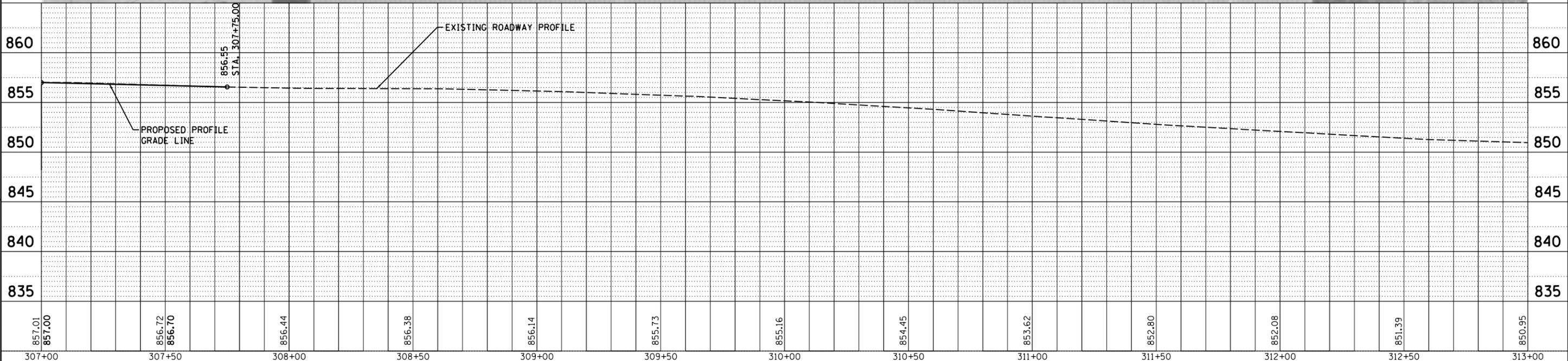
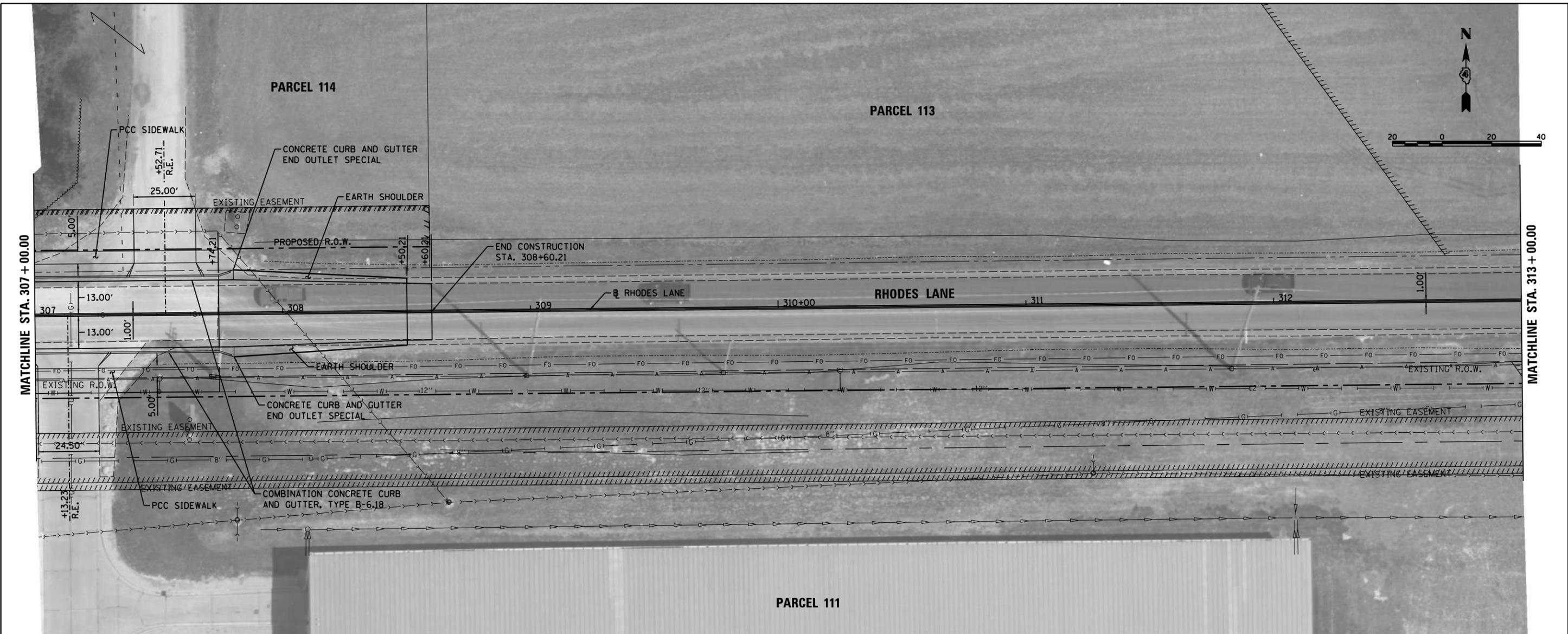
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6595	16-00360-00-PV	McLEAN	24	18
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

PLAN	SUBMITTED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	
	CADD FILE NAME	

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PROFILE	SUBMITTED	DATE
	PLOTTED	
	GRADES CHECKED	
	NOTE BOOK	
	NO.	
	STRUCTURE	
	UTATIS CHFD	

LAYOUT	BWW	6/22/16
	RLA	2/5/15
	AKB	10/25/18
	REVIEWED	



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		CHECKED - KNB	REVISED -
		DATE - 12/11/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RHODES LANE
ATTACHMENT 2 - PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

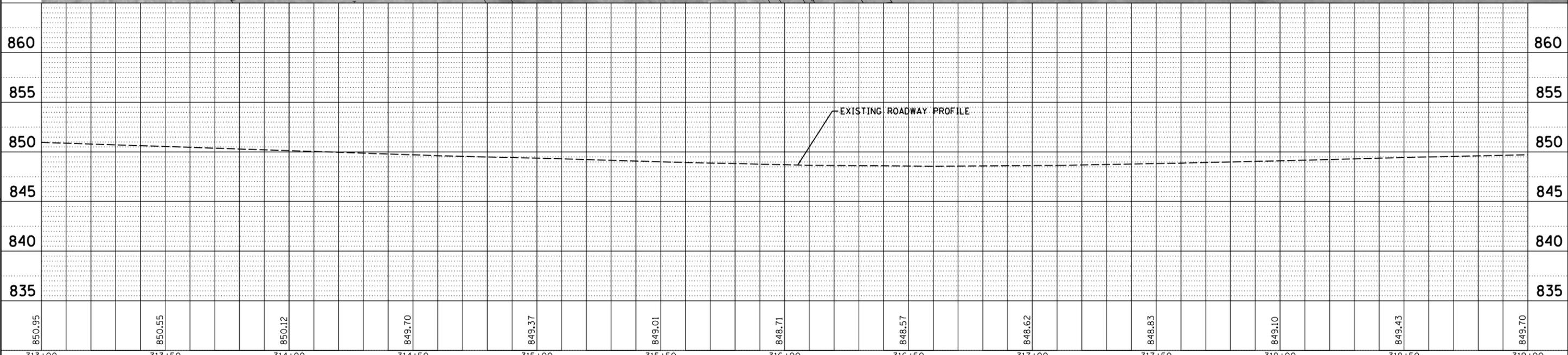
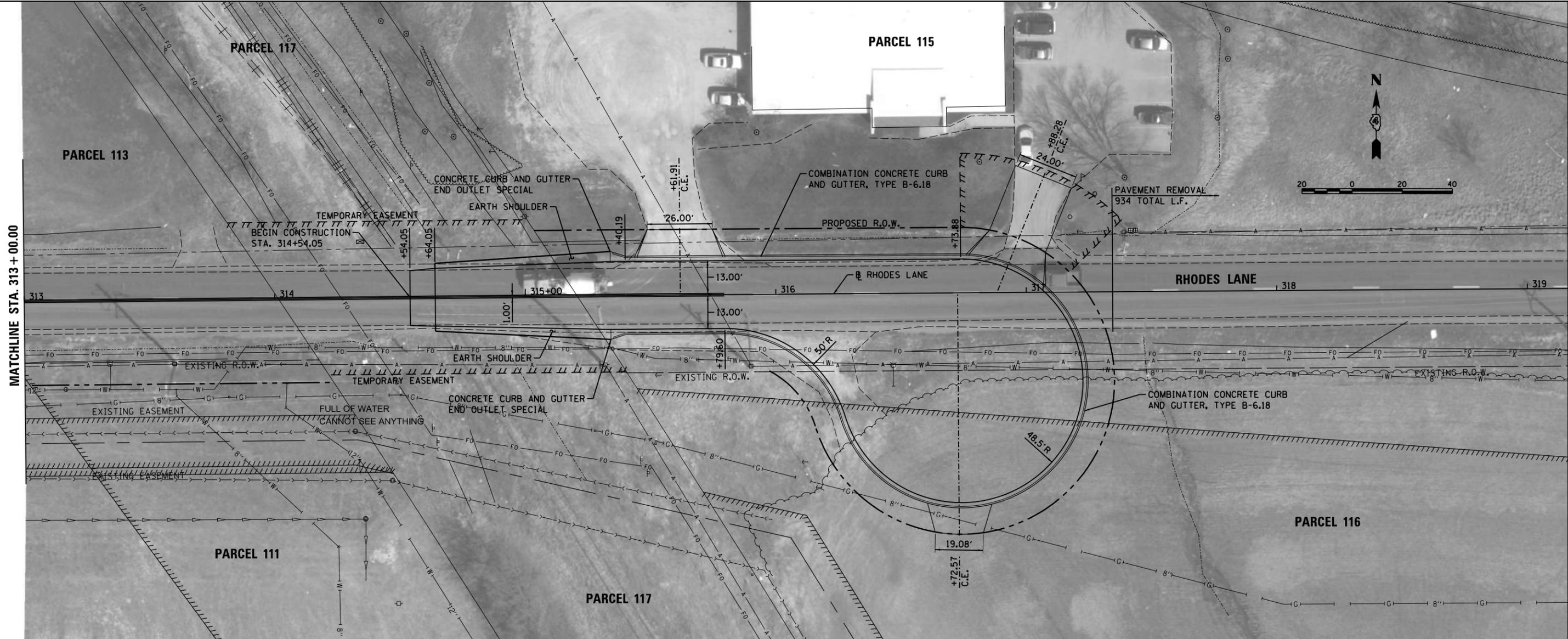
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6595	16-00360-00-PV	McLEAN	24	19
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
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	CHECKED	
	FILED	
	CAD FILE NAME	
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PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE	
	NOTATIONS	
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	NO.	

LAYOUT	BWW	6/22/16
	RLA	2/5/15
	AKB	10/25/18
	NO.	



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RHODES LANE
ATTACHMENT 2 - PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

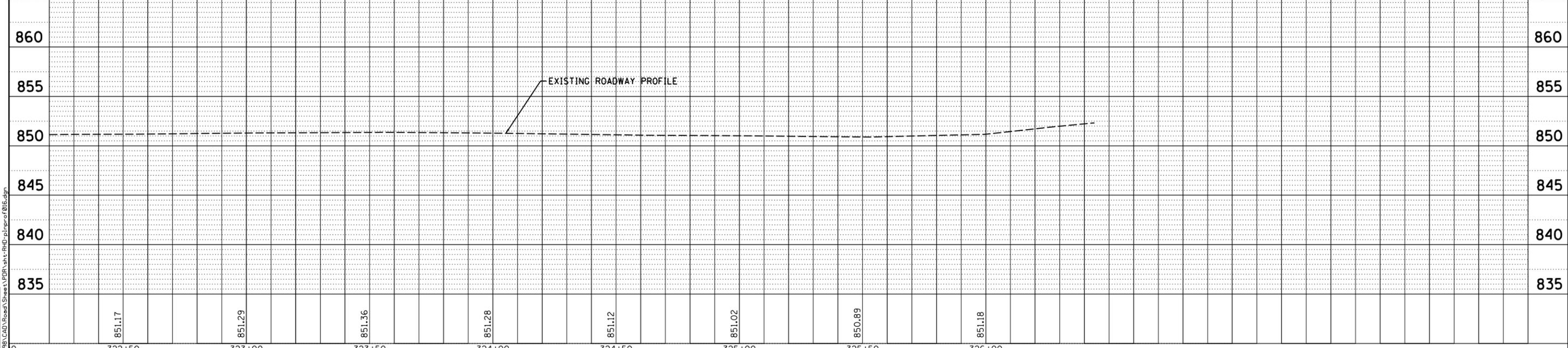
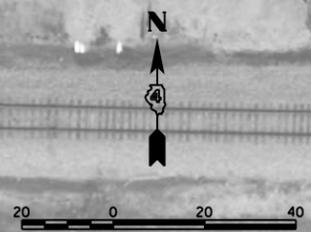
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	
	CADD FILE NAME	

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PROFILE	SURVEYED	DATE
	GRADES CHECKED	BY
	STRUCTURE	
	NOTATIS CHFD	
	NO.	

LAYOUT	BWW	6/22/16
	RLA	2/5/15
	REVIEWED	10/25/18
	NO.	



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		CHECKED - KNB	REVISIED -
		DATE - 12/11/18	REVISIED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**RHODES LANE
 ATTACHMENT 2 - PLAN AND PROFILE**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6595	16-00360-00-PV	McLEAN	24	21
CONTRACT NO.				

SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT

ATTACHMENT 8
INTERSECTION DESIGN STUDIES

TRAFFIC DATA									
PERCENT TRUCK TRAFFIC	ESTIMATED PERCENT INCREASE BY 2021		YEAR 2021 30TH MAXIMUM HOUR TRAFFIC (FORECASTED)		ESTIMATED PERCENT INCREASE BY 2041		YEAR 2041 30TH MAXIMUM HOUR TRAFFIC (FORECASTED)		HT
	PM	AM	AM	PM	AM	PM	AM	PM	
6	4%	-63%	10	10	-37%	-37%	17	17	
3	104%	31%	39	78	241%	120%	65	130	
6	2%	-71%	20	41	-51%	-21%	34	68	
3	0%	94%	17	35	349%	574%	40	81	
3	0%	-29%	21	28	65%	73%	49	66	
3	0%	392%	54	54	1041%	470%	126	126	
6	12%	-20%	63	31	45%	-19%	115	56	
6	4%	165%	540	263	378%	336%	975	475	
6	0%	160%	29	14	369%	57%	52	25	
3	7%	191%	52	70	468%	370%	102	136	
3	1%	67%	291	581	226%	186%	567	1134	
6	5%	-63%	10	23	-13%	8%	23	45	
			164	211			302	382	
			213	279			434	563	
			960	965			1783	1840	
			957	1001			1809	1933	

PROP. CURVE HAM_PAL_3
 PI STA. = 10+67.63
 $\Delta = 1^\circ 51' 19''$ (RT)
 $D = 0^\circ 37' 53''$
 $R = 9,075.00'$
 $T = 146.93'$
 $L = 293.84'$
 $E = 1.19'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 9+20.70
 P.T. STA. = 12+14.54

STA. 16+69.11 HAMILTON ROAD =
 STA. 207+02.56 BUNN STREET

PROP. CURVE HAM_PAL_4
 PI STA. = 14+01.96
 $\Delta = 2^\circ 21' 59''$ (LT)
 $D = 0^\circ 37' 53''$
 $R = 9,075.00'$
 $T = 187.43'$
 $L = 374.80'$
 $E = 1.94'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 12+14.54
 P.T. STA. = 15+89.34

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

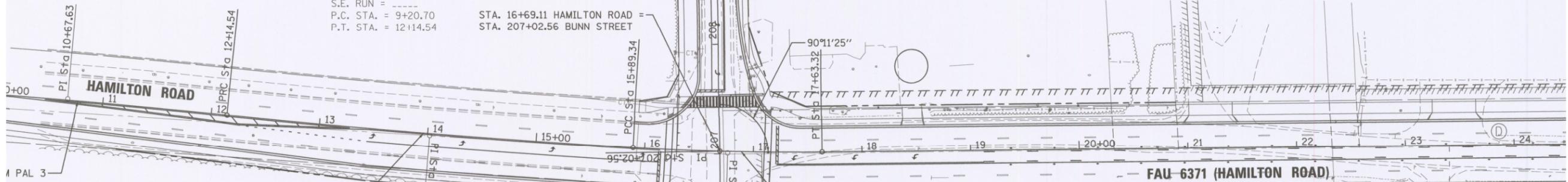
FAU ROUTE NUMBER: 6371
 STREET NAME: HAMILTON ROAD
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL
 OSOW DESIGN: NO
 WEST APPROACH:
 EXISTING ADT: 5600 (2015) DESIGN YEAR ADT: 11,700 (2041)
 EAST APPROACH:
 EXISTING ADT: 5200 (2015) DESIGN YEAR ADT: 12,000 (2041)
 PROPOSED DESIGN SPEED: 35 MPH PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

FAU ROUTE NUMBER: 6403
 STREET NAME: BUNN STREET
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR TO NORTH
 MINOR COLLECTOR TO SOUTH
 OSOW DESIGN: NO
 NORTH APPROACH:
 EXISTING ADT: 2650 (2015) DESIGN YEAR ADT: 5050 (2041)
 SOUTH APPROACH:
 EXISTING ADT: 1750 (2015) DESIGN YEAR ADT: 5000 (2041)
 PROPOSED DESIGN SPEED: 35 MPH PROPOSED POSTED SPEED: 35 MPH
 IMPROVEMENT TYPE: RECONSTRUCTION OF HAMILTON ROAD (EAST LEG)
 ANTICIPATED YEAR OF CONSTRUCTION: 2021
 EXISTING METHOD OF TRAFFIC CONTROL: AWS
 PROPOSED METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL
 SIGNAL WARRANT: 1B (2041) AND 6 (2021)
 DESIGN VEHICLE: WB-55
 DESIGN YEAR: 2041 (20 YEAR DESIGN)
 TRUCK ROUTE DESIGNATION:
 PREFERRED ROADWAY: NOT A TRUCK ROUTE
 SECONDARY ROADWAY: NOT A TRUCK ROUTE
 DESIGN CRITERIA: HAMILTON ROAD (EAST LEG) - RECONSTRUCTION (BLRS)
 ALL OTHER LEGS - 3R (BLRS)

GENERAL NOTES

- ARE PROFILES PROVIDED: YES.
- TYPE B-6, 18 CURB AND GUTTER TO BE USED ON THE OUTER EDGES OF PAVEMENT.
- ALL DIMENSIONS ARE E-E UNLESS OTHERWISE NOTED.
- THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY
- ENTRANCES FLARES SHALL CONFORM TO THE CITY OF BLOOMINGTON STANDARDS, AND ENTRANCE GRADE AND WIDTH SHALL CONFORM TO BLR STANDARDS
- PAVEMENT MARKINGS TO BE MODIFIED UREATHANE.
- PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, IDOT STANDARD DETAILS, AND ALL CITY OF BLOOMINGTON STANDARD DETAILS. LANE DESIGNATION ARROWS WILL BE DETERMINED THROUGH COORDINATION WITH BUREAU OF OPERATIONS POLICIES.
- INTERSECTION IS NOT A HIGH CRASH LOCATION.
- SCOPE OF WORK: RECONSTRUCTION OF HAMILTON ROAD (EAST LEG)
- DESIGN EXCEPTION: THROUGH QUEUES BLOCK LEFT TURN LANE ON ALL LEGS - STORAGE IS PROVIDED FOR LEFT TURN QUEUE AND IT IS A COMMON URBAN CONDITION
- STOP BARS ARE GREATER THAN 30' FROM OPPOSING THROUGH EDGE OF PAVEMENT - ACCOMMODATES DESIGN VEHICLE.
- NORTHBOUND AND SOUTHBOUND LEFT TURN LANES ARE HALF-SHELTERED TO REDUCE CONSTRUCTION LIMITS - COMMON URBAN CONDITION
- AUTOTURN VERSION 9.1 USED TO DESIGN PROPOSED RADII.
- CURBS TO BE DEPRESSED AT SIDEWALKS TO MEET CURRENT ADA/PROWAG STANDARDS.
- INTERSECTION MEETS IDOT INTERSECTION SIGHT DISTANCE POLICY.
- ADDITIONAL NOTES:
 - ACCESS CONTROL STRIPS WILL BE PURCHASED IN EACH INTERSECTION QUADRANT
 - STORAGE DISTANCES WERE DESIGNED USING THE ACTUATED, UNCOORDINATION 95TH PERCENTILE QUEUE FROM HCS
 - EXISTING ROW ON SOUTH LEG OF BUNN STREET IS PRESCRIPTIVE. PROPOSED ROW WILL BE PURCHASED TO DELINEATED ROW.



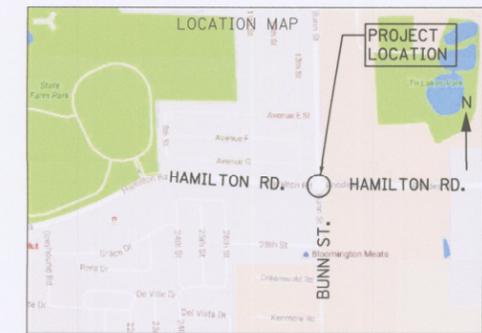
SIGNALIZED CAPACITY DESIGN ANALYSIS									
VERSION:	7.5	SIGNAL TYPE:	ACTUATED	AREA TYPE:	NON-CBD				
P.M. 4		CYCLE LENGTH (A.M.)	110 SEC	PHF (A.M.)	0.94				
SERVICE (A.M.)	30.0 SEC.	LOS	C	(P.M.)	29.9 SEC LOS C				

Hamilton Road (C)		Hamilton Road (D)		Bunn Street (B)		Bunn Street (A)	
L	TR	L	TR	L	TR	L	TR
1	1	1	1	1	1	1	1
15	487	540	102	283	307	40	175
6	237	263	136	567	612	81	192
100	1900	1900	1900	1900	1900	1900	1900
1	11	11	11	11	11	11	11
0	PM	0	AM	0	PM	0	AM
50	PM	50	AM	50	PM	50	AM
4		4		3		3	
00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
10	41.0	41.0	47.0	41.0	41.0	39.0	32.0
1.0	44.0	44.0	50.0	44.0	44.0	36.0	30.0
43	0.37	0.37	0.43	0.37	0.37	0.35	0.29
45	0.40	0.40	0.45	0.40	0.40	0.33	0.27
38	686	686	210	692	678	479	444
35	736	718	407	754	739	345	445
36	0.81	0.81	0.52	0.46	0.46	0.09	0.42
31	0.37	0.37	0.36	0.84	0.84	0.25	0.46
10	489	541	94	282	304	49	200
2	225	241	122	524	588	86	221
12	34.2	34.4	32.7	22.6	22.7	24.1	34.4
14	19.0	19.0	20.7	33.5	33.8	28.7	36.6
5	C	C	C	C	C	C	C
5	B	B	C	C	C	D	C
33.2		24.1		32.5		29.5	
19.7		32.3		34.3		35.5	
C		C		C		C	
B		C		C		D	

PROJECT BEGINS
 STA. 202+34.29

PROP. CURVE HAM_PAL_5
 PI STA. = 16+76.37
 $\Delta = 3^\circ 59' 15''$ (LT)
 $D = 2^\circ 17' 31''$
 $R = 2,500.00'$
 $T = 87.03'$
 $L = 173.99'$
 $E = 1.51'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 15+89.34
 P.T. STA. = 17+63.32

PHASE	PROPOSED PHASING				CYCLE LENGTH				
	1	2	3	4					
GREEN TIME IN SECONDS	AM 6.0	4.0 2.0	41.0	4.0 2.0	7.0	4.0 2.0	32.0	4.0 2.0	110 SEC.
	PM 6.0	4.0 2.0	44.0	4.0 2.0	6.0	4.0 2.0	30.0	4.0 2.0	110 SEC.



INTERSECTION DESIGN STUDY

FAU ROUTE 6371 (HAMILTON ROAD)
 WITH
 FAU ROUTE 6403 (BUNN STREET)

SEC. NO. 16-00360-00-PV PROJ. NO. _____
 SCALE 1"=50' COUNTY McLEAN
 SUN: _____ REV. NO. _____

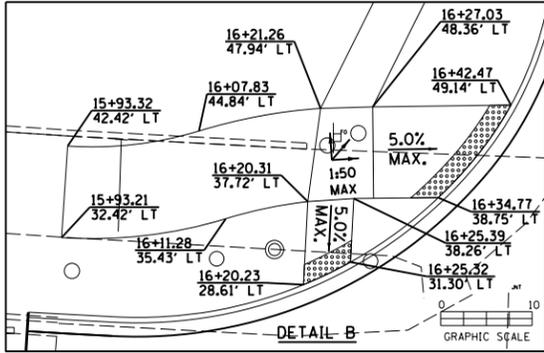
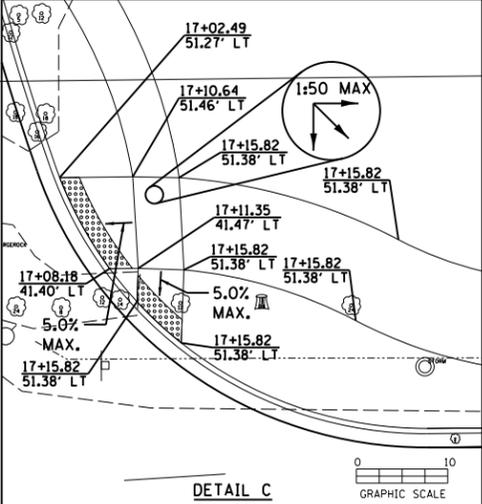
DESIGNED BY HANSON KURT BIALOBRESKI DATE 2-12-19
 APPROVED *Kurt Bialobreski* 7/16/20
 CITY ENGINEER DATE

CADD FILE NAME: [] I.D.S. SHEET 1 OF 5

PLOT DATE = 2/27/2019
 FILE NAME = I:\Projects\15100989\CAD\Road\Sheet\Traffic\IDS-1.dgn
 PLOT SCALE = 40.00000 / 1" = 40.00000'
 USER NAME = Andar-00846

MATCHLINE STA. 209 + 00.00

COMBINATION CONCRETE CURB
 AND GUTTER, TYPE B-6.18



$R_1 = 45'$
 $R_2 = 300'$
 OFFSET = 13.0'

STA. 16+69.11 HAMILTON ROAD =
 STA. 207+02.56 BUNN STREET

EXISTING COMBINATION CONCRETE
 CURB AND GUTTER, TYPE B-6.18

SEE DETAIL B

TEMPORARY EASEMENT

MATCHLINE STA. 15 + 00.00

HAMILTON ROAD

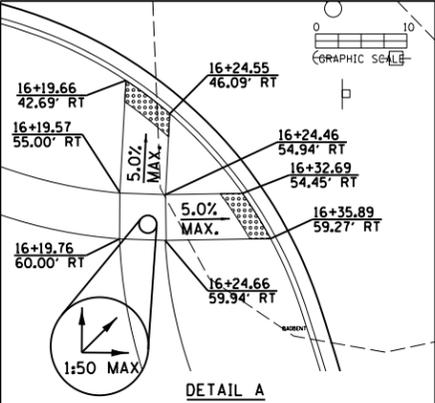
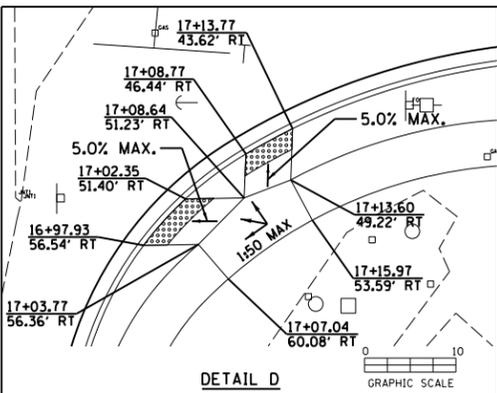
HAMILTON ROAD

BUNN STREET

MATCHLINE STA. 205 + 00.00

COMBINATION CONCRETE CURB
 AND GUTTER, TYPE B-6.18

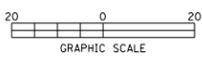
COMBINATION CONCRETE CURB
 AND GUTTER, TYPE B-6.18



$R_1 = 50'$
 $R_2 = 325'$
 OFFSET = 12.0'

$R_1 = 40'$
 $R_2 = 75'$
 OFFSET = 5.0'

NOTE: EXISTING ROW ON SOUTH LEG
 OF BUNN STREET IS PRESCRIPTIVE.
 PROPOSED ROW WILL BE PURCHASED
 TO DELINEATED ROW.



INTERSECTION DESIGN STUDY

FAU ROUTE 6371 (HAMILTON ROAD)
 FAU ROUTE 6403 WITH (BUNN STREET)

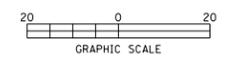
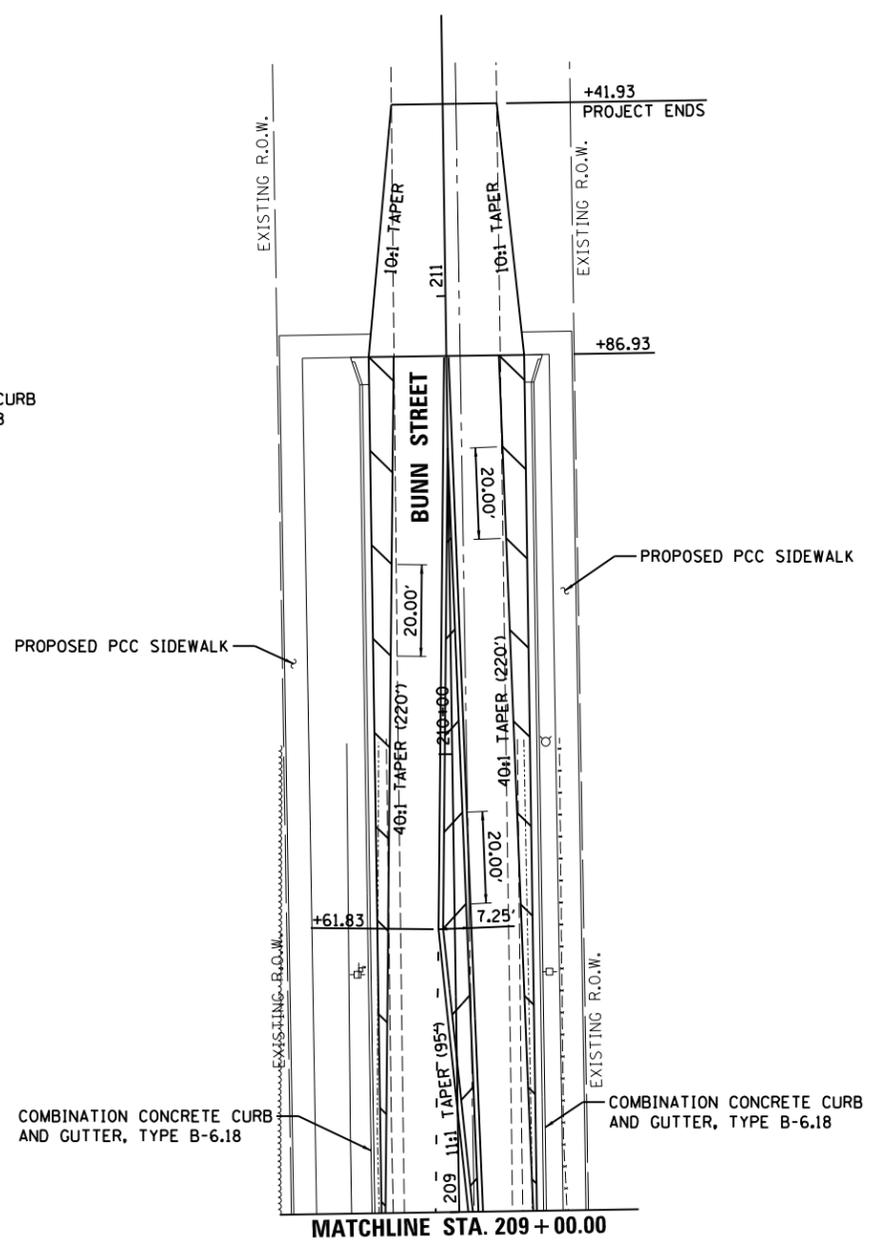
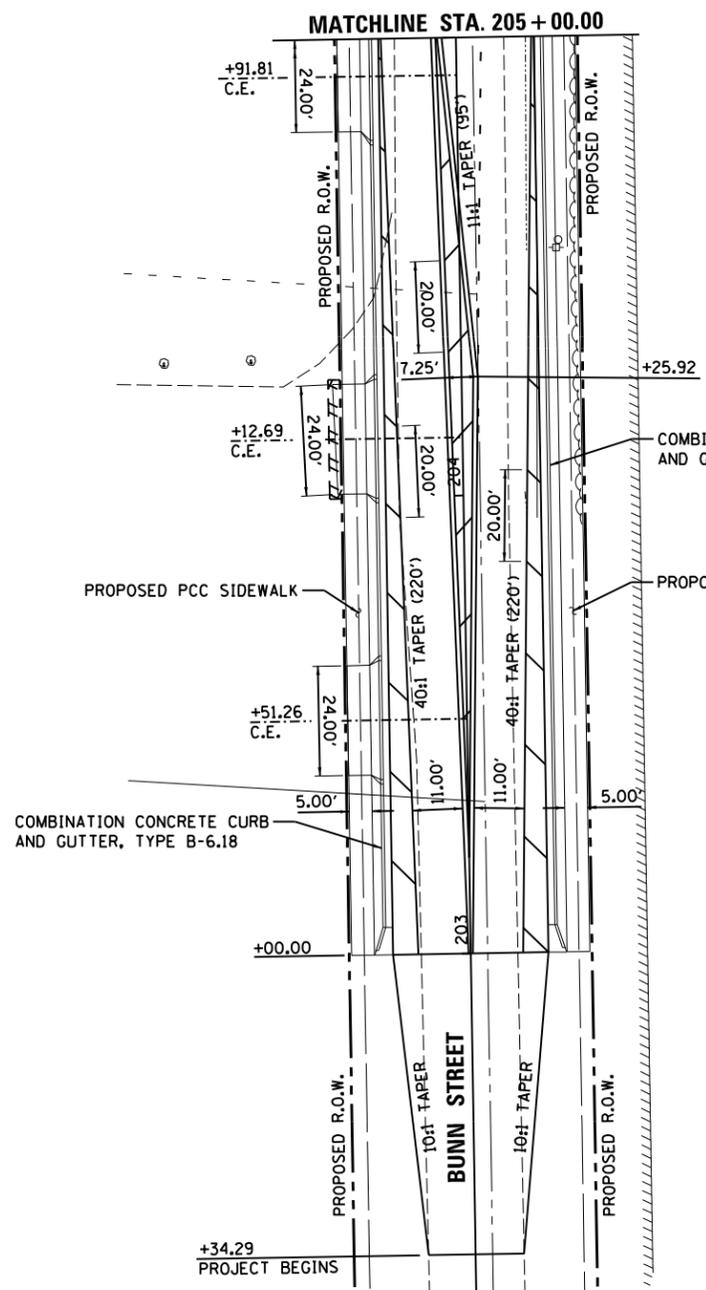
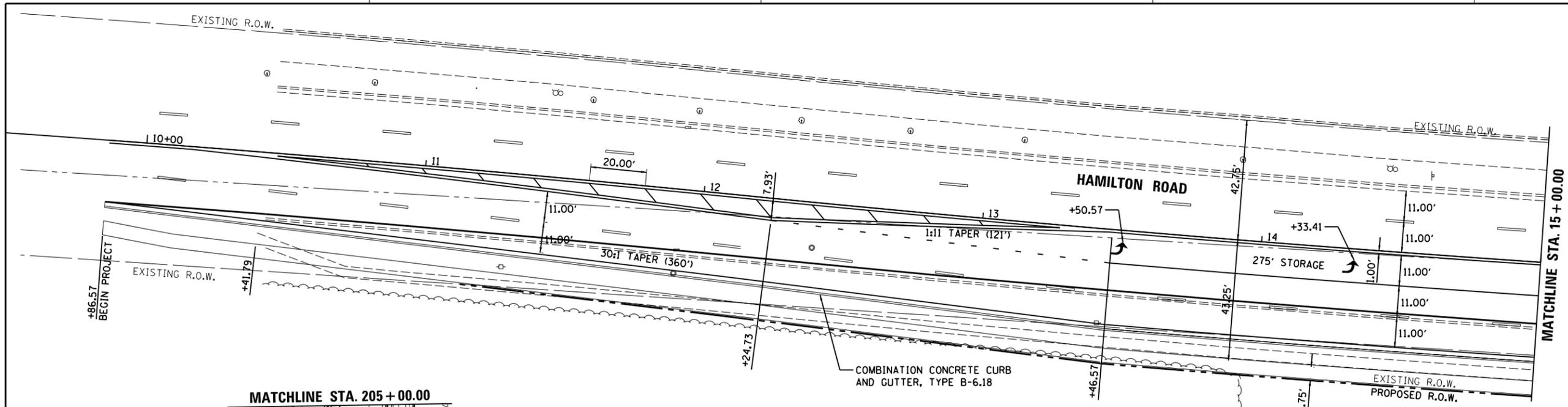
SEC. NO. 16-00360-00-PV

SCALE 1"=20' COUNTY McLEAN

SUN : _____ PROJ. NO. _____

I.D.S. SHEET 2 OF 5

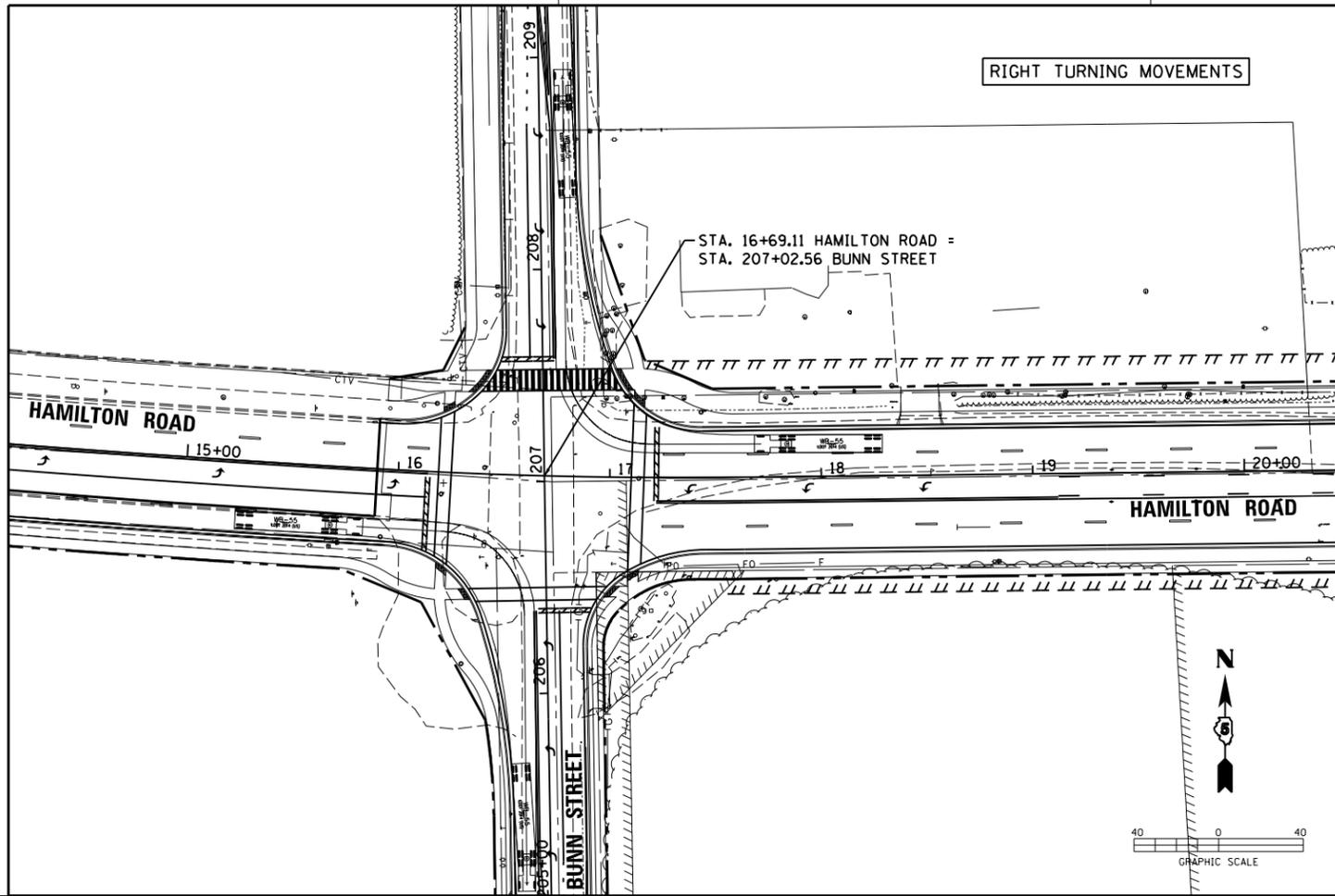
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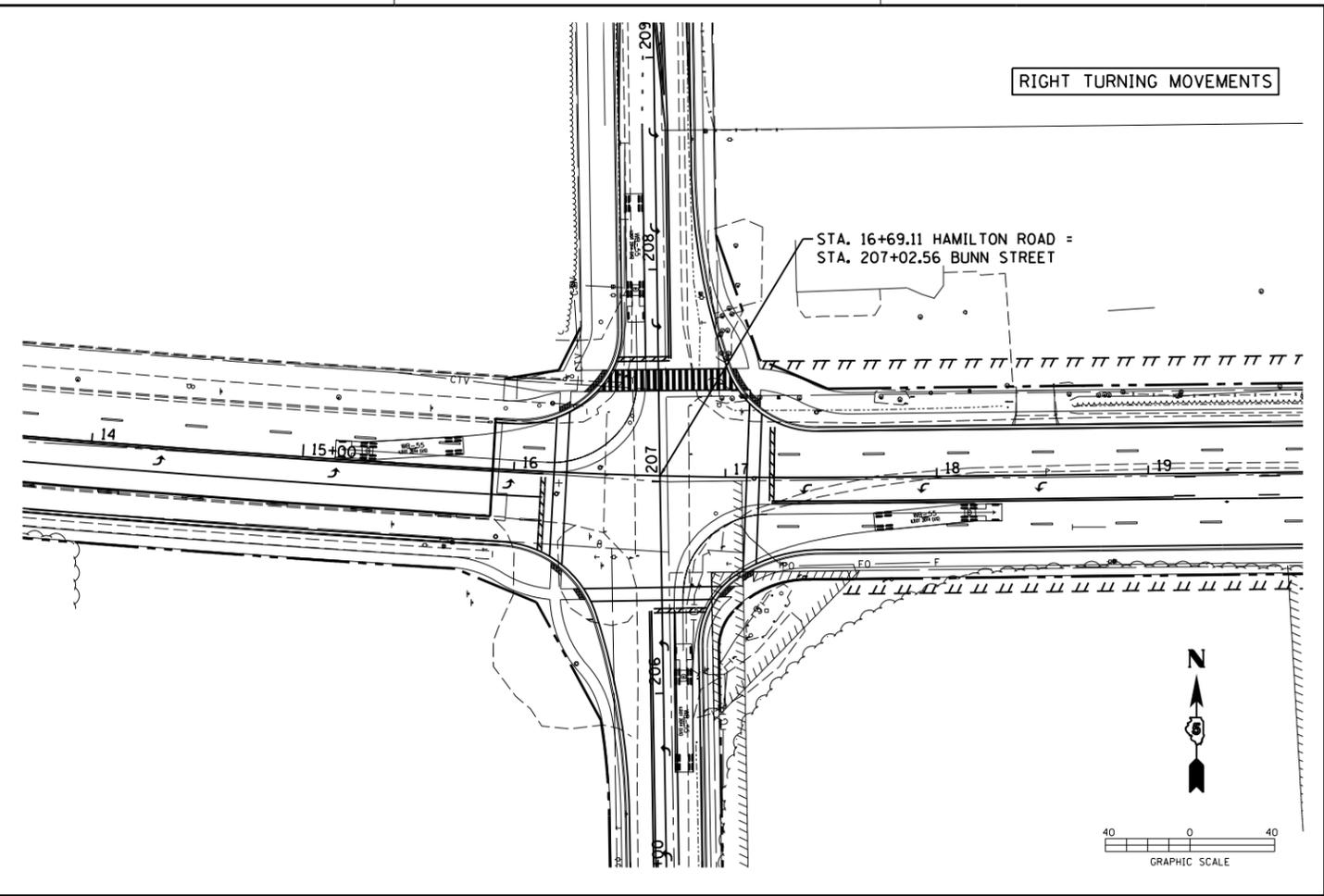
INTERSECTION DESIGN STUDY
 FAU ROUTE 6371 (HAMILTON ROAD)
 FAU ROUTE 6403 WITH (BUNN STREET)
 SEC. NO. 16-00360-00-PV
 SCALE 1"=20' COUNTY McLEAN
 SJN : _____ PROJ. NO. _____
 I.D.S. SHEET 3 OF 5

PLOT DATE = 2/27/2019
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USER NAME = Andar-00846

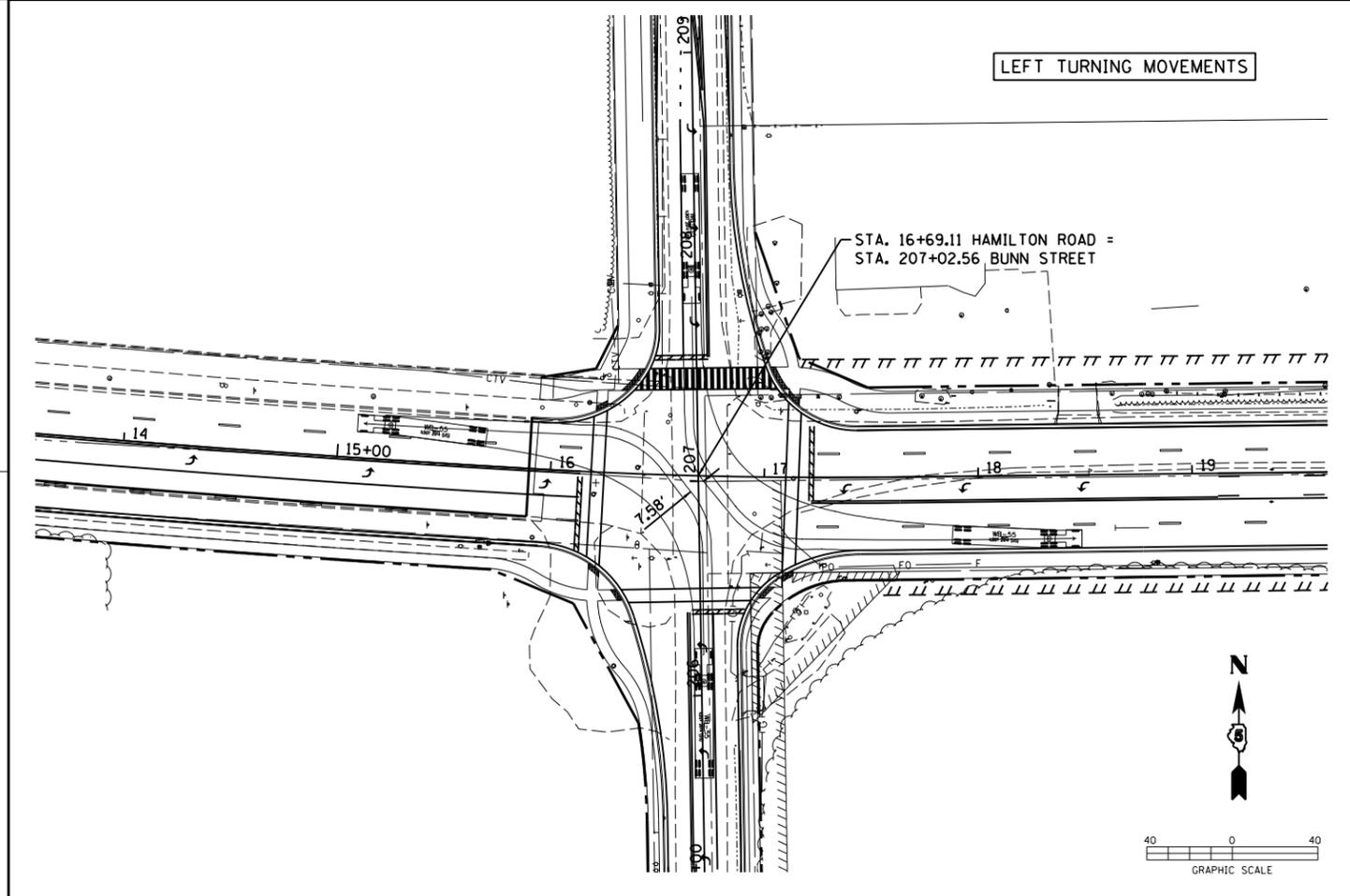
RIGHT TURNING MOVEMENTS



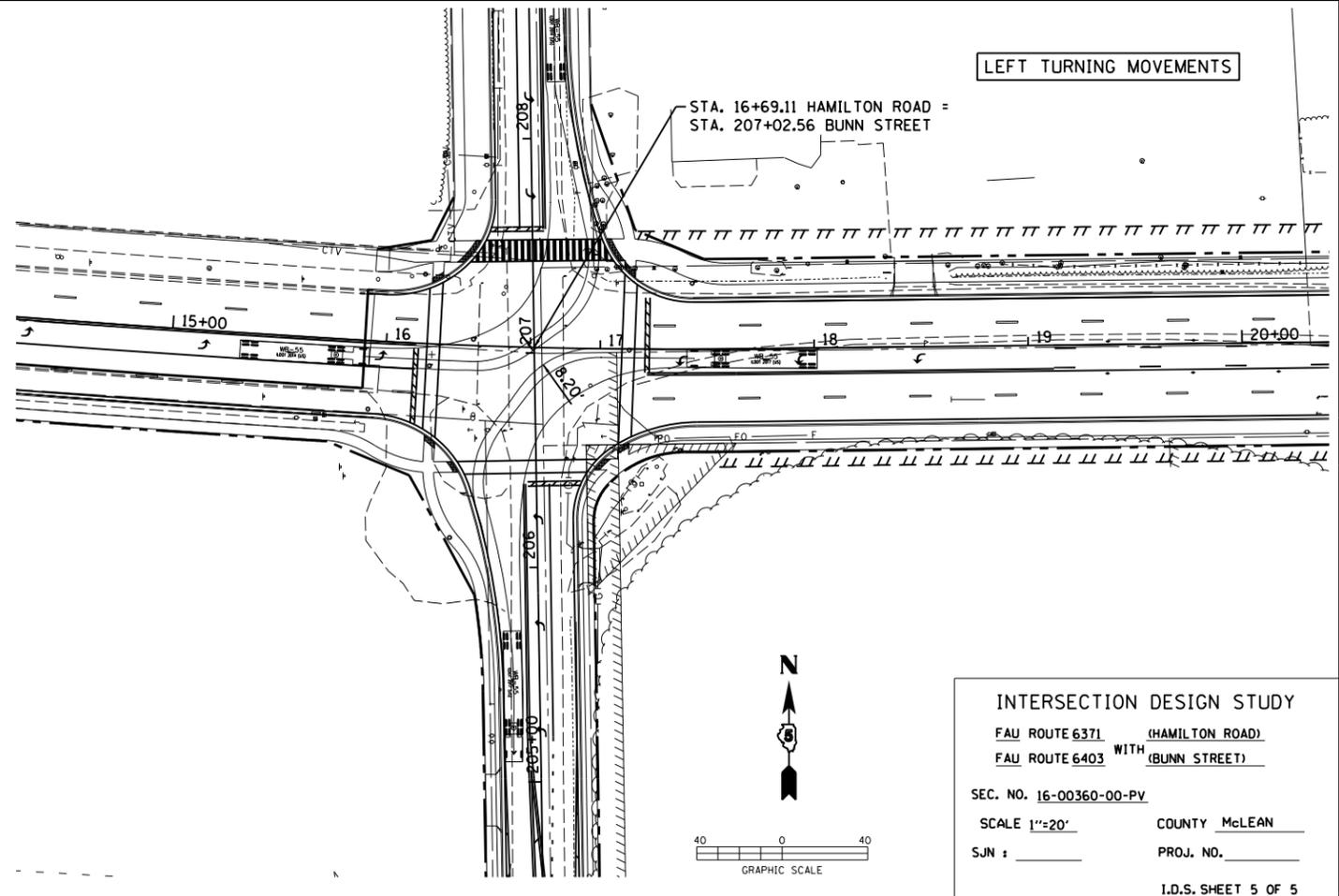
RIGHT TURNING MOVEMENTS



LEFT TURNING MOVEMENTS



LEFT TURNING MOVEMENTS



INTERSECTION DESIGN STUDY
FAU ROUTE 6371 (HAMILTON ROAD)
FAU ROUTE 6403 WITH (BUNN STREET)
SEC. NO. 16-00360-00-PV
SCALE 1"=20' COUNTY McLEAN
SUN : _____ PROJ. NO. _____
I.D.S. SHEET 5 OF 5

Program Used: HCS 7 version: 7.5
 Peak hour factor: 0.95
 Signalized intersection(s) within 0.25 miles of intersection along major route? (yes/no) no
 Flared approach for minor street right-turning vehicle (yes/no) no on the south approach on the north approach
 Single or two-stage gap acceptance? single

Approach	Hamilton Road (C)	Hamilton Road (D)	Rhodes Lane (B)
Major or minor leg?	MAJOR	MAJOR	MINOR
Lane group	T TR	L T	LR
Number of lanes	1 1	1 2	1
2041 30 th max. hour traffic (V ₁₅₋₈₅)	A.M. 559 558 P.M. 309 309	59 686	15 120
Pedestrians-hour (ped/h)	A.M. 50 P.M. 50	0 0	50 50
Capacity (c _{ps} or c _t) (veh/h)	A.M. 503 P.M. 815	503 365	249 365
v/c ratio (v/c _{ps})	A.M. 0.13 P.M. 0.01	0.13 0.07	0.36 0.07
Storage queue (no. of vehicles)	A.M. 0.4 P.M. 0.0	0.4 0.2	1.6 1.6
Control delay (seconds)	A.M. 13.2 P.M. 9.5	13.2 20.5	20.2 20.2
Lane group level-of-service	A.M. B P.M. A	B A	C C
Approach delay (seconds)	A.M. 1.0 P.M. 0.1	1.0 20.5	20.5 20.2
Approach level-of-service	A.M. A P.M. A	A A	C C

GENERAL NOTES

ARE PROFILES PROVIDED: YES.
 TYPE B-6, 18 CURB AND GUTTER TO BE USED ON THE OUTER EDGES OF PAVEMENT.
 ALL DIMENSIONS ARE E-E UNLESS OTHERWISE NOTED.
 THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
 ENTRANCES FLARES SHALL CONFORM TO THE CITY OF BLOOMINGTON STANDARDS,
 AND ENTRANCE GRADE AND WIDTH SHALL CONFORM TO BLR STANDARDS
 PAVEMENT MARKINGS TO BE THERMOPLASTIC.
 PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, IDOT STANDARD DETAILS, AND ALL CITY OF BLOOMINGTON STANDARD DETAILS. LANE DESIGNATION ARROWS WILL BE DETERMINED THROUGH COORDINATION WITH BUREAU OF OPERATIONS POLICIES.
 INTERSECTION IS NOT A HIGH CRASH LOCATION.
 SCOPE OF WORK: NEW CONSTRUCTION OF HAMILTON ROAD AND REALIGNMENT OF RHODES LANE
 DESIGN EXCEPTION: NONE
 AUTOTURN VERSION 9.1 USED TO DESIGN PROPOSED RADII.
 CURBS TO BE DEPRESSED AT SIDEWALKS TO MEET CURRENT ADA/PROWAG STANDARDS.
 INTERSECTION MEETS IDOT INTERSECTION SIGHT DISTANCE POLICY.
 ADDITIONAL NOTES:

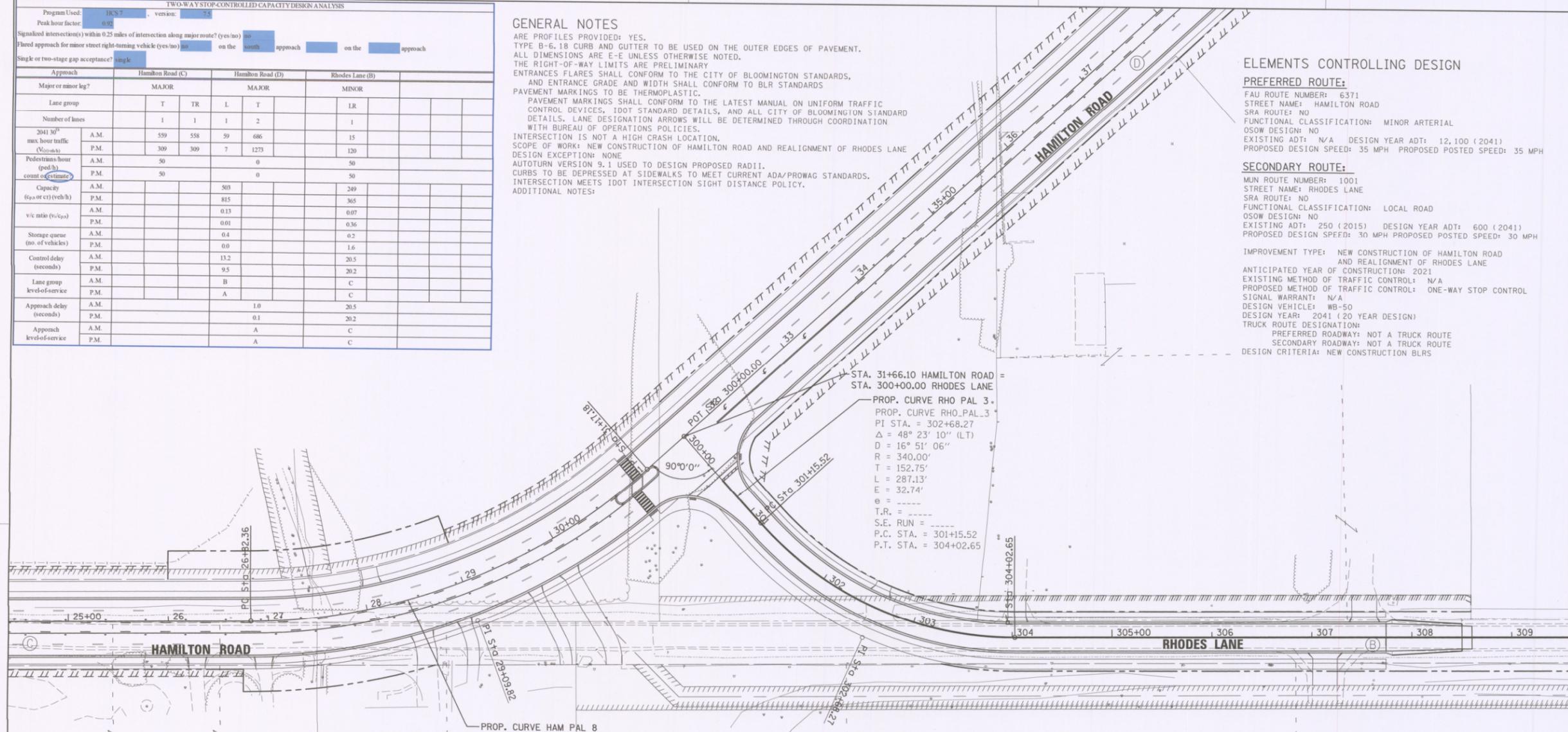
ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:
 FAU ROUTE NUMBER: 6371
 STREET NAME: HAMILTON ROAD
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL
 OSW DESIGN: NO
 EXISTING ADT: N/A DESIGN YEAR ADT: 12,100 (2041)
 PROPOSED DESIGN SPEED: 35 MPH PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:
 MUN ROUTE NUMBER: 1001
 STREET NAME: RHODES LANE
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: LOCAL ROAD
 OSW DESIGN: NO
 EXISTING ADT: 250 (2015) DESIGN YEAR ADT: 600 (2041)
 PROPOSED DESIGN SPEED: 30 MPH PROPOSED POSTED SPEED: 30 MPH

IMPROVEMENT TYPE: NEW CONSTRUCTION OF HAMILTON ROAD AND REALIGNMENT OF RHODES LANE
 ANTICIPATED YEAR OF CONSTRUCTION: 2021
 EXISTING METHOD OF TRAFFIC CONTROL: N/A
 PROPOSED METHOD OF TRAFFIC CONTROL: ONE-WAY STOP CONTROL
 SIGNAL WARRANT: N/A
 DESIGN VEHICLE: WB-50
 DESIGN YEAR: 2041 (20 YEAR DESIGN)
 TRUCK ROUTE DESIGNATION:
 PREFERRED ROADWAY: NOT A TRUCK ROUTE
 SECONDARY ROADWAY: NOT A TRUCK ROUTE
 DESIGN CRITERIA: NEW CONSTRUCTION BLRS

PLOT DATE = 7/10/2019
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 SCALE = 1"=50'
 USER = jason@bbsi.com

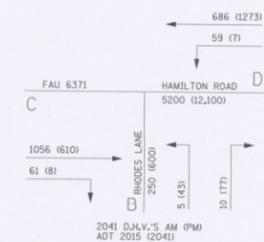


TRAFFIC DATA

MOVEMENT	YEAR 2015 30TH MAXIMUM HOUR TRAFFIC (EXISTING)		PERCENT TRUCK TRAFFIC		ESTIMATED PERCENT INCREASE BY 2021		YEAR 2021 30TH MAXIMUM HOUR TRAFFIC (FORECASTED)		ESTIMATED PERCENT INCREASE BY 2041		YEAR 2041 30TH MAXIMUM HOUR TRAFFIC (FORECASTED)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
AD (L)												
AB (T)												
AC (R)												
BC (L)			6%	6%			3	22			5	43
BA (T)												
BD (R)			20%	20%			5	39			10	77
CA (L)												
CD (T)			2%	2%			539	311			1056	610
CB (R)			6%	6%			31	4			61	8
DB (L)			6%	6%			30	4			59	7
DC (T)			2%	2%			346	642			686	1273
DA (R)												
TOTAL A												
TOTAL B							68	69			135	135
TOTAL C							919	979			1808	1933
TOTAL D							919	996			1811	1967

T = THROUGH, L = LEFT, R = RIGHT

PROP. CURVE HAM PAL 8
 PI STA. = 29+09.82
 $\Delta = 41^\circ 31' 21''$ (LT)
 R = 600.00'
 T = 227.45'
 L = 434.82'
 E = 41.67'
 $e =$ -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 26+82.36
 P.T. STA. = 31+17.18



INTERSECTION DESIGN STUDY

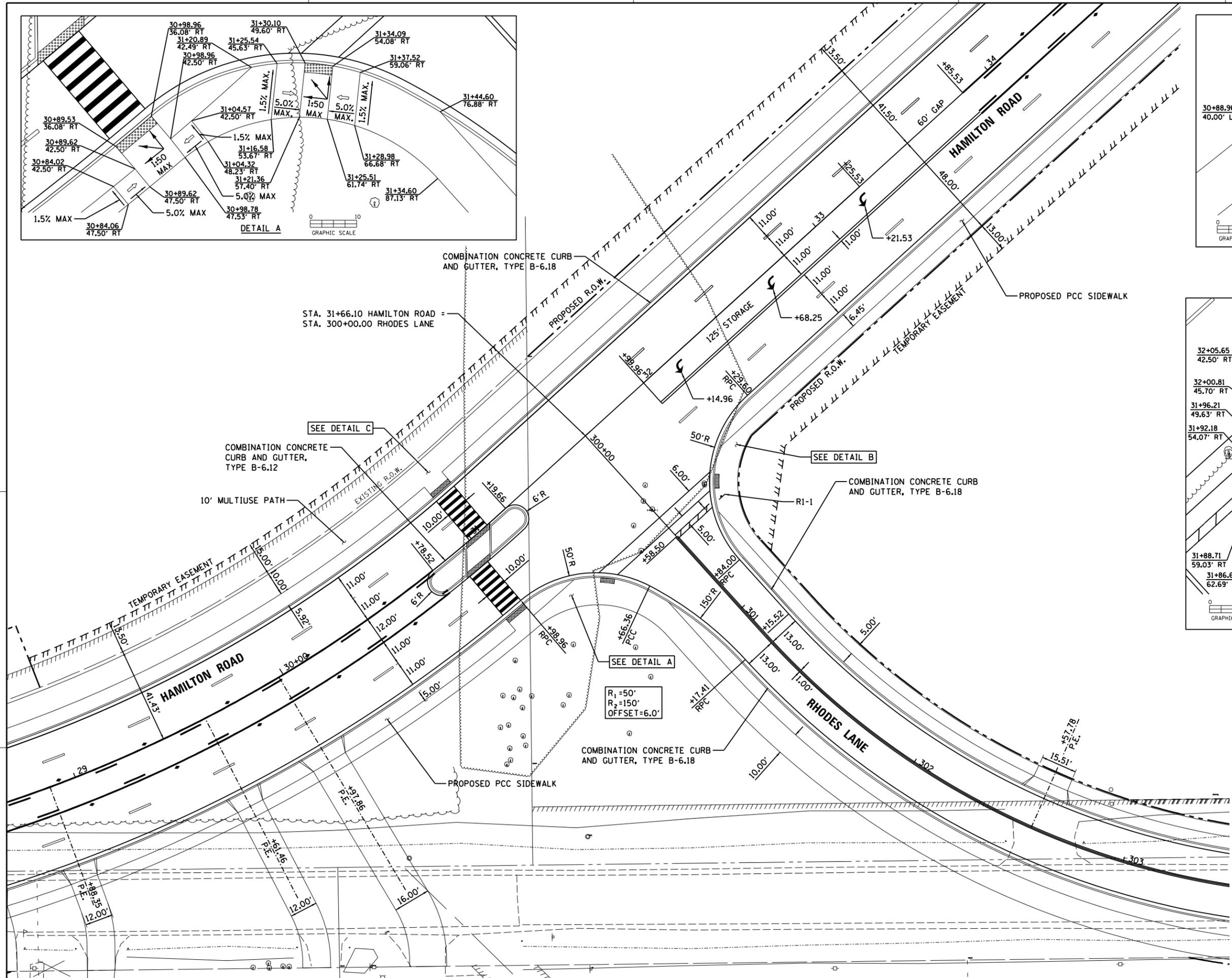
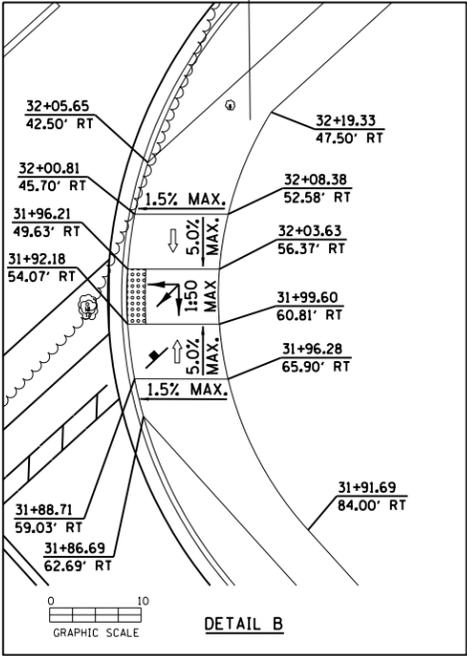
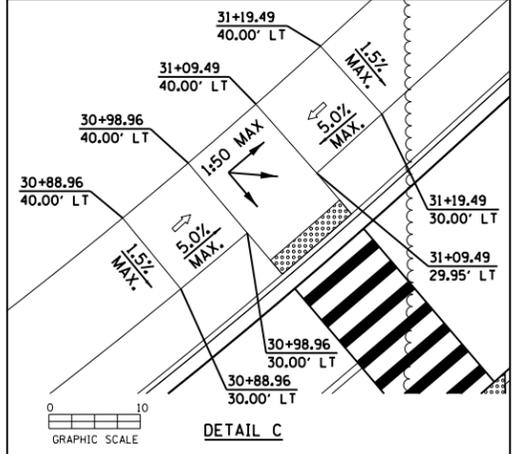
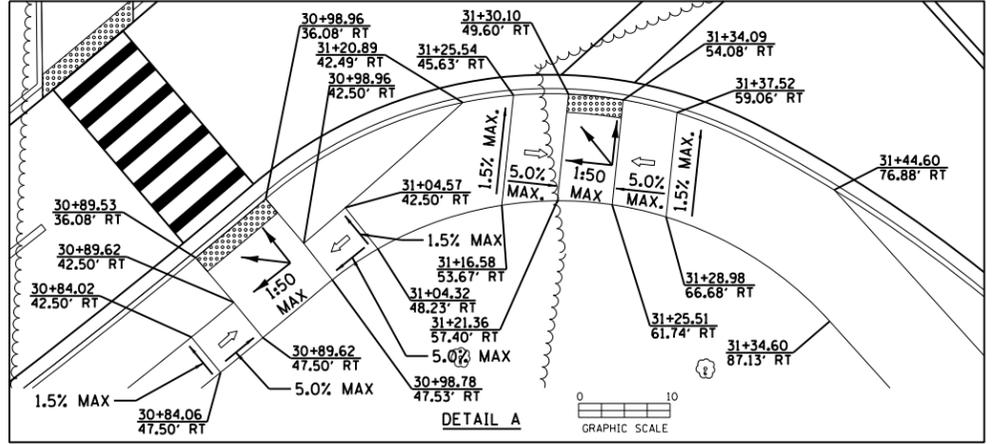
FAU ROUTE 6371 (HAMILTON ROAD)
 WITH
 MUN ROUTE 1001 (RHODES LANE)

SEC. NO. 16-00360-00-PV PROJ. NO. _____
 SCALE 1"=50' COUNTY McLEAN
 SJN: _____ REV. NO. _____

DESIGNED BY HANSON KURT BIALOBRESKI DATE 1-30-19
 APPROVED *Kurt Bialobreski* 7/16/19
 CITY ENGINEER DATE

CADD FILE NAME: I 3 I.D.S. SHEET 1 OF 4

PLOT DATE = 2/15/2019
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 PLOT SCALE = 40.0000' / 1" = 40.0000' / 1"
 USER NAME = Andar-00846

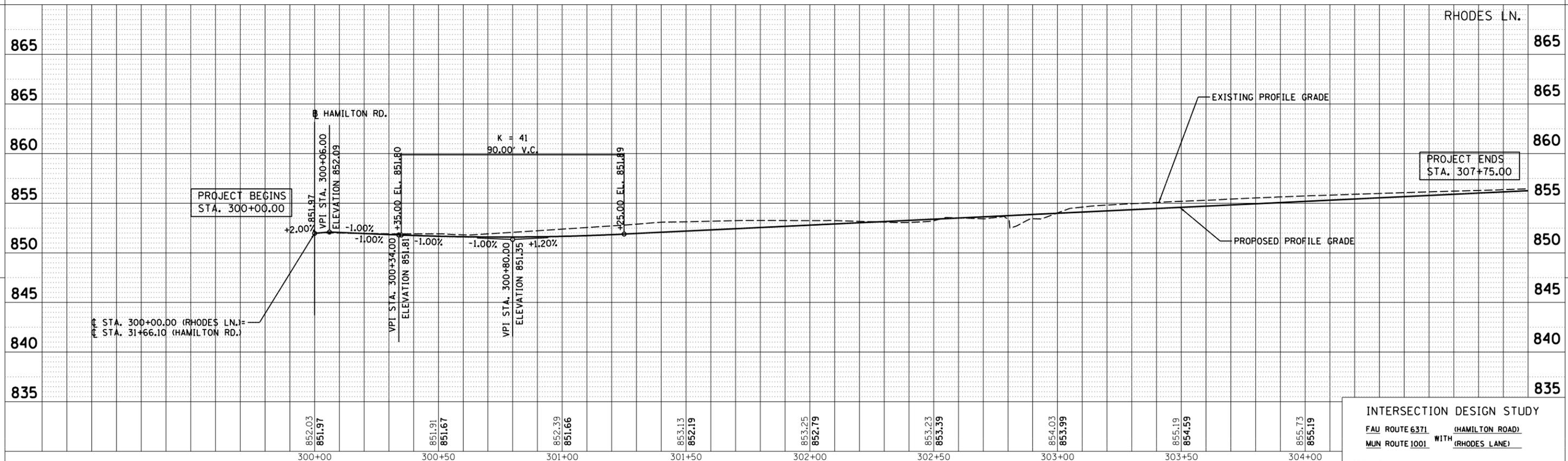
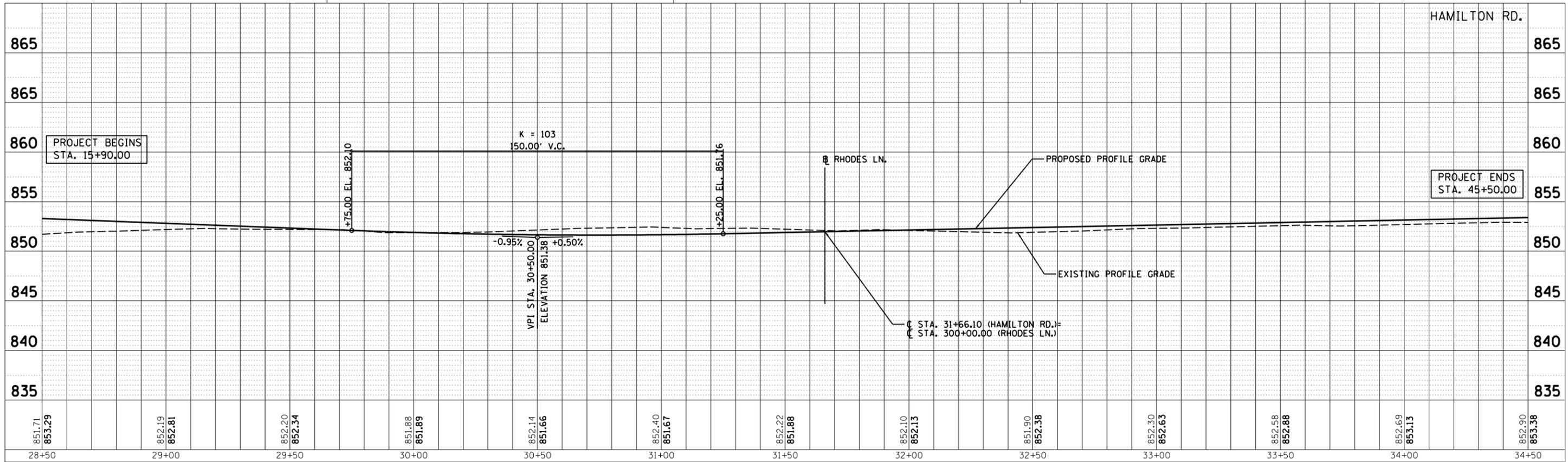


$R_1 = 50'$
 $R_2 = 150'$
 OFFSET = 6.0'



INTERSECTION DESIGN STUDY
 FAU ROUTE 6371 (HAMILTON ROAD)
 MUN ROUTE 1001 WITH (RHODES LANE)
 SEC. NO. 16-00360-00-PV
 SCALE 1"=20' COUNTY McLEAN
 SUN : _____ PROJ. NO. _____
 I.D.S. SHEET 2 OF 4

PLOT DATE = 2/15/2019
 FILE NAME = I:\Projects\15100098\CAD\Road\Sheet\Traffic\IDS-4.dgn
 PLOT SCALE = 40.0000' / in.



INTERSECTION DESIGN STUDY

FAU ROUTE 6371 (HAMILTON ROAD)
 MUN ROUTE 1001 WITH (RHODES LANE)

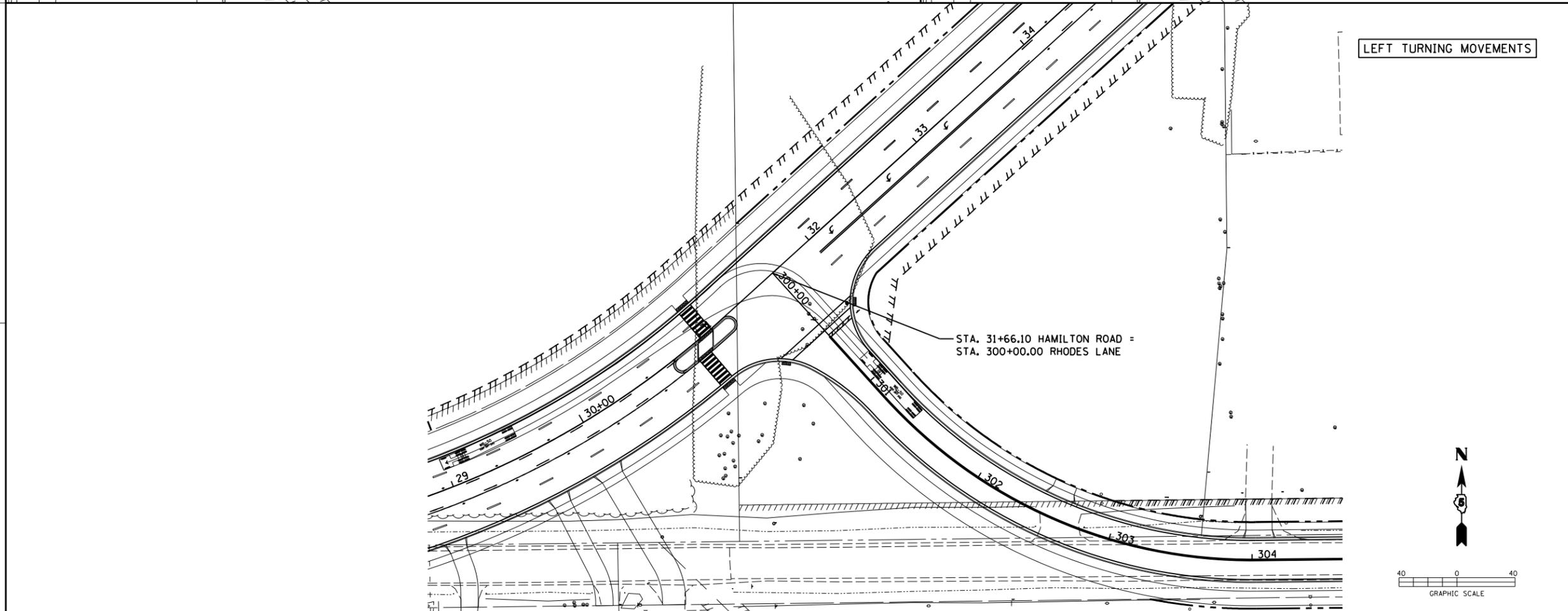
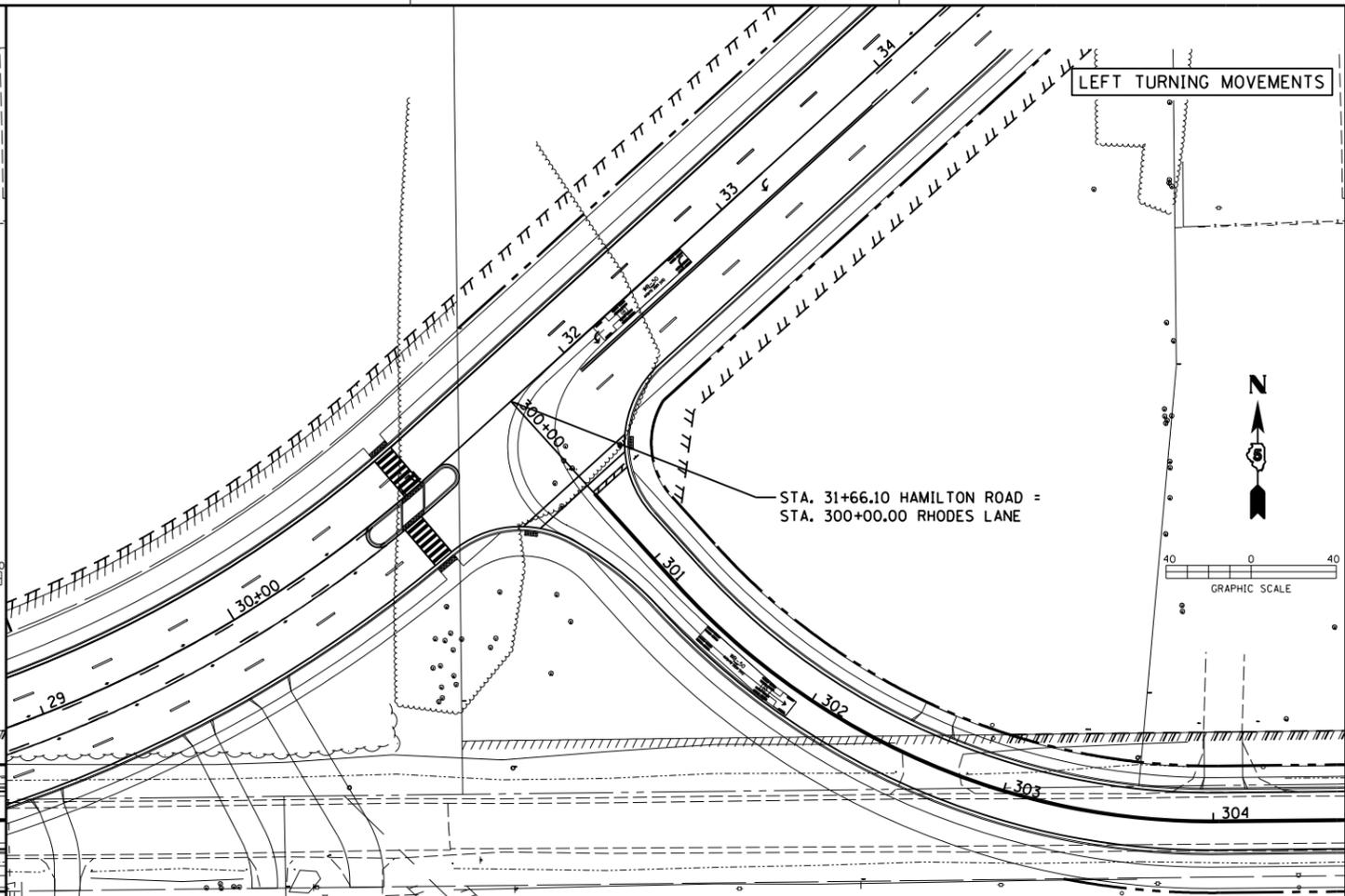
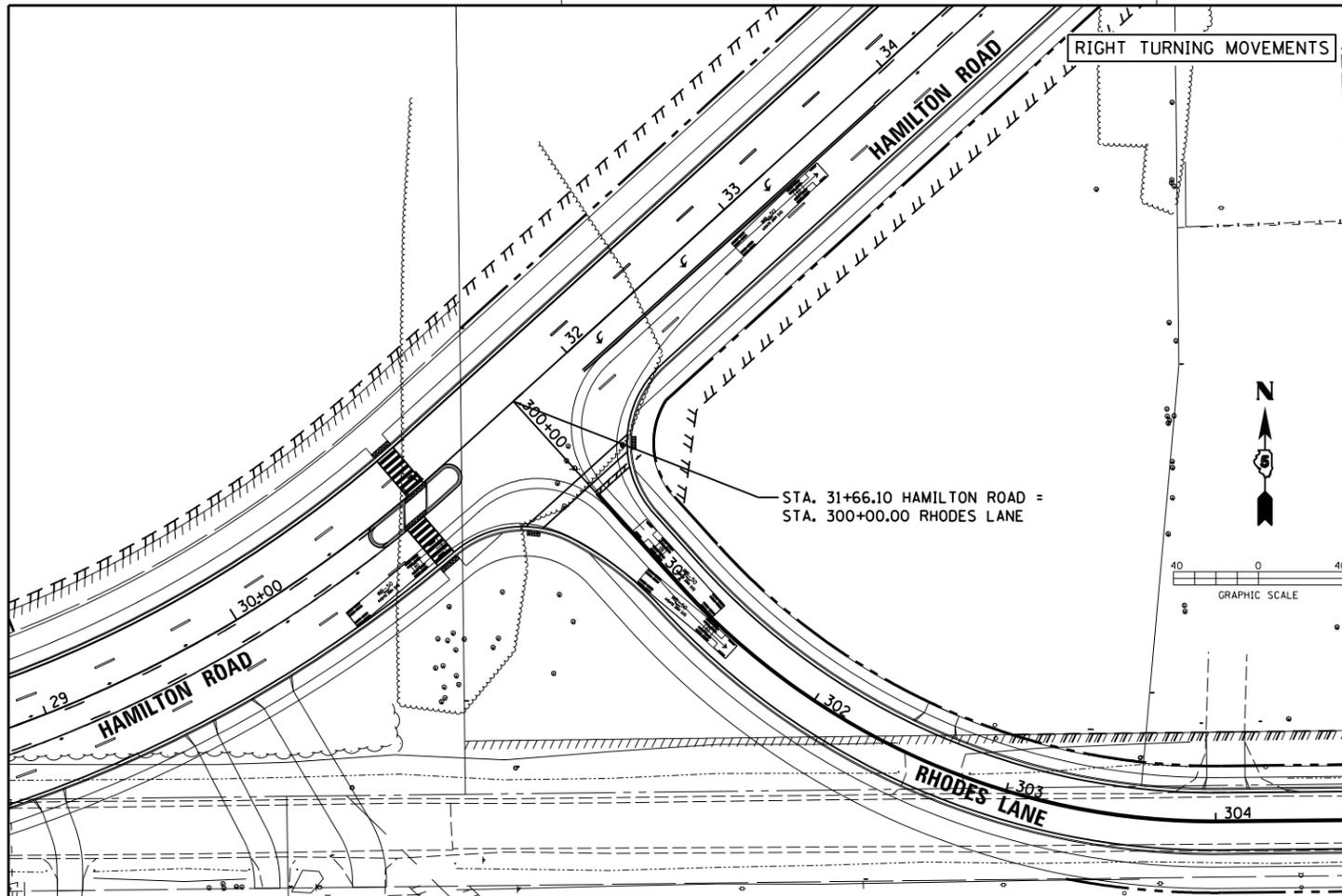
SEC. NO. 16-00360-00-PV

SCALE 1"=20'HORZ COUNTY McLEAN
 1"=5'VERT PROJ. NO.

SUN :

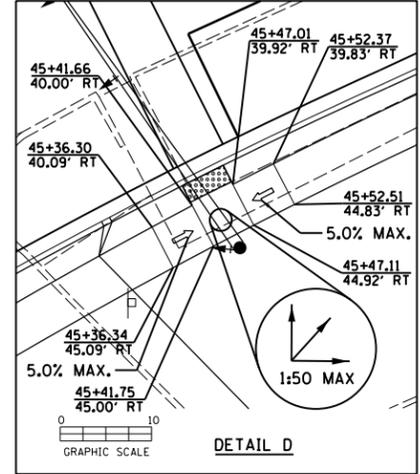
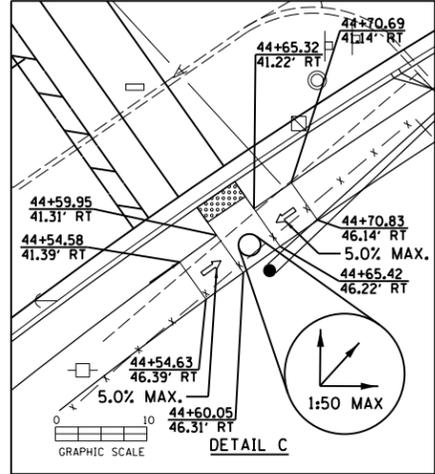
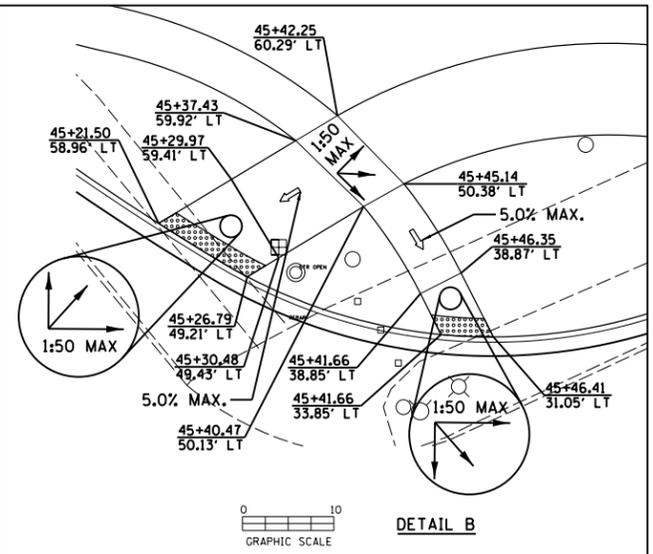
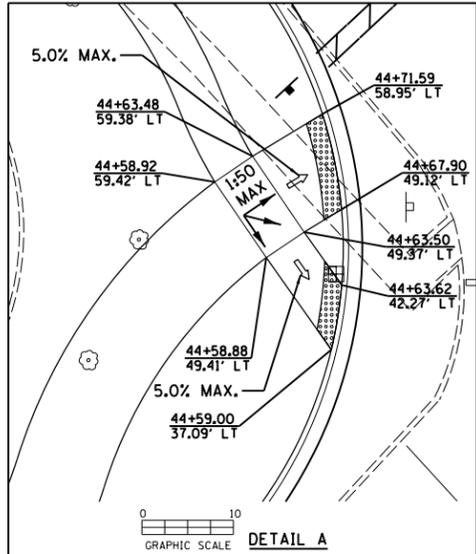
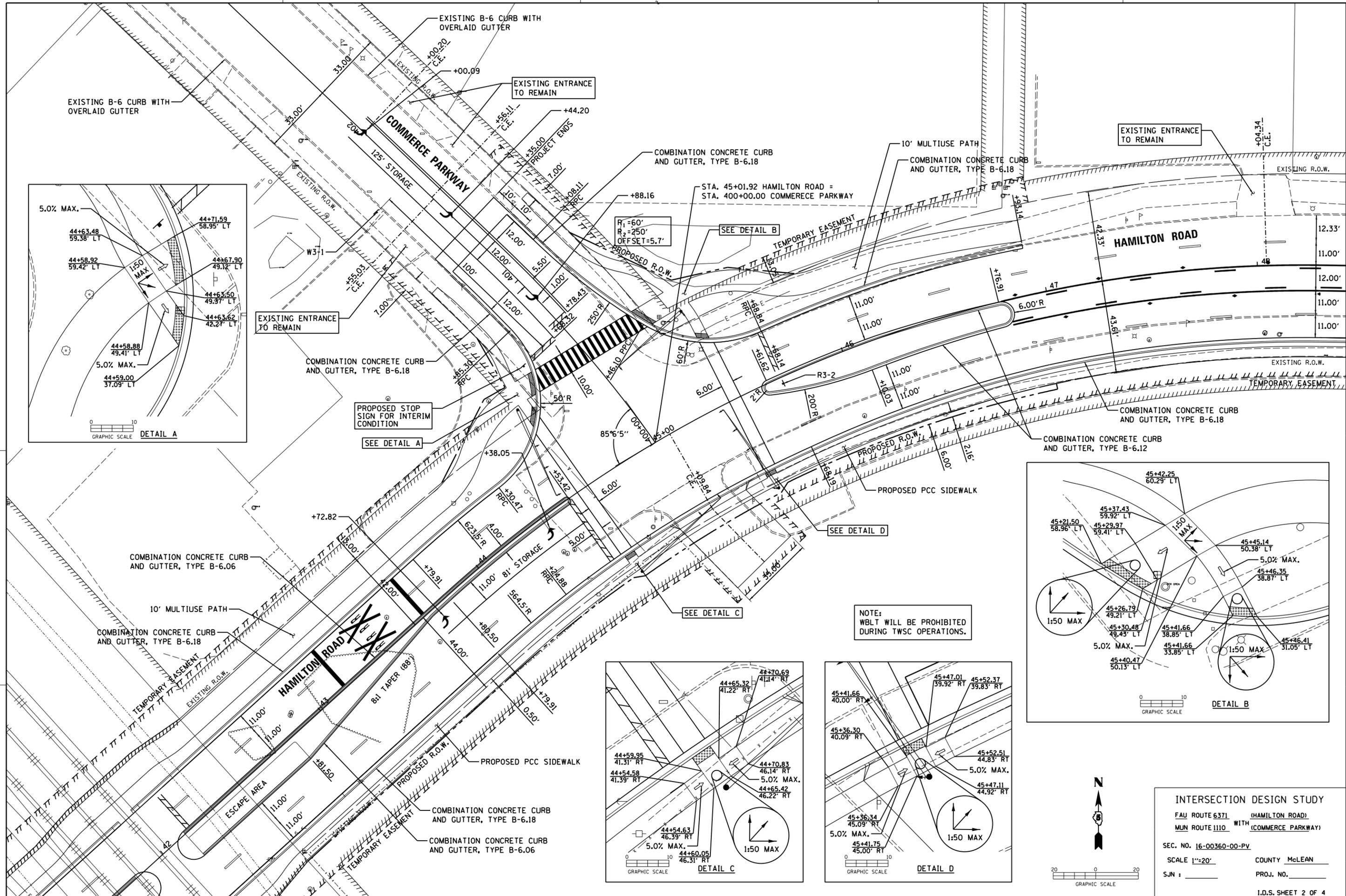
I.D.S. SHEET 3 OF 4

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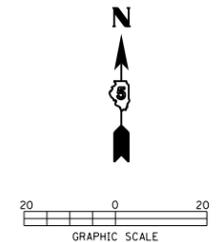


INTERSECTION DESIGN STUDY
FAU ROUTE 6371 (HAMILTON ROAD)
MUN ROUTE 1001 WITH (RHODES LANE)
SEC. NO. 16-00360-00-PV COUNTY McLEAN
SCALE 1"=20' PROJ. NO. _____
SUN : _____ I.D.S. SHEET 4 OF 4

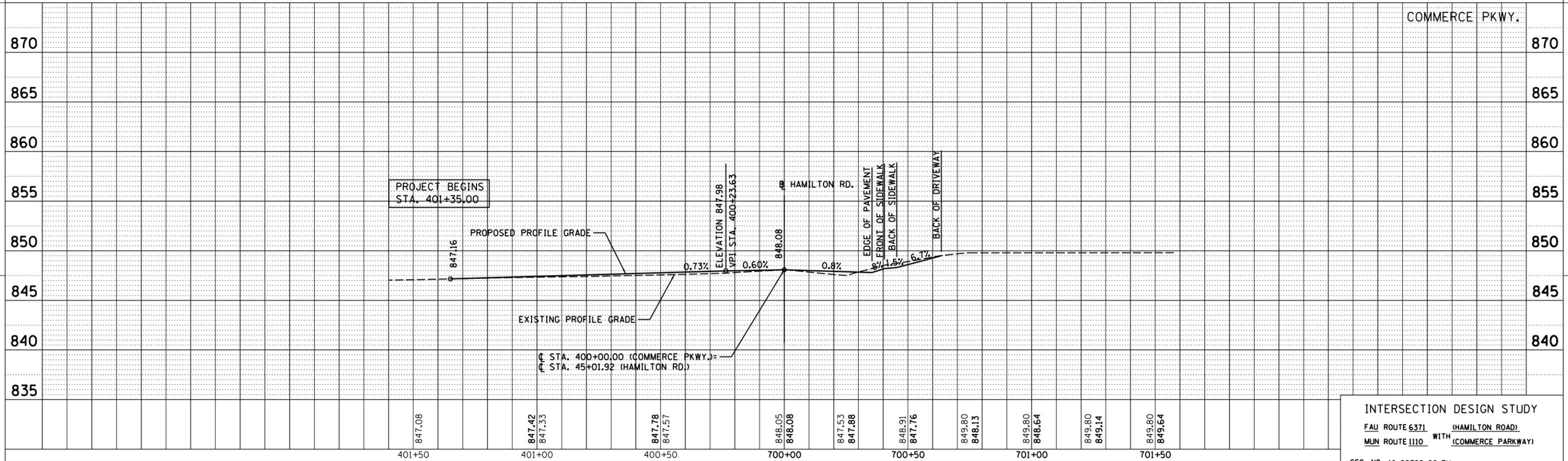
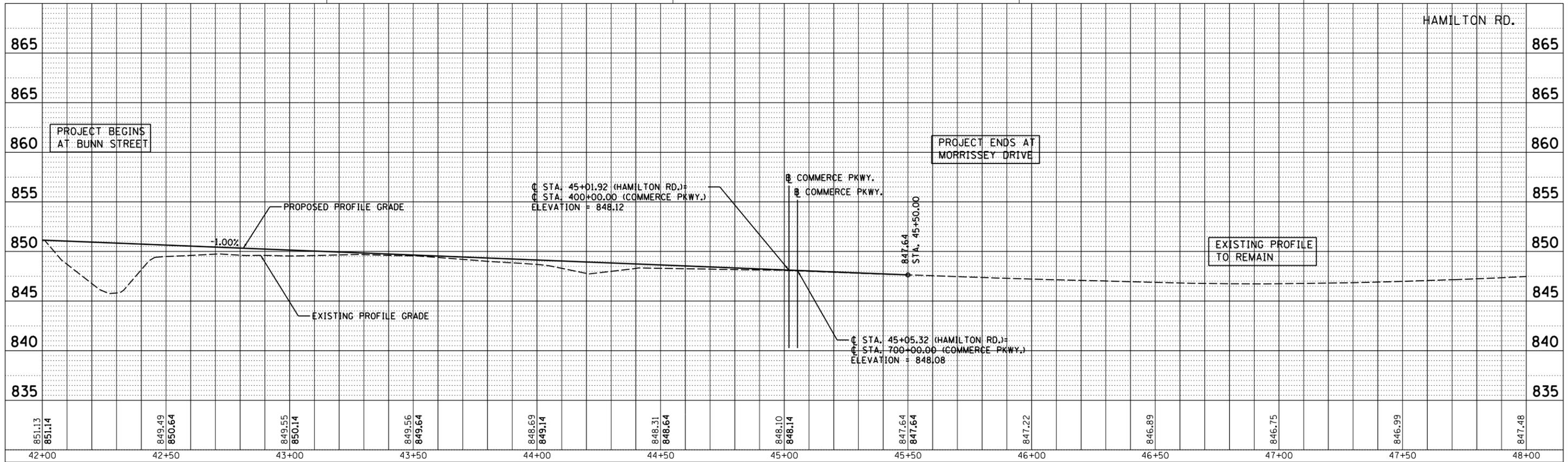
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 PLOT SCALE = 40:0000' / 1" = 40:0000'
 USER NAME = Andar-00846



INTERSECTION DESIGN STUDY
 FAU ROUTE 6371 (HAMILTON ROAD)
 MUN ROUTE 1110 WITH (COMMERCE PARKWAY)
 SEC. NO. 16-00360-00-PV COUNTY McLEAN
 SCALE 1"=20' PROJ. NO. _____
 SUN : _____ I.D.S. SHEET 2 OF 4



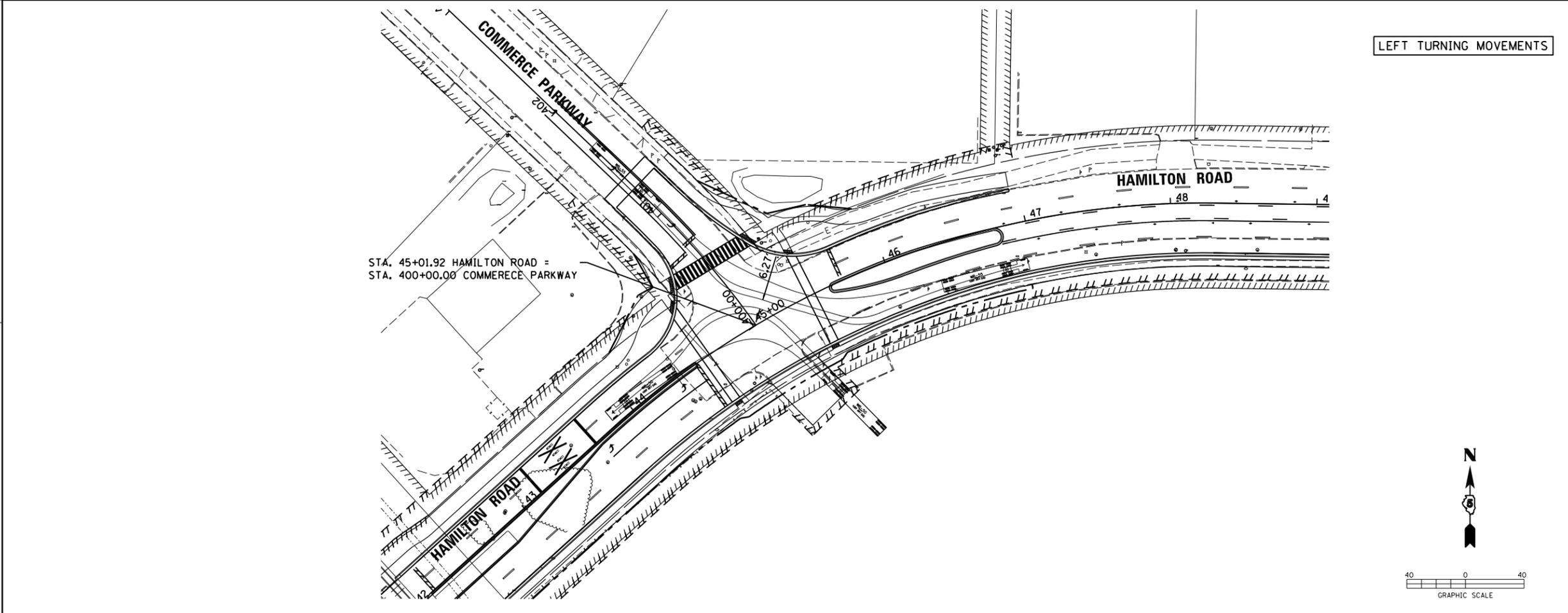
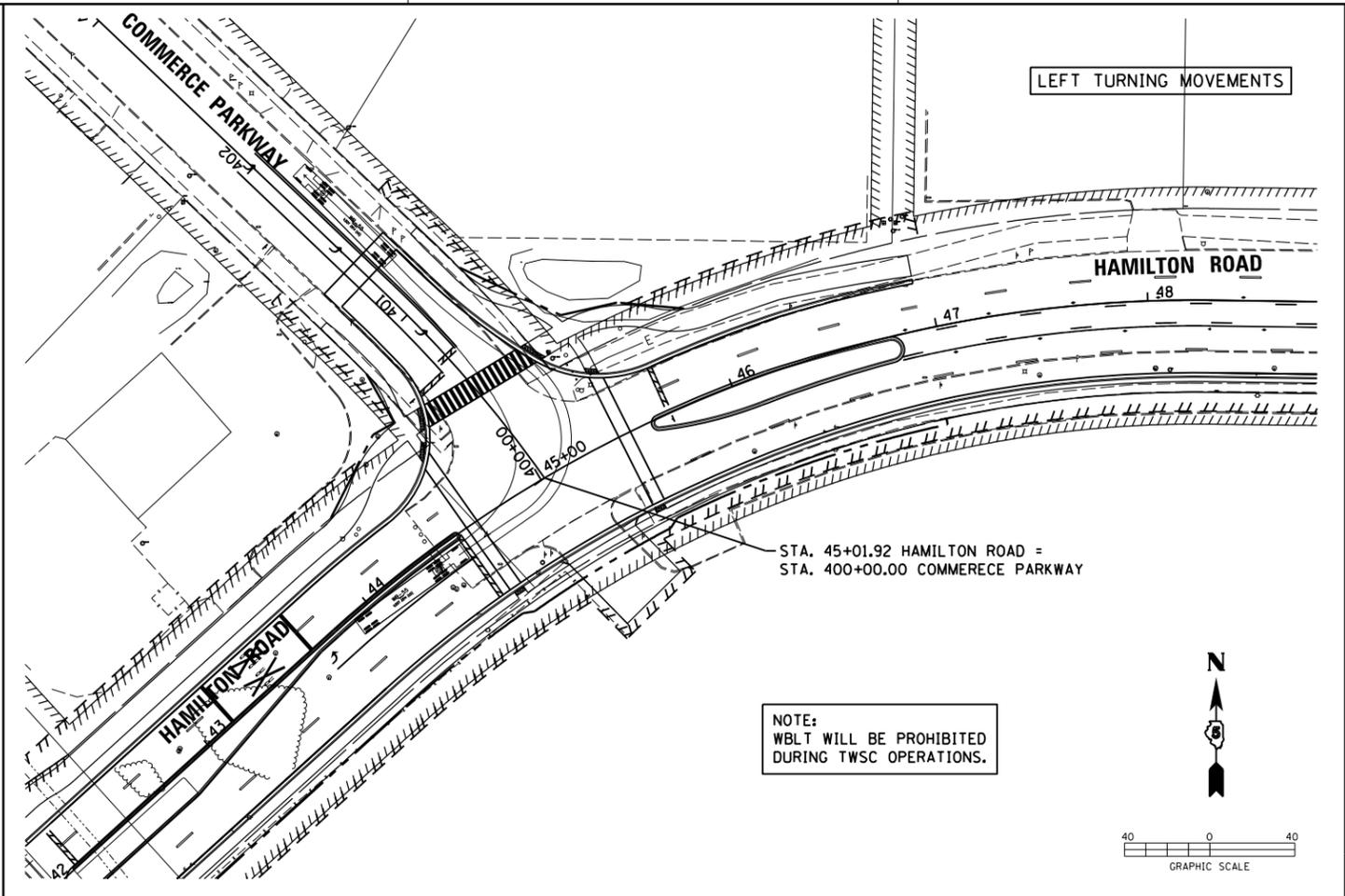
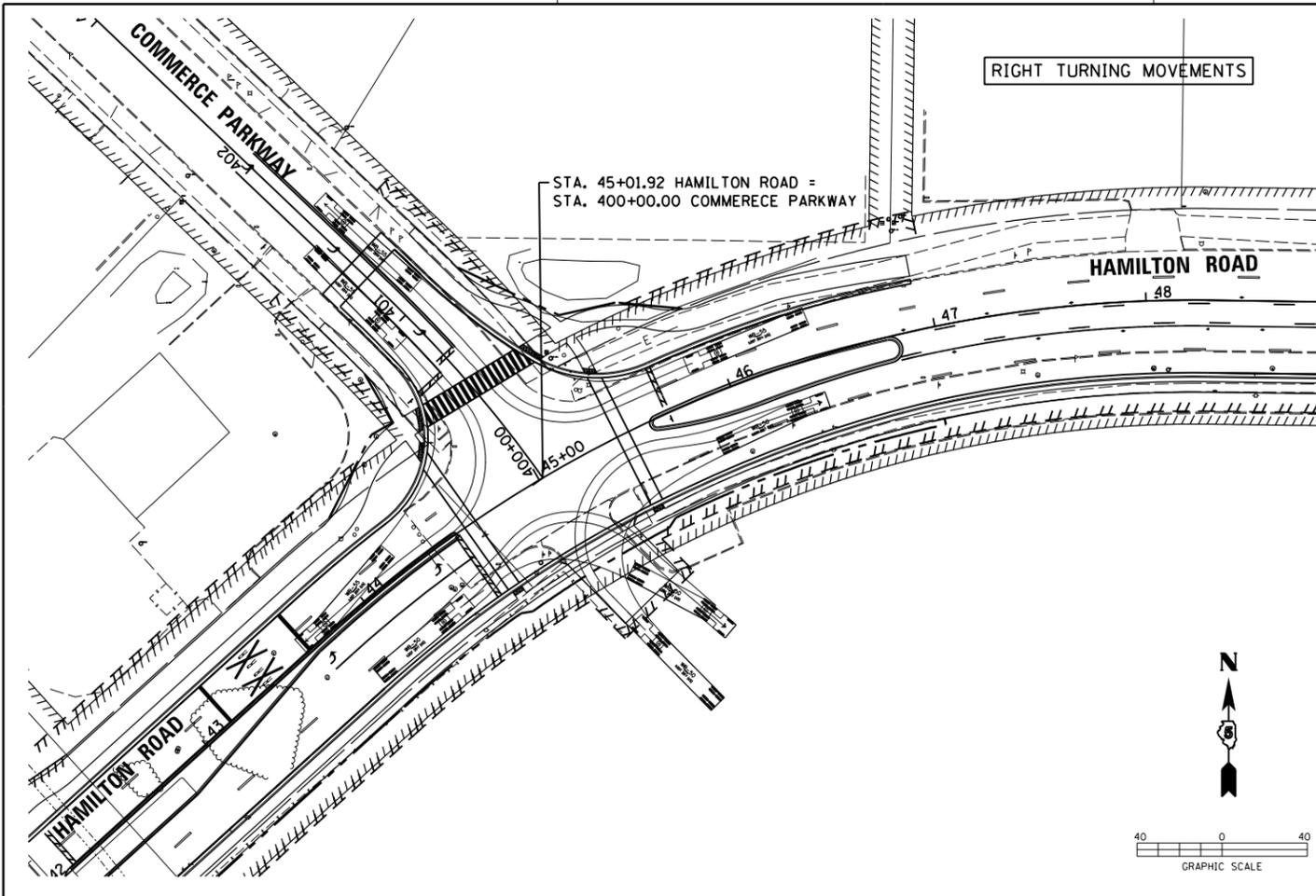
PLOT DATE = 3/6/2019
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 PLOT SCALE = 40.0000' / in.



INTERSECTION DESIGN STUDY
 FAU ROUTE 6371 (HAMILTON ROAD)
 MUN ROUTE 1110 WITH (COMMERCE PARKWAY)

SEC. NO. 16-00360-00-PV
 SCALE 1"=20' HORZ COUNTY McLEAN
 1"=5' VERT
 SJN : PROJ. NO.
 I.D.S. SHEET 3 OF 4

PLOT DATE = 3/6/2019
FILE NAME = I:\15151\0099\CAD\Road\Sheet\Traffic\IDS-2.dgn
PLOT SCALE = 80/0000' / 1" = 80'
USER NAME = Andar-00846



INTERSECTION DESIGN STUDY

FAU ROUTE 6371 (HAMILTON ROAD)
MUN ROUTE 1110 WITH (COMMERCE PARKWAY)

SEC. NO. 16-00360-00-PV

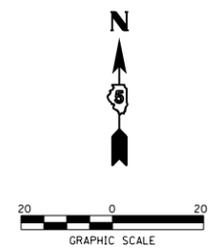
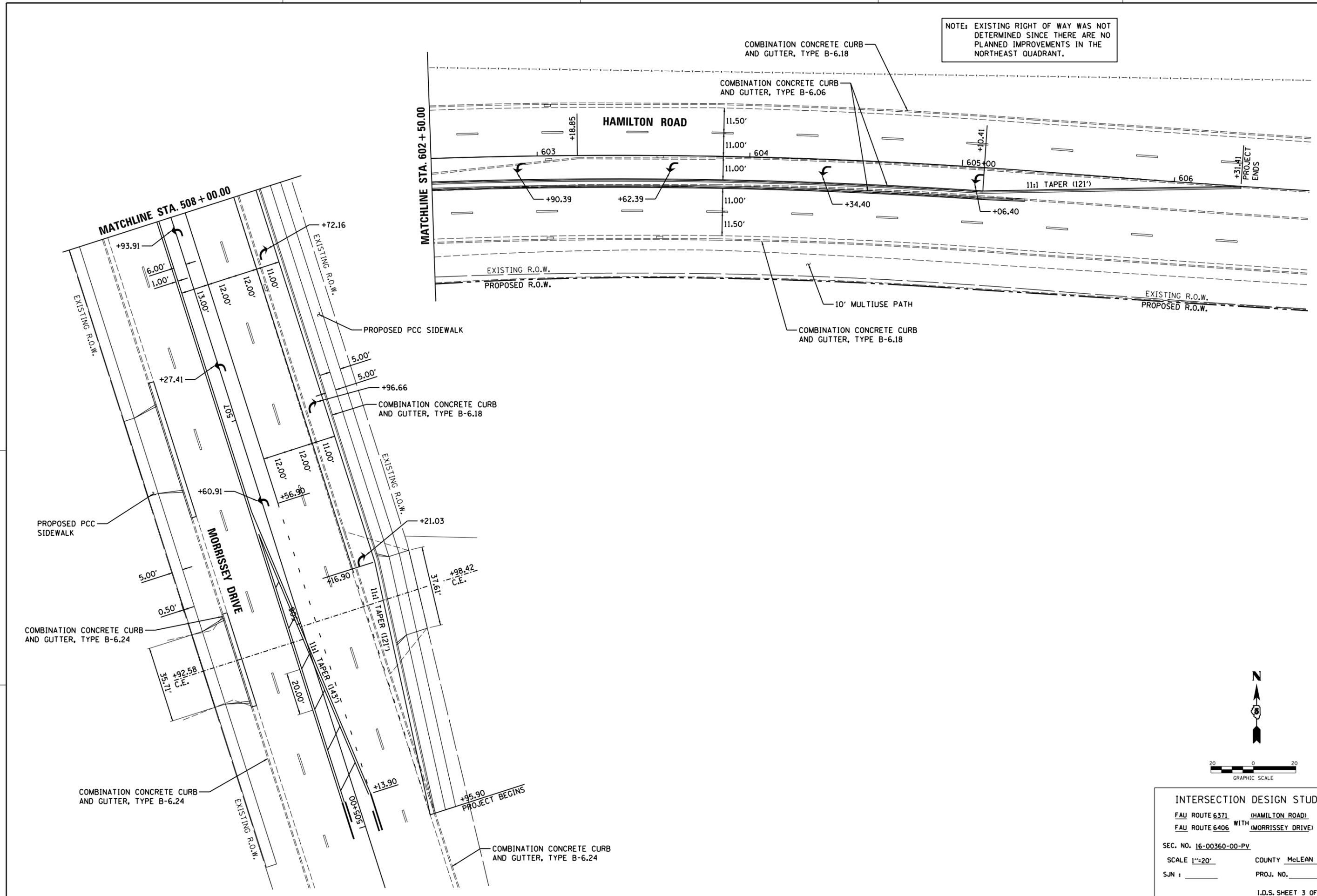
SCALE 1"=20' COUNTY McLEAN

SUN : _____ PROJ. NO. _____

I.D.S. SHEET 4 OF 4

PLOT DATE = 3/6/2019
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 PLOT SCALE = 40.0000' / 1" = 40.0000' / 1"
 USER NAME = Andar00846

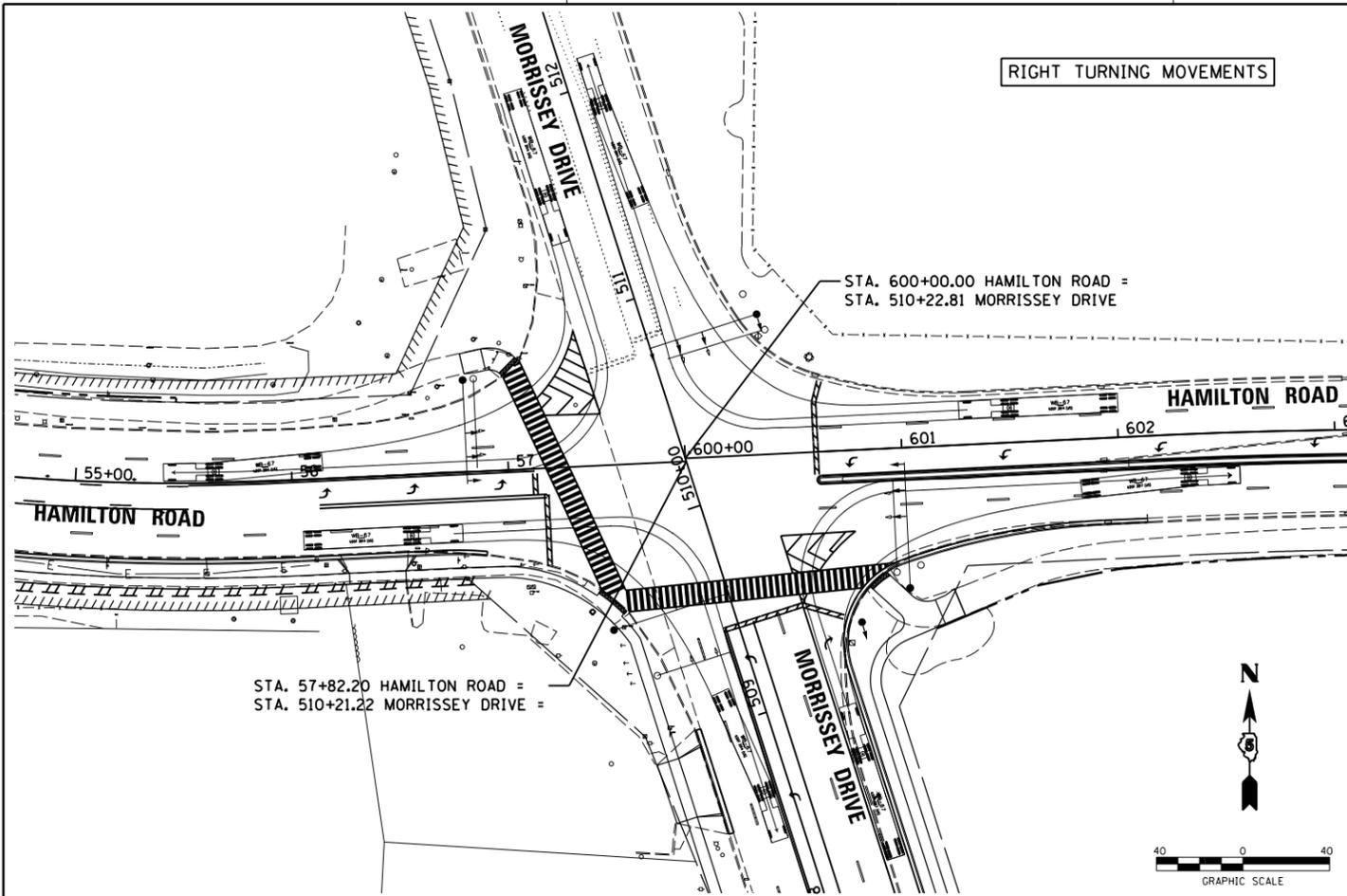
NOTE: EXISTING RIGHT OF WAY WAS NOT DETERMINED SINCE THERE ARE NO PLANNED IMPROVEMENTS IN THE NORTHEAST QUADRANT.



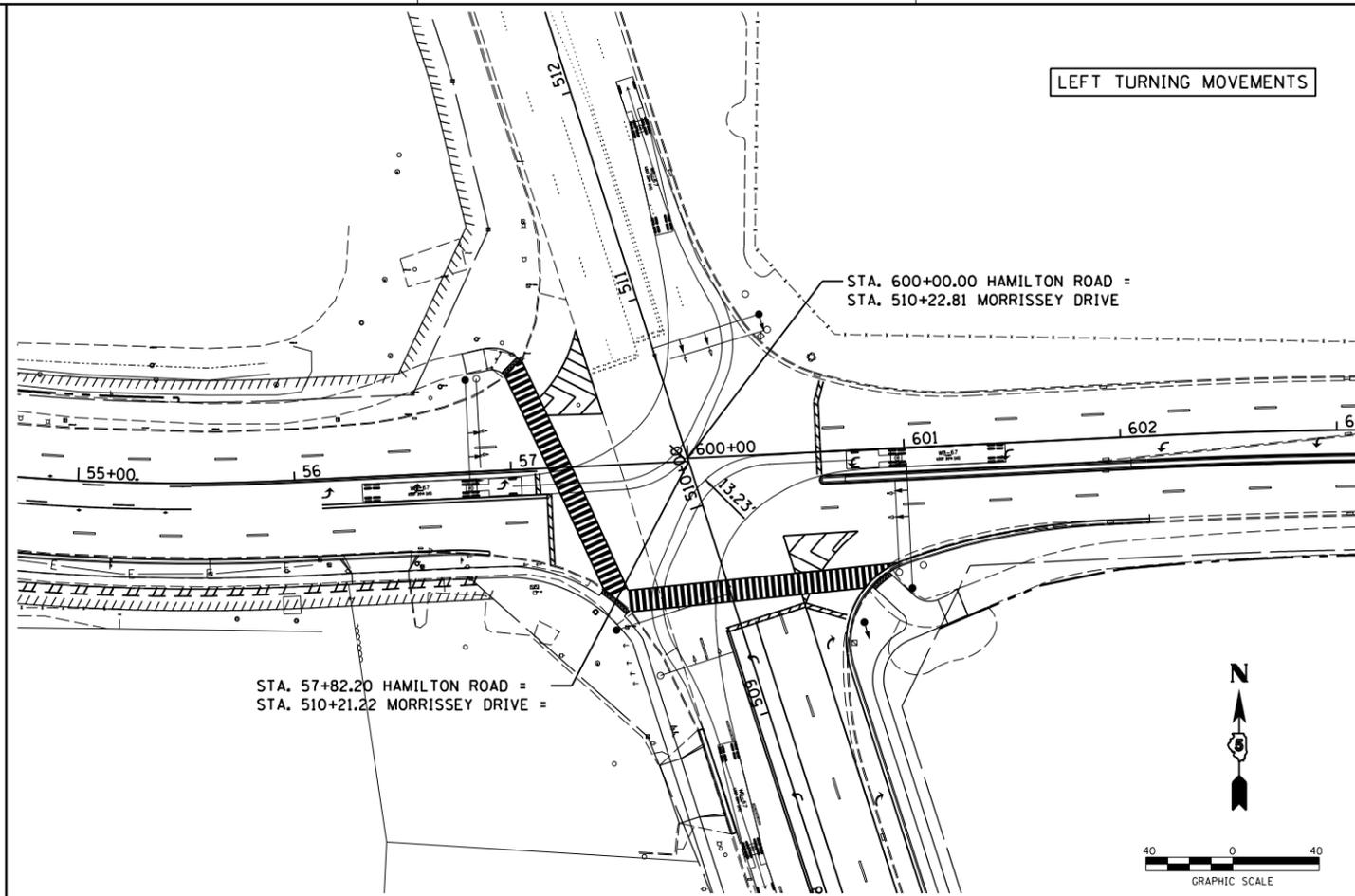
INTERSECTION DESIGN STUDY
 FAU ROUTE 6371 (HAMILTON ROAD)
 FAU ROUTE 6406 WITH (MORRISSEY DRIVE)
 SEC. NO. 16-00360-00-PV
 SCALE 1"=20' COUNTY McLEAN
 SJN : _____ PROJ. NO. _____
 I.D.S. SHEET 3 OF 4

PLOT DATE = 3/6/2019
FILE NAME = I:\151514\1515140099\CAD\Road\Sheet\Traffic\IDS-3.dgn
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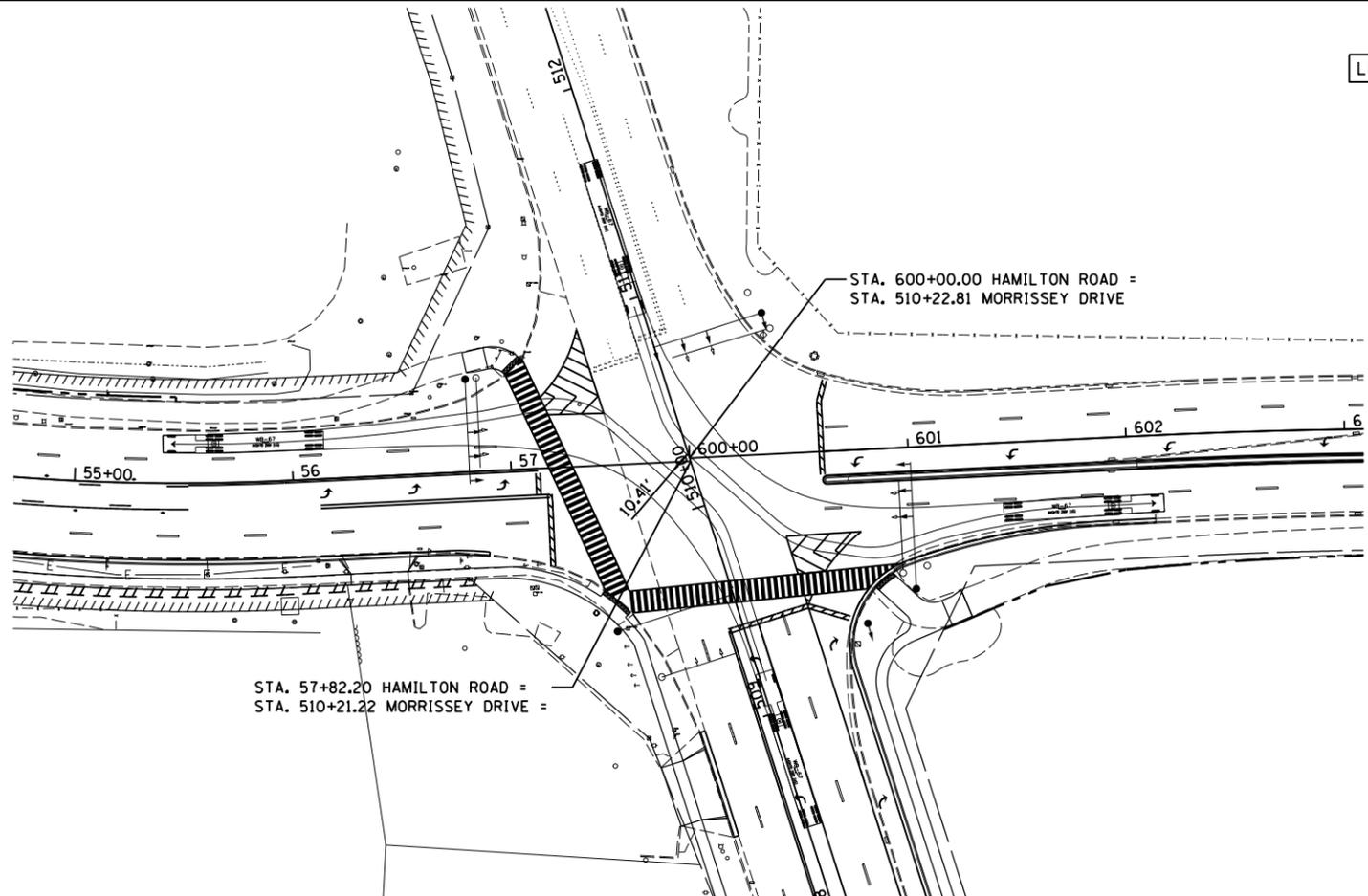
RIGHT TURNING MOVEMENTS



LEFT TURNING MOVEMENTS



LEFT TURNING MOVEMENTS



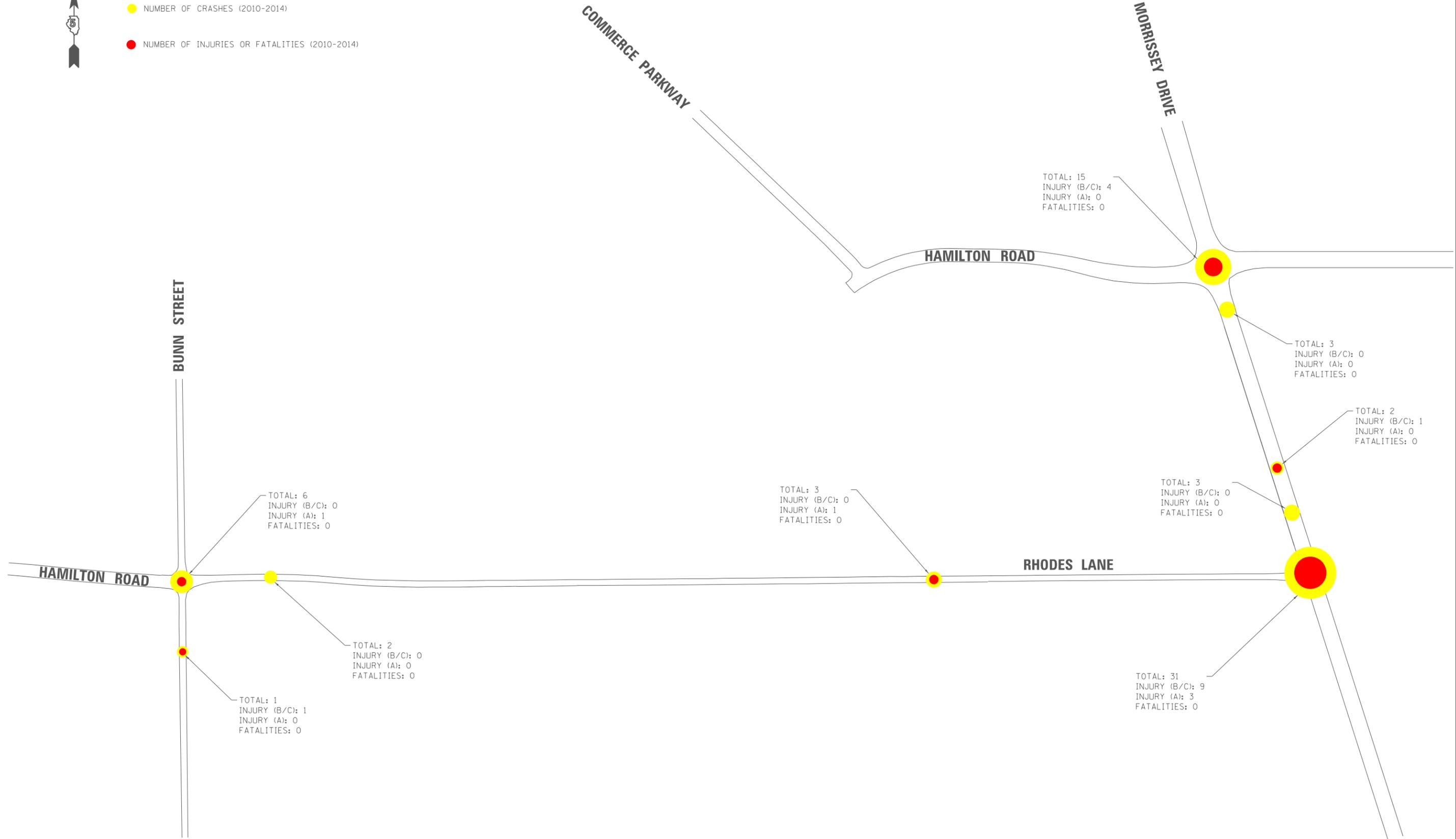
INTERSECTION DESIGN STUDY
FAU ROUTE 6371 (HAMILTON ROAD)
FAU ROUTE 6406 WITH (MORRISSEY DRIVE)
SEC. NO. 16-00360-00-PV
SCALE 1"=20' COUNTY McLEAN
SUN: _____ PROJ. NO. _____
I.D.S. SHEET 4 OF 4

ATTACHMENT 9
COLLISION SPOT MAP



LEGEND

- NUMBER OF CRASHES (2010-2014)
- NUMBER OF INJURIES OR FATALITIES (2010-2014)



LAYOUT	KER	7/7/16
DRAWN	KER	7/7/16
REVIEWED		

FILE NAME =	USER NAME = schm01704	DESIGNED - KER	REVISED -
i:\15\Jobs\15L0098\CAD\Road\Sheet\Traffic\crashmap.dgn		DRAWN - KER	REVISED -
Default		CHECKED -	REVISED -
		DATE - 6/28/16	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ATTACHMENT 9
 SPOT MAP**

SCALE: N/A SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6595		McLEAN	XX	
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

ATTACHMENT 12
ENVIRONMENTAL CLEARANCES AND CORRESPONDENCE

National Flood Hazard Layer FIRMette



40°27'22.76"N



88°58'54.51"W

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

- | | | |
|------------------------------------|--|--|
| SPECIAL FLOOD HAZARD AREAS | | Without Base Flood Elevation (BFE)
<i>Zone A, V, A99</i> |
| | | With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i> |
| | | Regulatory Floodway |
| OTHER AREAS OF FLOOD HAZARD | | 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile <i>Zone X</i> |
| | | Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i> |
| | | Area with Reduced Flood Risk due to Levee. See Notes. <i>Zone X</i> |
| | | Area with Flood Risk due to Levee <i>Zone D</i> |
| OTHER AREAS | | NO SCREEN Area of Minimal Flood Hazard <i>Zone X</i> |
| | | Effective LOMRs |
| | | Area of Undetermined Flood Hazard <i>Zone D</i> |
| GENERAL STRUCTURES | | Channel, Culvert, or Storm Sewer |
| | | Levee, Dike, or Floodwall |
| OTHER FEATURES | | 20.2 Cross Sections with 1% Annual Chance Water Surface Elevation |
| | | 17.5 Coastal Transect |
| | | Base Flood Elevation Line (BFE) |
| | | Limit of Study |
| | | Jurisdiction Boundary |
| | | Coastal Transect Baseline |
| MAP PANELS | | Digital Data Available |
| | | No Digital Data Available |
| | | Unmapped |



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 3/5/2019 at 2:04:10 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



88°58'17.05"W

USGS The National Map: Orthoimagery. Data refreshed October, 2017.

National Flood Hazard Layer FIRMMette



40°27'26.87"N



USGS The National Map: Orthoimagery. Data refreshed October, 2017. 0 250 500 1,000 1,500 2,000 Feet 1:6,000 40°26'59.50"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS	
	Without Base Flood Elevation (BFE) Zone A, V, A99
	With BFE or Depth Zone AE, AO, AH, VE, AR
	Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD	
	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
	Future Conditions 1% Annual Chance Flood Hazard Zone X
	Area with Reduced Flood Risk due to Levee. See Notes. Zone X
	Area with Flood Risk due to Levee Zone D

OTHER AREAS	
	Area of Minimal Flood Hazard Zone X
	Effective LOMRs
	Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES	
	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall

OTHER FEATURES	
	Cross Sections with 1% Annual Chance Water Surface Elevation
	Coastal Transect
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature

MAP PANELS	
	Digital Data Available
	No Digital Data Available
	Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **3/5/2019 at 2:06:39 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

88°58'32.11"W

88°57'54.65"W

ISGS Site #3311-7 (Commercial Buildings)

- Station 499+67, 0' to 60' RT to Station 501+17, 0' to 55' RT (Commercial Buildings, PESA site 3311-7, 1808 Morrissey Drive, Bloomington; 3311-7 borings: 1, 2) - The material meets the criteria of Article 669.09(b)(1) and shall be managed in accordance with Article 669.09. COC sampling parameters include: lead, manganese, and pH.
- Station 501+82, 0' to 55' RT to Station 502+39, 0' to 55' RT (Commercial Buildings, PESA site 3311-7, 1808 Morrissey Drive, Bloomington; 3311-7 boring 4) - The material meets the criteria of Article 669.09(b)(1) and shall be managed in accordance with Article 669.09. COC sampling parameters include: manganese and pH.
- Station 502+99, 0' to 60' RT to Station 503+82, 0' to 60' RT (Commercial Buildings, PESA site 3311-7, 1808 Morrissey Drive, Bloomington; 3311-7 boring 6) - The material meets the criteria of Article 669.09(b)(1) and shall be managed in accordance with Article 669.09. COC sampling parameters include: lead, manganese, and pH.
- Station 504+50, 0' to 60' RT to Station 505+88, 0' to 63' RT (Commercial Buildings, PESA site 3311-7, 1808 Morrissey Drive, Bloomington; 3311-7 borings: 8 and 9) - The material meets the criteria of Article 669.09(b)(1) and shall be managed in accordance with Article 669.09. COC sampling parameters include: lead, manganese, and pH.

ISGS Site 3311-10 (Norfolk and Southern Railroad)

- Station 325+14, 0' to 14' LT to Station 326+73, 0' to 55' LT (Norfolk and Southern Railroad, PESA site 3311-10, 1800 Morrissey Drive, Bloomington; boring 3311-10-3) - The material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance with Article 669.09. COC sampling parameters include: mercury, and manganese.

Any waste generated as a special waste or a waste not certified as a non-special waste from this project should be manifested off-site using the generator number associated with McLean County. **The generator number for McLean County is 1138995002.**

The pay item in the Special Provision should be included in the contact plans with the following quantities.

Pay Item Number	Pay Item	Quantity
66900200	NON-SPECIAL WASTE DISPOSAL.	370 cubic yards
66900450	SPECIAL WASTE PLANS AND REPORTS.	Lump Sum
66900530	SOIL DISPOSAL ANALYSIS.	2 Each

Memorandum
June 21, 2017
Page 3 of 3

It is the opinion of this office in consultation with Chief Council, that the remedial work be documented for potential illegal trespass action. If you have any questions or comments, please contact Douglas Liniger at 217/785-4246.

Attachment

JRC:del

Cc: Ecology and Environment, Inc. (w/o attachments)
Central Land Acquisition (w/o attachments)
District Land Acquisition (w/o attachments)
District Utilities Coordinator (w/o attachments)
Bart Sherer, District 5 (via email, w/attachments)

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

This work shall be according to Article 669 of the Standard Specifications and the following:

Qualifications: The term environmental firm shall mean an environmental firm with at least five (5) documented leaking underground storage tank (LUST) cleanups or that is pre-qualified in hazardous waste by the Department. Documentation includes but not limited to verifying remediation and special waste operations for sites contaminated with gasoline, diesel, or waste oil in accordance with all Federal, State, or local regulatory requirements and shall be provided to the Engineer for approval. The environmental firm selected shall not be a former or current consultant or have any ties with any of the properties contained within and/or adjacent to this construction project.

General: This Special Provision will likely require the Contractor to subcontract for the execution of certain activities.

All contaminated materials shall be managed as either "uncontaminated soil" or non-special waste. This work shall include monitoring and potential sampling, analytical testing, and management of a material contaminated by regulated substances. The Environmental Firm shall continuously monitor all soil excavation for worker protection and soil contamination. **Phase I Preliminary Engineering information is available through the District's Environmental Studies Unit.** Soil samples or analysis without the approval of the Engineer will be at no additional cost to the Department. The lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit whichever is less.

The Contractor shall manage any excavated soils and sediment within the following areas:

ISGS Site #3311-7 (Commercial Buildings)

- Station 499+67, 0' to 60' RT to Station 501+17, 0' to 55' RT (Commercial Buildings, PESA site 3311-7, 1808 Morrissey Drive, Bloomington; 3311-7 borings: 1, 2) - The material meets the criteria of Article 669.09(b)(1) and shall be managed in accordance with Article 669.09. COC sampling parameters include: lead, manganese, and pH.
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- Station 325+14, 0' to 14' LT to Station 326+73, 0' to 55' LT (Norfolk and Southern Railroad, PESA site 3311-10, 1800 Morrissey Drive, Bloomington; boring 3311-10-3) - The material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance with Article 669.09. COC sampling parameters include: mercury, and manganese.

PESA

Submittal Date: **Sequence No:**
District: **Requesting Agency:** **Project No:**
Contract #: **Job No.:**
Counties:
Route: **Marked:**
Street: **Section:**
Municipality(ies): **Project Length:** km miles
FromTo (At):
Quadrangle: **Township-Range-Section:**
Survey Target Date: **Anticipated DA:** **Cleared for DA:**
Anticipated Letting Date: **Cleared for Letting:** Target Memo **Antic. Process.**

Validation

Sent for Survey	PESA Report Received	District Notified	Letter Report Received	District Notified	PESA Number	Risk Level	Survey Results to Fire Marshal	Survey Results to IEPA	PESA Response Date
10/03/2016	12/19/2016	12/19/2016			3311				01/12/2017
<input type="checkbox"/> Waiver <input type="text"/> PESA Number: <input type="text" value="3311"/> Waiver Request Approved: <input type="text"/>									

Comments:



Illinois Department of Transportation

Memorandum

To: Maureen E. Kastl Attn: Greg S. Lupton
From: Maureen M. Addis By: Thomas C. Brooks
Subject: Natural Resources Review *Thomas C. Brooks*
Date: January 12, 2017

Hamilton Road
Section 16-00360-00-PV
T23N/R2E/S15
McLean County
Seq. #20248

The proposed project involves extending Hamilton Road from Bunn Street to Commerce Parkway in order to provide a continuous east-west arterial roadway on the south side of the city.

There will be 5.5 acres of land acquisition. There will be in-stream work in a tributary to Little Kickapoo Creek. There will be one acre of tree removal. Land cover in the vicinity of the proposed improvement is primarily commercial and residential property with some adjacent row crop fields.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location. **Therefore, consultation under Part 1075 is terminated.**

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The National Wetlands Inventory shows wetlands in the vicinity of the project location. A survey for wetlands was conducted within the Environmental Survey Request limits for the proposed improvements. All potential sites were examined

and three were determined to be wetlands. The Wetland Delineation Report and spatial information (ArcGIS shapefile) are saved in the project folder.

The project sponsor will consider location and design alternatives to avoid and minimize adverse wetland impacts to the extent practical. After the extent of impacts is determined, a Wetland Impact Evaluation (WIE) form will be completed and submitted to the IDOT Bureau of Design and Environment. Unavoidable adverse wetland impacts are subject to the applicable ratios specified in 17 Ill. Adm. Code Part 1090.50 (c)(8). If the project will avoid adverse wetland impacts, the WIE should reflect the determination that adverse wetland impacts will not occur. The WIE form and instructions for its completion can be accessed at <http://www.dot.il.gov/environment/wetlands.asp>. Pending the submittal of the WIE **the wetland review under Part 1090 is open.**

Review for Endangered Species Act - Section 7

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)2 of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, an official species list was received and is saved to the project folder. The list contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed: Indiana bat, northern long-eared bat and eastern prairie fringed orchid. No proposed or designated critical habitat is listed.

We cross-referenced the preferred habitat of each listed species with our knowledge of the project area and determined that there may be suitable habitat present for the Indiana bat and the northern long-eared bat.

We assessed the potential for adverse impacts to the Ibat and NLEB in accordance with the Federal Highway Administration and Federal Railroad Administration Range-Wide Biological Assessment (BA) for Transportation Projects for Indiana Bat and Northern Long-Eared Bat.

The proposed improvement includes replacement of the existing bridge and removal of one acre of trees. A bridge assessment for signs of bats was conducted on 11/04/2017 and no signs were observed.

We determined that the proposed improvement is not likely to adversely affect either species provided the following conservation measure is implemented: trees three (3) inches or greater in diameter at breast height will not be cleared from **April 1 through September 30.**

Please note that all bridge assessments for signs of bats are valid for one year only. Expired assessments will need to be updated prior to the start of work on the bridge.

Should the proposed improvement be modified or new information indicate listed or proposed species may be affected, consultation or additional coordination should be initiated.

VH



Illinois Department of Transportation

Memorandum

To: Maureen E. Kastl Attn: Greg S. Lupton
From: Jack A. Elston By: Thomas C. Brooks
Subject: Natural Resources Review *Thomas C. Brooks*
Date: September 17, 2018

Hamilton Road
Section 16-00360-00-PV
T23N/R2E/S15
McLean County
Seq. #20248 & 20248A

The proposed project involves extending Hamilton Road from Bunn Street to Commerce Parkway in order to provide a continuous east-west arterial roadway on the south side of the city. The addendum addresses the need for right-of-way acquisition to re-grade an existing drainage ditch to improve drainage.

There will be 3.7 acres of land acquisition for the Addendum and 9.2 acres for the total project. There will be in-stream work in a tributary of Little Kickapoo Creek. There will be 1 acre of urban tree removal for the total project. Land cover in the vicinity of the proposed improvement is primarily commercial and residential.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location. **Therefore, consultation under Part 1075 is terminated.**

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The National Wetlands Inventory shows wetlands in the vicinity of the project location for both the original and Addendum projects. A survey for wetlands was conducted within the Environmental Survey Request limits for the proposed improvements. All potential sites were examined and four were determined to be wetlands. The Wetland Delineation Report and spatial information (ArcGIS shapefile) are saved in the project folder.

The project sponsor will consider location and design alternatives to avoid and minimize adverse wetland impacts to the extent practical. After the extent of impacts is determined, a Wetland Impact Evaluation (WIE) form will be completed and submitted to the IDOT Bureau of Design and Environment. Unavoidable adverse wetland impacts are subject to the applicable ratios specified in 17 Ill. Adm. Code Part 1090.50 (c)(8). If the project will avoid adverse wetland impacts, the WIE should reflect the determination that adverse wetland impacts will not occur. The WIE form and instructions for its completion can be accessed at <http://www.dot.il.gov/environment/wetlands.asp>. Pending the submittal of the WIE **our wetland review under Part 1090 is open.**

Review for Endangered Species Act - Section 7

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)2 of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, an official species list was generated. The list contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed: Indiana bat (Ibat), northern long-eared bat (NLEB) and eastern prairie fringed orchid. No proposed or designated critical habitat is listed. Under 50 CFR 402.12(e), **the accuracy of the species list is limited to 90 days.**

We cross-referenced the preferred habitat of each of the listed species with our knowledge of the project area and determined that the proposed improvement will have no effect on those species.

Should the project be modified or new information indicates listed or proposed species may be affected, consultation or additional coordination should be initiated.

VH

Biological Resources

Submittal Date: **Sequence No:**
District: **Requesting Agency:**
Counties:
Route: **Marked:**
Street: **Section:**
Municipality(ies): **Project Length:** miles
From To (At):
Township-Range-Section: **Cleared for Design Apprvl:**
Cleared for Letting:

Acquisition of additional ROW or easement acres
 In-Stream Work **Stream Name:**
 Other:

Tree Removal?: **Number?:** acres

Biological Sign Off: **Field Sign Off:** **District Sign Off:**
Wetland Sign Off: **Surveys Performed:** **Commitments:**

BRR										
District Notified	IDNR Notified	USFWS Notified	NPS Notified	IDNR Response		USFWS Response	NPS Response	District Notified		
				<input type="checkbox"/> Comments	<input type="checkbox"/> Concurrence			IDNR	USFW	NPS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ITA Type: **Translocation**

Comments:

Endangered Species Consultation					
NRRT (Natural Resources Review Tool) <input type="text" value="06/08/2018"/>					
EcoCAT (Ecological Compliance Assessment Tool)					
Submitted	Initial Consultation		Final Consultation		NRRT(OLD) <input type="checkbox"/>
	Terminated		Terminated		
Resubmitted	Consultation Renewal		NRRT or EcoCAT:		
	Terminated				

Biological Assessment							
IDNR Notified	USFWS Notified	IDNR Response	USFWS Response	District Notified		IDNR Consultation	USFWS Opinion
				IDNR	USFWS		
				<input type="checkbox"/>	<input type="checkbox"/>		

Comments:

Further Studies	Federal Species *	Tasked	Report Due Date	Results Received
Bio/Cover Type:		<input type="text"/>	<input type="text"/>	<input type="text"/>
Mammals:	<input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Birds:	<input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Plants:	<input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Herps:	<input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fish:	<input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Mussels:	<input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Inverts:	<input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Comments:

Wetlands

Submittal Date: 09/22/2016 **Sequence No:** 20248
District: 5 **Requesting Agency:** Local City of Bloomington **Project No:**
Contract #: **Job No.:**
Counties: McLean
Route: **Marked:**
Street: Hamilton Road **Section:** 16-00360-00-PV
Municipality(ies): Bloomington **Project Length:** 3.2187 km 2 miles
FromTo (At): Hamilton Road extension from Bunn Street to Morrissey Drive (US 150)
Quadrangle: McLean **Township-Range-Section:** T23N-R2E-S15
Survey Target Date: 05/01/2017 **Anticipated Design Apprvl:** 05/01/2017 **Cleared for Design Apprvl:** 02/20/2019
Cleared for Letting: 02/20/2019 **Mitigation:** Yes **Mitigation Completed:**

Initial Survey and WIE

Addendum No:

Initiated	Due Date	Results Received	Wetland Present	District Notified	WIE Requested	WIE Received	Wetland Impacts	Resp to District	Coord Complete
10/10/2016	04/15/2017	01/12/2017	Yes	09/17/2018	Yes	02/20/2019	Yes	02/20/2019	Yes

Comments:

Clearances: Cultural: 4/17/2017 Bio: 1/12/2017 SW: 6/21/2017

Submittal Date: 05/22/2018 **Sequence No:** 20248 A
District: 5 **Requesting Agency:** Local City of Bloomington **Project No:**
Contract #: **Job No.:**
Counties: McLean
Route: **Marked:**
Street: Hamilton Road **Section:** 16-00360-00-PV
Municipality(ies): Bloomington **Project Length:** 3.2187 km 2 miles
FromTo (At): Hamilton Road extension from Bunn Street to Morrissey Drive (US 150)
Quadrangle: McLean **Township-Range-Section:** T23N-R2E-S15
Survey Target Date: 11/25/2018 **Anticipated Design Apprvl:** 01/01/2019 **Cleared for Design Apprvl:** 02/20/2019
Cleared for Letting: 02/20/2019 **Mitigation:** Yes **Mitigation Completed:**

Initial Survey and WIE

Addendum No: A

Initiated	Due Date	Results Received	Wetland Present	District Notified	WIE Requested	WIE Received	Wetland Impacts	Resp to District	Coord Complete
06/08/2018	09/14/2018	09/17/2018	Yes	09/17/2018	Yes	02/20/2019	Yes	02/20/2019	Yes

Comments:

Clearances: Cultural: Bio: 9/17/2018 SW:

Processing Programmatic Action

Individual Compensation Plan Required:

404 Individual Permit Required:

Mitigation Site: Wetland Bank Site
Mitigation Basin: Out-Of-Basin
Bank: Yes
Accumulation: No

Owner:
Name:
Location: LaGrange
Size:
Types:
Quad:
Basin:

Processing Comments:

Wetland Impacts Evaluation

Submission Date:
Submitted By:

Does the project have wetland impacts?
Type:

Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands:

Summarize briefly why there are no practicable alternatives to the use of the wetland(s):

Wetland mitigation is being proposed:

 Reviewed

Memo Date:
Memo By:

Memo:

Memo Date:
Memo By:

Memo:

Wetland Impacts and Mitigation Required

Site No.	Type	T&E	Nature Preserve	Natural Area	Essential Habitat	Size (acres)	Acres of Impact	Ratio	Acres of Compensation
2	Marsh	No	No	No	No	0.11	.028	2.0	.056
Basin	07130009	Quadrangle	Bloomington East		FQI	12.6			
Describe the work: <input type="text"/>									
3	Marsh	No				.90	.012	2.0	.024
Basin	07130009	Quadrangle	Bloomington East		FQI				
Describe the work: <input type="text"/>									
Total							.040		.080

Mitigation Site Suitability Study:

Wetland Compensation Plan:

Preparer:

Preparer:

Conceptual					Final				
Plan Received	Agency	Report Sent and District Notified	Agency Response	District Notified	Plan Received	Agency	Report Sent and District Notified	Agency Response	District Notified
	IDNR					IDNR			
	USFWS					USFWS			
	COE					COE			

Monitoring

Monitoring Reports

	Received	COE Notified	IDNR Notified	District Notified
Year 1				
Year 2				
Year 3				
Year 4				
Year 5				

Monitoring Agency:

Construction Begin Date:

Construction Complete Date:

Tasked Date:

Monitoring Begin Date:

Monitoring Complete Date:

Monitoring Comments:

Permit(s) Type: Corps Dist.: Permit Issued:

Special Conditions:

Permit Agreements/Commitments:

Project Phase

Project Phase Comments:



Illinois Department of Transportation

Memorandum

To: Maureen Kastl Attn: Stephane Seck
From: Maureen Addis By: Brad Koldehoff
Subject: Cultural Resource Concurrence
Date: April 17, 2017

**McLean County
Hamilton Road
Sec. 16-00360-00-PV
Seq. 20248**

The attached letter documents the concurrence of the State Historic Preservation Officer in the following determination by IDOT's professional cultural resources staff: "No Historic Properties Affected." This concurrence completes the necessary cultural resource coordination for the above referenced project.

Attachment

BK:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED
APR - 7 2017
008040717
Preservation Services

McLean County
Bloomington
Hamilton Road
Road Extension
Sec: 16-00360-00-PV
IDOT Sequence #20248
ISAS Log #16146

2 COPIES
RCVD
& CD

April 7, 2017

IHPA REVIEW
H/A _____
AC Corrie
AR _____
File _____

FEDERAL - Section 106 Project

NO HISTORIC PROPERTIES AFFECTED

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701

Dear Dr. Leibowitz:

Enclosed are copies of the Phase I Survey Report completed by Illinois State Archaeological Survey personnel concerning archaeological and historical resources potentially impacted by the above referenced project. Survey of the 36-acre project area, or Area of Potential Effect (APE), resulted in the identification of no archaeological sites. No architectural resources eligible for National Register consideration were identified by IDOT's Cultural Resources staff.

In coordination with the Federal Highway Administration (FHWA) and in accordance with the *Programmatic Agreement for Minor Projects of the Federal Aid Highway Program in Illinois*, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966 will be affected by the project.

If SHPO does not object to the "no historic properties affected" finding within 30 days, FHWA's responsibilities under section 106 are fulfilled (36 CFR 800.4(d)(1)(i)).

Sincerely,

Brad H. Koldehoff
Cultural Resources Unit
Bureau of Design & Environment

CONCUR

By: Rachel Leibowitz
Deputy State Historic Preservation Officer

Date: 4-14-17

Cultural Resources

Submittal Date: 05/22/2018 Sequence No: 20248 A
District: 5 Requesting Agency: Local City of Bloomington Project No:
Contract #: Job No.:
Counties: McLean
Route: Marked:
Street: Hamilton Road Section: 16-00360-00-PV
Municipalities: Bloomington Project Length: 3.2187 km 2 miles
From To (At): Hamilton Road extension from Bunn Street to Morrissey Drive (US 150)
Quadrangle: McLean Township-Range-Section: T23N-R2E-S15
Survey Target Date: 11/25/2018 Anticipated DA: 01/01/2019 Cleared for DA: 02/21/2019
Cleared for Letting: 02/21/2019 Anticipated Processing: CE

Project Description: The existing drainage ditch on the west side of the abandoned railroad tracks will be regraded to improve drainage in the area.

Funding: Federal State TBP MFT Local Non-MFT
Proposed Work: Highway Bridge Bike Trail Other
 Acquisition of additional ROW or easement 1.4973345 ha/ 3.7 acres

Overall Cultural Resource
 Yes In-House Cultural Resources Clearance 09/04/2018 District Notified: 02/21/2019

Archaeological Resources
 In-House Archeology Only Clearance District Notified:
Sent for Survey ISAS: SHPO Concurrence:

Architectural Resources (Standing Structures)
 In-House Architectural Only Clearance District Notified:
Historic District Involved: Historic Building Involved:
Architectural Photos Requested: Photos Received:
Sent for Architectural Survey: SHPO Concurrence:

Historic Bridges
 In-House Historic Bridge Only Clearance District Notified:

Sent for Archival Recordation: Substitute Bridge Identification:
SHPO Submittal:

Comments: Printed and given to B Koldehoff on 6/22/18. KMB No survey required per B Koldehoff. KMB Sent to B Roman for historic review on 7/5/18. KMB No buidlings/strutcules/landscapes in APE. B Roman 9-4-18

Traffic Noise Report
**Hamilton Road
Extension**
FAU 6371
Section 16-00360-00-PV
Bloomington, Illinois

Prepared for:

The City of Bloomington
115 E. Washington Street
Post Office Box 3157
Bloomington, Illinois 61702

August 16, 2019

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1.0 Introduction

This Traffic Noise Study report documents the findings of noise analyses performed for the proposed Hamilton Road extension project located in Bloomington, Illinois. The purpose of the improvement is to relieve existing traffic congestion, accommodate future traffic growth, remove a dangerous intersection near an at-grade railroad crossing and provide better pedestrian/bicycle trail connectivity.

1.1 Project Description

The Hamilton Road extension project involves the construction of a four-lane connection between the existing intersection of Bunn Street and Hamilton Road and the intersection of Commerce Parkway and Hamilton Road. The existing Rhodes Lane will be realigned to the west along the Hamilton Road extension and create a new two-way stop controlled intersection. Rhodes Lane will dead end to the east and provide access to the existing residential and commercial locations, thereby removing the intersection of Rhodes Lane and Morrissey intersection. The Constitution Trail is a 30-mile trail system throughout the City of Bloomington and the adjoining Town of Normal and runs along the north side of Hamilton Road west of Bunn Street and the north side of Hamilton Road east of Commerce Parkway. The new extension will also include the construction of the trail connection on the north side of the extension (see Figure 1).

The Hamilton Road improvements will help achieve the following goals:

- Improve roadway connectivity, and
- Provide better access to existing businesses and increase potential development along the Hamilton Road extension.

1.2 Existing Land Use

The existing land uses in the vicinity of the project area are a mixture of agricultural lands, residential, office and commercial uses. West of Bunn Street, there are several residences to the north and south of Hamilton Road. Land use along Rhodes Lane is a mixture of residential, small office buildings, construction storage facilities and agricultural uses. The Norfolk Southern rail line runs parallel to Rhodes Lane for approximately 700 feet west of the existing Morrissey Avenue intersection before turning and heading northwest. There are several commercial land uses along Hamilton Road between Commerce Parkway and Morrissey Drive.

2.0 Noise Background and Regulations

2.1 Noise Background

Sound intensity is measured in decibels (dB). Decibels are measured on a logarithmic scale. This means that, for a given 10 dB increase in the decibel level, the sound intensity increases by a factor of 10. The human ear generally perceives a 10 dB increase as a doubling of the sound level. The smallest increase or decrease in sound levels generally perceived by the human ear is considered to be about 3 dB (*Illinois Department of Transportation (IDOT) Highway Traffic Noise Assessment Manual, 2017*).

Figure 1 - Project Location



A given noise produces sound in a number of different frequencies; many of these are outside the normal perception range of the human ear. The A-weighted scale of frequencies generally approximates the range of frequencies normally detected by the human ear.

All references to noise level values for this project are stated as an equivalent A-weighted sound level (L_{eq} dB(A)). The L_{eq} descriptor A-weighting is the generally accepted representation in decibels of the range of human hearing and its response to varying frequencies and loudness of traffic noise. The L_{eq} dB(A) is a single number indicator used to describe the mean energy or intensity level over a specified period of time during which the sound level fluctuated. Because the L_{eq} dB(A) is not influenced by the variability of the noise-time pattern, it is an effective way to compare or combine noises with differing time histories.

Highway noise generation is dependent on three main factors: traffic volume, traffic speed, and the number of trucks within the traffic. Each of these varies at any given moment. Highway noise is generated by a line of vehicles closely spaced. This gives a listener the perception of a linear noise source rather than a single, identifiable point of noise. As distance increases from the highway, noise is reduced or attenuated.

2.2 Federal Regulations

The Federal-aid Highway Act of 1970 required the Federal Highway Administration (FHWA) to develop noise standards and abatement requirements for highway traffic noise. These standards are contained in Part 772 of Title 23 of the Code of Federal Regulations (23 CFR 772). The federal regulations were developed to prescribe the methods that must be followed for the evaluation of highway traffic noise in federal-aid highway projects. FHWA will not approve a project unless a project has been satisfactorily evaluated for potential traffic noise impacts and has addressed feasible and reasonable noise abatement measures.

Based on land use, seven separate activity categories are used by FHWA to assess potential noise impacts as defined by 23 CFR 772. Five of the seven activity categories have Noise Abatement Criteria (NAC) that establishes noise levels where noise abatement needs to be evaluated. The FHWA considered several approaches to define impact levels, but generally based the criteria on noise levels associated with the interference of speech communication. The NAC are therefore a balance of what is desirable and what is generally achievable.

The federal regulations were specifically written to allow flexibility in the development of state policies appropriate for the resources and other influences specific to the state. The FHWA guidance manual, *Highway Traffic Noise: Analysis and Abatement Guidance*, gives state transportation agencies guidance to develop their own state policies. FHWA has deferred to the state agencies to define the noise level that “approaches” the NAC and to define a substantial increase in traffic noise levels. It should be noted that the NAC are not used as goals for noise attenuation design criteria or design targets. Instead, the NAC are noise impact thresholds for considering abatement when they are approached, met, or exceeded. Noise abatement measures are required to be considered as part of the project if impacts are identified.

2.3 IDOT Policy

The FHWA regulations purposely give flexibility to each individual state’s Department of Transportation for determining and evaluating noise impacts. In Illinois, Chapter 26-6 of IDOT’s *Bureau of Design and*

Environment (BDE) Manual outlines the IDOT *Highway Traffic Noise Assessment Manual*. The policy states that:

Special efforts shall be made in the development of a project to comply with Federal and State requirements for noise control; to consult with appropriate officials to obtain the views of the affected community regarding local noise requirements, noise impacts, and abatement measures; and to mitigate highway related noise impacts, where feasible and reasonable. The reasonableness evaluation for noise abatement will include the solicitation of viewpoints from benefited receptors.”

This policy statement sets forth the intent of the traffic noise analyses, the identification of traffic noise impacts, and the need to offer abatement where feasible and reasonable criteria have been met.

The IDOT noise policy establishes the traffic noise analysis requirements for all Type I projects whether they are federally funded or state-only funded, which includes cost sharing projects with local funds. The traffic noise impact determination is based on the FHWA NAC as set forth in IDOT’s policy found in Chapter 26-6.05(c) (Traffic Noise Analysis) of the *BDE Manual*. IDOT has established the following criteria to define the occurrence of a traffic noise impact.

- Design year (typically 20 years into the future) traffic noise levels are predicted to approach, meet, or exceed the NAC, with approach defined as 1 dB(A) less than NAC; or
- Design year (typically 20 years into the future) traffic noise levels are predicted to substantially increase (greater than 15 dB(A)) over existing noise levels.

The major objectives of a traffic noise analysis, as outlined by the IDOT policy, are to:

- Identify areas for each reasonable alternative carried forward in the “Alternatives Section” of the NEPA document where possible traffic noise impacts may occur;
- Determine existing traffic noise levels;
- Predict future traffic noise levels (no-build and build);
- Identify the possible traffic noise impacts;
- Consider and evaluate abatement measures to mitigate highway traffic noise impacts;
- Evaluate potential construction traffic noise impacts, if necessary;
- Propose implementation of feasible and reasonable abatement measures;
- Document the traffic noise evaluation process; and
- Communicate the results to the public and local officials.

The findings in this report were determined using a process (Figure 3-1 in the IDOT *Highway Traffic Noise Assessment Manual*) consisting of the following steps:

- Identifying impacted areas of human activity found in Table 1;
- Conducting field noise measurements at various receptor locations;
- Development of the traffic noise model for existing and future conditions;
- Identify traffic impacts;
- Evaluate traffic noise abatement at impacted areas for feasible and reasonableness; and
- Recommend or not recommend noise abatement implementation.

3.0 Noise Receptor Selection

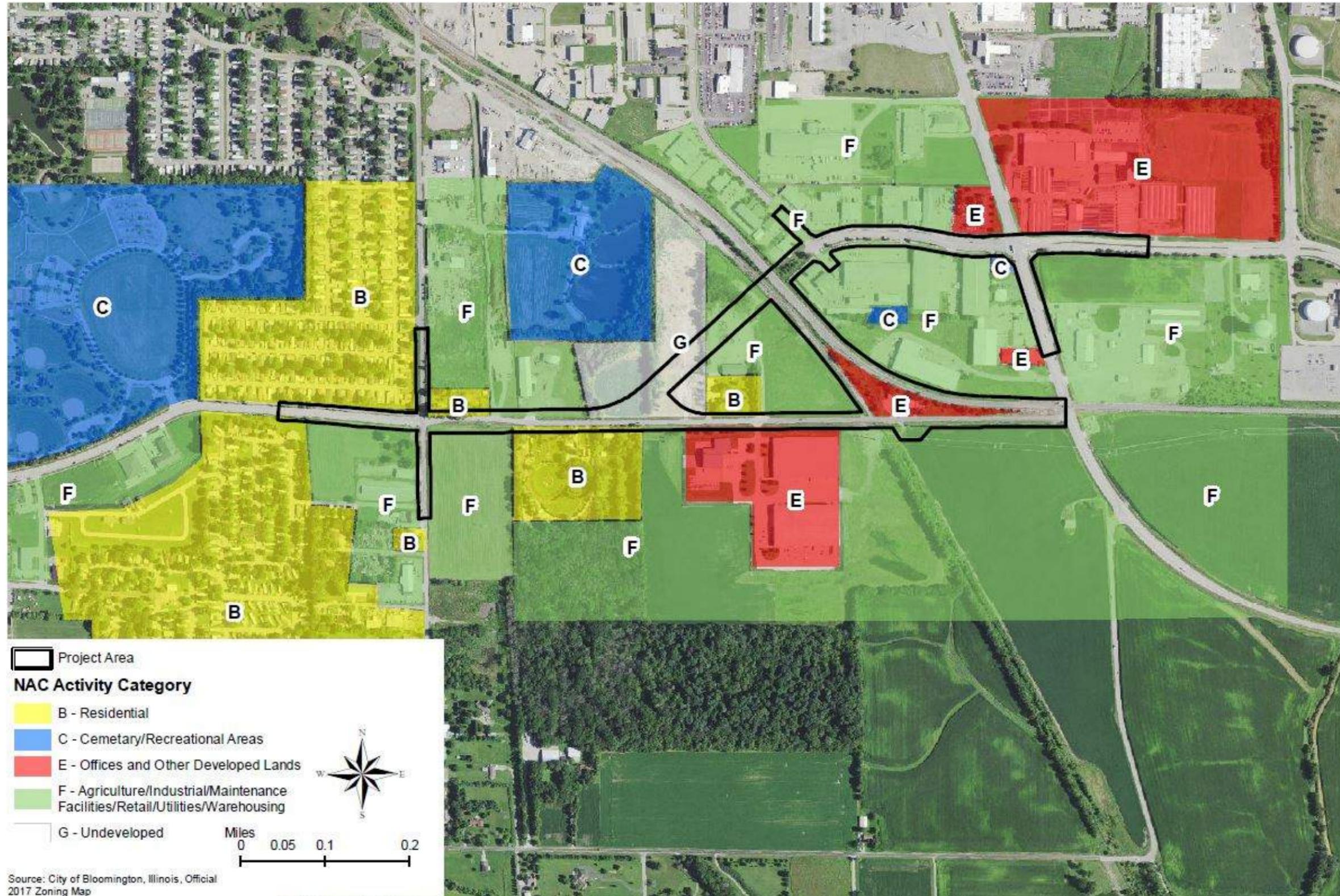
IDOT defines a receptor as a discrete or representative location of a common noise environment (CNE) for any of the activity categories listed in Table 1. Primary consideration is given to exterior areas where frequent human use occurs for Activity Categories A, B, C, and E. Consideration should be given to Activity Category D land uses only if no exterior use areas are identified. Land use along the proposed project corridor (Figure 2) was reviewed and identified using the FHWA Activity Categories as shown in Table 1.

Table 1 - FHWA Noise Abatement Criteria – Hourly Weighted Sound Level

Activity Category	$L_{eq}(h)$	Evaluation Location	Description of Activity Category
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B ⁽¹⁾	67	Exterior	Residential.
C ⁽¹⁾	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E ⁽¹⁾	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	---	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	---	---	Undeveloped lands that are not permitted.

(1) Includes undeveloped lands permitted for this activity category.

Figure 2 – Study Area Land Uses



Once sensitive land use areas were identified, the receptors were grouped into CNEs. Each CNE has common characteristics such as exposure to noise sources and levels, general topography, and exposure to similar traffic speeds and volumes. One receptor typically represents the worst case scenario for each CNE. Nine CNEs were identified within the study area with each one represented by one receptor to be analyzed for noise. See Figures 2A and 2B for receptor locations and CNEs. Traffic noise evaluation is conducted from a location of frequent outdoor human activity. Traffic noise is also evaluated on undeveloped permitted lands.

CNEs 1, 2, 3, 4, 5 and 7 are residential sensitive land use areas within the noise screening limits. The houses they represent were chosen because they are all first row residential dwellings and are subject to the same types of traffic noise within their respective CNE. CNEs 6 and 8 each represent a single office building. The office building's noise levels are primarily produced from Rhodes Lane traffic. CNE 8 will include additional railroad noise as the Norfolk Southern rail line lies adjacent to the north side of the property. CNE 9 represents a local farmstead and is located at the northeast corner of Hamilton Road and Morrissey Avenue.

Price Cemetery is located within the noise study area however, based on field review and aerial photography, there is no area of frequent outdoor human activity. The cemetery appears to be a small family cemetery consisting of only headstones and vegetation surrounded by a fence (pictures below). Price Cemetery was not evaluated for noise impacts because a noise receptor was not identified.



4.0 Field Noise Measurements

4.1 Field Noise Measurement Methodology

Field noise measurements are the physical measurement of noise levels at a specific location. The methodology follows the guidance provided by FHWA, May 1996, *Measurement of Highway Related Noise*. Noise monitoring was conducted at selected locations that represent the types of receptors located within the study area in order to validate the accuracy of the noise model used to predict existing noise levels. Generally, between 25 percent and 50 percent of the receptor locations selected for noise modeling are evaluated through noise modeling validation. Three of the ten receptors (R1, R6, and R8) were selected as representative receptor types for noise monitoring (residential and office).

All noise levels in this report are based on a height of approximately five feet above the ground. This height is the default height given in FHWA Traffic Noise Model (TNM 2.5) software and is a reasonable approximation of the height of an average human's ears. Generally the meter is placed at least 25 feet from a reflecting surface to avoid capturing reflected sound. The duration of the monitoring along Hamilton Road and Rhodes Lane was 15 minutes at each location. This was sufficient time to capture and achieve a steady state noise level because the traffic along the existing roadway is a relatively constant flow.

Traffic volumes and speeds were recorded where applicable. Monitoring was conducted on Wednesday, January 18, 2017, between the hours of 9:15 AM to 10:50 AM. Weather conditions were within the acceptable ranges for monitoring. The noise meter was calibrated as per manufacturer's recommendation.

4.2 Field Noise Monitoring Results

Three locations were monitored for the purpose of validating the TNM results and to generally determine existing noise levels. The noise monitoring results were compared to the modeled noise level results from TNM 2.5 utilizing the actual traffic counts and vehicle types recorded during field measurements (see Table 2). Noise monitoring levels were between 53 and 66 dB(A). Only one location, R8, was not within the acceptable range of +/- 3 dB(A) of the modeled existing noise level results when utilizing the recorded traffic from the monitoring period. The monitored noise level for R8 may have been higher than the modeled existing noise level due to non-vehicular noise originating from a commercial/warehouse building to the northeast of the monitoring location.

Table 2 – Noise Monitoring Results

Receptor Number ⁽¹⁾	Type	Represents	NAC ⁽²⁾ dB(A)	Monitored Noise Level dB(A)	Modeled Existing Noise Level dB(A)
R1	Residential	3 Houses	67	57	56
R6	Commercial	1 Office	72	53	52
R8	Commercial	1 Business	72	66	61

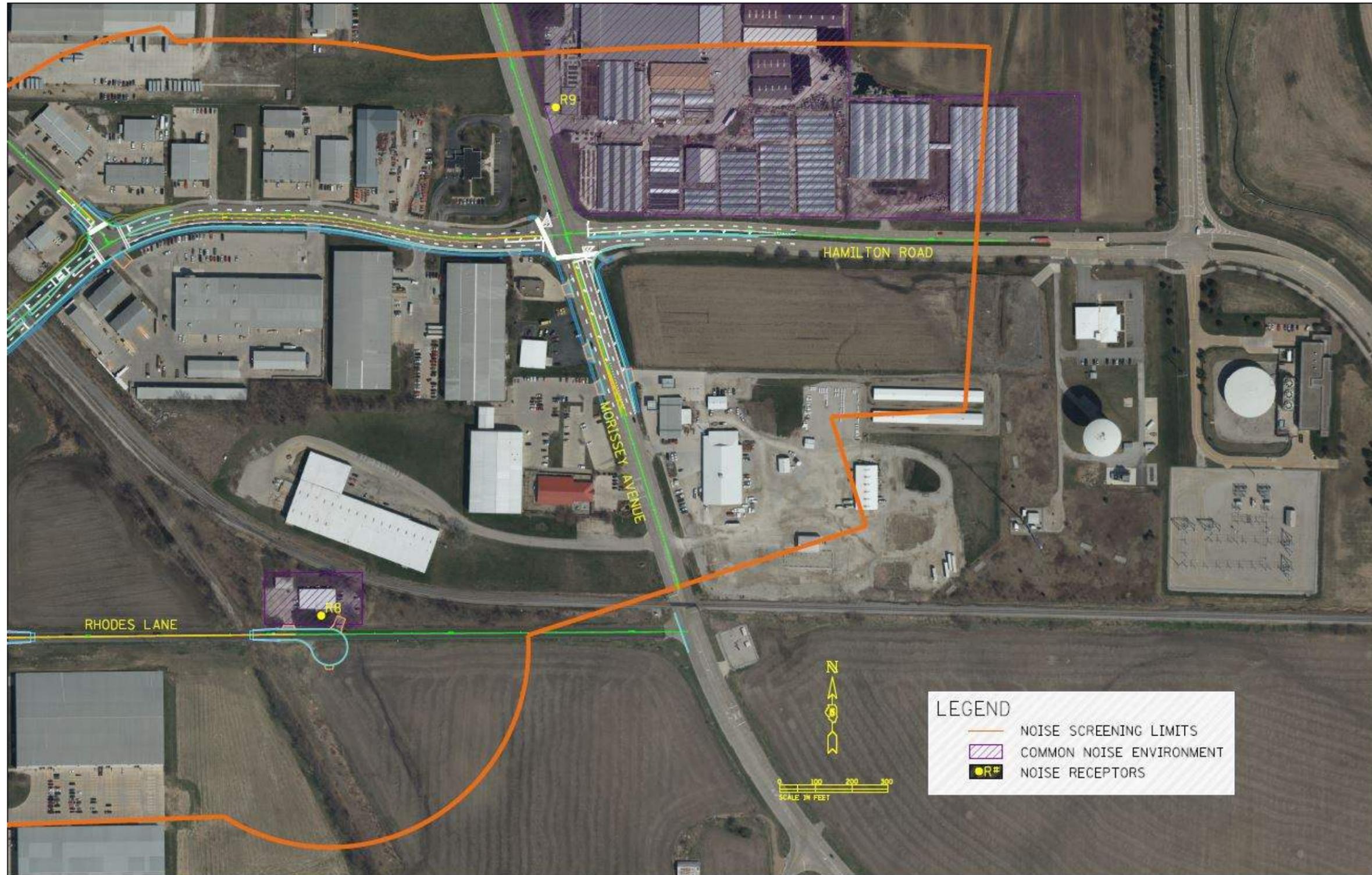
⁽¹⁾ See Figure 2 for receptor location

⁽²⁾ Noise Abatement Criteria

Figure 3A – CNE and Noise Receptor Locations



Figure 3B - CNE and Noise Receptor Locations



5.0 Noise Analysis Methodology

TNM 2.5 was utilized to conduct the analysis of existing traffic noise levels and 2040 future build and no-build traffic scenarios. The model arrived at predicted noise levels through a series of adjustments to a reference sound level. The reference sound level, also called the “reference energy mean emission level,” was based on the sound levels of different classes of vehicles (cars, medium trucks, and heavy trucks). Adjustments were made for predicted traffic flow by the sampling point (design year traffic flow); sampling point distance from the alignment, including whether the intervening ground is hard (parking lot or a body of water) or soft (grass or soil); finite roadway length (the receptor is only exposed to a finite length of the roadway); and shielding (trees or rows of houses between the receptor and the alignment). The existing conditions model was then adjusted for planned geometric changes and projected traffic volumes and speeds to examine projected future noise conditions.

5.1 Traffic Volumes

The traffic data that was utilized to conduct the noise analysis was obtained from the Intersection Design Study (IDS). Design year (typically 20 years after the construction year) traffic is a controlling factor in the design of the proposed intersection. For the Hamilton Avenue extension project, the design year 2040 intersection traffic was developed by conducting peak hour traffic counts at Bunn Street, Morrissey Drive and Commerce Parkway for existing turning movement data. Growth rates were calculated using the McLean County Regional Planning Commission Travel Demand Model (TDM). Traffic volume was previously submitted electronically.

5.2 Traffic Composition

Traffic composition was obtained from the IDS. Truck percentages range from zero percent to twelve percent for various roadways. Truck volume was then divided evenly between heavy truck and medium trucks. Traffic breakdowns did not include motorcycles or busses.

5.3 Receptor Distance/Elevation

Site conditions were determined from a site visit and aerial photographs. Based on the aerial photographs and proposed design plans, receptors within 500 feet of the proposed edge of roadway were identified. Other land uses, such as frequent public gathering places were also considered. A one-foot contour map of the project area was used to determine the elevations of modeling features. The elevation of all roadways and receivers ranged between 848 feet to 867 feet mean sea level based on contours produced from a mix of aerial mapping, photography, and field survey of the project corridor and adjacent properties.

5.4 Speed Conditions

Roadway speeds were obtained from the IDS where possible. Proposed speeds on Hamilton Road are 40 miles per hour for the section between Bunn Street and Morrissey Drive. Rhodes Lane will also operate at 40 miles per hour while the rest of the study area will not change from the existing speeds.

5.5 Roadway Alignment (Horizontal and Vertical)

Roadway alignments from the preliminary design were used for the noise model. The proposed horizontal and vertical alignment on the cross streets (Bunn Street, Commerce Parkway and Morrissey Drive) will not deviate from their existing alignments.

6.0 TNM Results

Noise analysis was completed for nine receptors located within the 500-foot offset from the edge of shoulder. Each receptor was analyzed for three scenarios: 2016 existing conditions, 2040 no-build, and 2040 build. The TNM input and output files were submitted electronically.

6.1 Existing Condition

Hamilton Road, Bunn Street, Rhodes Lane, and Morrissey Drive were modeled as the primary noise generators for existing conditions. The results of the 2016 existing noise level analysis are shown in Table 3.

6.2 No-Build Condition

The no-build condition used the same inputs as the 2016 existing conditions except for the traffic volumes. The 2040 no-build primary noise generator traffic volumes were taken from the 2040 IDS for the improved corridor and were submitted electronically. The results of the 2040 no-build noise level analysis are shown in Table 3.

Table 3 - Noise Analysis Results Summary

Receptor Number ⁽¹⁾	Type	Represents	NAC ⁽²⁾ dB(A)	2016 Existing Noise Level dB(A)	Predicted Year			Impacted
					2040 Build Noise Level dB(A)	2040 No-Build Noise Level dB(A)	Build Increase over Existing dB(A)	
R1	Residential	32 Houses	67	58	62	60	4	No Impact
R2	Residential	93 Houses	67	56	61	59	5	No Impact
R3	Residential	3 Houses	67	52	57	55	5	No Impact
R4	Residential	1 House	67	63	66	66	3	Yes-NAC
R5	Residential	4 Houses	67	63	65	66	2	No Impact
R6	Commercial	1 Office	72	55	51	58	-4	No Impact
R7	Residential	1 House	67	55	56	57	1	No Impact
R8	Commercial	1 Office	72	65	57	68	-8	No Impact
R9	Commercial	Local Farm Stand	72	64	67	67	3	No Impact

¹⁾ See attached Figures 2A and 2B for receptor locations

²⁾ Noise Abatement Criteria

6.3 **Build Condition**

The traffic noise model for proposed conditions was created using the proposed Hamilton Avenue geometry, projected traffic volumes and speed conditions. The results of the 2040 build noise level analysis are shown in Table 3. Based on the 2040 build conditions analysis only one receptor, R4, approached the NAC with a modeled design year Leq(h) of 66 dB(A) for Activity Category B (see Table 3). No receptors had a substantial increase in noise (greater than 15 dB(A) increase from existing conditions to build conditions).

7.0 **Abatement Analysis**

Traffic noise abatement evaluation is used to identify potential noise abatement measures for impacted receptors. Noise abatement measures will be considered only when the existing or predicted future traffic noise levels approach, meet or exceed the NAC, or when the predicted future noise levels of the build alternative result in a substantial increase over the existing noise levels. In addition to the direct benefits of noise abatement, the social, economic and environmental effects must also be considered. Any noise abatement measure must be determined both feasible and reasonable to be considered for implementation. The noise abatement measure must also be considered a prudent expenditure of public funds to be considered reasonable. The following section outlines noise abatement measures that are considered when traffic noise impacts have been determined.

7.1 **Abatement Alternatives**

Noise barriers are typically the most practical noise abatement measures due to their cost effectiveness and ability to be implemented on right-of-way and along existing roadways. Noise barriers include noise walls, earth berms or a combination of both. Noise barriers reduce noise levels by impeding transmission of noise, absorbing noise and reflecting it back toward the noise source. Other abatement measures such as noise insulation, traffic management, alteration of alignment or purchase of land for use as a buffer zone usually do not provide substantial noise reductions or are not found to be feasible and reasonable due to cost, right-of-way requirements or do not meet the purpose and need of the proposed project. Noise barriers are the only abatement measure that is required to be evaluated when impacts are identified.

The criteria for placing a physical barrier is based on the *IDOT Highway Traffic Noise Assessment Manual* (March 2017). The general criteria that must be met before a noise barrier shall be recommended for implementation include:

- Noise barriers shall be evaluated to address the identified traffic noise impacts;
- Noise barriers shall be feasible (can be built and can achieve the traffic noise reduction feasibility criterion of at least five dB(A) for at least two impacted receptors);
- Noise barriers shall achieve the noise reduction design goal of at least eight dB(A) for at least one benefited receptor;
- Noise barriers shall be cost effective (may not exceed the allowable noise abatement cost); and
- Noise barriers shall be deemed desired by a majority of the benefited receptors.

7.2 Feasibility

The noise barrier must be feasible and reasonable to construct. Acoustic feasibility deals primarily with physics and engineering considerations. For example, can a substantial noise reduction be achieved given the conditions of a specific location and is the ability to achieve noise reduction limited by factors such as topography, access requirements for driveways or ramps, the presence of cross streets, or other noise sources in the area? A feasible noise barrier must provide an abatement insertion loss goal of five dB(A) or more for at least two benefited receptors. The objective is not to just reduce traffic noise level below the NAC.

7.3 Reasonableness Criteria

Determining the reasonableness of a noise barrier is based on a number of factors, not just one criterion. FHWA noise regulations define three mandatory reasonableness factors that must be evaluated for a noise barrier to be considered reasonable. They are:

- **Noise Reduction Design Goal.** The noise reduction design goal as determined by IDOT requires at least an eight dB(A) traffic noise reduction for at least one benefited receptor for this noise abatement to be considered reasonable. The IDOT goal is to provide more than the minimum eight dB(A) reduction to as many receptors as possible.
- **Cost Effectiveness.** The noise abatement measure cost is adjustable per receptor, ranging from a base value of \$30,000 to a potential maximum abatement cost of \$45,000, based upon IDOT's adjustment factors. This is determined by counting all receptors (including owner-occupied, rental units, mobile homes and businesses) benefited by the noise abatement measure in any subdivision and/or given development, and dividing that number into the total cost of the noise abatement measure. A benefited receptor is defined as the recipient of an abatement measure that receives a noise reduction at or above the minimum threshold of five dB(A). Each unit in a multi-family building will be counted as a separate receptor. The abatement measure estimated cost is \$30.00 per square foot. However, costs such as those associated with right-of-way acquisition or traffic protection (i.e. Jersey barrier) for the purpose of noise barrier construction should also be included if acquisition or safety measures is needed solely for noise barrier construction. IDOT recommends using adjustment factors to determine an acceptable threshold for a barrier to be considered reasonable. The three factors that affect the cost per benefited receptor include the absolute noise level of the benefited receptors in the design year build scenario before noise abatement; the incremental increase in noise level between the existing noise level at the benefited receptor and the predicted build noise level before noise abatement; and the date of development compared to the construction date of the highway. These three adjustment factors can increase the allowable cost per benefited receptor by as much as \$15,000.
- **Viewpoints Solicitation.** The outcome of a solicitation of viewpoints of benefited owners and residents. The highway agencies must determine the desires of the benefiting residents and property owners. If noise abatement is later determined to be warranted due to changes in the project design, viewpoint solicitation for this project will occur in Phase II Design.

7.4 Abatement Analysis Results

Based on the noise barrier evaluation criteria a noise barrier was not feasible for CNE R4 as there is only one impacted receptor included in the CNE when the criterion requires a perceptible traffic noise reduction (5 dB(A) or more) for at least two impacted receptors. Therefore a barrier is not feasible and not likely to be implemented and no barrier analysis is required.

8.0 Coordination with Local Officials

The purpose of coordinating with local officials is to provide information and promote compatible land development and land use planning adjacent to proposed highway projects. Compatible land use planning is an important tool for preventing future noise impacts. The traffic noise study results will be provided to the officials with the City of Bloomington and Mclean County who have jurisdiction over the study area. Appendix A includes draft letters that will be sent to the local officials having jurisdiction over the undeveloped lands, and an exhibit (as an attachment to the letter) depicting where the NAC is approached.

9.0 Construction Noise

Trucks and machinery used for construction produce noise that may affect some land uses and activities during the construction period. Residents along the alignment will at some time experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these receptors, mitigation measures have been incorporated into the IDOT's *Standard Specifications for Road and Bridge Construction* as Article 107.35.

10.0 Conclusions

This noise study completed noise analyses for nine receptor locations along the Hamilton Road extension study area. Receptor locations were evaluated for existing (2016) and projected (2040) build and no-build traffic volumes with one receptor, R4, approaching the NAC. During the traffic noise abatement evaluation it was determined that a noise barrier would not be feasible at this location as the barrier would not achieve 5 dB(A) reduction for two impacted receptors as R4 only represents one household.

The proposed project is anticipated to have traffic noise impacts, but the noise barriers studied and identified in Table 3 do not meet IDOT's feasibility and reasonableness criteria. Due to this, traffic noise abatement measures are not likely to be implemented based on preliminary design. If the project's final design is different from the preliminary design, IDOT will determine if revisions to the traffic noise analysis are necessary. A final decision on noise abatement will not be made until the project's final design is approved and the public involvement processes is complete.

References

Illinois Department of Transportation (IDOT), Division of Highways, Bureau of Design and Environment, *Highway Traffic Noise Assessment Manual*, May 2017.

IDOT, *Standard Specifications for Road and Bridge Construction*, Article 107.35, Construction Noise Restrictions, April 1, 2016.

U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), *Highway Traffic Noise: Analysis and Abatement Guidance (FHWA-HEP-10-025)*, December 2011.

USDOT, Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06)*, May 2006.

USDOT, FHWA, *Measurement of Highway-Related Noise (FHWA-PD-96-046, DOT-VNTSCFHWA-96-5)*, May 1996.

USDOT, FHWA, *Noise Fundamentals Training Document - Highway Traffic Noise Sources*, September 1980.

Appendix A
Coordination with Local Officials



[DATE]

Mr. Phil Dick, Director
McLean County Department of Building & Zoning
P.O. Box 2400
Bloomington, IL 61701

Re: Traffic Noise Information for Undeveloped Lands
Hamilton Road Extension
Bunn Street to Morrissey Avenue
Bloomington, Illinois
Hanson No.: 15L0098

Dear Mr. Phil Dick:

The City of Bloomington, with assistance from Hanson Professional Services Inc., is currently conducting environmental (Phase I) preliminary engineering studies for the proposed Hamilton Road extension project. The proposed project will consist of a four-lane connection between the existing intersection of Bunn Street and Hamilton Road and the intersection of Commerce Parkway and Hamilton Road. Rhodes Lane will dead-end to the east and no longer connect to Morrissey Avenue. The improvements will include curb and gutter, storm sewer and a multi-use trail.

As part of the Phase I environmental study for this proposed project, Federal and State regulations require that projected future traffic noise levels be evaluated for lands (either currently under your jurisdiction or land that may come under your jurisdiction) near the proposed roadway improvement, and that this information be presented to local officials involved in land use planning. This study area includes undeveloped or agriculture land that is zoned for uses other than agriculture, or land that is planned for future development in a comprehensive land use plan.

Hanson completed a traffic noise analysis to predict future traffic noise levels. Attached for your information are exhibits showing the predicted design year (2040) build traffic noise levels for these undeveloped lands identified along the project corridor.

We hope this information will be useful to you in planning and permitting future development in your area. For additional information on noise compatible land use planning, the Federal Highway Administration (FHWA) publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning* can be obtained from the FHWA website:
http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/qz00.cfm.

You can find additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement on IDOT's website at: <http://www.dot.il.gov/>. Click on the "Transportation System" tab and select "Environment" link. Under the "Community tab" select the "Traffic Noise" link to access this information.

If you have questions, please contact [CONTACT INFO].

Sincerely,

[NAME]
[TITLE]

Enclosure

cc: Luke Thoele, City of Bloomington

DRAFT

[DATE]

Mr. Robert Mahrt
Director of Community Development
City of Bloomington, Planning Division
115 E. Washington St., Suite 201
Bloomington, IL 61702-3157

Re: Traffic Noise Information for Undeveloped Lands
Hamilton Road Extension
Bunn Street to Morrissey Avenue
Bloomington, Illinois
Hanson No.: 15L0098

Dear Mr. Robert Mahrt:

The City of Bloomington, with assistance from Hanson Professional Services Inc., is currently conducting environmental (Phase I) preliminary engineering studies for the proposed Hamilton Road extension project. The proposed project will consist of a four-lane connection between the existing intersection of Bunn Street and Hamilton Road and the intersection of Commerce Parkway and Hamilton Road. Rhodes Lane will dead-end to the east and no longer connect to Morrissey Avenue. The improvements will include curb and gutter, storm sewer and a multi-use trail.

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Hanson completed a traffic noise analysis to predict future traffic noise levels. Attached for your information are exhibits showing the predicted design year (2040) build traffic noise levels for these undeveloped lands identified along the project corridor.

We hope this information will be useful to you in planning and permitting future development in your area. For additional information on noise compatible land use planning, the Federal Highway Administration (FHWA) publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning* can be obtained from the FHWA website:
http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/qz00.cfm.

You can find additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement on IDOT's website at: <http://www.dot.il.gov/>. Click on the "Transportation System" tab and select "Environment" link. Under the "Community tab" select the "Traffic Noise" link to access this information.

If you have questions, please contact [CONTACT INFO].

Sincerely,

[NAME]
[TITLE]

Enclosure

cc: Luke Thoele, City of Bloomington

DRAFT



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NOISE CONTOURS
HAMILTON ROAD BLOOMINGTON, IL**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				1
				CONTRACT NO.
ILLINOIS FED. AID PROJECT				

Preliminary Environmental Site Assessment (PESA)

Hamilton Road Extension McClellan County, Illinois

IDOT Section No. 16-00360-00-PV

Prepared for:
City of Bloomington

&

Illinois Department of Transportation

Prepared by:
Hanson Professional Services Inc.
1525 South 6th Street
Springfield, Illinois 62703

March 2019

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Appendix B – EDR Report

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Glossary of Acronyms

ACM	Asbestos-Containing Material
AIRS	Air Inventory Listing
ASTM	American Society for Testing and Materials
BOL	Bureau of Land
CESQG	Conditionally Exempt Small Quantity Generator
ECHO	Enforcement & Compliance History Information
EDR	Environmental Data Resources, Inc.
ESA	Environmental Site Assessment
Hist Auto	Database of past and current auto related businesses
FEMA	Federal Emergency Management Agency
FINDS	Facility Index System/Facility Registry System
FIRM	Flood Insurance Rate Map
IDOT	Illinois Department of Transportation
ISGS	Illinois State Geological Survey
NRCS	Natural Resources Conservation Service
NSRR	Norfolk Southern Railroad
PADS	PCB Activity Database
PCB	Polychlorinated Biphenyl
PESA	Preliminary Environmental Site Assessment
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
SQG	Small Quantity Generator
TIER 2	Chemical Listing Inventory
UIC	Underground Injection Wells
USDA	United States Department of Agriculture
UST	Underground Storage Tank

Executive Summary

Hanson Professional Services Inc. (Hanson) has performed a Preliminary Environmental Site Assessment (PESA) on behalf of the City of Bloomington and the Illinois Department of Transportation (IDOT) for the proposed Hamilton Road extension project limits located in Bloomington, McLean County, Illinois. The proposed project involves construction of new roadway and reconstruction of existing roadway, signal, curb, gutter, and sidewalk improvements.

The project limits are generally located between Bunn Street and Morrissey Drive along existing and proposed areas of Hamilton Road and Rhodes Lane. The project also involves smaller portions of Bunn Street, Commerce Parkway and an area that crosses the Norfolk Southern Railroad (NSRR) railroad track. The general purpose of extending Hamilton Road is to provide a continuous east-west arterial roadway on the south side of Bloomington. The project covers upgrades to existing roadways and the addition of new roadways. Figures showing the project location are included in Appendix A.

The following sites were identified within environmental databases for the Hamilton Road extension project limits. The tables below list identified sites along the project limits for which recognized environmental conditions (RECs) were identified (Table 1); sites along the project for which only de minimis conditions were identified (Table 2); sites along the project for which no RECs or de minimis conditions were identified (Table 3); and sites adjoining but not on the project that were identified in environmental databases (Table 4).

Table 1- REC Sites

The following sites were determined to contain RECs

Property Address or Location	Site #	Recognized Environmental Condition (RECs)	Regulatory Database	Land Use
512 Hamilton Road	3	potential release of contaminants based on current and past land uses	PADS, TIER 2, BOL, FINDS	Industrial/Commercial
unknown – area north of Hamilton Road and west of railroad track	5	potential release of contaminants based on current and past land uses	None	Industrial/Commercial
1627 Commerce Parkway	8	potential release of contaminants based on current and past land uses	EDR Hist Auto	Commercial

Table 2 - De minimis Condition Sites

The following sites were determined to contain de minimis conditions

Property Address or Location	Site #	De minimis Condition	Regulatory Database	Land Use
adjoins portions of Hamilton Road and Bunn Street (various addresses)	1	Potential ACM and lead paint	None	Residential/Commercial/Undeveloped
adjoins portions of Hamilton Road and Bunn Street (various addresses)	2	Potential ACM and lead paint	None	Residential/Undeveloped
adjoins portions of Hamilton Road and Rhodes Road (various addresses)	4	Potential ACM and lead paint	None	Residential/Undeveloped
NSRR Railroad	6	Railroad property	None	Railroad/Undeveloped
Commerce Parkway and Hamilton Road intersection (various addresses)	7	Potential ACM and lead paint	None	Commercial
1708 – 1722 Hamilton Road	9	Potential ACM and lead paint, database listings (no documented releases)	RCRA-CESQG, FINDS, ECHO, TIER 2, BOL	Commercial
1707 – 1721 Hamilton Road	10	Potential ACM and lead paint, database listings (no documented releases)	BOL, TIER 2	Commercial

adjoins portions of Hamilton Road and Bunn Street (various addresses)	11	Potential ACM and lead paint, database listings (no documented releases)	FINDS, ECHO, AIR, BOL, RCRA-CESQG, RCRA-SQG, TIER 2	Commercial/Undeveloped
1602 Rhodes Lane and surrounding undeveloped properties	12	Potential ACM and lead paint	None	Residential/Undeveloped
1827 -1872 Hamilton Road and 1807 Morrissey Drive	13	Potential ACM and lead paint	None	Commercial

Table 3 - Non REC or De minimis Sites

The following sites along the project were determined not to contain RECs or de minimis conditions

Property Address	Site #	Regulatory Database	Land Use
NA	NA	NA	NA

Table 4 - Adjoining Sites

The following sites, adjoining the project corridor, were identified on environmental databases

Property Address	Site #	Regulatory Database	Land Use
1808 Morrissey Drive	A	FINDS, ECHO, AIRS, UST, BOL, TIER 2	Commercial
1815 Morrissey Drive	B	FINDS, UIC	Commercial

1. Introduction

This report presents the findings of a PESA conducted for the Hamilton Road extension project limits located in Bloomington, McClean County, Illinois. The PESA was conducted for the City of Bloomington and IDOT to identify RECs in connection with the subject property. The proposed project involves construction of new roadway and reconstruction of existing roadway, signal, curb, gutter, and sidewalk improvements.

A REC is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions. A de minimis condition is a condition that does not present a threat to human health or the environment and that generally would not be subject of an enforcement action if brought to the attention of appropriate governmental agencies.

The PESA findings are stated in accordance with the IDOT Bureau of Local Roads and Streets Manual, Section 20-12, Special Waste Procedures, July 2013.

In conducting this PESA, Hanson obtained reasonably ascertainable information from commercial and publicly-available sources. Information obtained from environmental and historical records is assumed to be accurate and complete unless otherwise noted.

Data on conditions at the listed sites may vary, depending upon when and where obtained, resulting in possible uncertainty with respect to the interpretation of actual conditions at the sites. Hanson can offer no assurances and assumes no responsibility for site conditions or activities that were outside the scope of the PESA. This report discusses and summarizes RECs in connection with the subject property based on a review of reasonably ascertainable information and site observations made during the performance of this PESA. No limitations were encountered that affected the identification of RECs in connection with the subject property.

No PESA can wholly eliminate uncertainty regarding the potential for RECs in connection with a property. A PESA is intended to reduce, but not eliminate, uncertainty regarding the potential for RECs in connection with a property.

The information contained in this report is confidential in nature. This report is exclusively for the use and benefit of the City of Bloomington and IDOT.

2. Project Description and Setting

The project limits are generally located between Bunn Street and Morrissey Drive along existing and proposed areas of Hamilton Road and Rhodes Lane. The construction of new roadway connecting separate sections of Hamilton Road along with improvements to existing roadway components will be completed. Roadway upgrades will also be completed on portions of Bunn Street, Rhodes Lane, and Commerce Parkway. A NSRR railroad track intersects and adjoins portions of the project limits. The project limits are located in Section 15, Township 23 North, Range 2 East of the Third Principal Meridian in McLean County, Illinois. A topographic map showing the site location and aerial photographs identifying project limits and discussed sites are included in Appendix A.

The project limits are approximately two miles in length. Residential, undeveloped and commercial properties adjoin the project limits. The general vicinity surrounding the project limits is primarily developed residential and commercial properties along with some scattered undeveloped areas. The topography of the subject property and vicinity is generally flat.

Hanson performed a site reconnaissance of the subject property on February 2, 2019. The purpose of the site reconnaissance was to identify land use characteristics and to make a visual determination regarding potential RECs that may be associated with the project limits. The project limits and adjoining properties were observed by walking and driving. Snow cover limited site observations and is considered a limiting factor to the site visit. Photographs taken during the site reconnaissance are included in Appendix D.



**ILLINOIS STATE
GEOLOGICAL SURVEY**
PRAIRIE RESEARCH INSTITUTE

615 E. Peabody Drive
Champaign, IL 61820

December 15, 2016

Mr. James Curtis
Chief, Geologic & Waste Assessment Unit
Illinois Department of Transportation
Bureau of Design & Environment, Room 330
2300 South Dirksen Pkwy.
Springfield, IL 62764

Dear Mr. Curtis,

Enclosed are three copies of one Preliminary Environmental Site Assessment:

<u>ISGS #</u>	<u>Sequence#</u>	<u>Job #</u>	<u>District</u>	<u>RECs other than de minimis</u>
3311	20248	NA	5	Yes

The following IDOT Highway Authority Agreements were identified during this assessment:

- None

If clarification or additional information is needed, please let me know.

Sincerely,

Anne L. Ellison
Environmental Geologist and Section Head
Environmental Site Assessments Section

Enclosure

IDOT Sequence #: 20248
IDOT Job #: NA

ISGS: 3311
IDOT District #: 5

PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT

FINAL REPORT

DATE: December 15, 2016

IDOT DESIGN DATE: May 1, 2017

SURVEY TARGET DATE: May 1, 2017

DATE REQUEST RECEIVED: October 3, 2016

LOCATION: Hamilton Road extension, US 150 to Bunn Street, Bloomington, McLean County; Bloomington East quadrangle (USGS 7.5-minute topographic map), T23N, R2E, Section 15.

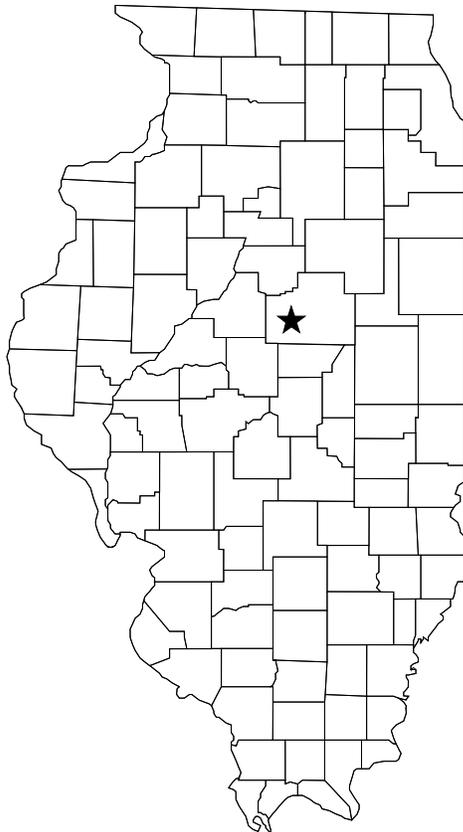


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GLOSSARY OF ACRONYMS

AAI	-	All Appropriate Inquiries	MSDS	-	material safety data sheet
ACM	-	asbestos-containing material	MTBE	-	methyl tertiary butyl ether
AST	-	aboveground storage tank	NFR	-	No Further Remediation
ASTM	-	American Society for Testing and Materials	NPL	-	National Priorities List
AULs	-	activity and use limitations (includes institutional controls, engineered barriers, and HAAs)	NRCS	-	Natural Resources Conservation Service
bgs	-	below ground surface	OER	-	Office of Emergency Response (IEPA)
BOL	-	Bureau of Land (IEPA)	OSFM	-	Office of the State Fire Marshal
BTEX	-	benzene, toluene, ethylbenzene, and total xylenes	PAA	-	Permit Access Agreement
CDPH	-	Chicago Department of Public Health	PAH/PNA-	-	polynuclear aromatic hydrocarbons
CCDD	-	Clean construction and demolition debris	PCB	-	polychlorinated biphenyls
CERCLIS-	-	Comprehensive Environmental Response, Compensation, and Liability Information System	PESA	-	Preliminary Environmental Site Assessment
CTA	-	Chicago Transit Authority	P.G.	-	Professional Geologist
ERNS	-	Emergency Response Notification System	ppb	-	parts per billion (equivalent to $\mu\text{g}/\text{kg}$ for solids, and $\mu\text{g}/\text{l}$ in liquids)
FEMA	-	Federal Emergency Management Agency	ppm	-	parts per million (equivalent to mg/kg in solids, and mg/l in liquids)
FIRM	-	Flood Insurance Rate map	PRP	-	Potentially Responsible Party
FOIA	-	Freedom of Information Act	PSI	-	Preliminary Site Investigation
GIS	-	Geographic Information System	RCRA	-	Resource Conservation and Recovery Act
GRO	-	Groundwater Remediation Objective	REC	-	recognized environmental condition
HAA	-	Highway Authority Agreement	ROW	-	right-of-way
IDNR	-	Illinois Department of Natural Resources	SEMS	-	Superfund Enterprise Management System
IDOT	-	Illinois Department of Transportation	SIC	-	Standard Industrial Classification
IEMA	-	Illinois Emergency Management Agency	SPLP	-	synthetic precipitation leaching procedure
IEPA	-	Illinois Environmental Protection Agency	SRO	-	Soil Remediation Objective
IMD	-	Illinois Manufacturers Directory	SRP	-	Site Remediation Program
ISGS	-	Illinois State Geological Survey	SSTS	-	Section Seven Tracking System (USEPA)
ISTC	-	Illinois Sustainable Technology Center (formerly Waste Management and Research Center)	SVOCs	-	semi-volatile organic compounds
ISWS	-	Illinois State Water Survey	TACO	-	Tiered Approach to Corrective Action Objectives (IEPA)
LUST	-	leaking underground storage tank	TCLP	-	toxicity characteristic leaching procedure
$\mu\text{g}/\text{kg}$	-	micrograms per kilogram (ppb)	TPH	-	total petroleum hydrocarbons
$\mu\text{g}/\text{l}$	-	micrograms per liter (ppb)	TRI	-	Toxics Release Inventory
mg/kg	-	milligrams per kilogram (ppm)	TVOC	-	Total volatile organic compounds
mg/l	-	milligrams per liter (ppm)	USDA	-	United States Department of Agriculture
M.M.	-	mile marker	USEPA	-	United States Environmental Protection Agency
M.P.	-	mile post	USGS	-	United States Geological Survey
			UST	-	underground storage tank
			VOC	-	volatile organic compounds

EXECUTIVE SUMMARY

This report presents the results of an environmental site assessment for the improvements to Hamilton Road from Bunn Street to US 150, Bloomington, McLean County. This report was prepared on behalf of the Illinois Department of Transportation (IDOT) by the Illinois State Geological Survey (ISGS).

The following sites were examined for this project. The tables below list sites along the project for which recognized environmental conditions (RECs)* were identified for each address or address range (Table 1); sites along the project for which only de minimis conditions were identified (Table 2); sites along the project for which no RECs or de minimis conditions were identified (Table 3); and sites adjoining but not on the project that were identified on environmental databases (Table 4). Further investigation of sites with RECs may be desired.

Table 1. The following sites along the project were determined to contain RECs:

Property name IDOT parcel #	ISGS site #	REC(s), including de minimis conditions	Regulatory database(s)	Land use
Commercial buildings NA	3311-1	ASTs; potential herbicide and/or fertilizer presence; natural gas pipeline; transformers; potential ACM and lead paint	None	Commercial
Erickson's Auto Repair NA	3311-5	Potential UST(s); AST; evidence of chemical use; transformers; potential ACM and lead paint	BOL, RCRA	Commercial
Cen-Tec Systems, Inc. NA	3311-6	Potential chemical use; transformers; potential ACM and lead paint	None	Industrial
Commercial buildings NA	3311-7	USTs; former USTs with a documented release; potential UST(s); ASTs; former ASTs; drum; chemical containers; evidence of chemical use; natural gas pipeline; protruding pipes; transformers; potential ACM and lead paint	RCRA, BOL, LUST, UST, IEMA	Commercial
Commercial building NA	3311-9	Drums; potential injection well; transformer; potential ACM and lead paint	UIC	Commercial

Norfolk and Southern Railroad NA	3311-10	Railroad signal box; transformer	None	Transportation
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Table 2. The following sites along the project were determined to contain de minimis conditions only:

Property name IDOT parcel #	ISGS site #	De minimis condition(s)	Land use
Prairieland Federal Credit Union NA	3311-2	Transformer; potential ACM and lead paint	Commercial
Agricultural land NA	3311-3	Natural gas pipeline; potential natural gas pipeline; transformer; likely pesticide and/or herbicide use	Agricultural
First Church of Christ Scientist NA	3311-4	Transformers; potential ACM and lead paint	Commercial
Deenie's Bed and Biscuit NA	3311-8	Potential ACM and lead paint	Commercial
NICOR station 901 NA	3311-11	Natural gas pipeline; potential ACM and lead paint	Utility

Table 3. The following sites along the project were determined not to contain RECs or de minimis conditions:

Property name IDOT parcel #	ISGS site #	Land use
None		

Table 4. The following additional sites, adjoining but not on the project, were identified on environmental databases:

Property name	ISGS site #	Regulatory database(s)	Land use
Modine MFG Co.	3311-A	Archived SEMS, RCRA, BOL, TRI, IEMA	Industrial
Parkway Hyundai	3311-B	RCRA, BOL	Commercial
Sam Leman Auto Body	3311-C	RCRA, BOL	Commercial

Twin City Power Eq Inc.	3311-D	BOL	Commercial
Flexitech Inc.	3311-E	BOL	Industrial

* For all sites:

Where REC(s) are indicated as present, a condition was noted that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the site, as discussed in the text. Potential hazards were not verified by ISGS testing. Radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may also be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

Where RECs are not indicated as present, radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may still be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

For the purposes of this report, the following are considered to be de minimis conditions:

- Normal use of lead-based paint on exteriors and interiors of buildings and structures.
- Use of asbestos-containing materials in building construction.
- Transformers in normal use, unless the transformers were observed to be leaking, appear on an environmental regulatory list, or were otherwise determined to pose a hazard not related to normal use.
- Agricultural use of pesticides and herbicides. In addition, most land in Illinois was under agricultural use prior to its conversion to residential, industrial, or commercial development. Pesticides, both regulated and otherwise, may have been used throughout the project area at any time. Unless specifically discussed elsewhere in this report, no information regarding past pesticide use that would be subject to enforcement action was located for this project, and such use is considered a de minimis condition.

The following data gaps exist for all PESAs:

- For residences, only areas visible from public roads are inspected.
- Interiors of buildings are not inspected.
- Interiors of agricultural areas are not inspected during growing seasons.

Radon and biological hazards are not considered in this PESA unless specifically noted.

NA = No parcel number was supplied by IDOT for this site.

Although potential natural hazards and undermining, if present, are described in this report, they are not considered as RECs or de minimis conditions for the purposes of this report, and are therefore not listed in the tables above.

INTRODUCTION

This is the **Final Report** of a preliminary environmental assessment by the ISGS of natural and man-made hazards that may be encountered for the improvements to Hamilton Road from Bunn Street to US 150, Bloomington, McLean County (Attachment 1). Project features include acquisition of additional ROW or easement, in-stream work, excavation or subsurface utility relocation, and railroad ROW involvement. US 150 is known as Morrissey Drive in the project area, and will be referred to as such in this report. N. 1200 East Road is known as Rhodes Lane in the project area, and will be referred to as such in this report. No stationing information was provided by IDOT for this project. This report identifies and evaluates recognized environmental conditions (RECs) that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the proposed project.

This assessment has been prepared using historical and geological information including aerial photographs, U.S. Geological Survey topographic maps, plat maps, file information of the ISGS regulatory file information from federal, state, and other agencies, and various other sources of information. An on-site investigation has been completed. The specific methods used to conduct the assessment are contained in "A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Infrastructure Projects" (Erdmann et al., 2014). If new information is received concerning this project that is considered to have a significant impact on the findings of this report, the report will be revised and resubmitted to IDOT Bureau of Design and Environment.

This Preliminary Environmental Site Assessment (PESA) was performed in compliance with the IDOT-ISGS PESA Manual (Erdmann et al., 2014) and not with the All Appropriate Inquiries environmental assessment standard (40 CFR Part 312) that took effect on November 1, 2006, or with the ASTM standard E1527-05 or E1527-13.

PESA CORRESPONDENCE

Jeff Bushur

From: Sherer, Bart L <Bart.Sherer@illinois.gov>
Sent: Monday, April 1, 2019 4:02 PM
To: Jeff Bushur
Cc: Luke Thoele; Kurt Bialobreski; Neihart, Scott W; Trygg, Brian K
Subject: RE: 15L0098, Hamilton Road Extension, Bloomington, IL, Sec. No. 16-00360-00-PV - Local PESA PMA 20248/20248A
Attachments: REP_HamiltonRoadPESA-March2019.pdf

Mr. Bushur,

A review of the PESA for the subject project has found that it appears to be prepared in accordance with Chapter 20, 20-12.04 of the BLR manual; the project is cleared for Design; please provide one hard copy of the PESA for our records. Please refer to Chapter 20, 20-12.04(a) of the BLR manual for information on the next step in the special waste process; if it is determined a PSI is needed, the PSI is typically an item completed in Phase 2; please be advised there have been a few changes in the special waste special provision (SP) and pay items (PI) for State projects; if a PSI is needed and the results of the PSI indicate a SP and PI's are needed, I can provide an example for your reference for use on the LPA portion.

If you should have any questions or need additional information, feel free to contact me

Bart L Sherer
217-466-7305 (Office)
"In God we Trust"
"A well regulated Militia, being necessary to the security of a free State, the right of the people to keep and bear arms, shall not be infringed."

From: Jeff Bushur <JBushur@hanson-inc.com>
Sent: Tuesday, March 26, 2019 10:33 AM
To: Sherer, Bart L <Bart.Sherer@illinois.gov>
Cc: Luke Thoele <lthoele@cityblm.org>; Kurt Bialobreski <KBialobreski@hanson-inc.com>
Subject: [External] 15L0098, Hamilton Road Extension, Bloomington, IL, Sec. No. 16-00360-00-PV - Local PESA

Bart –

Attached for review is the local agency PESA for the Hamilton Road Extension project in Bloomington, IL. Three REC sites were identified along the project. Not all REC sites can be avoided; therefore, a PSI will be required and is proposed to be conducted during the design phase.

Let us know if you need anything else. Thanks.

Jeff



Jeffrey Bushur | *Environmental Assessment Discipline Manager*
[Hanson Professional Services Inc.](#) | 1525 S. Sixth St. | Springfield, IL 62703
w 217-747-9231 | f 217-788-2503 | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

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Nada Naffakh

From: Kurt Bialobreski
Sent: Tuesday, August 20, 2019 9:15 AM
To: Luke Thoele
Cc: Nada Naffakh
Subject: FW: [External] RE: City of Bloomington Sec 16-00360-00-PV - Hamilton Road Extension Noise Study

FYI

From: DeLong, Douglas <Douglas.DeLong@illinois.gov>
Sent: Tuesday, August 20, 2019 9:13 AM
To: Veile, Janel M <Janel.Veile@illinois.gov>
Cc: Graham, Susan (FHWA) <susan.graham@dot.gov>; Trygg, Brian K <Brian.Trygg@illinois.gov>; Magee, Daniel A <Daniel.Magee@illinois.gov>; Kurt Bialobreski <KBialobreski@hanson-inc.com>; Jim Karch (jkarch@cityblm.org) <jkarch@cityblm.org>
Subject: RE: [External] RE: City of Bloomington Sec 16-00360-00-PV - Hamilton Road Extension Noise Study

Janel
Great! Thanks.

Best Regards,

Doug DeLong, P.E.
Project Development Engineer
Illinois Department of Transportation
Bureau of Local Roads & Streets
2300 South Dirksen Parkway
Springfield, IL 62764

-----Original Message-----

From: Veile, Janel M
Sent: Tuesday, August 20, 2019 9:10 AM
To: DeLong, Douglas <Douglas.DeLong@illinois.gov>
Subject: RE: [External] RE: City of Bloomington Sec 16-00360-00-PV - Hamilton Road Extension Noise Study

Hi Doug,
I spoke to the consultant and they confirmed that Fig. 1 represents the noise analysis study area of 500' either side of edge of pavement. **The noise analysis report is approved.**
Thanks,
Janel

-----Original Message-----

From: DeLong, Douglas
Sent: Monday, August 19, 2019 10:38 AM
To: Veile, Janel M <Janel.Veile@illinois.gov>

Subject: FW: [External] RE: City of Bloomington Sec 16-00360-00-PV - Hamilton Road Extension Noise Study

Hi Janel

I think this takes care of the last details for a noise analysis sign off! Let me know if this is ok.

Best Regards,

Doug DeLong, P.E.
Project Development Engineer
Illinois Department of Transportation
Bureau of Local Roads & Streets
2300 South Dirksen Parkway
Springfield, IL 62764

-----Original Message-----

From: Trygg, Brian K
Sent: Monday, August 19, 2019 9:51 AM
To: DeLong, Douglas <Douglas.DeLong@illinois.gov>
Cc: Magee, Daniel A <Daniel.Magee@illinois.gov>
Subject: FW: [External] RE: City of Bloomington Sec 16-00360-00-PV - Hamilton Road Extension Noise Study

Doug,

Can you get this reviewed/processed or do I need Bart to submit it through the appropriate channels?

Brian K. Trygg, PE
IDOT - Region 3/District 5
Local Roads Engineer
(217) 466-7252 (Desk Phone)
(217) 251-4858 (Mobile Phone)

Brian.Trygg@illinois.gov

-----Original Message-----

From: Kurt Bialobreski <KBialobreski@hanson-inc.com>
Sent: Monday, August 19, 2019 9:46 AM
To: Trygg, Brian K <Brian.Trygg@illinois.gov>
Cc: Magee, Daniel A <Daniel.Magee@illinois.gov>; Luke Thoele <lthoele@cityblm.org>; Nada Naffakh <NNaffakh@hanson-inc.com>; Elizabeth Safranski <ESafranski@hanson-inc.com>
Subject: RE: [External] RE: City of Bloomington Sec 16-00360-00-PV - Hamilton Road Extension Noise Study

Bryan-

The disposition of comments and revised Noise Study is attached. Please let me know if you need anything else for concurrence. I will send two hard copies of the PDR to your office as soon as I hear back from you that the

Noise Study is good to go.

Thanks,
Kurt

-----Original Message-----

From: Kurt Bialobreski <KBialobreski@hanson-inc.com>
Sent: Tuesday, August 13, 2019 2:52 PM
To: Trygg, Brian K <Brian.Trygg@illinois.gov>
Cc: Magee, Daniel A <Daniel.Magee@illinois.gov>
Subject: RE: [External] RE: City of Bloomington Sec 16-00360-00-PV - Hamilton Road Extension Noise Study

Thanks Bryan. We will get this done and get you guys a full report.

Kurt

From: Trygg, Brian K [Brian.Trygg@illinois.gov]
Sent: Tuesday, August 13, 2019 2:26 PM
To: Kurt Bialobreski
Cc: Magee, Daniel A
Subject: FW: [External] RE: City of Bloomington Sec 16-00360-00-PV - Hamilton Road Extension Noise Study

Kurt,

Attached is the review comments for the Noise study. We see comments on page 5 and page 14.

As soon as an updated copy is available, please submit it so we can obtain concurrence.

Brian K. Trygg, PE
IDOT - Region 3/District 5
Local Roads Engineer
(217) 466-7252 (Desk Phone)
(217) 251-4858 (Mobile Phone)

Brian.Trygg@illinois.gov<<mailto:Brian.Trygg@illinois.gov>>

From: DeLong, Douglas
Sent: Tuesday, August 13, 2019 2:17 PM
To: Trygg, Brian K <Brian.Trygg@illinois.gov>
Subject: FW: [External] RE: City of Bloomington Sec 16-00360-00-PV - Hamilton Road Extension Noise Study

fyi

From: Veile, Janel M
Sent: Tuesday, August 13, 2019 2:15 PM
To: DeLong, Douglas <Douglas.DeLong@illinois.gov<<mailto:Douglas.DeLong@illinois.gov>>>

Subject: FW: [External] RE: City of Bloomington Sec 16-00360-00-PV - Hamilton Road Extension Noise Study

Hi Doug,

Can you share this with the project team? The report is in good shape, just a few comments. I'd like to see it one more time before approval.

Thanks,
Janel

From: Kurt Bialobreski <KBialobreski@hanson-inc.com<<mailto:KBialobreski@hanson-inc.com>>>

Sent: Wednesday, July 24, 2019 8:06 AM

To: Veile, Janel M <Janel.Veile@illinois.gov<<mailto:Janel.Veile@illinois.gov>>>

Cc: Magee, Daniel A <Daniel.Magee@illinois.gov<<mailto:Daniel.Magee@illinois.gov>>>; Trygg, Brian K

<Brian.Trygg@illinois.gov<<mailto:Brian.Trygg@illinois.gov>>>; DeLong, Douglas

<Douglas.DeLong@illinois.gov<<mailto:Douglas.DeLong@illinois.gov>>>; Luke Thoele

<lthoele@cityblm.org<<mailto:lthoele@cityblm.org>>>; Karch, Jim

<jkarch@cityblm.org<<mailto:jkarch@cityblm.org>>>; Jeff Bushur <[JBushur@hanson-](mailto:JBushur@hanson-inc.com)

[inc.com](mailto:JBushur@hanson-inc.com)<<mailto:JBushur@hanson-inc.com>>>

Subject: [External] RE: City of Bloomington Sec 16-00360-00-PV - Hamilton Road Extension Noise Study

Janel-

Attached are the disposition of comments as well as a revised version of the noise study for the subject project. Please let us know if you have any other questions or comments.

Thanks,
Kurt

Kurt Bialobreski, P.E., PTOE |Assistant Vice President |Multi-Modal Transportation Principal Hanson Professional Services Inc.<<http://www.hanson-inc.com/>>|7625 N. University Street, Suite 200 |Peoria, IL 61614 w 309-713-1408|c 309-826-7347|Facebook<<https://www.facebook.com/pages/Hanson-Professional-Services-Inc/119667132848>>|Twitter<<https://twitter.com/Hanson1954>>|LinkedIn<https://www.linkedin.com/company/116552?trk=NUS_CMPY_TWIT>

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Route Hamilton Road
Section 06-00360-00-PV
County McLean
Local Agency City of Bloomington

Date 09/22/2016
Completed By Jeff Bushur
LA/Company Hanson Professional Services Inc.

Level 1 Screening Criteria

Will project involve?	Yes	No	Don't Know
1. Acquisition of additional right-of-way (ROW) or easements (temporary or permanent)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Railroad right-of-way (other than a single rail rural ROW with no maintenance facilities)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Excavation or subsurface utility relocation (see BLRS Manual Chapter 20 for definition of "excavation")	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If all responses are "No," the project has cleared Level 1 special waste screening; no further action is required except to complete the bottom of this page by indicating a PESA is not required. If any response is "Yes" or "Don't Know," continue to Level 2 Screening Criteria.

Level 2 Screening Criteria

Does the project involve any of the following environmental conditions within the corresponding minimum search distance?

Environmental Conditions	Minimum Search Distance	Database Search		Reconnaissance Site	
		Yes	No	Yes	No
Industrial and/or commercial property	0.25 Mile			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Environmental Conditions* (please see detail below)	Property and Adjoining Property			<input checked="" type="checkbox"/>	<input type="checkbox"/>
State UST http://webapps.sfm.illinois.gov/ustsearch/	Property and Adjoining Property	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
State LUST http://epadata.epa.state.il.us/land/ust	0.50 Mile	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
State Voluntary Cleanup, Brownfield, or Landfills http://epadata.epa.state.il.us/land/srp/	0.50 Mile	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Federal NPL: NPL delisted, CERCLIS; CERCLIS NFRAP https://cumulis.epa.gov/supercpad/CurSites/srchsites.cfm	1.0 Mile, 0.5 Mile, 0.5 Mile, 0.5 Mile, respectively	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Federal RCRA CORRACTS facilities; RCRRA non-CORRACTS TSD facilities http://www.epa.gov/enviro/facts/rcrainfo/search.html	1.0 Mile, 0.5 Mile, respectively	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Federal RCRA generators list http://www.epa.gov/enviro/facts/rcrainfo/search.html	Property and Adjoining Property	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Federal RCRA Brownfield sites http://ofmpub.epa.gov/apex/cimc/f?p=cimc:68:0	0.50 Mile	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Federal ERNS System http://www.rtknet.org/db/erns http://www.nrc.uscg.mil/	Property	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

*Other environmental conditions are identified through site reconnaissance and include situations that may negatively affect the property including the presence of, for example, illegal dumping, waste associated with "crack" or methamphetamine houses (i.e., discarded hazardous material on the outside of a property, battery piles, paint spills, abandoned transformers, surface staining, vegetative damage, etc.)

NOTE: If all responses to Level 2 criteria are "No" then a PESA is not required.

Is a Preliminary Environmental Site Assessment (PESA) is required? Yes No
PESA not required based on Level 1 or Level 2 Screening: Level 1 _____ Level 2 _____



Route: Hamilton Road
Section: 06-00360-00-PV
County: McLean
Local Agency: City of Bloomington

Date: 09/22/2016
Completed By: Jeff Bushur
LA/Company: Hanson Professional Services Inc.

Screening Applicability

Will project involve?	<u>Yes</u>	<u>No</u>
Involvement acquisition of new right-of-way or easements (temporary or permanent), or construction activities outside the existing right-of-way?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Require a drainage structure runaround or any in-stream work (the installation of riprap on a stream bank is considered in-stream work)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potentially affect a recognized Illinois Natural Areas Inventory site or Illinois Dedicated Nature Preserve, a wetland, or a location where a State or Federal listed species is known to occur.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>To screen projects, visit http://dnr.illinois.gov/EcoPublic. Scroll to bottom of screen and click "Next," then Question 1, select "To obtain information on Illinois T&E species or INAI sites for project planning purposes."</p> <p>For wetlands screening, visit http://www.fws.gov/wetlands/Data/Mapper.html</p>		
Involves a historic structure or is within the limits of a historic district?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Visit http://www.gis.hpa.state.il.us/hargis</p> <p>Visit http://www.isas.illinois.edu/transportation_research/idot_historic_bridges/structure_list.html</p>		
Potentially affect a historic district or property listed on the natural register of historic places?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Visit http://gis.hpa.state.il.us/hargis/</p>		
Involves replacement or rehabilitation of a bridge 50 years old or older?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Involves excavation on State right-of-way?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Includes a new road, bike trail, or sidewalk on new alignment regardless of who owns the right-of-way?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If all responses are "no", then an ESR is not required. If a single answer is "yes," an ESR is required and the District Environmental Coordinator shall be contacted.

For additional information, see Chapters 10 & 20 in the Bureau of Local Roads Manual. See next page for ESR supporting documentation.



**Special Waste Screening
For Local Agency Projects**

Route Hamilton Road
 Section 16-00360-00-PV
 County McLean
 Local Agency City of Bloomington

Date 05/29/2018
 Completed By Jeff Bushur
 LA/Company Hanson Professional Services Inc.

Level 1 Screening Criteria

Will project involve?	Yes	No	Don't Know
1. Acquisition of additional right-of-way (ROW) or easements (temporary or permanent)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Railroad right-of-way (other than a single rail rural ROW with no maintenance facilities)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Excavation or subsurface utility relocation (see BLRS Manual Chapter 20 for definition of "excavation")	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If all responses are "No," the project has cleared Level 1 special waste screening; no further action is required except to complete the bottom of this page by indicating a PESA is not required. If any response is "Yes" or "Don't Know," continue to Level 2 Screening Criteria.

Level 2 Screening Criteria

Does the project involve any of the following environmental conditions within the corresponding minimum search distance?

Environmental Conditions	Minimum Search Distance	Database Search		Reconnaissance Site	
		Yes	No	Yes	No
Industrial and/or commercial property	0.25 Mile			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Environmental Conditions* (please see detail below)	Property and Adjoining Property			<input type="checkbox"/>	<input checked="" type="checkbox"/>
State UST http://webapps.sfm.illinois.gov/ustsearch/	Property and Adjoining Property	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
State LUST http://epadata.epa.state.il.us/land/ust	0.50 Mile	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
State Voluntary Cleanup, Brownfield, or Landfills http://epadata.epa.state.il.us/land/srp/	0.50 Mile	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Federal NPL: NPL delisted, CERCLIS; CERCLIS NFRAP https://cumulis.epa.gov/supercpad/CurSites/srchsites.cfm	1.0 Mile, 0.5 Mile, 0.5 Mile, 0.5 Mile, respectively	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Federal RCRA CORRACTS facilities; RCRRA non-CORRACTS TSD facilities http://www.epa.gov/enviro/facts/rcrainfo/search.html	1.0 Mile, 0.5 Mile, respectively	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Federal RCRA generators list http://www.epa.gov/enviro/facts/rcrainfo/search.html	Property and Adjoining Property	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Federal RCRA Brownfield sites http://ofmpub.epa.gov/apex/cimc/f?p=cimc:68:0	0.50 Mile	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Federal ERNS System http://www.rtknet.org/db/erns http://www.nrc.uscg.mil/	Property	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

*Other environmental conditions are identified through site reconnaissance and include situations that may negatively affect the property including the presence of, for example, illegal dumping, waste associated with "crack" or methamphetamine houses (i.e., discarded hazardous material on the outside of a property, battery piles, paint spills, abandoned transformers, surface staining, vegetative damage, etc.)

NOTE: If all responses to Level 2 criteria are "No" then a PESA is not required.

Is a Preliminary Environmental Site Assessment (PESA) is required? Yes No
 PESA not required based on Level 1 or Level 2 Screening: Level 1 _____ Level 2 _____



**Environmental Survey Request (ESR)
Applicability Screening for Local
Agency Projects**

Route: Hamilton Road
Section: 06-00360-00-PV
County: McLean
Local Agency: City of Bloomington

Date: 09/22/2016
Completed By: Jeff Bushur
LA/Company: Hanson Professional Services Inc.

Screening Applicability

Will project involve?	<u>Yes</u>	<u>No</u>
Involves acquisition of new right-of-way or easements (temporary or permanent), or construction activities outside the existing right-of-way?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Require a drainage structure runaround or any in-stream work (the installation of riprap on a stream bank is considered in-stream work)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potentially affect a recognized Illinois Natural Areas Inventory site or Illinois Dedicated Nature Preserve, a wetland, or a location where a State or Federal listed species is known to occur.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>To screen projects, visit http://dnr.illinois.gov/EcoPublic. Scroll to bottom of screen and click "Next," then Question 1, select "To obtain information on Illinois T&E species or INAI sites for project planning purposes."</p> <p>For wetlands screening, visit http://www.fws.gov/wetlands/Data/Mapper.html</p>		
Involves a historic structure or is within the limits of a historic district?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Visit http://www.gis.hpa.state.il.us/hargis</p> <p>Visit http://www.isas.illinois.edu/transportation_research/idot_historic_bridges/structure_list.html</p>		
Potentially affect a historic district or property listed on the natural register of historic places?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Visit http://gis.hpa.state.il.us/hargis/</p>		
Involves replacement or rehabilitation of a bridge 50 years old or older?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Involves excavation on State right-of-way?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Includes a new road, bike trail, or sidewalk on new alignment regardless of who owns the right-of-way?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If all responses are "no", then an ESR is not required. If a single answer is "yes," an ESR is required and the District Environmental Coordinator shall be contacted.

For additional information, see Chapters 10 & 20 in the Bureau of Local Roads Manual. See next page for ESR supporting documentation.

ATTACHMENT 14

PUBLIC INFORMATION MEETING NEWSPAPER ADVERTISEMENT

PUBLIC INFORMATION MEETING SIGN-IN, EXHIBITS, AND COMMENTS RECEIVED

(Information from 9-22-2016 meeting only)

The Pantagraph

301 WEST WASHINGTON St. P.O. BOX 2907
BLOOMINGTON, ILLINOIS 61702-2907
PHONE 309-829-9000

Certificate of Publication

Hanson Professional Services
7625 N. University St.
Suite 200
Peoria, IL 61614

ACCOUNT #	60107934	DATES APPEARED	
AD ORDER #	20834230		
INVOICE DATE	9/16/2016		9/16/2016, 9/2/2016
AMOUNT	372.56		

Paste Tear Sheet Here

STATE OF ILLINOIS,
COUNTY OF MCLEAN
CITY OF BLOOMINGTON

} SS:

The Pantagraph Publishing Co. hereby certifies that it is now and has been for more than one year continuously, d/b/a **The Pantagraph**, a daily secular newspaper of general circulation in said County, published in the City, County and State aforesaid, and further certifies that said newspaper has been continuously published at regular intervals of more than once each week with more than a minimum of fifty issues per year for more than one year prior to the first publication of the notice, and further certifies that **The Pantagraph** is a newspaper as defined by the Statutes of the State of Illinois in such cases made and provided, and further hereby certifies that a notice of which the annexed notice is a true copy, has been regularly published in said paper.

By Karen Woare

Date 9-16-16

20834230

Public Open House Scheduled by the City of Bloomington Public Works Department For the HAMILTON ROAD EXTENSION Project.

The City of Bloomington Public Works Department is planning to construct an extension of Hamilton Road from Bunn Street to Commerce Parkway. Supplemental construction will be required along Rhodes Lane between Bunn Street and Morrissey Drive. All persons interested in the proposed improvement are invited to discuss the Hamilton Road Extension at a public meeting on September 22, 2016 from 5 P.M. to 7 P.M., at the Prairie Vista Golf Course at 502 W. Hamilton Road, Bloomington, IL. The meeting will start promptly at 5 P.M. The meeting will be an informal open house format and interested persons may stop by any time between 5 P.M. and 7 P.M.

The purpose of the public meeting is to allow interested individuals, groups, and involved agencies to discuss the impacts of the Hamilton Road extension. The meeting will be conducted by Hanson Professional Services Inc., the City's engineering consultant for the project with assistance from the City of Bloomington. Citizens are encouraged to attend the public meeting, ask questions, and provide input. Written statements may also be submitted during the meeting. Persons with a disability planning to attend this meeting should contact the individual listed below by September 15, 2016 if special accommodations are required. The meeting

room is accessible to persons with a disability. For additional information, contact Kurt Bialobreski, Hanson Professional Services Inc., (309) 713-1408, or Ryan Otto, City of Bloomington, (309) 434-2225.

City of Bloomington Hamilton Road Extension

Open House Public Information Meeting

Thursday, September 22, 2016

5:00 to 7:00 p.m.

Prairie Vista Golf Course
502 W Hamilton Rd
Bloomington, Illinois



City of Bloomington
109 E. Olive Street
Bloomington, Illinois 61701



Hanson Professional Services Inc.
7625 N. University Street, Suite 200
Peoria, Illinois 61614

Welcome to the Public Informational Meeting for the Hamilton Road Extension.

Staff members from the City of Bloomington and their consultant, Hanson Professional Services Inc., are here to discuss the proposed improvements for the Hamilton Road Extension.

Public meetings are held to encourage citizen participation in the plan, and are designed to be an opportunity for information exchange. We encourage you to ask questions and provide us your input. You may also write your comments on the comment form and leave it in the comment box or mail the form to Hanson after you leave the meeting. All written comments received within 2 weeks after the meeting will be included in the official project record.

Purpose and Need for Project

The purpose of the Hamilton Road Extension is to provide a safe, efficient, and continuous east-west transportation linkage along the Hamilton Road corridor from Bunn Street to Morrissey Drive (US 150). Currently there is a 3,000 foot gap between the east and west sections of Hamilton Road between Bunn Street and Commerce Parkway. Under existing conditions, east-west movements rely on Veterans Parkway to the north and Rhodes Lane to the south. The adjacent sections of Veterans Parkway are nearing or over capacity. Rhodes Lane is not designed to arterial roadway standards and forces a series of inefficient turns onto Morrissey Drive to reach Hamilton Road. The intersection of Rhodes Lane and Morrissey Drive is a high crash location in the city.

Proposed Improvement

Hamilton Road between Bunn St and Commerce Pwky:

- Five lane section, 2 lanes in each direction and a bi-directional turn lane
- Ten-foot shared path on the north side connecting the links of Constitution Trail
- Five-foot sidewalk on the south side
- At grade railroad crossing

Intersection of Bunn St and Hamilton Rd:

- Left turn lanes for all approaches
- Traffic signal

Rhodes Lane:

- Adjusting the road to tie in with Hamilton Road on its western end
- Changing the eastern end into a cul-de-sac with no direct access to Morrissey Drive

Intersection of Commerce Pkwy and Hamilton Rd:

- Geometry to accommodate a future signal

Intersection of Morrissey Dr and Hamilton Rd:

- Right turn lane for northbound traffic on Morrissey Drive to turn east onto Hamilton Road.

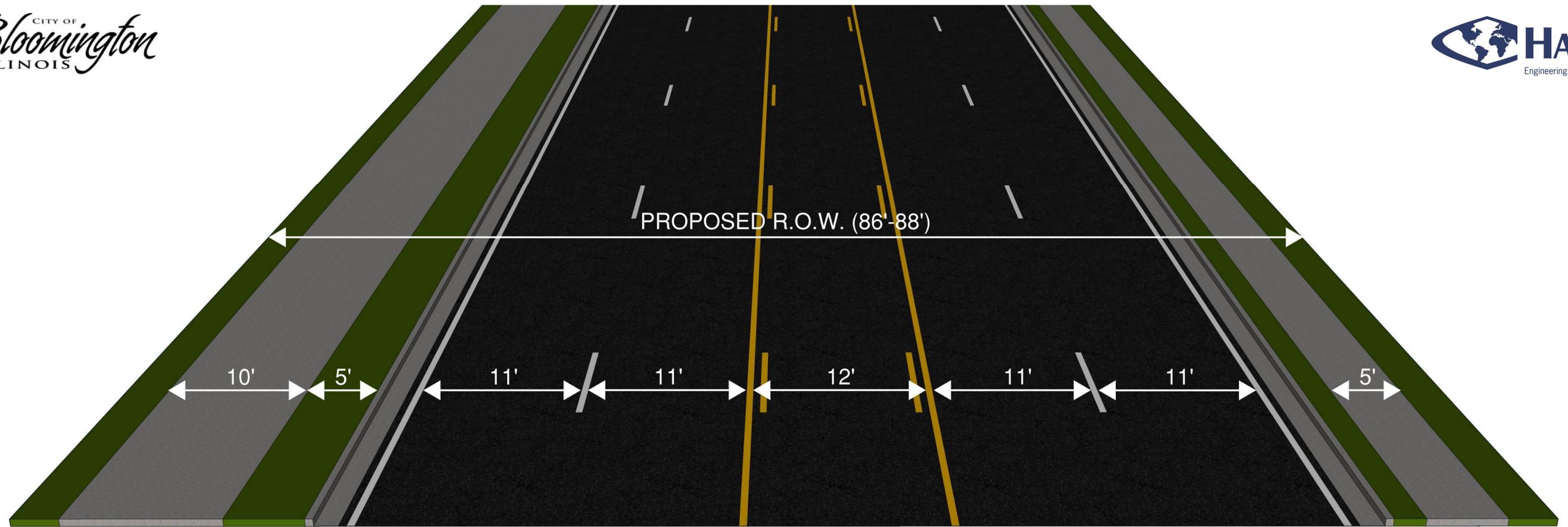
Future Needs

At this time, the City of Bloomington does not have funding obligated to construct the project. After tonight's meeting, the City of Bloomington and Hanson Professional Services Inc. will review the comments received from the public. The design team will then make changes to the proposed improvements as appropriate. A second public meeting will be held later in the process where the Project Development Report will be available for review.

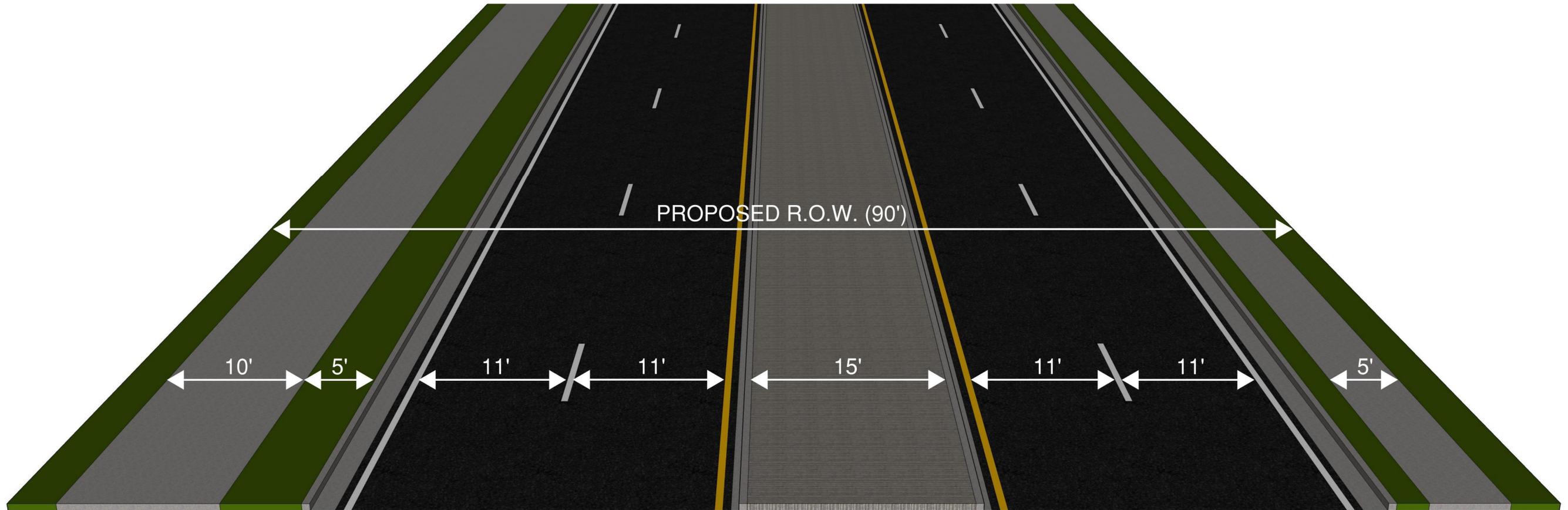
Please Direct Your Comments
Or Questions To:

Mr. Jim Karch, P.E., CFM
Public Works Director
City of Bloomington
115 East Washington Street
PO Box 3157
Bloomington, IL 61702-3157
(309) 434-2225

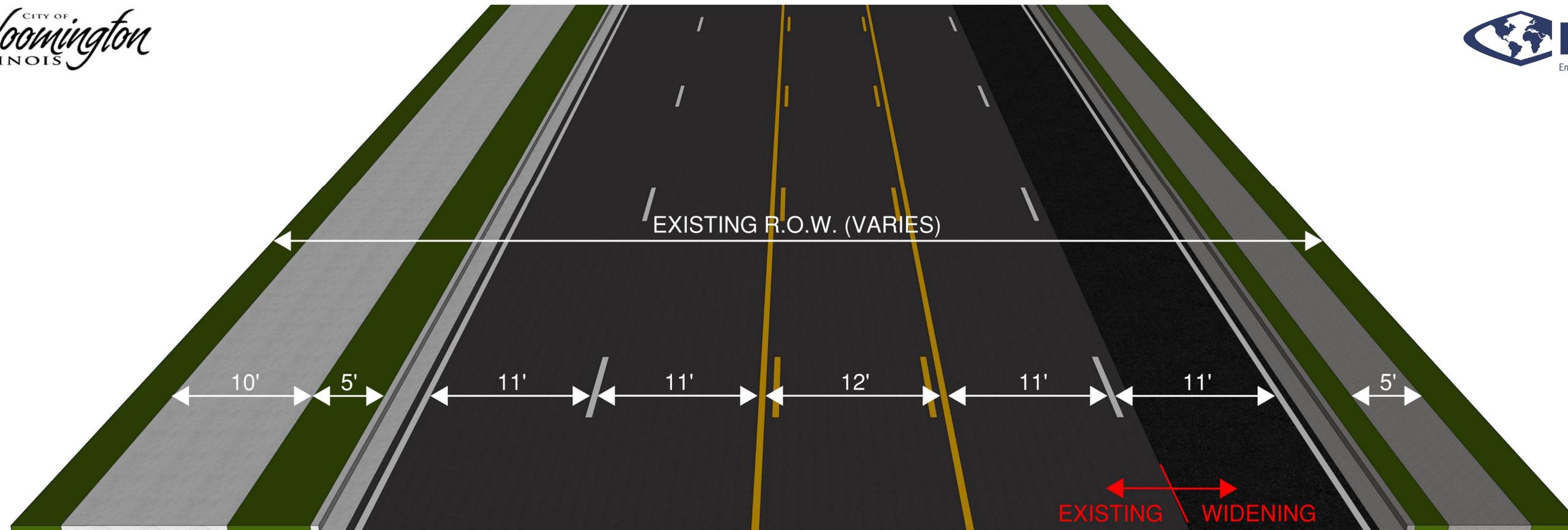
Mr. Kurt Bialobreski, P.E., PTOE
Hanson Professional Services Inc.
7625 N. University Street, Suite 200
Peoria, IL 61614
(309) 713-1408



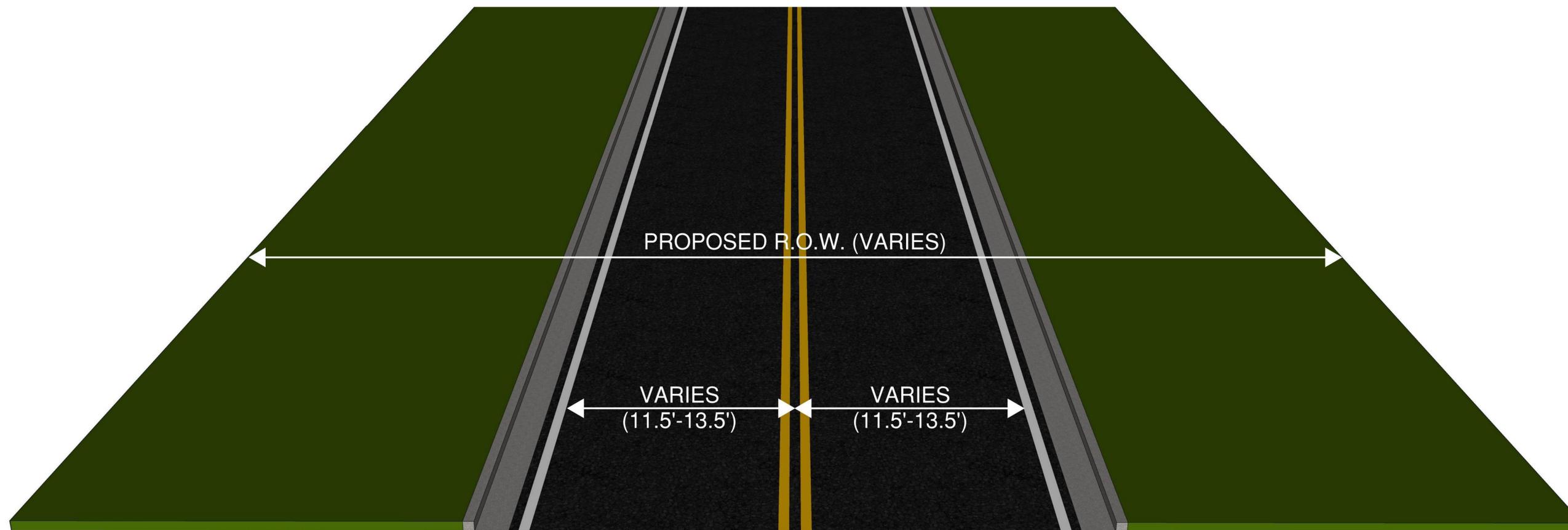
HAMILTON ROAD -- BUNN STREET TO RAILROAD CROSSING



HAMILTON ROAD -- AT RAILROAD CROSSING



HAMILTON ROAD -- COMMERCE PKWY. TO MORRISSEY DR. (US 150)



RHODES LANE

cel

HAMILTON ROAD EXTENSION PUBLIC MEETING
SEPTEMBER 22, 106

ATTENDEES

1.	NAME:	NEIL LEGARE
	ADDRESS:	517 E. HAMILTON ROAD
	CITY/STATE/ZIP:	BLOOMINGTON, ILL 61704
	PHONE:	309-828-5966
2.	NAME:	C. W. Haggerty
	ADDRESS:	2904 Bluebird
	CITY/STATE/ZIP:	Bldg
	PHONE:	309 927-6954
3.	NAME:	STEVE RASMUSSEN
	ADDRESS:	3 STORTZ, B-12
	CITY/STATE/ZIP:	BLOOMINGTON, IL
	PHONE:	573 338 5800
4.	NAME:	W MOVIC
	ADDRESS:	603 Woodrig
	CITY/STATE/ZIP:	Bldm IL 61704-5626
5.	NAME:	John & Jane Monternstall
	ADDRESS:	410 W Ham. Hwy Rd
	CITY/STATE/ZIP:	B. Ton, IL 61704
	PHONE:	309.829-9228
6.	NAME:	Marian & Bob Smith
	ADDRESS:	1308 Cross Creek
	CITY/STATE/ZIP:	McDonnet
	PHONE:	217-493-0156
7.	NAME:	John Lovelass
	ADDRESS:	Merediths Properties / 1674-30 / 1708
	CITY/STATE/ZIP:	Commerce / Hamilton
	PHONE:	309-454-4100
8.	NAME:	Kevin Lower
	ADDRESS:	109 E Olive ST
	CITY/STATE/ZIP:	Bloomington IL 61701
	PHONE:	309-830-7498
9.	NAME:	DRIVE SAGE
	ADDRESS:	2821 ROCKSBURY DR
	CITY/STATE/ZIP:	Bldm IL 61705
	PHONE:	
10.	NAME:	Chris SHANKS
	ADDRESS:	1508 RHODES LN
	CITY/STATE/ZIP:	Bldm IL 61704
	PHONE:	

**HAMILTON ROAD EXTENSION PUBLIC MEETING
SEPTEMBER 22, 106**

ATTENDEES

11.	NAME: <u>John Nood</u> ADDRESS: <u>2006 W. Washington St.</u> CITY/STATE/ZIP: <u>BL. IL 61705</u> PHONE: <u>309-275-0275</u>
12.	NAME: <u>Bob Rewerts</u> ADDRESS: <u>3016 E. OAKLAND AVE. B</u> CITY/STATE/ZIP: <u>Bloomington IL 61704</u> PHONE: <u>309-275-1560</u>
13.	NAME: <u>SUE Feldkamp</u> ADDRESS: <u>1401 Wright St</u> CITY/STATE/ZIP: <u>Bloomington IL 61701</u> PHONE: <u>309-287-2599</u>
14.	NAME: <u>Bruce Meeks</u> ADDRESS: <u>1402 Wright St</u> CITY/STATE/ZIP: <u>Bloomington, IL 61701</u> PHONE: <u>309-306-0789</u>
15.	NAME: <u>DONALD SCHNEIDER</u> ADDRESS: <u>404 W. HAMILTON RD.</u> CITY/STATE/ZIP: <u>BLOOMINGTON, IL 61704</u> PHONE: <u>309.829.2083</u>
16.	NAME: <u>Gretchen Monti</u> ADDRESS: <u>3 Timberlake RD</u> CITY/STATE/ZIP: <u>61704</u> PHONE:
17.	NAME: ADDRESS: CITY/STATE/ZIP: PHONE:
18.	NAME: ADDRESS: CITY/STATE/ZIP: PHONE:
19.	NAME: ADDRESS: CITY/STATE/ZIP: PHONE:
20.	NAME: ADDRESS: CITY/STATE/ZIP: PHONE:

Hamilton Road

Public Informational Meeting
September 22, 2016

Your Thoughts About the Hamilton Road Extension

Name (please print): John Lovelass → 2309 East Empire Suite 600
Address: Merediths Properties 1624-30 Commerce 1708 Hamilton
Phone and/or e-mail address: 309-454-4100 office / john@meredithsproperties.com

Please indicate the most applicable description of your interest in this project.

Business owner
 Business operator

Residential owner
 Residential tenant

Other
Commercial Property
Management / owner

Please indicate the location of your residence, business, or office.

1624-30 Commerce / 1708 Hamilton

Same as address listed above

Check the appropriate response.

I have no comments at this time.

I have noted my comments at the bottom of this page.

Please keep me informed regarding study progress.

ADDITIONAL COMMENTS:

Please provide information on the metrics/process of creating a lighted intersection at Commerce and Hamilton. I am concerned with possible back-up traffic affecting accessibility to 1624-30 Commerce / 1708 Hamilton. Current tenants are not as concerned with visibility as they are with accessibility. Due to issues with ~~the~~ installing lights ~~at~~ at other locations, I would like to see a more structured approach than simply measuring ~~traffic~~ traffic count.

(OVER)

Please send a copy of current plans to
john@meredithsproperties.com

Hamilton Road

Public Informational Meeting
September 22, 2016

Your Thoughts About the Hamilton Road Extension

(MONTE)
Name (please print): JOHN MONTERASTELLI AND JANE MONTERASTELLI
Address: 410 W HAMILTON RD.
Phone and/or e-mail address: 309-829-9228

Please indicate the most applicable description of your interest in this project.

Business owner
 Business operator
 Residential owner
 Residential tenant
 Other

Please indicate the location of your residence, business, or office.

NEXT DOOR E. OF PRAIRIE VISTA CLUB HOUSE.

Same as address listed above

Check the appropriate response.

I have no comments at this time.
 I have noted my comments at the bottom of this page.
 Please keep me informed regarding study progress.

ADDITIONAL COMMENTS:

WE HAVE BEEN LIVING HERE SINCE 1985. AND HAVE WATCHED AND WITNESSED THE
WHOLE PROCESS FROM THE BUILDING OF THE GOLF COURSE AND WATCHED THE WHOLE
PROCESS TO THE BUILDING AND UPGRADING HAMILTON RD. - A WORK IN PROGRESS. JIM
KIRCH HAS BEEN INVOLVED WITH MOST OF THE PROCESS. AND DID A GREAT JOB.
IT'S TURNED OUT TO BE A GREAT ADDITION FOR THE CITY OF BROADWINCTON
AND THE GOLF COURSE HAVE BEEN GREAT NEIGHBORS.

(OVER)

Hamilton Road

Public Informational Meeting
September 22, 2016

Your Thoughts About the Hamilton Road Extension

Name (please print): Wilson Movic
Address: 603 Woodrig Rd B1m, IL 61704-5626
Phone and/or e-mail address: _____

Please indicate the most applicable description of your interest in this project.

Business owner Residential owner Other
 Business operator Residential tenant

Please indicate the location of your residence, business, or office.

 Same as address listed above

Check the appropriate response.

I have no comments at this time.
 I have noted my comments at the bottom of this page.
 Please keep me informed regarding study progress.

ADDITIONAL COMMENTS:

Hurry up!

(OVER)

Hamilton Road

Public Informational Meeting
September 22, 2016

Your Thoughts About the Hamilton Road Extension

Name (please print): Sue Feldkamp
Address: 1401 Wright Street
Phone and/or e-mail address: (309) 287-2599

Please indicate the most applicable description of your interest in this project.

Business owner Residential owner Other
 Business operator Residential tenant

Please indicate the location of your residence, business, or office.

Interest As Citizen only

Same as address listed above

Check the appropriate response.

I have no comments at this time.
 I have noted my comments at the bottom of this page.
 Please keep me informed regarding study progress.

ADDITIONAL COMMENTS:

This project looks very interesting & a very good idea, as it will free up so much traffic, including vehicles from Veterans Pkwy.

I am assuming the stop on Bunn & Hamilton will provide lights vs stop signs with the new higher traffic area.

I hope the Board goes thru, and it works out as proposed.

Thank you for this meeting as it enabled me to gain a clearer view of what is coming & how well it will work!

(OVER)

***** Proof of Publication *****

THE PANTAGRAPH
PO Box 2907
Bloomington, IL 61702-2907
Ph: 309-829-9000

STATE OF ILLINOIS
COUNTY OF McLEAN } SS:
CITY OF BLOOMINGTON

Hanson Professional Services, Inc

7625 N UNIVERSITY STE 200
PEORIA IL 61614

ORDER NUMBER 33132

THE PANTAGRAPH PUBLISHING CO. hereby certifies that it is now and has been for more than one year continuously, d/b/a The Pantagraph, a daily secular newspaper of general circulation in said County, published in the City, County and State aforesaid, and further certifies that said newspaper has been continuously published at regular intervals of more than once each week with more than a minimum of fifty issues per year for more than one year prior to the first publication of the notice, and further certifies that The Pantagraph is a newspaper as defined by the Statutes of the State of Illinois in such cases made and provided, and further hereby certifies that a notice of which the annexed notice is a true copy, has been regularly published in said paper.

33132
Public Open House
Scheduled by the City of
Bloomington Public Works
Department
For the HAMILTON ROAD
EXTENSION Project
The City of Bloomington Public Works Department is planning to construct an extension of Hamilton Road from Bunn Street to Commerce Parkway. Supplemental construction will be required along Rhodes Lane between Bunn Street and Morrissey Drive. All persons interested in the proposed improvement are invited to discuss the Hamilton Road Extension at a public meeting on March 14, 2019 from 5 P.M. to 7 P.M., at the Prairie Vista Golf Course at 502 W. Hamilton Road, Bloomington, IL. The meeting will start promptly at 5 P.M. The meeting will be an informal open house format and interested persons may stop by any time between 5 P.M. and 7 P.M.
The purpose of the public meeting is to allow interested individuals, groups, and involved agencies to discuss the impacts of the Hamilton Road extension. The meeting will be conducted by Hanson Professional Services Inc., the City's engineering consultant for the project with assistance from the City of Bloomington. Citizens are encouraged to attend the public meeting, ask questions, and provide input. Written statements may also be submitted during the meeting. Persons with a disability planning to attend this meeting should contact the individual listed below by March 7, 2019 if special accommodations are required. The meeting room is accessible to persons with a disability.
For additional information, contact Kurt Bialobreski, Hanson Professional Services Inc., (309) 713-1408, or Luke Thoele, City of Bloomington, (309) 434-2437.

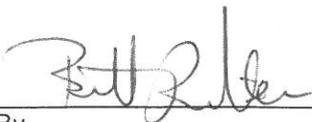
Section: Legals

Category: 0991 Legal Inside

PUBLISHED ON: 02/21/2019, 03/04/2019

TOTAL AD COST: 360.24

FILED ON: 3/4/2019

By 

City of Bloomington Hamilton Road Extension

Open House Public Information Meeting

Thursday, March 14, 2019

5:00 to 7:00 p.m.

Prairie Vista Golf Course
502 W Hamilton Rd
Bloomington, Illinois



City of Bloomington
109 E. Olive Street
Bloomington, Illinois 61701



Hanson Professional Services Inc.
7625 N. University Street, Suite 200
Peoria, Illinois 61614

Welcome to the Public Informational Meeting for the Hamilton Road Extension.

Staff members from the City of Bloomington and their consultant, Hanson Professional Services Inc., are here to discuss the proposed improvements for the Hamilton Road Extension.

Public meetings are held to encourage citizen participation in the plan, and are designed to be an opportunity for information exchange. We encourage you to ask questions and provide us your input. You may also write your comments on the comment form and leave it in the comment box or mail the form to Hanson after you leave the meeting. All written comments received within 2 weeks after the meeting will be included in the official project record.

Purpose and Need for Project

The purpose of the Hamilton Road Extension is to provide a safe, efficient, and continuous east-west route along the Hamilton Road corridor from Bunn Street to Morrissey Drive (US 150). Currently there is a 3,000 foot gap between the east and west sections of Hamilton Road between Bunn Street and Commerce Parkway. Under existing conditions, east-west movements rely on Veterans Parkway to the north and Rhodes Lane to the south. Rhodes Lane is not designed to arterial roadway standards which creates a series of unsafe and inefficient turns onto Morrissey Drive. The intersection of Rhodes Lane and Morrissey Drive is one of the most unsafe intersections in the city.

Proposed Improvement

Hamilton Road - Bunn St. to Commerce Pwky:

- Five lane section, 2 lanes in each direction and a center bi-directional turn lane
- Ten-foot shared use path on the north side connecting the links of Constitution Trail
- Five-foot sidewalk on the south side
- At grade railroad crossing

Hamilton Road - Commerce Pwky to Morrissey:

- Widen the road to the south to create a five lane section, 2 lanes in each direction and a center bi-directional turn lane

Intersection of Bunn St and Hamilton Rd:

- Left turn lanes for all approaches
- Traffic signal

Rhodes Lane:

- Adjusting the road to tie in with Hamilton Road on its western end
- Building a cul-de-sac to remove Morrissey Drive access
- Detention basin at Hamilton Road intersection

Intersection of Commerce and Hamilton:

- Geometry to accommodate a future signal

Intersection of Morrissey and Hamilton:

- Right turn lane for northbound traffic on Morrissey Drive to turn east onto Hamilton Road
- Lengthening of the westbound left turn lane

Schedule

The City of Bloomington has obtained federal funding for the project. Land Acquisition and construction plan preparation are expected to begin this spring or early summer. The project is scheduled for an August 2020 letting with construction likely to be begin in spring of 2021 and last through summer of 2022.

After tonight's meeting, the City of Bloomington and Hanson Professional Services Inc. will review the comments received from the public. The design team will then make changes to the proposed improvements as appropriate. A third public meeting will be held as the project get closer to construction.

Please Direct Your Comments
Or Questions To:

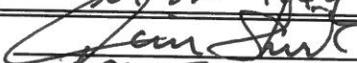
Mr. Jim Karch, P.E., CFM
Public Works Director
City of Bloomington
115 East Washington Street
PO Box 3157
Bloomington, IL 61702-3157
(309) 434-2225

Mr. Kurt Bialobreski, P.E., PTOE
Hanson Professional Services Inc.
7625 N. University Street, Suite 200
Peoria, IL 61614
(309) 713-1408

**HAMILTON ROAD EXTENSION PUBLIC MEETING
MARCH 14, 2019**

ATTENDEES	
1.	<p>NAME: <u>Ronald W. Weber</u> ADDRESS: <u>1304 30th mby</u> CITY/STATE/ZIP: <u>Bloom</u> PHONE: <u>302 205 1319</u></p>
2.	<p>NAME: <u>Jim Karch</u> ADDRESS: <u>115 E. Washington St.</u> CITY/STATE/ZIP: <u>Bloomington / IL / 61701</u> PHONE: <u>309-434-2225</u></p>
3.	<p>NAME: <u>Howard Pechowitz</u> ADDRESS: <u>WJPC - 236 Greenwood Ave.</u> CITY/STATE/ZIP: <u>Blm, IL / 61704</u> PHONE: <u>309-821-1000 x 205</u></p>
4.	<p>NAME: <u>MARTIN + JOANNE WEIGMAN</u> ADDRESS: <u>907 GERIKE WAY</u> CITY/STATE/ZIP: <u>BLM 61704</u> PHONE: <u>(309) 829-9817</u></p>
5.	<p>NAME: <u>Derek Bonczkowski</u> ADDRESS: <u>29 Geneva Ct</u> CITY/STATE/ZIP: <u>Blm 61704</u> PHONE: <u>309-827-8082</u></p>
6.	<p>NAME: <u>John + Jane Montemastelli</u> ADDRESS: <u>410 W Hamilton</u> CITY/STATE/ZIP: <u>Blm 61704</u> PHONE: <u>309 829 9228</u></p>
7.	<p>NAME: <u>Paul Maier</u> ADDRESS: <u>2112 Morrissey Dr.</u> CITY/STATE/ZIP: <u>Bloomington IL 61704</u> PHONE: <u>309-838-2784</u></p>
8.	<p>NAME: <u>HAURIE WOLLARB</u> ADDRESS: <u>116 Eastview</u> CITY/STATE/ZIP: <u>NORMAL, IL 61761</u> PHONE: <u>309 261-2688</u></p>
9.	<p>NAME: <u>Donna Borlen</u> ADDRESS: <u>2703 Fox Trot Trail</u> CITY/STATE/ZIP: <u>61705</u> PHONE: <u>309-827-7936</u></p>
10.	<p>NAME: <u>Andrew Geil</u> ADDRESS: <u>2465 Timberline Drive</u> CITY/STATE/ZIP: <u>Bloomington, IL 61701</u> PHONE: <u>309-532-3006</u></p>

**HAMILTON ROAD EXTENSION PUBLIC MEETING
MARCH 14, 2019**

ATTENDEES	
11.	NAME: <u>Phil Allyn</u> ADDRESS: <u>City of Bloomington</u> CITY/STATE/ZIP: _____ PHONE: <u>(309) 434-2225</u>
12.	NAME: <u>Luke Thoele</u> ADDRESS: <u>City of Bloomington</u> CITY/STATE/ZIP: _____ PHONE: <u>309-434-2225</u>
13.	NAME: <u>Kevin Kothe</u> ADDRESS: <u>City of Bloomington</u> CITY/STATE/ZIP: _____ PHONE: <u>309-434-2225</u>
14.	NAME: <u>JAN STEADMAN</u> ADDRESS: <u>1112 BROADWAY</u> CITY/STATE/ZIP: <u>NORMAL, IL. 6174</u> PHONE: <u>309 830-9949</u>
15.	NAME: <u></u> ADDRESS: <u>9 TIMBERLAKE DR</u> CITY/STATE/ZIP: <u>BLOOMINGTON, IL 61204</u> PHONE: <u>(309) 531-2200</u>
16.	NAME: <u>Melissa McCarthy</u> ADDRESS: <u>Normal</u> CITY/STATE/ZIP: <u>Normal IL</u> PHONE: _____
17.	NAME: <u>Eric Curthorn</u> ADDRESS: <u>1508 Harrison</u> CITY/STATE/ZIP: <u>Normal IL 61704</u> PHONE: <u>309.530.8022</u>
18.	NAME: _____ ADDRESS: _____ CITY/STATE/ZIP: _____ PHONE: _____
19.	NAME: _____ ADDRESS: _____ CITY/STATE/ZIP: _____ PHONE: _____
20.	NAME: _____ ADDRESS: _____ CITY/STATE/ZIP: _____ PHONE: _____

Hamilton Road

Public Informational Meeting
March 14, 2019

Your Thoughts About the Hamilton Road Extension

Name (please print): MARTIN / JOANNE WEIGMAN
Address: 907 GERIKE WAY - BCM
Phone and/or e-mail address: jodieann98@yahoo.com

Please indicate the most applicable description of your interest in this project.

Business owner
 Business operator
 Residential owner
 Residential tenant
 Other

Please indicate the location of your residence, business, or office.

Same as address listed above

Check the appropriate response.

I have no comments at this time.
 I have noted my comments at the bottom of this page.
 Please keep me informed regarding study progress.

ADDITIONAL COMMENTS:

WEVE BEEN WAITING FOR THIS TO DEVELOP FOR A LONG TIME!

WE USE HAMILTON / RHODES RD ALMOST EVERY DAY, SOMETIMES
2 OR 3 TIMES. WE USE IT TO GO TO GOLDS GYM, CVS,
DR. APPTS, ETC. THE INTERSECTION AT RHODES + MORRISSET IS
DANGEROUS. ITS ALSO BECOME A DUMPING GROUND FOR PEOPLES
GARBAGE!

WE ARE DEFINITELY EXCITED TO SEE THIS PROJECT
FINALLY TAKEN SERIOUSLY!!

(OVER)

Hamilton Road

Public Informational Meeting
March 14, 2019

Your Thoughts About the Hamilton Road Extension

Name (please print): Derek Bonczkowski
Address: 29 Geneva Ct Bloomington IL 61704
Phone and/or e-mail address: 309-827-8082

Please indicate the most applicable description of your interest in this project.

Business owner Residential owner Other
 Business operator Residential tenant

Please indicate the location of your residence, business, or office.

Same as address listed above

Check the appropriate response.

I have no comments at this time.
 I have noted my comments at the bottom of this page.
 Please keep me informed regarding study progress.

ADDITIONAL COMMENTS:

Glad to hear about the project.
Biking on Rhodes is very dangerous. The new trail will make it a lot
safer.
Also glad to hear Rhodes & Morrissey will be removed entirely.
Think this is a very good project

(OVER)

Hamilton Road

Public Informational Meeting
March 14, 2019

Your Thoughts About the Hamilton Road Extension

Name (please print): Paul Maier
Address: 2112 Morrissey
Phone and/or e-mail address: pmaier1@frontier.com

Please indicate the most applicable description of your interest in this project.

Business owner Residential owner Other
 Business operator Residential tenant

Please indicate the location of your residence, business, or office.

Same as address listed above

Check the appropriate response.

I have no comments at this time.
 I have noted my comments at the bottom of this page.
 Please keep me informed regarding study progress.

ADDITIONAL COMMENTS:

We support this project. Looking forward to its completion.

(OVER)

Hamilton Road

Public Informational Meeting
March 14, 2019

Your Thoughts About the Hamilton Road Extension

Name (please print): Andrew Ge.1
Address: 2405 Timberview Drive, Bloomington, IL 61701
Phone and/or e-mail address: 309-533-3066

Please indicate the most applicable description of your interest in this project.

Business owner
 Business operator
 Residential owner
 Residential tenant
 Other

Please indicate the location of your residence, business, or office.

Timberview Drive

Same as address listed above

Check the appropriate response.

I have no comments at this time.
 I have noted my comments at the bottom of this page.
 Please keep me informed regarding study progress.

ADDITIONAL COMMENTS:

Looking forward to this project. Will be a great benefit for cyclists
commuting to State farm and other businesses on South Veterans Parkway.

Thanks!

(OVER)

Hamilton Road

Public Informational Meeting
March 14, 2019

Your Thoughts About the Hamilton Road Extension

Name (please print): DAN STEADMAN
Address: 1112 BROADWAY NORMAL
Phone and/or e-mail address: 309 830-9049

Please indicate the most applicable description of your interest in this project.

Business owner
 Business operator
 Residential owner
 Residential tenant
 Other FRIEND OF CONSTITUTION TRAIL

Please indicate the location of your residence, business, or office.

HOME - NORMAL
BUSINESS - WASHINGTON STREET
 Same as address listed above

Check the appropriate response.

I have no comments at this time.
 I have noted my comments at the bottom of this page.
 Please keep me informed regarding study progress.

ADDITIONAL COMMENTS:

- THANK YOU FOR INCLUDING POSSIBLE
FUTURE CONNECTION TO DOWNS - MAUSFIELD
RAIL TRAIL ON RHODES ~~DRIVE~~ LANE

- WOULD LIKE TO CONSIDER WIDENING SIDEWALK
ON WEST SIDE OF BUNN TO TRAIL WIDTH
FOR POTENTIAL FUTURE CONNECTION WITH INTERURBAN
BRANCH OF THE TRAIL ALONG BUNN AND TO
THE EAST SIDE OF BEAR

- PLEASE CONSIDER MAKING TRAIL ON NORTH SIDE OF

(OVER)

Hamilton Road

3-18-19

Public Informational Meeting
March 14, 2019

Your Thoughts About the Hamilton Road Extension

Name (please print): RONAL WHALEN
Address: 2305 SOUTH BUNN ST (BUSINESS)
Phone and/or e-mail address: 309/275-1319 / WHALENCON77@gmail.com

Please indicate the most applicable description of your interest in this project.

- Business owner
- Business operator
- Residential owner
- Residential tenant
- Other

Please indicate the location of your residence, business, or office.

1305 NORTH MORRIS AVE., BLDG. (OFFICE)

Same as address listed above

Check the appropriate response.

- I have no comments at this time.
- I have noted my comments at the bottom of this page.
- Please keep me informed regarding study progress.

ADDITIONAL COMMENTS:

IF THE CITY VACATES THE ANNEXATION, DOES THE PROPERTY
AT 2305 So. BUNN ST. REVERT BACK TO M-1 ZONING?

WHAT IS THE ESTIMATED COST OF CITY ROAD IMPROVEMENT
PER LINEAR FOOT?

WHAT IS THE ESTIMATED COST FOR TAP ONTO WATER/SEWER
SERVICE?

DOES ROAD USE IMPROVEMENT FEE INCLUDE BRINGING
CITY SEWER & WATER TO PROPERTY?
(OVER)

Kurt Bialobreski

From: Luke Thoele <lthoele@cityblm.org>
Sent: Thursday, March 28, 2019 4:27 PM
To: Kurt Bialobreski
Subject: Fw: Property on Hamilton

Luke Thoele, P.E.
Assistant City Engineer
City of Bloomington
Public Works Department
T: 309.434.2225
F: 309.434.2201
lthoele@cityblm.org

From: Luke Thoele
Sent: Monday, March 25, 2019 6:57 AM
To: whalencon77@gmail.com
Cc: Katie Simpson
Subject: Fw: Property on Hamilton

Ron,
Please see below from the City Planner, Katie Simpson. If you have further questions about the zoning let us know.

You asked a few more questions about the estimated costs for sewer, water, and road improvements. This is a calculation that one of our engineers will put together when time allows. Feel free to remind me if you don't get that this week.

Thanks,

Luke Thoele, P.E.
Assistant City Engineer
City of Bloomington
Public Works Department
T: 309.434.2225
F: 309.434.2201
lthoele@cityblm.org

From: Katie Simpson
Sent: Thursday, March 21, 2019 10:47 AM

To: Luke Thoele

Subject: Re: Property on Hamilton

Luke,

It appears 2305 S Bunn (PIN 2116426011) is already annexed into the City. It was annexed in 1956. The agreement is expired and the pre-annexation agreement is expired. I don't foresee the City de-annexing the property. The property is zoned B2 and the zoning has not and would not change (even if the agreement expired). The only way to amend the zoning would be for City Council or the property owner to initiate a zoning map amendment petition for the property.

Best,

Katie

From: Luke Thoele

Sent: Thursday, March 21, 2019 7:25 AM

To: Katie Simpson

Subject: Property on Hamilton

Katie,

In a public open house for our Hamilton Road project we received a zoning question. See attached. The annexation agreement for this property is expiring (or perhaps it already has). I thought the property would keep the zoning that was established when annexed. However, this gentleman says he has been told that it goes back to the zoning that was assigned to the property pre-annexation.

Could you clear this up for us? I would like to send him an email from an authoritative source. I think that would be you or perhaps Bob.

Let me know what you think. Thanks!

Luke Thoele, P.E.

Assistant City Engineer

City of Bloomington

Public Works Department

T: 309.434.2225

F: 309.434.2201

lthoele@cityblm.org

Customer Ad Proof

60144960 Hanson Professional Services, Inc

Order Nbr 33132

Publication BLM Pantagraph
Contact Hanson Professional Services, Inc
Address 1 7625 N UNIVERSITY STE 200
Address 2
City St Zip PEORIA IL 61614
Phone 3099664915
Fax
Section Legals
SubSection
Category 0991 Legal Inside
Ad Key 33132-1
Keywords 33132 Public Open House Schedu
Notes

PO Number
Rate Open
Order Price 360.24
Amount Paid 0.00
Amount Due 360.24

Start/End Dates 02/21/2019 - 03/04/2019
Insertions 2
Size 57
Salesperson(s) Legals Rep
Taken By Vicki Willan

Ad Proof

33132
Public Open House
Scheduled by the City of
Bloomington Public Works
Department
For the HAMILTON ROAD
EXTENSION Project
The City of Bloomington Public
Works Department is planning
to construct an extension of
Hamilton Road from Bunn
Street to Commerce Parkway.
Supplemental construction will
be required along Rhodes
Lane between Bunn Street and
Morrissey Drive. All persons
interested in the proposed
improvement are invited to
discuss the Hamilton Road
Extension at a public meeting
on March 14, 2019 from 5 P.M.
to 7 P.M., at the Prairie Vista
Golf Course at 502 W. Hamil-
ton Road, Bloomington, IL. The
meeting will start promptly at 5
P.M. The meeting will be an
informal open house format
and interested persons may
stop by any time between 5
P.M. and 7 P.M.
The purpose of the public
meeting is to allow interested
individuals, groups, and in-
volved agencies to discuss the
impacts of the Hamilton Road
extension. The meeting will be
conducted by Hanson Profes-
sional Services Inc., the City's
engineering consultant for the
project with assistance from
the City of Bloomington. Citi-
zens are encouraged to attend
the public meeting, ask ques-
tions, and provide input. Writ-
ten statements may also be
submitted during the meeting.
Persons with a disability plan-
ning to attend this meeting
should contact the individual
listed below by March 7, 2019
if special accommodations are
required. The meeting room is
accessible to persons with a
disability.
For additional information, con-
tact Kurt Bialobreski, Hanson
Professional Services Inc.,
(309) 713-1408, or Luke
Thoele, City of Bloomington,
(309) 434-2437.

ATTACHMENT 15

BIMONTHLY COORDINATION MEETING MINUTES

DATE: May 20, 2016

BY: Mike Breitbach

PROJECT NO.: 15L0098

PROJECT NAME: Section 16-00360-00-PV - Hamilton Road Extension – City of Bloomington

PROJECT MEETING LOCATION: IDOT Central Office (Room 120) and District 5 (Paris, IL)

MEETING DATE: May 16, 2016

PARTICIPANTS: See Sign-In Sheet

DISTRIBUTION: Participants

*The following minutes express our understanding of the items discussed. Please respond in writing within five (5) days of receipt if any changes are required. **Action items noted in bold italics (including persons responsible for taking actions):***

A Bi-Monthly Coordination Meeting was via video conference at IDOT Central Office and IDOT District 5 to discuss the Hamilton Road Extension (16-00360-00-PV) from Bunn Street to Commerce Parkway. In addition to the names on the attached sign-in sheet, Tim Roark, Bart Sherer and Bryan Trygg also attended the meeting from the District 5 office in Paris, Illinois via video conference. The intent of the meeting was to introduce the project to IDOT and FHWA, discuss the purpose and need for the project, provide a status update on the project coordination to-date between the City of Bloomington (City) and Norfolk Southern (NS), and discuss the Phase I environmental documentation.

Hanson began the meeting by providing an introduction to the project. It was noted that the proposed Hamilton Road extension between Commerce Parkway and Bunn Street will be an arterial street and will serve to connect residential areas to the City of Bloomington's largest employer (State Farm Insurance). Currently, there is a gap in Hamilton Road at this location. The purpose and need for the project was discussed, including:

- Elimination of a high accident location (US 150 and Rhodes Lane intersection)
- Relieve traffic congestion on Veterans Parkway
- Provide a multi-modal facility
- Provide economic infill opportunity in the area

Hanson discussed the coordination between the City and NS. Several meetings have been held between the City, Ed Gower (the City's attorney) and Neil Flynn (NS). The indication at this point is that NS would be acceptable to an at-grade crossing of their mainline track and the Hamilton Road extension. The formalization of the agreement is dependent upon the removal and replacement of NS siding tracks that are located in the project area. The location of the proposed relocation of the siding tracks has not been determined yet. In addition, the closure of other at-grade crossings within the City limits is also being included in the on-going negotiations with NS.

The project includes a proposed cul-de-sac along Rhodes Lane just west of the intersection with US 150 (Morrissey Drive). The existing intersection of Rhodes Lane and US 150 is a high accident location. The City desires to remove this intersection with Rhodes Lane as part of the proposed improvements.

The City noted that State Farm is supportive of this project as the proposed improvements will facilitate bike traffic to and from work for employees.

The Illinois Commerce Commission (ICC) noted that the City/Hanson will need to prepare a “petition” for the proposed improvements and will need to receive an “order” prior to construction of the improvements. It was noted that the petition should specifically request to construct the multi-use path and sidewalk at-grade crossings in addition to the roadway at-grade crossing. Exhibits should be included with the petition to define the plan for protection of vehicles, bicyclists and pedestrians using the proposed crossing (i.e., signals, crossing gates, etc.).

For a new at-grade crossing, ICC noted that Grade Crossing Protection Funds are typically not applicable. It was also noted that the ICC could pay \$50,000 to \$70,000 per existing crossing closure to the City.

In regards to the preliminary environmental screening, Hanson discussed the results of their site walk-through and environmental database search as summarized in the “Preliminary Environmental Screening” results that were included with the Initial Coordination Meeting Data.

- Hanson noted that the Environmental Survey Request (ESR) form has not been submitted yet. It is planned to submit the ESR after a preliminary design of the roadway in order to provide more realistic project limits.
- The impacts to State ROW (at the intersection of Rhodes Lane and US 150) are not known at this time. Hanson noted that the west leg of this intersection will be removed as part of the proposed improvements. It is not known at this time if an IDOT prepared Preliminary Environmental Site Assessment (PESA) will be required for the IDOT ROW at the intersection.
- The relocation of the siding tracks was discussed as it relates to the environmental documentation of the Phase I planning. The Hamilton Road extension is currently proposed to be an at-grade crossing and the NS siding tracks would need to be relocated. It is not clear where the siding tracks would need to be relocated to and how the environmental documentation of the relocation would be impacted. Once additional information is determined in regards to the relocation of the siding tracks, the City will consult with IDOT/FHWA regarding environmental documentation, if any.
- FHWA indicated that Constitution Trail is considered a “transportation route” and is not subject to the requirements of Section 4(f) protection. Subsequent to the meeting, however, FHWA requested additional information concerning Constitution Trail that will help determine if the trail is 4(f) applicable. The information requested by the FHWA to evaluate the trail’s purpose or function included:
 - Who is the Official With Jurisdiction (OWJ)?
 - Is there a Management Plan, or other official form of documentation regarding the land, for the Constitution Trail?
 - Does the OWJ consider the facility/branch to be intended for recreational or transportation use?

The City/Hanson will provide responses to these questions.

- Hanson noted that Tri-Lakes Park is privately owned and does not lease any of its land to the City. Therefore, FHWA stated that it is not subject to the requirements of Section 4(f) protection.
- FHWA indicated that a Federally Approved Categorical Exclusion is appropriate for the proposed project based on the information at this time. Subsequent to the meeting, in order to better justify the environmental processing necessary (CE vs EA), the FHWA requested a detailed written summary of the purpose and need. In addition, the FHWA requested a brief explanation of why/how the singular alignment was identified for the proposed improvements. ***The City/Hanson will provide the detailed purpose and need as well as discussion points on the selected alignment to the FHWA.***

The project’s logical termini will be Bunn Street on the west to US 150 (Morrissey Drive) on the east.

As the design proceeds, ICC noted that an Intersection Design Study (IDS) at Commerce Parkway and Hamilton Road will need to be submitted to the ICC for review and comment.

It was discussed that the current geometric configuration of the Rhodes Lane/US 150 intersection does not allow for traditional installation of railroad protection crossing gates. It was noted that after removal of the Rhodes Lane leg of the intersection with US 150, IDOT may want to improve the railroad crossing protection at that location. ICC noted that any "adjustments" to existing railroad crossing signal equipment would require the submittal of "Form 1" for approval. If new signals are proposed by the IDOT at this location upon completion of the Hamilton Road Extension scope of work, ICC noted that the submittal of "Form 3" would be required for approval. IDOT District 5 noted that yearly at-grade crossing inspections would likely trigger any proposed crossing protection improvements upon completion of the project.

PROJECT

Hamilton Road
Section 16-00360-00-PV

MEETING

Date: May 16, 2016 10:00 am
Place: IDOT Central Office
Purpose: Bi-Monthly Coordination Mtg

	<u>Name</u>	<u>Organization</u>	<u>Telephone Number</u>	<u>E-Mail Address</u>
1.	Kurt Bialobreski	Hanson	309-713-1408	Kbialobreski@hanson-inc.com
2.	Mike Brechtbach	Hanson	309-966-4912	mbrechtbach@hanson-inc.com
3.	Luke Thoele	City of Bloomington	309-310-3747	LTHOELE@CITYBLM.ORG
4.	Jeff Bushur	Hanson	217-747-9231	jbushur@hanson-inc.com
5.	Doug DeLong	IDOT	217-728-3827	Douglas.DeLong@illinois.gov
6.	TIM PETERS	IDOT	217-785-5048	Tim.PETERS@illinois.gov
7.	Ryan Otto	City of Bloomington	309-434-2625	rotto@cityblm.org
8.	AARON TOLIVER	ICC	217-785-8420	atoliver@icc.illinois.gov
9.	HEIDI THOMAS	FHWA	217-492-4437	heidi.thomas@dot.gov
10.				
11.				
12.				
13.				
14.				
15.				

Design Policy: 3R Rural Urban Bicycle Guidelines

Proposed Cross Section:

Location	Surface Width	Type	Roadway Width	Shoulder Type Curb & Gutter Type
Hamilton Road	56 ft.	Conc/Bit	56 ft.	B6.18

Bridge No.: _____ (f-f Curb): _____ (f-f of Rail): _____

Required Structural TSL BLR 10210 BCR Other

Any proposed traffic signals ? : Yes No Location(s): _____

Are signal warrants met ? : Yes No

Variances:

Item Description	Standard	Justification

Maintenance of Traffic/Detour: _____

Level of Environmental Significance:

Categorical Exclusion: Does the Project meet the following:

- Actions which do not involve potential for extraordinary circumstances.
- Actions which involve potential for extraordinary circumstances requiring concurrence from the FHWA because they involve one or more of the following:
 - (a) Involve in-stream work requiring non-routine mitigation
 - (b) Require an individual section 404 permit from the Corps of Engineers
 - (c) Require additional right-of-way (including temporary or permanent grading easements) which involves relocation of residences or businesses or exceeds one or more of the following:
 - (1) Ten acres of prime farmland
 - (2) Three acres of land per mile of roadway or 10 acre total for a non-linear (spot) improvement (e.g., bridge, intersection)
 - (3) Land takes from 10 property owners
 - (d) Require substantial changes in access control
 - (e) Substantially increase 100-year flood water surface elevations
 - (f) Involve impacts on wetlands
 - (g) Require preparation of a biological assessment for threatened or endangered species

- (h) Affect the characteristics that would qualify an historic or archaeological resource for inclusion on the National Register of Historic Places
- (i) Take land (permanent or temporary use) from section 106 resource, or
- (j) Take land (permanent or temporary use) from section 4(f) resource, or
- (k) Be controversial on environmental grounds or inconsistent with federal, state or local laws relating to the environment

Procedures in addition to above factors:

- Environmental Class of Action Determination (ECAD)

Additional Information:

Short list of project specific items not covered above that may affect the schedule, approval or implementation of the project.

Coordination with Norfolk Southern on relocation of existing siding tracks as part of project.

Attachments:

Functional Classification Map with project limits

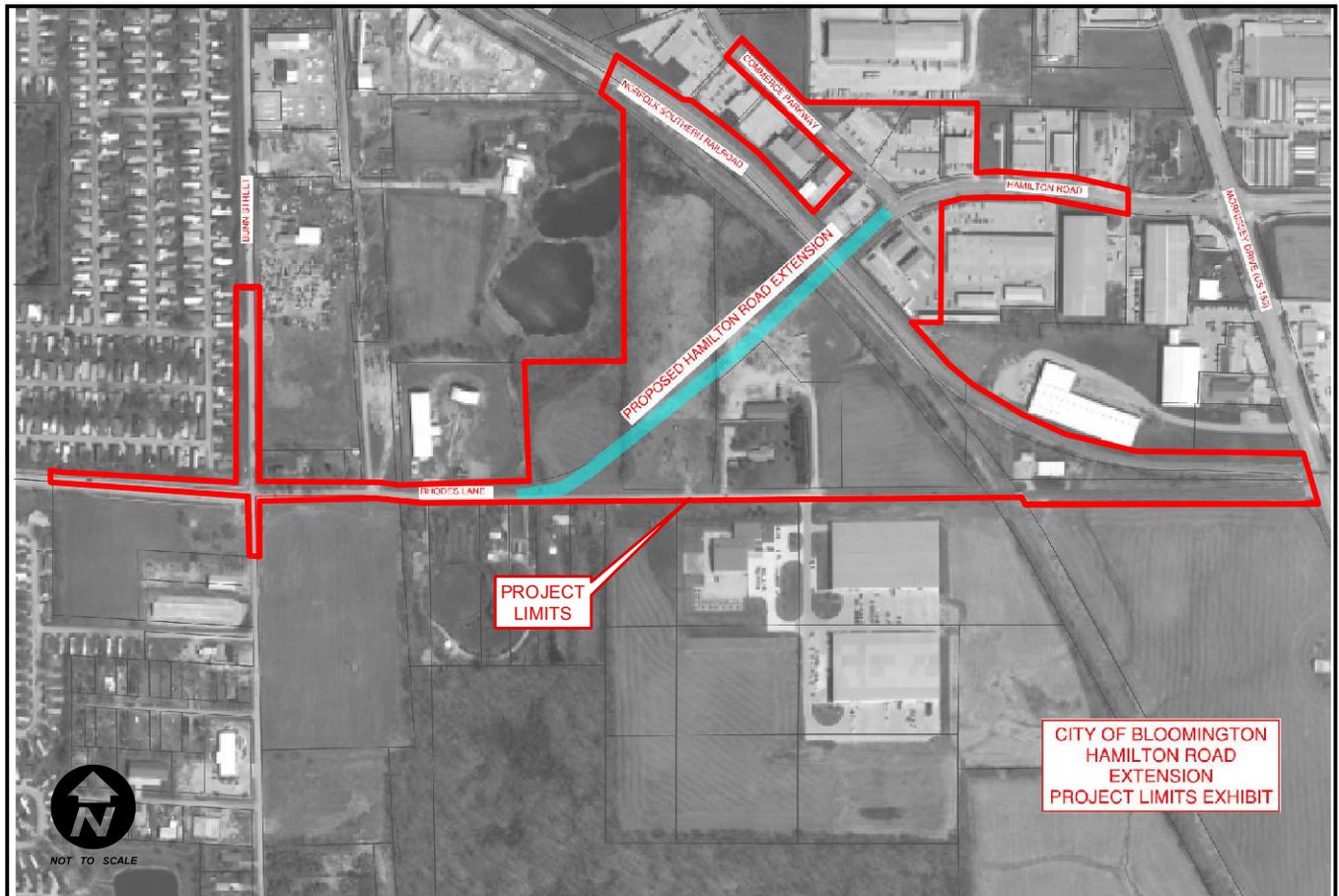
Project Location Map and Project Limits Exhibit

Preliminary Environmental Screening Assessment

Figure 1. Project Location



Figure 2. Project Limits



**Hamilton Road Extension
Preliminary Environmental Screening
April 28, 2016**

Issues	Potential Involvement
Social/Economic	
Community Characteristics and Cohesion	No
Title VI and Other Protected Groups	No
Environmental Justice	No
Public Facilities and Services	No
Changes in Travel Patterns	Yes
Relocations (Business and Residential)	Yes
Economic Impacts	No
Land Use	No
Growth and Economic Development	No
Pedestrian and Bicycle Facilities	Yes - Constitution Trail linkage
Agricultural	Yes
Cultural	
Archaeological Sites	Not anticipated - ESR to be submitted
Historic Bridges	No
Historic Districts and Buildings	Not anticipated - ESR to be submitted
Air Quality	
Attainment/Nonattainment Status	Attainment
COSIM Analysis	Not anticipated
Noise	Yes - receptors within 500 feet
Natural Resources	
Plant Communities	Yes - tree removal amount unknown
Wildlife Resources	No
Threatened & Endangered Species	Not anticipated - ESR to be submitted
Natural Areas	No
Water Quality/Resources	
Surface Water Resources/Quality	Yes - small stream to be crossed
Groundwater Resources/Quality	No
Floodplains	No
Wetlands	Yes - potential wetlands near RR and on NWI
Special Waste	Yes - PESA and PSI anticipated
Special Lands	
6(f) - LWCF Funds	No
OSLAD Funds	No
Section 4(f)	Constitution Trail is a public recreational trail, but project would provide linkage; Tri-Lakes Park is private.
Permits	Section 404 NWP; NPDES Stormwater
Other Issues	Unknown

ATTACHMENT 16

BLR 22120 DESIGN VARIANCE FORM



Project Identification

Local Agency: City of Bloomington County: McLean

(County, Municipality, Road District / Township)

Section No.: 16 - 00360 - 00 - PV Route: FAU6371

Street/Road Name: Hamilton Road

Project Limits: Bunn Street to Morrissey Drive

Project Length: 1.5 miles Functional Classification: Minor Arterial

Design Year: 2041 Design Traffic: [] DHV [x] ADT 14,400

Existing Structure No.: Proposed Structure No.:

Project Scope of Work

- a. Is this project located on the NHS? [] Yes [x] No
b. Is this project on a Strategic Regional Arterial (SRA) route? [] Yes [x] No
c. Funding [] MFT/State Assistance [x] Federal
d. Type of Work [x] New Construction [] Reconstruction [] 3R
e. Design Guidelines [x] Urban [] Suburban [] Rural [] 3R [] Other

f. Provide a brief project description (major construction elements): The improvement will consist of connecting Hamilton Road from Bunn Street to Morrissey Drive with a five lane section, and B-6.18 curb and gutter. Behind the proposed curb and gutter on the north side of the roadway there is a 5'-11" parkway, a 10-foot multiuse path, and a 2-foot grass shoulder before reaching the proposed ROW. Behind the proposed curb and gutter on the south side of the roadway there is a 5'-5" parkway, and 5-foot sidewalk, and a 6-inch grass area before reaching the proposed ROW. From Commerce Parkway to Morrissey Drive (US 150) Hamilton Road will be widened to the south to create a 5-lane cross section. A traffic signal will be constructed at the intersection of Hamilton Road and Bunn Street. The improvements will cross a Norfolk Southern Railroad to create an at-grade crossing.

District Coordination Meetings

Has project been previously discussed at district coordination meetings? (If yes, attach minutes of variance approvals) [x] Yes [] No

Dates: May 16, 2016 and July 3, 2019

Level One Design Variance Approval

Local Agency: City of Bloomington

Section No.: 16 - 00360 - 00 - PV

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance		Summary of Variance and Justification
		Yes	No	
1. Design Speed: 35 mph	30 - 40	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Level of Service (Mainline): <u>C</u>	C	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Lane Widths				
a. Through Lanes: 11 feet	11 - 12	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Turn Lanes: 12 feet	11 - 12	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Parking Lanes: NA feet	8'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
d. Bike Lanes: NA feet	5'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Through Travel Lane Cross Slopes				
Inside Lane: <u>2</u> %	1.5% - 2%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Outside Lane: <u>2</u> % (if more than 2 lanes)	1.5% - 2%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Shoulder Widths: 2 feet	NA for urban arterial	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Horizontal Curvature (Minimum Radius)				
<u>35mph roads: 1200</u> feet	371	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<u>30mph roads: 340</u> feet	250	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
List curves not meeting criteria				
<u>Sta.</u> <u>Radius</u> <u>Design Speed</u>				
	-	<input type="checkbox"/>	<input type="checkbox"/>	
	-	<input type="checkbox"/>	<input type="checkbox"/>	
	-	<input type="checkbox"/>	<input type="checkbox"/>	
7. Superelevation Rates				
e_{max} <u>NA</u> %	4%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
List curves for which e does not meet criteria				
<u>PI Sta.</u> <u>Radius</u> e <u>Design Speed</u>				
	-	<input type="checkbox"/>	<input type="checkbox"/>	
	-	<input type="checkbox"/>	<input type="checkbox"/>	
	-	<input type="checkbox"/>	<input type="checkbox"/>	
8. Maximum Grade: <u>2.35</u> %	9%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Minimum Intersection Sight Distance				
>390 feet	390	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
List locations not meeting the criteria				
<u>Cross Road</u> <u>Distance</u>				
	-	<input type="checkbox"/>	<input type="checkbox"/>	
	-	<input type="checkbox"/>	<input type="checkbox"/>	
	-	<input type="checkbox"/>	<input type="checkbox"/>	
10. Minimum Stopping Sight Distance				
<u>628</u> feet	250	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
a. Crest Vertical Curves – Min. K value <u>77</u>	29	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
List curves not meeting the criteria				
<u>VPI Sta.</u> <u>Sight Distance</u> <u>Design Speed</u> <u>Curve Length</u>				
	-	<input type="checkbox"/>	<input type="checkbox"/>	
	-	<input type="checkbox"/>	<input type="checkbox"/>	
	-	<input type="checkbox"/>	<input type="checkbox"/>	

Level One Design Variance Approval

Local Agency: City of Bloomington Section No.: 16 - 00360 - 00 - PV

Prepared By:  Date: 7-26-2019
Designer (Local Agency or Consultant)

When Prepared by Consultant
Local Agency Concurrence:  Date: 7-29-2019

IDOT Regional Engineer Concurrence Date Central BLR&S Approval Date

Level Two Design Variance Approval

Local Agency: City of Bloomington

Section No.: 16 - 00360 - 00 - PV

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance		Summary of Variance and Justification
		Yes	No	
1. Design Period: <u>20</u> years	20 years	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Horizontal Alignment (Mainline)				
a. Minimum Superelevation Transition Lengths: NA feet	95	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Superelevation Distribution Between Tangent and Curve: <u>NA</u>	2/3 : 1/3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Vertical Alignment (Mainline)				
a. Minimum Grade of Urban Cross Section <u>0.5</u> %	0.3%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If the K value were be corrected, the length of the curve would become 83.5'
b. Minimum Length of Vertical Curves <u>110</u> feet	105	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Maximum K value of Vertical Curves <u>220</u> (for curbed facilities)	167	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Cross Section Elements (Mainline)				
a. Design of Parking Lanes				
• Cross Slope: <u>NA</u> %	NA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Design of Sidewalks				
• Width: <u>5</u> feet	4 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Buffer Distance: <u>4.3</u> feet	2 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Cross Slope: <u>1.5</u> %	2% max.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Longitudinal Grades: <u>2.35</u> %	5% max.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Median				
Type Width (ft)				
Barrier 4'- 15'	4'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
TWLTL 12'-14'	10 - 14'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
d. Shoulder Cross Slopes: <u>NA</u> %	4%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
e. Rollover Factor <u>NA</u> %	8%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
f. Curb and Gutter Type				
Outside Curb and Gutter <u>B-6.18</u>	B-6.12, B-6.18, or B-6.24	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Median Curb and Gutter <u>B-6.12</u>	B-6.24 or B-6.18, B-6.12	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
g. Roadway Element				
• Steepest Front Slopes: <u>1:4</u> (H:V)	NA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Steepest Back Slopes: <u>1:4</u> (H:V)	NA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Drainage (Flood Frequency)				
a. Pavement: <u>10</u> years	10 years	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Structure: <u>30</u> years	30	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Storm Sewer: <u>10</u> years	10 years	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Level Two Design Variance Approval

Local Agency: City of Bloomington

Section No.: 16 - 00360 - 00 - PV

6. Intersections

a. Level of Service for Individual Movement:

- Through Lanes: E- Hamilton

D

LOS E is based on pretimed signal and not actuated-coordinated conditions

NA- Rhodes

D

C- Bunn

D

D- Commerce

D

C- Morrissey

D

- Turn Lanes: E- Hamilton

D

LOS E is based on pretimed signal and not actuated-coordinated conditions

C- Rhodes

D

D- Bunn

D

D- Commerce

D

D- Morrissey

D

- b. Skew Angle: 74° 58' 45" Degrees

75°

Existing condition

- c. Approach Grades: 2 %

5%

- d. Design Vehicle: WB-67

WB-65

- e. Turning Radius for Design Vehicle: 45'

45'

- f. Minimum Corner Island Size: NA

75

Level Two Design Variance Approval

Local Agency: City of Bloomington

Section No.: 16 - 00360 - 00 - PV

<p>g. Minimum Turn Lane Length <u>Hamilton: 83</u> feet</p>	125	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Turn lane cannot be made longer due to limiting adjacent railroad tracks.</p>	
<u>Bunn: 115</u> feet	115	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
<u>Commerce: 135</u> feet	115	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
<u>Morrissey: 285</u> feet	125	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
• Approach Taper: <u>Hamilton: 207 (30:1)</u> feet	30:1	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
<u>Bunn: 126 (40:1)</u> feet	40:1	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
<u>Commerce: NA</u> feet	NA	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
<u>Morrissey: NA</u> feet	NA	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
• Departure Taper: <u>Hamilton: NA</u> feet	NA	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
<u>Bunn: NA</u> feet	NA	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
<u>Commerce: NA</u> feet	NA	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
<u>Morrissey: NA</u> feet	NA	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
• Bay Taper: <u>Hamilton: 88</u> feet	155	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Left turn taper reduced to AASHTO minimum to provide as much distance as possible given the location of the railroad crossing</p>	
<u>Bunn: 95.3 (11:1)</u> feet	11:1	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
<u>Commerce: 98</u> feet	155	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<p>Acceptable TWLTL gap</p>
<u>Morrissey: 165</u> feet	155	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
h. Entrances					
<u>Entrance Type</u>	<u>Max. Width (ft.)</u>	<u>Min. Width (ft.)</u>	<u>Max. Grade(%)</u>		
Commercial	<u>40</u>	<u>24</u>	<u>10%</u>	24- 35' (10%)	
Residential	<u>20</u>	<u>12</u>	<u>15%</u>	12- 24' (15%)	
7. RR Crossings					
a. Type of Railroad Protection:					
Overhead lights, Gates, Pedestrian Gates	Overhead lights, Gates, Pedestrian Gates	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
b. Crossing Width (at 90° angle) <u>97'</u> feet	width of road including shoulders	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
<p>Driveway widths at STA 505+92.58 and 505+98.62 are wider than 35' to match existing facilities</p>					

ATTACHMENT 17
DETOUR ROUTE MAP

ATTACHMENT 18
OTHER COORDINATION

DATE: July 8, 2019

BY: Kurt Bialobreski

PROJECT NO.: 15L0098

PROJECT NAME: Section 16-00360-00-PV - Hamilton Road Extension – City of Bloomington

PROJECT MEETING LOCATION: City of Bloomington Public Works Department

MEETING DATE: July 3, 2019

PARTICIPANTS: See Sign-In Sheet

DISTRIBUTION: Participants

*The following minutes express our understanding of the items discussed. Please respond in writing within five (5) days of receipt if any changes are required. **Action items noted in bold italics (including persons responsible for taking actions):***

A coordination meeting was held in the City of Bloomington Public Works Department front conference room to discuss the Hamilton Road Extension (16-00360-00-PV) from Bunn Street to Commerce Parkway. The intent of the coordination meeting was to confirm the status of previous coordination meeting discussion, refresh interaction between the various existing stakeholders, and introduce other stakeholders into the project discussion which is expected to help facilitate project efforts and minimize potential project delay.

After introductions, IDOT Central Office Local Roads (CO-BLRS) began the meeting by stating that their goal is to approve the project by the end of the month. IDOT CO-BLRS thought this was possible because the environmental documentation was in order with the exception of the noise study. IDOT CO-BLRS provided comments on the preliminary noise study and was concerned about the method of existing noise data collection. Hanson stated that they believed all comments could be addressed, and IDOT CO-BLRS would be provided a disposition of comments and a final study by July 19, 2019, which is in advance of the final PDR submittal.

The following comments were discussed:

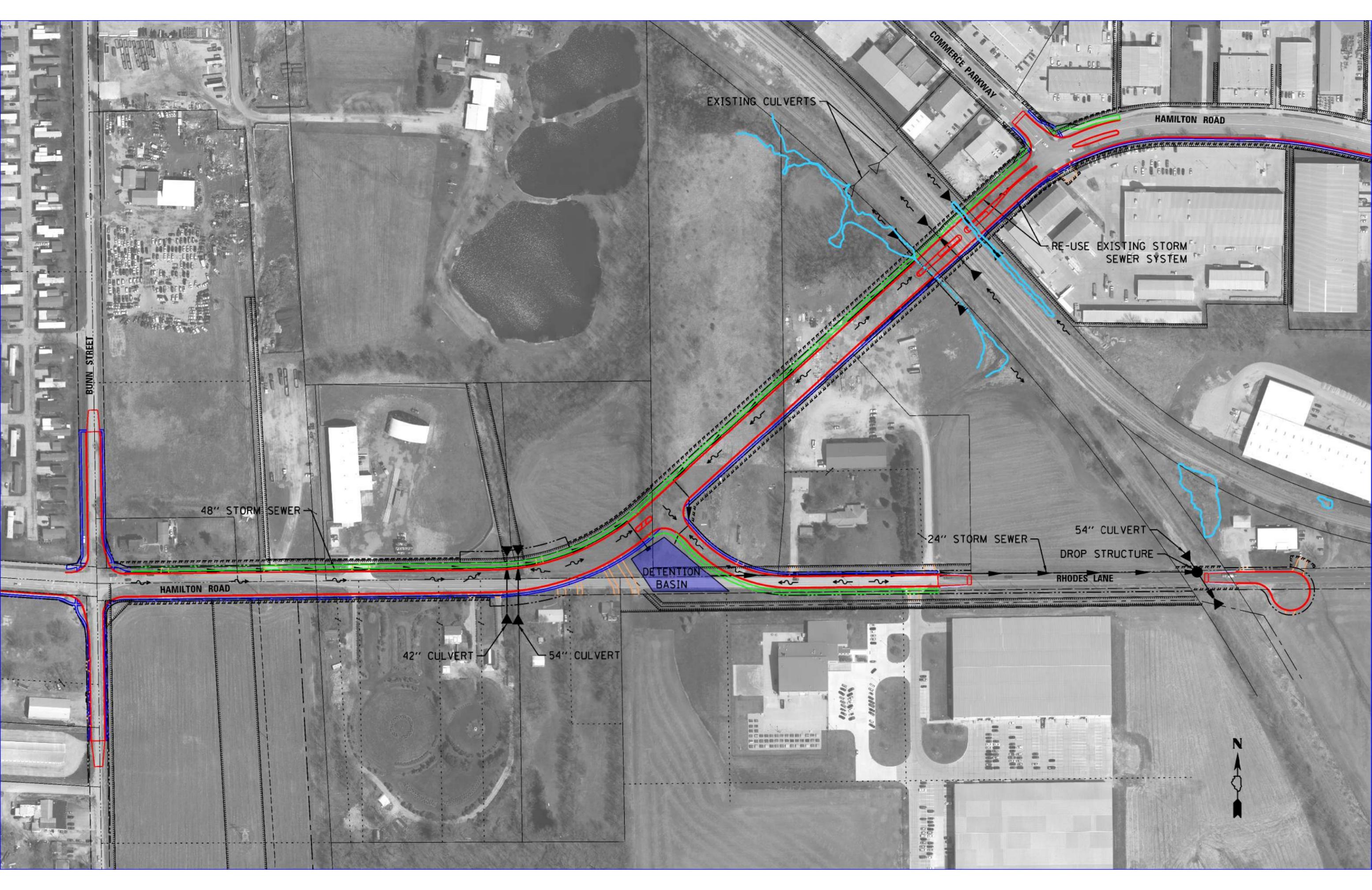
- IDOT CO-BLRS asked that Hanson provide additional discussion and email correspondence in the PDR from the Office of Water Resources. The City of Bloomington and Hanson described the regional and project drainage patterns. Hanson will provide documentation that OWR does not have jurisdiction and does not need to be notified about the project. IDOT CO-BLRS asked that the drainage study for Hamilton Road, and not the drainage study completed by Hanson for this area of the City, be added to PDR. The drainage discussion should address the ditch on the west side of the railroad tracks. Hanson will provide the drainage discussion and an exhibit of drainage improvements in the PDR. IDOT CO-BLRS asked that the District Hydraulics Engineer be given the opportunity to review the project.
- IDOT CO-BLRS asked that a more complete cost estimate be provided in the PDR. Hanson will provide a breakdown of costs for the entire program and will state which parts of the project are scheduled to use federal funds and covered by the PDR.
- IDOT CO-BLRS stated the reasons ICC was not in attendance but want copied on the meeting minutes.
- IDOT BSPE Rail stated that ICC has funding (\$50-\$70k) available for crossing closures. The City stated that the Roosevelt and Western at-grade crossings have been proposed for closure to the NS. The City also added that the Western at-grade closure is critical to NS because of the proximity to the UP interlocker and that public coordination to notify residents of potential closure has taken place. IDOT BSPE asked that the crossing identification numbers be added to the PDR.

- IDOT CO-BLRS noted that pedestrian gates will be needed for the multi-use trail and sidewalk.
- IDOT CO-BLRS asked about the utilities along the corridor. Hanson and the City stated that no utilities are required to cross the railroad ROW and the sanitary and water main will be added with development. The City stated that no federal funds will be used for lighting due to a franchise agreement with Ameren and Corn Belt. IDOT CO-BLRS stated that BDE will review the lighting at the US 150 intersection. It was noted that there is space to place utility poles between the sidewalk and the and back of curb along the south side of the Hamilton Road.

IDOT District 5 BLRS noted that comments on the PDR would be sent to Hanson on July 5, 2019, and District 5 BLRS is pursuing federal authorization for Phase 2 (design). This may occur as soon as the end of July 2019. The State is awaiting the partially executed Joint Agreement from the City which is needed prior to federal authorization. A federal land acquisition funding agreement and federal authorization will be pursued as soon as Hanson receives authority for Phase II, develops ROW plans and documents which will be needed for federal approval of ROW funds. IDOT District 5 BLRS anticipates ROW funds will be available as early as the FY 2020 program. The City noted that Hamilton Road would be added to the City's jurisdiction during the land acquisition process.

Ann Schnieder noted that a BUILD Grant application is being prepared for a due date of July 15, 2019 with an announcement scheduled for November 12, 2019.

DRAINAGE REPORT



EXISTING CULVERTS

HAMILTON ROAD

RE-USE EXISTING STORM SEWER SYSTEM

BUNN STREET

48" STORM SEWER

24" STORM SEWER

54" CULVERT

DROP STRUCTURE

HAMILTON ROAD

DETENTION BASIN

RHODES LANE

42" CULVERT

54" CULVERT

