



Final Project Development Report
Court Street Rehabilitation
Section 20-00196-00-EG
City of Pekin

September 21, 2022



Illinois Department of Transportation

Local Project Development Report for ~~State~~ Categorical Exclusions and Design Approval

County: Tazewell
Local Public Agency: City of Pekin
Section Number: 20-00196-00-EG
Route: FAP 693

Project Number: Project Length: 11,100 ft (2.10 mi)

Street/Road Name: Court Street

Termini: 8th Street to Valle Vista Boulevard

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: Josie A. Esken Date: 8/17/22

Regional Engineer signature: Kensil A. Garnett Date: 09-22-22

This project will not have any significant impacts on the human environment; therefore, the FHWA approves the project as a Categorical Exclusion on 9/20/2022

Design Approval

Signature: GEORGE A. TAPAS Bureau of Local Roads & Streets Date: 9/22/2022

1. LOCATION AND EXISTING CONDITIONS

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

The project are includes Court Street from 8th Street to Valle Vista Boulevard. See Attachment 1

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.

Court Street (FAP 693) is a two-way urban arterial heading generally in the northwest/southeast direction through Pekin. (In this report, we refer to Court Street as east/west bound.) The existing HMA roadway generally consists of two 10'-0" through lanes in each direction and a 10'-0" two-way left turn lane that comprise the five lane section. From W. Shore Drive/Red Bud Memorial Drive to E. Shore Drive/Stadium Drive the lanes widths change to 12'-0" outside lanes, 13'-0" inside lanes and a 10'-0" two-way left turn lane. From Audubon Drive to east of Parkway Drive the cross section includes two 12'-0" westbound lanes, one 11'-0" and one 10'-0" eastbound lanes and a left turn lane. Dedicated right turn lanes are located at the intersections of Parkway Drive and Valle Vista Boulevard. The roadway is bounded by curb and gutter with an adjacent sidewalk along the curb and gutter. The sidewalk varies from 4'-0" to 6'-2" on the south side and from 3'-5" to 5'-0" on the north side of the roadway. The sidewalk along Court Street ranges from fair to poor condition with the exception of two locations along the roadway that have new sidewalk. This includes the sidewalk in front of the McDonalds between 10th Street and Kenmore Court (approximately from Sta. 110+00 to 113+00) and in front of the new Pekin Insurance building between Sta. 190+00 and 191+50. The handicapped ramps at the intersections need to be replaced to meet PROWAG requirements. The existing horizontal alignment consists of three horizontal curves at approximately the intersections of West Shore Drive, High School Entrance (Sta. 162+50), and Allentown Road with each being superelevated at approximately 2%. Existing streetlights line the roadway located on utility poles. Traffic signals exist at the following locations: Court/8th, Court/10th, Court/14th, Court/Parkway, Court/Allentown, Court/Valle Vista. This section of Court Street was formerly IL Route 9 but has been jurisdictionally transferred to the City of Pekin which now is responsible for the maintenance. The existing land use along Court Street is both residential and commercial. Between the intersections of 14th Street and Stadium Drive, the northern side of Court Street is adjacent to Mineral Springs Park. Just to the east of Stadium Drive, Court Street is adjacent to Pekin Community High School. The terrain along Court Street is generally flat. The existing drainage system consists of a closed combined sewer system between 8th Street and 17th Street and two closed separate storm sewer systems between 17th Street to Valle Vista Boulevard that have outfalls at approximately station 148+77 RT and Hilltop Drive. The existing right-of-way is around 66'-0" for a majority of the roadway but at a few intersections reaches a 90'-0" width. The existing right-of-way near Valle Vista Boulevard is 150'-0" wide. Court Street is under the jurisdiction and maintenance responsibility of the City of Pekin. The existing speed limit is 35 mph.

No parking is allowed along Court Street within the project limits.

Existing Utilities- The companies with utilities in the project area include: Ameren, Illinois American Water - Pekin, Windstream, Missouri Network Alliance, City of Pekin, Comcast, CenturyLink, i3 Broadband, Status Networks, Inc. The following utilities are completely underground: potable water lines (Illinois American), natural gas lines (Ameren), and sanitary sewers, combined sewers, and storm sewers (City of Pekin). Communication companies with facilities mostly underground include: Windstream, Missouri Network Alliance, Comcast, and i3 Broadband. Ameren also has a combination of aerial and underground electric lines throughout the project area. CenturyLink is mostly overhead throughout the project. The utilities shown on drawings provided in Attachment 7 have been located using a combination of the field survey information and maps provided by the utility companies.

See Attachment 2 for existing typical sections.

c. Traffic Data

Current ADT:	<u>8th to 14th – 15,600</u>	% trucks:	<u>8th to 14th – 7%</u>
	<u>14th to Parkway – 18,500</u>		<u>14th to Parkway – 3%</u>
	<u>Parkway to Valle Vista – 21,900</u>		<u>Parkway to Valle Vista – 3%</u>

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

Design Year:	2045	ADT:	<u>8th to 14th – 18,250</u>	DHV:	<u>1,800</u>	% trucks:	<u>7%</u>
			<u>14th to Parkway – 21,650</u>		<u>2,600</u>		<u>3%</u>
			<u>Parkway to Valle Vista – 30,850</u>		<u>3,100</u>		<u>3%</u>

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.

N/A

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
N/A				

*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.

Court Street at 8th Street has two (2) eastbound, two (2) west bound, and a two-way left turn lane at approximately 10'-0" each. The roadway is bounded with combination curb and gutter with approximately 5' sidewalks on each side along the back of curb.

Court Street at Valle Vista Boulevard has two (2) northbound, two (2) southbound lanes, approximately 12'-0" each. There is a 5'-6" concrete median with a 12'-0" left turn lane. The roadway is bounded by 10'-0" HMA shoulders. No sidewalks are present south of Valle Vista Boulevard.

2. Proposed Improvement

a. Discuss the purpose and need of the project:

The purpose of the project is to increase the levels of safety for all modes of transportation, rehabilitate the existing pavement to maintain the existing pavement structure, and provide improved pedestrian accessibility along the corridor. The project is needed to extend the life of the existing pavement structure with a structural HMA overlay and improve traffic mobility and accessibility with updated traffic signals and timings. A new traffic signal is proposed at the intersection of Stadium Drive to improve the safety and accessibility to Pekin High School at this location.

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.

This project includes the reconstruction of Court Street from 8th Street to 10th, which will include PCC pavement, combination curb and gutter, and sidewalk. The project also includes widening and rehabilitation of Court Street from 10th Street to Valle Vista Boulevard, which will include structural overlay, curb and gutter replacement, intersection improvements, new sidewalks and ramps updates. The proposed pavement structure will be designed in accordance with BLR Chapter 46, at a minimum. The proposed roadway will generally consist of two 10'-0" lanes in both direction and an 11'-0" two-way left turn lane separating the eastbound and westbound lanes. Traffic modeling performed for the IDSEs indicates that the 4-lane through-section will provide a minimum of LOS D. An eastbound right turn lane is added at 13th Street. Approaching the Parkway Drive intersection from both directions a concrete median is added for access control and the left turn lane is narrowed to 10'-0". A 10'-0" westbound right turn lane is also added at Parkway Drive. There is no parking being proposed along the roadway. Each side of the roadway will be bound by new combination curb and gutter using Type B-6.12 and PCC sidewalk along the back of the curb and gutter at a minimum width of 6'. All sidewalk ramps will be updated to meet ADA/PROWAG requirements.

Monge Street is proposed to be closed near its intersection with Court Street. The proximity of Monge Street to the Court Street/Stadium Drive intersection negatively impacted the design for the proposed signalization. This closure was coordinated with the City of Pekin Public Works Department and the Pekin Fire Department.

The horizontal curves and superelevation along Court Street will remain and meet the minimum radii design criteria for low-speed urban streets. The middle ordinate for SSD within the curves falls within the limits of the proposed sidewalk, where there will be no obstructions. The minimum curve radius for the project is 600', which exceeds the NC minimum radius for 35 mph of 495'. The existing superelevation rate is RC. The maximum superelevation for this classification of roadway is 4%; however since this is a 3R mill and overlay project, any existing superelevation greater than 4% will not be corrected. There is no railroad work to be accomplished.

The vertical curves within the reconstruction portion meet requirements for SSD. The existing profile within the resurfacing section has been previously resurfaced during multiple projects since it was initially designed in 1959, which may have modified the profile from what is shown in those plans. The Microstation OpenRoads Designer sight distance visualization tool was used to analyze the 3D model to verify that the resurfacing section meets SSD requirements.

There are no proposed guardrails, parking lanes, shared-use paths, 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.

Utility poles relocations are being coordinated to attempt to place all the poles on one side and to reduce the total number of poles within the corridor to enhance the corridor.

A combined sewer system exists and will remain in place between 8th Street and 17th Street since the City has no plan to separate at this time. 17th Street to Valle Vista Boulevard consists of two separate systems with outfalls at approximately station 148+77 RT and Hilltop Drive. Existing curb line drainage structures along the entire Court Street section will be removed and replaced with new drainage structures unless the condition and location warrant the existing structures to remain in place. The new inlets will be designed and spaced in accordance with the IDOT Drainage Manual. New storm sewer laterals are proposed under the roadway with only minor improvements and modifications to the existing storm sewer trunk line along Court Street.

Intersections with existing traffic signals will have improved signal timing, the addition of a flashing yellow arrow/protected left turn, and improved ramps based on ADA/PROWAG requirements. A new traffic signal is being proposed at the intersection at Stadium Drive. Parkway Drive will undergo intersection improvements including a new corner island in the northwest quadrant, improved turning radii, and an improved westbound left turn lane. Existing loop detectors disturbed by HMA surface removal will be replaced by a camera detection system.

The portion of the project from Hillside Drive to Valle Vista Boulevard was accelerated to construction as a part of the Valle Vista Boulevard to Veterans Drive project. Construction was completed in 2021, and the plan and profile sheets for this section are included in this report.

Proposed typical sections can be seen in Attachment 2
Plan and profile sheets can be seen in Attachment 7
Intersection Design Studies can be seen in Attachment 8

- 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:

There are no airports or hazardous mailbox supports near any of the construction sites. There is currently no parking along Court Street and none proposed with the improvements. Trucks are allowed on all roadways involved in this project. There are no proposed or existing parking lanes. Existing lighting will be replaced as stand alone lights or new fixtures on the relocated utility poles.

The signalized intersections within the project limits were evaluated to determine if the intersections meet traffic signal warrants. The following intersections have existing traffic signals:

- Court Street / 8th Street
- Court Street / 10th Street
- Court Street / 14th Street
- Court Street / Parkway Avenue
- Court Street / Allentown Road
- Court Street / Valle Vista Boulevard

A traffic signal was also considered at the intersection of Court Street and Stadium Drive.

Each location was evaluated for the nine traffic signal warrants listed in the Manual on Uniform Traffic Control Devices (MUTCD) The MUTCD traffic signal warrants are a set of guidelines used to determine whether a traffic signal is an appropriate traffic control device for an intersection. Signal Warrants considered include:

- Warrant #1: Eight-Hour Vehicular Volume
- Warrant #2: Four-Hour Vehicular Volume
- Warrant #3: Peak Volume
- Warrant #4: Pedestrian Volume
- Warrant #5: School Crossing
- Warrant #6: Coordinating Signal System
- Warrant #7: Crash Experience
- Warrant #8: Roadway Network
- Warrant #9: Intersection Near a Grade Crossing

The results of the signal warrant analysis found that no existing signals in the system are warranted for removal. Additionally, the intersection of Court Street and Stadium Drive does warrant a traffic signal.

The intersections that met warrant 3 based off peak hour volumes are,

- Court Street / 10th Street
- Court Street / 14th Street
- Court Street / Parkway Avenue
- Court Street / Stadium Drive
- Court Street / Allentown Road
- Court Street / Valle Vista Boulevard

and intersections that met warrant 6 based off a coordinating signal system are,

- Court Street / 8th Street

This project will be constructed in phases. The section of Court Street from Stadium Drive to Valle Vista Boulevard will be constructed first. Then when funding is available, the section from 8th Street to Stadium Drive will be constructed. During both phases, construction will be staged to maintain at a minimum of one lane of traffic in each direction.

- 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.

The following variances are required for the project:

1. Intersection Skew Angle: the following intersection have a skew angle less than 75 degrees due to existing conditions and the fact that this is a 3R design with mostly mill and overlay of the existing pavement. To meet the design criteria, additional right-of-way and possible business displacement would be required.
 - a. Court & 8th Street
 - b. Court & 10th Street
 - c. Court & Parkway Dr.
2. Intersection Design Vehicle:
 - a. Court & 8th Street – Existing skew does not permit a WB-55 to make the northbound right and westbound left turn without encroachment. A WB-50 is accommodated without encroachment.
 - b. Court & 10th Street – Existing skew does not permit a WB-50 to make the westbound left turn without encroachment. A WB-40 is accommodated without encroachment.
 - c. Court & Kenmore Ct. – WB-50 turning movements cannot be met. Private road that does not accommodate an SU currently without encroachment. Improving will move new curb line and sidewalk within feet of existing homes on both sides of the street and impact steps to one home.
 - d. Court & West Shore Drive – WB-55 turning movements cannot be met. Road is classified as a Collector but serves a residential area with no truck generators. Existing intersection only accommodates an SU.
 - e. Court & Allentown – WB-55 turning movements cannot be met. A WB-50 is accommodated. Existing right of way is very tight to the existing roadway on the east side. Accommodating a WB-55 will require right of way acquisition to increase the size of the intersection. Approx. a ¼ mile from the intersection Allentown becomes very rural.
3. Entrances:
 - a. Commercial entrance at Sta. 104+87.61 RT is greater than 10%. Existing entrance is sloped at 7.3% but flattening the sidewalk area to 1% and the proposed profile is ~2" below existing to avoid impacting the park across the street. Proposed slope is 13% behind the sidewalk.
 - b. Commercial entrance at 106+22.08 RT is greater than 10%. Existing entrance is sloped at 9.5-10% but flattening the sidewalk area to 1% and the proposed profile is ~2" below existing to avoid impacting the park across the street. Proposed slope is 12.9% behind the sidewalk.
 - c. Commercial entrance at 110+56.89 LT is wider than 35 ft. Existing entrance provides three lanes, one entrance, one right-turn exit, and one left-turn exit. Narrowing the driveway to less than 36 ft would negatively impact traffic operations.
 - d. Commercial entrance at 110+76.91 RT is wider than 35 ft. Existing entrance provides access to straight in parking and an access drive for the apartment complex for this property. Narrowing the driveway less than 45.23 ft. would eliminate parking spaces needed for the apartments.
 - e. Commercial driveway at 112+25.16 RT is greater than 10%. Existing driveway slopes from edge of pavement at approximately 12.4% including the existing sidewalk. Introducing a 6' wide sidewalk at 1.0% results in the driveway being steeper. Flattening the grade to reach 10% would impact a large portion of the existing parking lot and the sidewalk along the building. A secondary and flatter entrance is available on the back side of the property from Washington Street.
 - f. Commercial entrance at 112+81.33 LT is wider than 35 ft. Entrance serves a McDonalds restaurant and based on turning movements needs to be 41.34 ft wide to accommodate a WB-65 turning into the property.
 - g. Commercial entrance at 901+06.18 Sunset Drive is wider than 35 ft. Delivery vehicles enter the property from Audubon to the west and proceed along the back of the building before existing to Sunset Drive. Based on turning movements the driveway needs to be 38.9 ft. wide to allow for a WB-55 to exit the property.
4. Storage Length
 - a. Court & 8th Street: Westbound left turn lane length of 100' is shorter than minimum required length of 115'. The left turn lane is an extension of the adjacent two way left turn lane,

increasing the storage length would negatively impact the operations of the TWLTL. The provided storage accommodates the 95th percentile queue.

- b. Court & 10th Street: Southbound left turn lane of 55' is shorter than minimum required length of 115'. The turn lane matches existing and is limited by the entrances near the intersection. The provided storage length accommodates the 95th % queue. Northbound left turn lane of 50' is shorter than minimum required length of 115'. The northbound lane markings are limited by the project boundaries. The approach volumes are low, level of service is C, and the approach queues do not impact the adjacent intersection.
- c. Court & 14th Street: Northbound left turn lane length of 80' is shorter than minimum required length of 115'. The turn lane matches existing and is limited by the entrances near the intersection.
- d. Court & Stadium Drive: Northbound and southbound left turn lanes of 100' are shorter than minimum required length of 115'. Standard length turn lanes would affect the adjacent intersections, and proposed design accommodates the 95th% queue.
- e. Court & Allentown Road: Proposed eastbound left turn lane storage length of 65 ft is less than minimum required length of 115'. The left turn lane is an extension of the adjacent two way left turn lane, increasing the storage length would negatively impact the operations of the TWLTL.

5. Intersection Operations

- a. Court & 8th Street: Westbound left turn lane experiences blocking from westbound right turn lane queue.
- b. Court & 10th Street: Left turn lanes in all four directions on Court Street and 10th Street are blocked by queues for the through movements.
- c. Court & 14th Street: Left turn lanes in all four directions on Court Street and 14th Street are blocked by queues for the through movements.
- d. Court & Stadium Drive: Left turn lanes in both directions on Court Street and the southbound left turn lane on Stadium Drive are blocked by queues for the through movements.
- e. Court & Parkway Drive: Left turn lanes in both directions on Court Street and the northbound left turn lane on Parkway Drive are blocked by queues for the through movements.
- f. Court & Allentown Road: The eastbound left turn lane on Court Street and the southbound left turn lane on Allentown Road are blocked by queues for the through movements.

6. Stop Bar Location

The following locations have stop bars further than the maximum 30 feet from the edge of pavement. The stop bar is set back further than policy to accommodate the design vehicle turning movement and provide a shorter crosswalk.

- a. Court & 8th Street: East leg – 31'.
- b. Court and 10th Street: North leg – 39', East leg – 44', South leg – 40', West leg – 46'.
- c. Court and 14th Street: North leg – 47', East leg – 41', South leg – 52't, West leg – 47'.
- d. Court and Parkway Drive: North leg – 52', East leg – 46', South leg – 46', West leg – 50'
- e. Court and Allentown Drive: East leg – 51'

See Attachment 16

f.	Current estimated cost of proposed improvement?	<u>\$ 16,820,110.00</u>
	Current Federal participation?	<u>\$ 1,719,900.00</u>

See Attachment 17

- 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)

Pedestrians will be able to use the sidewalk on either side of Court Street. 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 at signalized intersections and less than 2% at stop controlled intersections. All crossings will have ADA ramps with detectable warnings. IDOT District 4 will review and approve the locations of the pedestrian heads, push buttons, and ramps again during Phase II.

The sidewalk along Court Street adjacent to Mineral Springs Park is 8' in width to accommodate bicyclists using the park. This wider sidewalk connects to Stadium Drive, along which the City of Pekin has future plans to construct an off-street bicycle path. The Stadium Drive path will connect to the Pekin Park District Trail which runs from the Illinois River at 2nd Street to Allentown Road just north of Court Street. While Court Street does not provide bike lanes or a shared-use path, the Pekin Park District Trail provides access to bicyclists to connect with all cross streets along Court Street.

Pekin Park Trail map can be found in Attachment 19.

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.

A mill and overlay project and a signal improvement project was completed in 2021 for Court Street from Valle Vista Boulevard to Veterans Drive.

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.

See Attachment 9

- 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.

None of the intersections on the project have been identified as Critical/5-percent locations, Court Street and Parkway Drive is identified as a High location, and Court Street and 18th Street is identified as a Medium location. Refer to Attachment 9 for a discussion of the crash analysis.

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

See Attachment 9

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.

A total of 2.98 acres of right-of-way will be taken. This includes residential and commercial properties as well parks along the corridor. Permanent and temporary easements will be identified in Phase 2 as the detailed design is finalized. The majority of the right-of-way taking is for the wider sidewalks and space for the utility pole relocations needed to improve the corridor. Details of the properties and owners can be seen in the table below.

Owner	Pin #	Type	Area sq ft	Address
Caseys Retail Company	04-10-01-408-001	ROW	531.08	2102 COURT ST
Caseys Retail Company	04-10-01-408-004	ROW	237.58	2108 COURT ST
SCHRADER, MICHAEL J & PAMELA J	04-10-01-408-005	ROW	212.84	2112 COURT ST
MAJOR, JUSTIN	04-10-01-408-006	ROW	230.66	2114 COURT ST
RAHN, ROBERT	04-10-01-408-007	ROW	248.58	2116 COURT ST
RAHN, ROBERT K	04-10-01-408-008	ROW	197.85	2118 COURT ST
RAHN, ROBERT & ELIZABETH	04-10-01-408-009	ROW	207.59	2120 COURT ST
EVANS, ROBERT E	04-10-01-408-010	ROW	214.91	2122 COURT ST
OBERLE, ERIC E & JULIE C	04-10-01-408-011	ROW	227.26	2124 COURT ST
CURTO, CHARLES S & KRISTI L	04-10-01-408-012	ROW	237.16	2126 COURT ST
EXCELr8 MANAGEMENT CO INC,	04-10-01-408-013	ROW	246.91	2128 COURT ST
KALMAN, PETER & RITA	04-10-01-408-014	ROW	251.72	2200 COURT ST
HUSKISSON, COLETTE L CATES-	04-10-01-408-015	ROW	254.09	2202 COURT ST
DD & SD PROPERTIES LLC,	04-10-01-408-016	ROW	532.54	2206 COURT ST
EVANS, RICHARD E	04-10-01-411-001	ROW	518.52	2210 COURT ST
JANSEN, GREGORY T & CHARLENE S	04-10-01-411-002	ROW	266.89	2214 COURT ST
JANSEN, GREGORY	04-10-01-411-003	ROW	266.82	2218 COURT ST
WALKER, JIMMY L	04-10-01-411-004	ROW	262.01	2220 COURT ST
WALKER, JIMMY L	04-10-01-411-005	ROW	266.69	2222 COURT ST
HARPER, JEFFREY A	04-10-01-411-006	ROW	533.22	2224 COURT ST
EMBRY, GAIL R	04-10-01-411-007	ROW	399.86	2300 COURT ST

XHEKA, SHEFKI & FEIME	04-10-01-411-008	ROW	399.58	2304 COURT ST
MANDRELL, ERIN M	04-10-01-411-009	ROW	266.37	2306 COURT ST
CARVER, MARY L & JUSTIN K	04-10-01-411-010	ROW	266.32	2308 COURT ST
COUNTERMAN, BRET C	04-10-01-411-011	ROW	266.27	2310 COURT ST
COUNTERMAN, BRET C	04-10-01-411-012	ROW	276.98	2312 COURT ST
BRESNAHAN, KEVIN M	04-10-01-416-014	ROW	224.72	2400 COURT ST
NGO, TU VAN & DUYNEN	04-10-01-416-015	ROW	262.31	2402 COURT ST
DEWITTE, MICHAEL	04-10-01-416-016	ROW	269.85	2404 COURT ST
KNIPMEYER STEPHEN N, KNIPMEYER STEPHEN K	04-10-01-416-017	ROW	548.61	2408 COURT ST
COOPER, JASON K & HADAR	04-10-01-416-033	ROW	276.95	2410 COURT ST
DOMASZEWICZ, GREGORY L	04-10-01-416-034	ROW	276.09	2410 1/2 COURT ST
LLOYD, ROBERT C	04-10-01-416-019	ROW	271.50	2412 COURT ST
EDWARDS, LARRY D II & CHRISTINA J	04-10-01-416-020	ROW	263.97	2414 COURT ST
CRAVEN, CARY A & MARSHA L	04-10-01-416-021	ROW	254.62	2416 COURT ST
FIGURSKI, PAMELA R & ALAN M	04-10-01-416-022	ROW	245.17	2418 COURT ST
TASSART, KENNETH & HELENA CARLTON	04-10-01-416-023	ROW	242.47	2420 COURT ST
MARTIS, ETTA I / MARTIS SCOTT A TRUSTEE	04-10-01-416-024	ROW	367.48	2422 COURT ST
MYERS, DONALD A & PHYLLIS J	04-10-01-416-025	ROW	372.10	2500 COURT ST
COOPER, THOMAS K	04-10-01-416-026	ROW	250.52	2502 COURT ST
VIRDEN, HARRY E	04-10-01-416-027	ROW	252.53	2504 COURT ST
LANCE, JEFFERY L & SUSAN K	04-10-01-416-028	ROW	254.18	2506 COURT ST
GDS LLC	04-10-01-416-029	ROW	256.19	COURT ST
GDS LLC	04-10-01-416-030	ROW	258.76	COURT ST
HARMONY HEARING REALTY LLC	04-10-01-416-032	ROW	519.34	2508 COURT ST
Monge Property Management	04-10-01-400-039	ROW	914.70	2111 COURT ST
RER ENTERPRISES LLC	04-10-01-400-033	ROW	3342.96	COURT ST
RER ENTERPRISES LLC	04-10-01-400-016	ROW	1066.05	2125 COURT ST
DELMASTRO, ALBINO F & EDITH E	04-10-01-406-011	ROW	568.72	2201 COURT ST
DELMASTRO, ALBINO F & EDITH E	04-10-01-406-012	ROW	506.42	2205 COURT ST
DELMASTRO, ALBINO F & EDITH E	04-10-01-406-013	ROW	513.33	2207 COURT ST
DELMASTRO, ALBINO F & EDITH E	04-10-01-406-014	ROW	113.91	
DELMASTRO, ALBINO F & EDITH E	04-10-01-406-015	ROW	626.98	2211 COURT ST
DELMASTRO, ALBINO F & EDITH E	04-10-01-406-016	ROW	690.47	2213 COURT ST
SANGALLI, JACK S	04-10-01-406-017	ROW	539.03	COURT ST
SANGALLI, JACK S	04-10-01-406-018	ROW	2108.80	2217 COURT ST
B & H REAL ESTATE VENTURES LLC	04-10-01-407-008	ROW	1355.37	2301 COURT ST
B & H REAL ESTATE VENTURES LLC	04-10-01-407-009	ROW	1853.60	2307 COURT ST
REH, CONSTANCE J	04-10-01-407-011	ROW	939.19	2403 COURT ST
FARMERS AUTO INSURANCE	04-10-01-417-002	ROW	3243.14	2505 COURT ST
FARMERS AUTOMOBILE MANAGEMENT CORP	10-10-12-209-001	ROW	485.03	2513 COURT ST
JOHN STEGER	04-10-02-109-001	ROW	410.17	800 COURT ST
STEGER LOUIS A TRUST	04-10-02-109-002	ROW	290.29	804 COURT ST
STEGER LOUIS A TRUST	04-10-02-109-004	ROW	285.00	810 COURT ST

STEGER LOUIS A TRUST	04-10-02-109-005	ROW	279.70	816 COURT ST
STEGER LOUIS A TRUST	04-10-02-109-017	ROW	274.41	818 COURT ST
AUTOZONE INC	04-10-02-113-015	ROW	509.05	900 COURT ST
AUTOZONE INC	04-10-02-113-004	ROW	413.00	900 COURT ST
CVS PHARMACY INC	04-10-02-113-016	ROW	1022.33	910 COURT ST
PFEIFER, DANIEL L AND LESLIE J	04-10-02-116-001	ROW	765.56	1000 COURT ST
SNJ INVESTMENTS	04-10-02-116-004	ROW	179.22	1010 COURT ST
NEUMANN, JOHN E AND CHRISTINE L	04-10-02-116-005	ROW	167.35	1012 COURT ST
NEUMANN, JOHN E AND CHRISTINE L	04-10-02-116-011	ROW	188.75	1016 COURT ST
NEUMANN, JOHN E AND CHRISTINE L	04-10-02-116-012	ROW	188.75	1016 COURT ST
NEUMANN, JOHN E AND CHRISTINE L	04-10-02-116-008	ROW	332.50	1024 COURT ST
FUNK, MICHAEL D	04-10-02-223-002	ROW	30.78	1030 COURT ST
DENLEN PROPERITES LLC	04-10-02-224-001	ROW	235.61	1100 COURT ST
TOPPIN, DAN JR	04-10-02-224-002	ROW	230.35	1102 COURT ST
KERBY, PAUL F	04-10-02-224-005	ROW	260.44	1104 COURT ST
REED, FRANCIS	04-10-02-224-006	ROW	260.87	1106 COURT ST
URISH, KATHRYN MARDELL	04-10-02-224-038	ROW	808.93	1112 COURT ST
BLACKWELL, ROBERT N & CASSANDRA J	04-10-02-225-001	ROW	660.70	1200 COURT ST
PEKIN MEMORIAL HOSPITAL	04-10-02-225-015	ROW	1582.46	COURT ST
PEKIN MEMORIAL HOSPITAL	04-10-02-225-016	ROW	1582.46	COURT ST
PEKIN MEMORIAL HOSPITAL	04-10-02-226-001	ROW	1385.24	COURT ST
PEKIN MEMORIAL HOSPITAL	04-10-02-227-001	ROW	451.76	COURT ST
PEKIN MEMORIAL HOSPITAL	04-10-02-227-004	ROW	451.76	COURT ST
PEKIN MEMORIAL HOSPITAL	04-10-02-227-005	ROW	632.52	COURT ST
PEKIN PARK DIST	04-10-02-228-002	ROW	160.73	COURT ST
CALLAHAN, DAVID L & PILING	04-10-02-241-001	ROW	225.06	1500 COURT ST
SHIPMAN, DANIEL C & CHRISTINEM	04-10-02-243-001	ROW	98.43	1700 COURT ST
UDRY, VINCENT A & ANGELA H	04-10-02-243-005	ROW	15.19	1712 COURT ST
PARKSIDE AUTO SALES & SERVICE	04-10-01-102-001	ROW	32.67	1800 COURT ST
BROWN, STEPHAN M & DEBORAH G	04-10-01-300-010	ROW	85.08	601 WEST SHORE DR
BUSSONE, JOSEPH	04-10-01-309-001	ROW	376.99	1900 COURT ST
BUSSONE, JOSEPH	04-10-01-309-002	ROW	376.99	1900 COURT ST
ALEXANDER, ROGER C	04-10-01-309-006	ROW	396.09	1904 COURT ST
KOCH, JOYCE L	04-10-01-309-007	ROW	211.78	1908 COURT ST
KOCH, JOYCE L	04-10-01-309-008	ROW	227.85	1910 COURT ST
BASS, JEFFERY D	04-10-01-309-009	ROW	183.65	1912 COURT ST
TRI-JEN INC	04-10-01-309-014	ROW	1389.17	1922 COURT ST
WALDSCMIDT, RUSSELL	04-10-01-314-031	ROW	597.03	Court St
WALGREENS	04-10-01-314-032	ROW	1957.90	2020 COURT ST
TAZEWALL LUTHERAN SCHOOL ASSN	04-10-02-111-011	ROW	1079.02	901 COURT ST
S&G PROPERTY GROUP LLC	04-10-02-111-012	ROW	503.30	909 COURT ST
BLODGETT, JANET E	04-10-02-111-013	ROW	505.20	911 COURT ST
BLODGETT, JANET E	04-10-02-111-014	ROW	621.22	915 COURT ST
BLODGETT, JANET E	04-10-02-111-015	ROW	45.61	905 ROYAL AVE
MCDONALDS USE LLC	04-10-02-115-008	ROW	4911.69	1013 COURT ST

ADDISON, KATRINA R	04-10-02-206-009	ROW	363.92	1 KENMORE CT
THURM, RICHARD M	04-10-02-206-013	ROW	537.08	7 KENMORE CT
MOORE, TRACY	04-10-02-206-021	ROW	598.99	1029 COURT ST
MOORE, TRACY	04-10-02-206-018	ROW	618.34	1111 COURT ST
BEDNAR, KEVIN & TERRI	04-10-02-206-020	ROW	619.03	1113 COURT ST
MALAHEE, SABRY A	04-10-02-209-020	ROW	1244.19	1201 COURT ST
WARE HOLDINGS INC	04-10-02-209-030	ROW	1143.92	1211 COURT ST
ADVANTAGE AUTO SALES INC	04-10-02-209-024	ROW	1684.57	1215 COURT ST
BOYD, JAMES R JR	04-10-02-209-029	ROW	942.74	1227 COURT ST
MILLER GROUP USA LLC	04-10-02-211-004	ROW	1421.24	1301 COURT ST
MILLER GROUP USA LLC	04-10-02-211-006	ROW	348.55	1301 COURT ST
FIRST UNITED METHODIST CHURCH OF PEKIN	04-10-02-211-005	ROW	1264.48	1315 COURT ST
FIRST UNITED METHODIST CHURCH OF PEKIN	04-10-02-213-004	ROW	1264.48	1315 COURT ST
FIRST UNITED METHODIST CHURCH OF PEKIN	04-10-02-213-005	ROW	1264.48	1315 COURT ST
PEKIN PARK DIST	04-10-02-222-001	ROW	39459.31	Court ST
PEKIN PARK DIST	04-10-01-101-019	ROW	11545.00	Court ST
HENSA CORP	04-10-01-310-007	ROW	3225.19	1901 COURT ST
DLH ENTERPRISES LLC	04-10-01-310-008	ROW	1255.95	2001 COURT ST
TRUE BLUE AQUA, LLC	04-10-01-310-011	ROW	984.71	2015 COURT ST
		Total	130,022.16	
			2.98	

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.

Business displacements will occur at 2211 and 2213 Court Street. The front of the buildings overhang the existing ROW. The property owners will be given the opportunity to modify the structures to allow for the ROW requirements of the proposed design, but if this is not feasible within a reasonable timeframe the structures will need to be taken.

An Environmental Justice Analysis completed for the project determined the project meets the conditions in 23 CFR 771.117(d) and Chapter 23 of IDOT's *Bureau of Design and Environmental Manual*. See Attachment 20.

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.

The proposed street improvements are located within an entirely urban setting within the City of Pekin. Therefore, coordination with the Natural Resources Conservation Service (NRCS) is not required.

- 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

See Attachment 12 - FEMA Flood Insurance Rate Maps.

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.

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.

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 of the all local ROW project area in October 2020. According to the PESA, 18 RECs were identified along the project. A PSI will be completed prior to the project being included on a letting. See Attachment 12 for the Executive Summary of the October 2020 PESA. The PESA was validated on August 15, 2022. See Attachment 12 for Validation Memo.

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

See Attachment 12# - May 11, 2020 Natural Resources Review memorandum.

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

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

Yes No

See Attachment 12# - May 27, 2020 Cultural Resources memorandum and June 24, 2020 IDNR State Historic Preservation Office letter.

- 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. See Attachment 12# - May 11, 2020 Natural Resources Review memorandum, TREC Report, USFWS threatened and endangered species list, and USFWS verification letter for bats.

- 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 of the Section 4(f) involvement has been completed?

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

The project will require right-of-way and temporary easement from Mineral Springs Park, which is owned and operated by the Pekin Park District. The majority of the right-of-way taking is for the wider sidewalks and space for the utility pole relocations needed to improve the corridor. FHWA approved the de minimis finding on 5/12/2022.

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 _____ FY 21-24 Transportation Improvement Program (TIP) endorsed by _____ Tri-County RPC, the Metropolitan Planning Organization (MPO) for the region in which the project is located.

On 6/3/2020 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 11/4/2020 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 exiting 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 PM2.5 or PM10 violations or increase the frequency or severity of any PM2.5 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. ADT where lanes are added is below the 62,500
vehicle threshold which would trigger a COSIM pre-screen analysis.

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 likely to be implemented based on preliminary design. The noise barriers determined to meet the feasible and reasonable criteria are identified on the attachment. 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 of the installation of the abatement measure(s) will be made upon 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.

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.

Adequate buffers will be maintained between the work zone and the traveled way, delays caused by work zones will not exceed more than five minutes per mile of project length with a maximum of 30 minutes above the normal recurring traffic delay and queues caused by work zones will be no more than 1.5 miles beyond pre-existing queues. The staging will ensure that two-way traffic will be maintained along with space for 2-foot barrels and a 2-foot buffer between the work zone and the traveled way.

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.

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.

Lane closures and shifts will be utilized to construct the roadway in stages so that road closures and detours will not be implemented. Temporary signals will be installed during construction at the intersections. Temporary aggregate access will be provided at entrances with singular access points blocked by construction. Access will be maintained at all times for adjacent properties, except for limited restrictions during driveway reconstruction.

The Transportation Management Plan (TMP) is included in Attachment 18.

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.

On February 5, 2015, a public meeting was held at Pekin Community High School to discuss the proposed improvements to the Court Street corridor. The area included Ann Eliza Street and Margret Street from 5th Steet to Broadway and Court Street from Broadway to Veterans Drive. There were two 32-foot roll outs which presented the proposed changes with an aerial photo and overlaid Synchro images. Two city officials and four Hanson representatives were present to answer questions and discuss the reasoning and goals behind the project. Forty-six households signed into the meetings and were encouraged to fill out comment sheets with any comments, questions, or concerns.

After considering the comments from the 2015 meeting, the scope of the project was reduced from a complete corridor reconstruction with lane reductions to a primarily resurfacing project that maintained the existing number of lanes between 8th Street and Valle Vista Boulevard. The Phase I preliminary engineering study commenced. A final public meeting was be held for the project on March 8, 2022 at the Pekin Public Library to present the Phase I design results and preliminary plans. Roll plots and presentation boards were on display, and the Phase I plans and interim draft Preliminary Design Report were available for review. Thirteen households signed into the meeting, one comment was received from the public in support of the project, and one comment was received regarding coordination of landscaping activities on a residential parcel. The response to the comment generated an onsite visit to coordinate with the property owner, which is documented in meeting minutes included in Attachment 13.

See Attachment 13 for comments from public meetings.

See Attachment 14 for the newspaper advertisement of the public meetings.

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

Yes No

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

Fifteen comments expressing opposition were received from the February 5, 2015 public meeting. Of these comments, 10 opposed reducing the number of lanes on Court Street, 4 opposed converting the traffic flow on Ann Eliza and Margaret Streets, 4 were concerned with the cost of the project, 4 were concerned with the amount of public involvement, 4 had issues with existing traffic control on Court St, 2 were concerned with the aesthetics of the proposed improvement, and 2 were concerned with ADA issues. Concerns that only appeared in a single comment have not been summarized here.

No comments of opposition were received after the March 8, 2022 public meeting

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

The scope of the project was reduced to maintain the existing number of lanes on Court St and remove any traffic flow changes to Ann Eliza and Margaret Streets. The reduced scope decreased the cost of the project. Traffic signals were studied at all locations where the MUTCD warrant requirements were satisfied, and all curb ramps and sidewalks will be designed to current ADA requirements.

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.

December 2, 2020

See Attachment 15 for the bi-monthly coordination meeting minutes.

19. **Other Coordination**

Attach results.

20. **Summary of Commitments**

1. A Preliminary Site Investigation (PSI) will be conducted during Phase II.
-

Summary of Attachments (when required):

1. Location Map and Functional Classification Map
2. Existing and Proposed Typical Sections
3. ~~Structure Master Report – N/A~~
4. ~~Bridge Condition Report Approval Cover Letter – N/A~~
5. ~~Preliminary Bridge Design and Hydraulic Report Approval Cover Letter – N/A~~
6. ~~Railroad Crossing Drawing – N/A~~
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 – N/A~~
11. ~~“404” Permit correspondence – N/A~~
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. Cost Estimate
18. Transportation Management Plan
19. Pekin Park Trail Map
20. Environmental Justice Analysis

Attachment 1

Location Maps





PROJECT LOCATION

LOCATION MAP

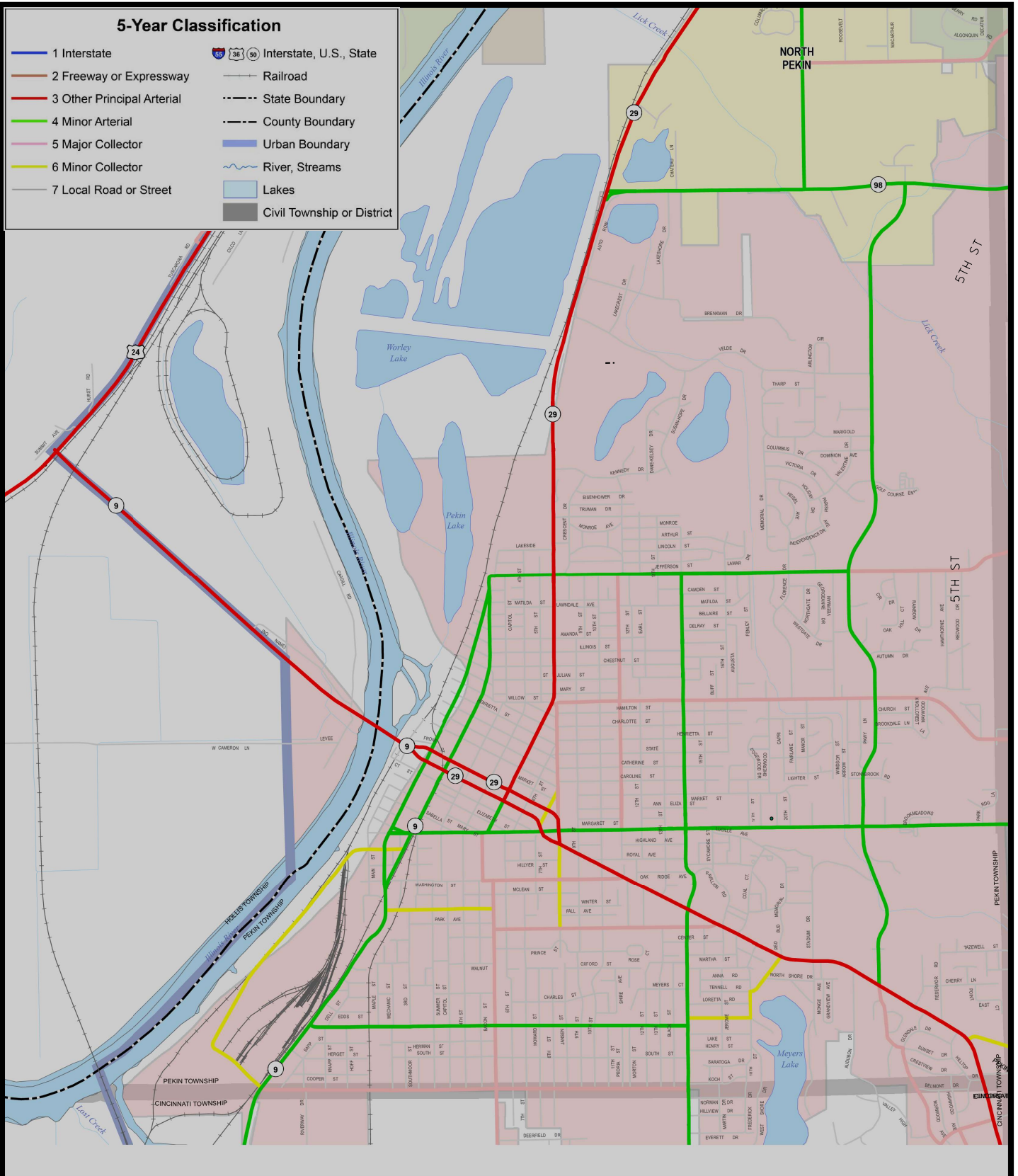
COURT STREET IMPROVEMENTS PEKIN, ILLINOIS

HANSON NO. 13L0177A

ATTACHMENT 1

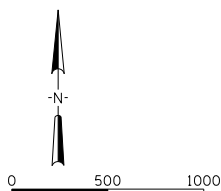


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5-Year Classification

- 1 Interstate
- 2 Freeway or Expressway
- 3 Other Principal Arterial
- 4 Minor Arterial
- 5 Major Collector
- 6 Minor Collector
- 7 Local Road or Street
- Interstate, U.S., State
- Railroad
- State Boundary
- County Boundary
- Urban Boundary
- River, Streams
- Lakes
- Civil Township or District



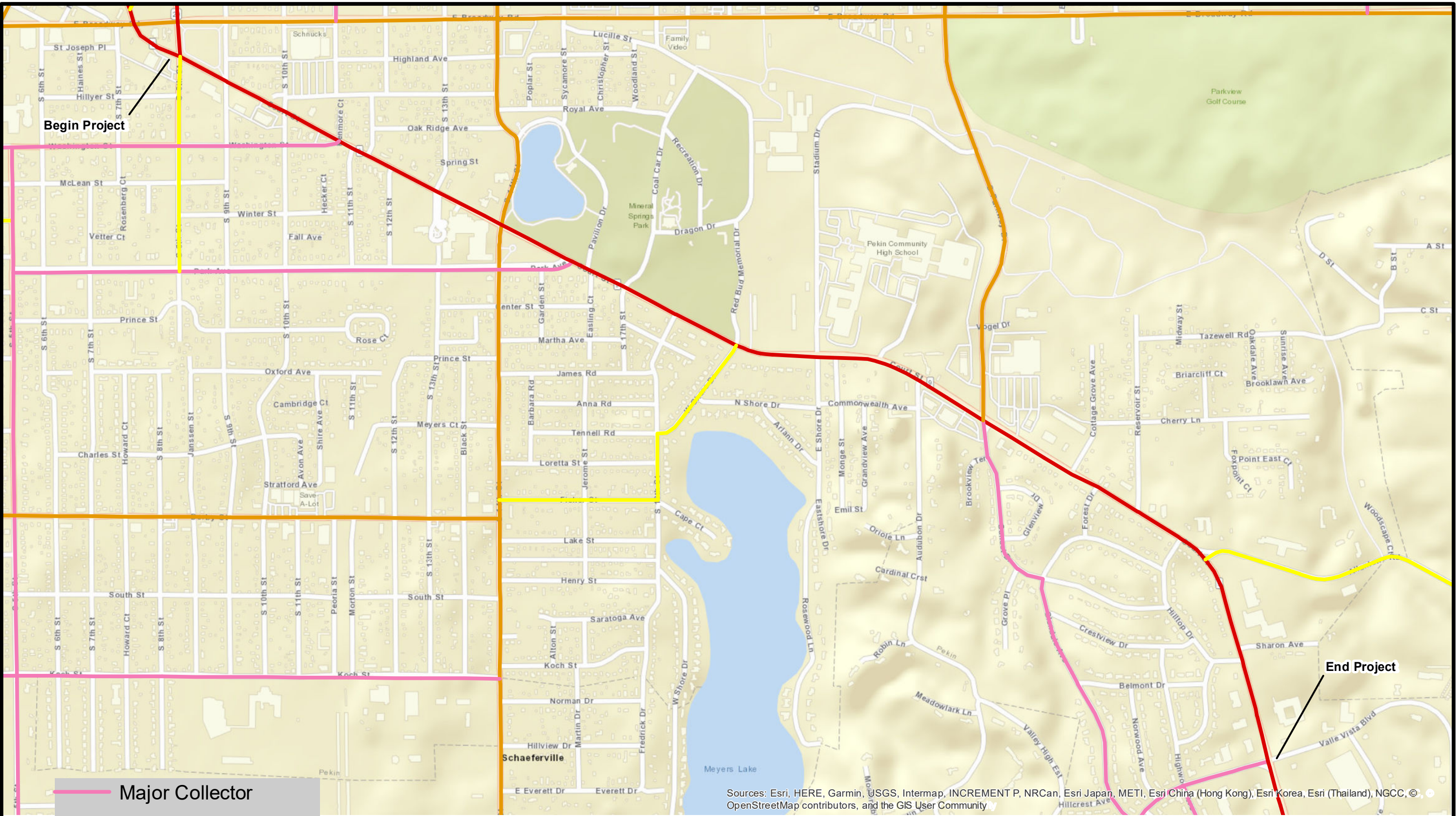
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FUNCTIONAL CLASSIFICATION MAP

COURT STREET IMPROVEMENTS
PEKIN, ILLINOIS

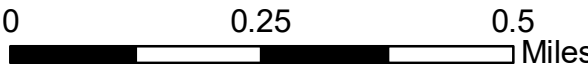
HANSON NO. 13L0177A ATTACHMENT 1

A13jobs13L0177CAD\GIS\Projects\EXH_FunctionalClassification_20200430.mxd



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- Major Collector
- Minor Arterial
- Minor Collector
- Other Principal Arterial

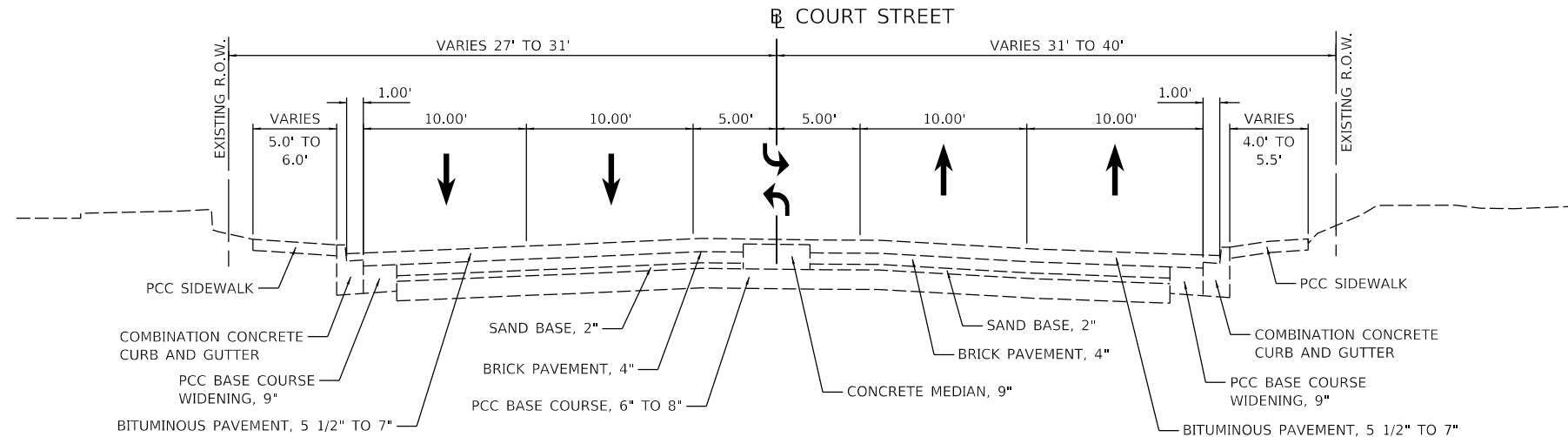


Functional Classification Map	
City of Pekin Court Street Reconstruction Project Pekin, Tazewell County, Illinois	
Hanson No. 13L0177	Figure 1

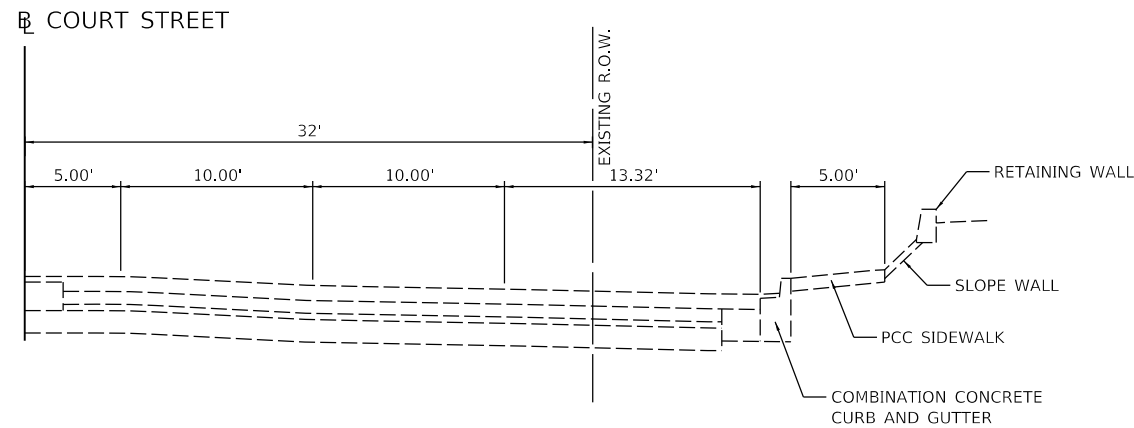
Attachment 2

Existing & Proposed Typical Sections

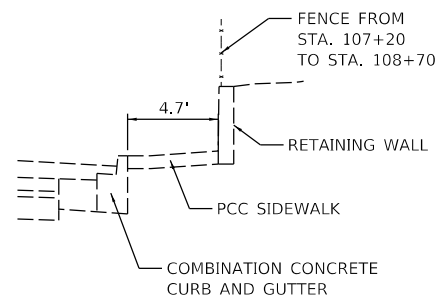




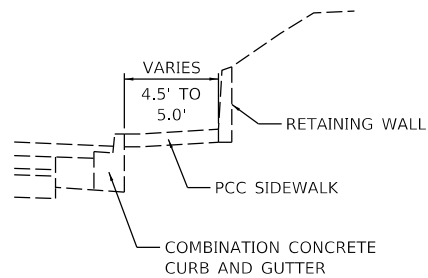
EXISTING TYPICAL SECTION
 STA. 99+00.00 TO STA. 140+00.00



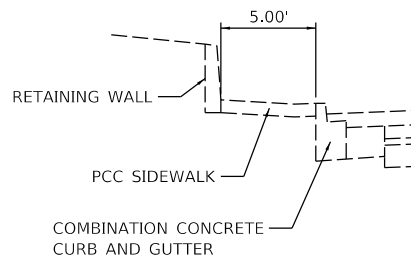
RIGHT TURN LANE, WALL SECTION, SLOPE WALL
 STA. 121+00.00 TO STA. 122+50.00



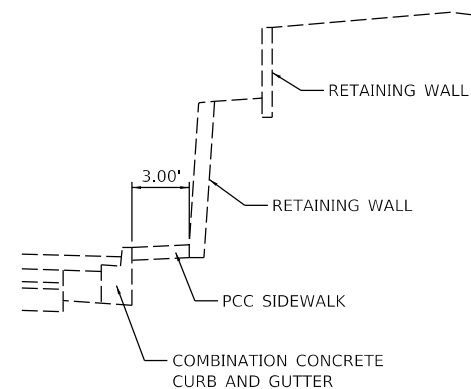
WALL SECTION
 STA. 104+35.00 TO STA. 108+75.00



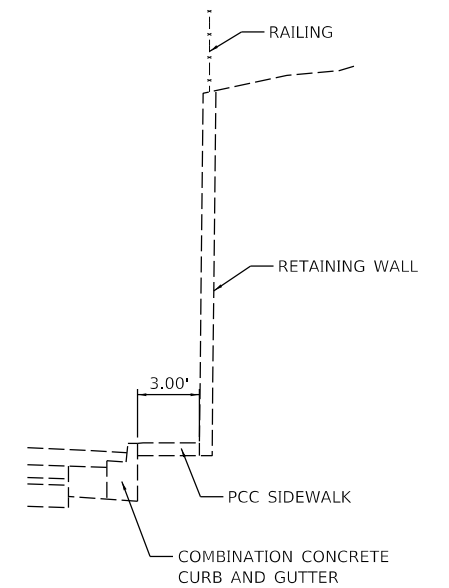
WALL SECTION
 STA. 115+46.00 TO STA. 120+34.00



WALL SECTION
 STA. 126+66.00 TO STA. 128+28.00



WALL SECTION
 STA. 137+50.00 TO STA. 138+50.00



WALL SECTION
 STA. 138+50.00 TO STA. 140+00.00

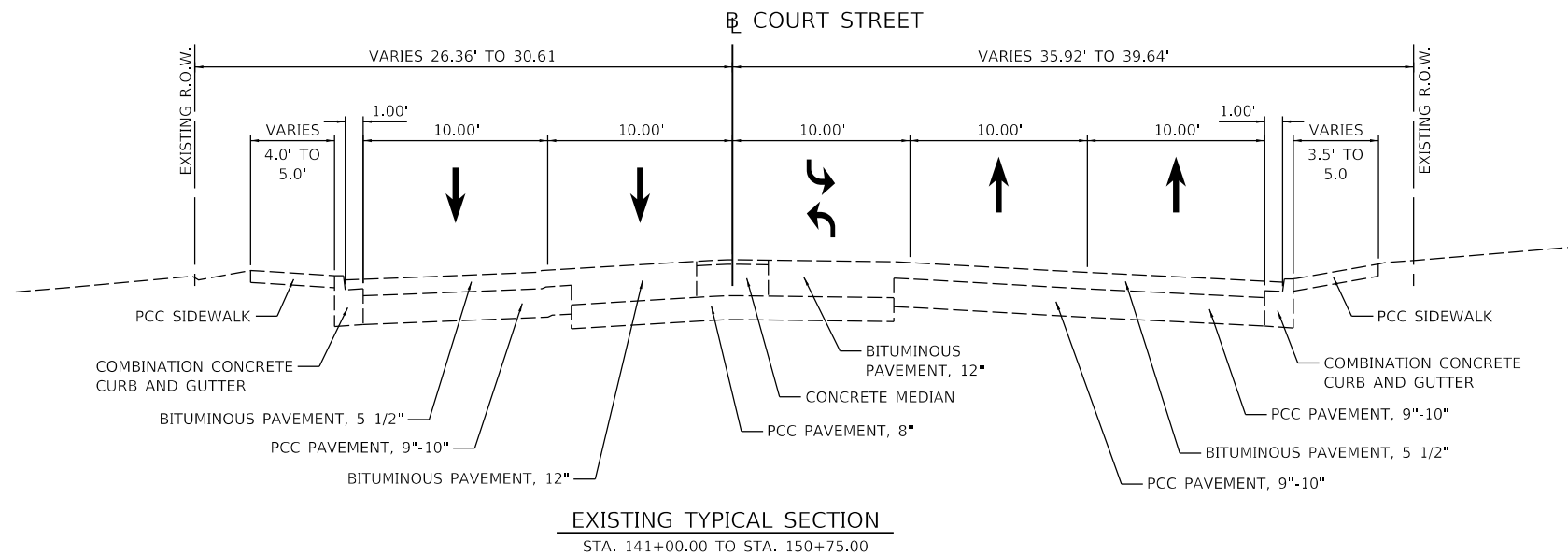
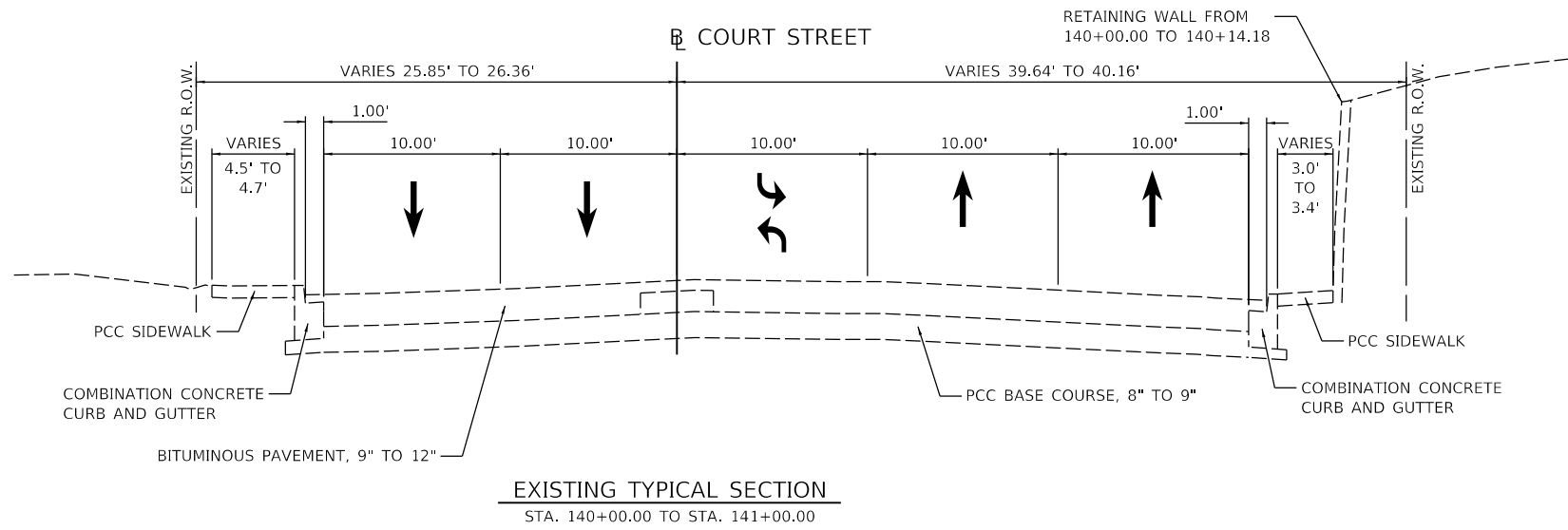
LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

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DRAWN -	RLA	REVISED -	
CHECKED -	MGD	REVISED -	
DATE -	7/25/2022	REVISED -	
PLOT SCALE =	10.00' / in.		
PLOT DATE =	7/22/2022		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

COURT STREET EXISTING TYPICAL SECTIONS			
SCALE: N/A	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	1
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

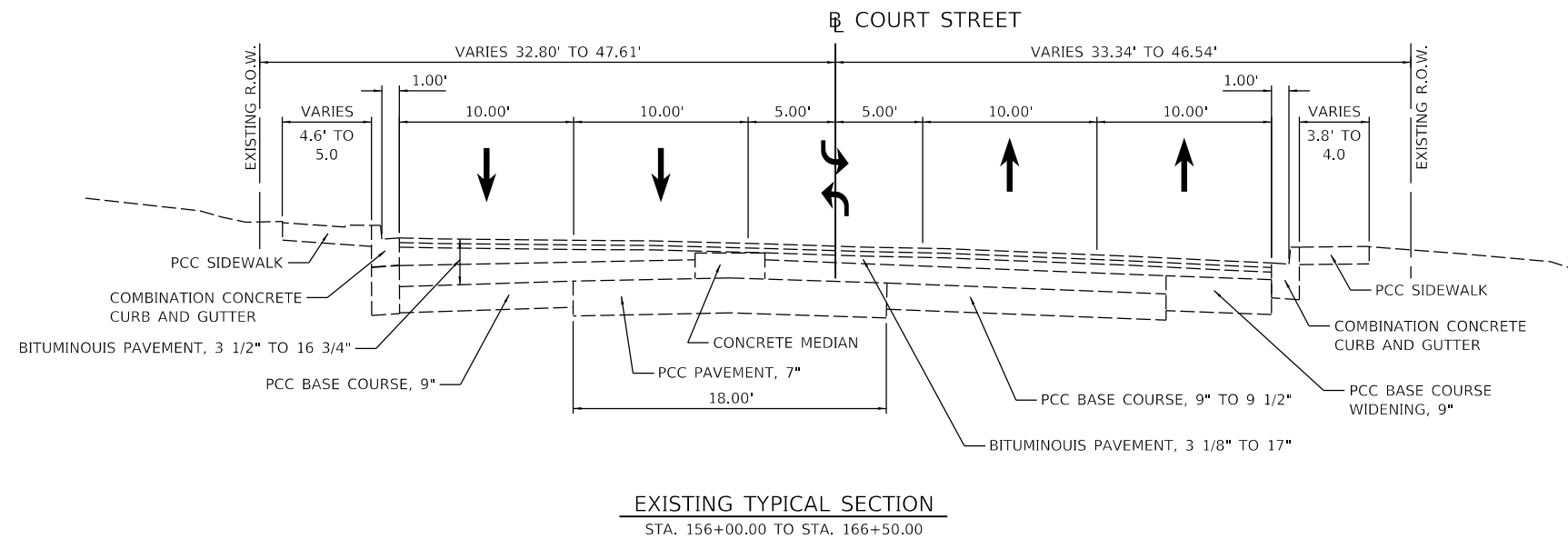
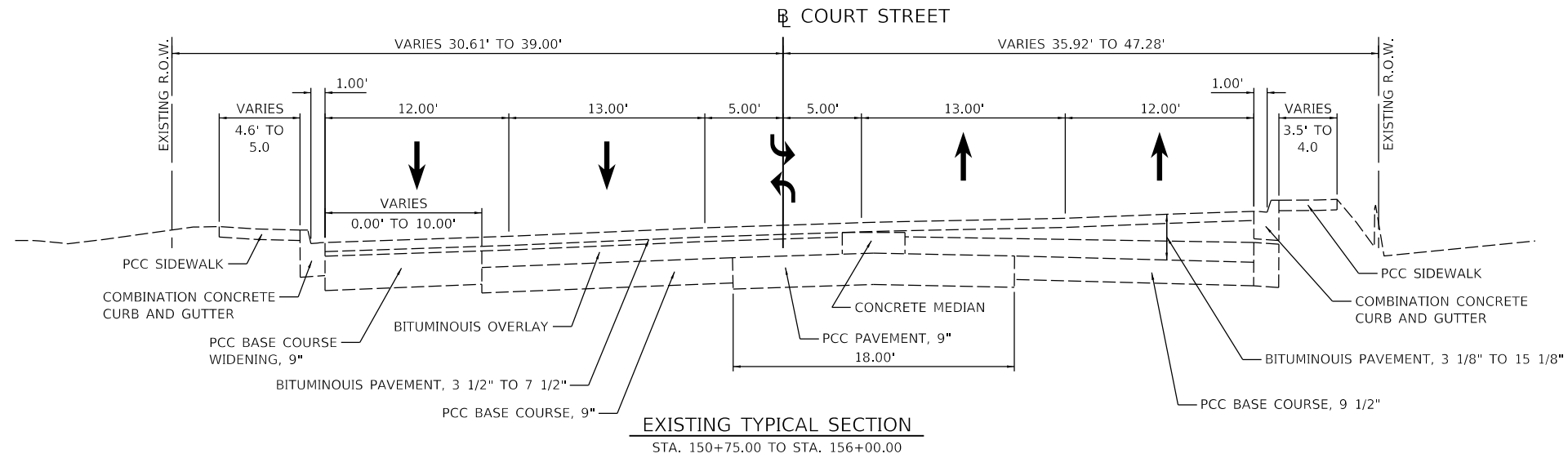
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PLOT DATE = 7/22/2022		DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**COURT STREET
 EXISTING TYPICAL SECTIONS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	2
CONTRACT NO.				



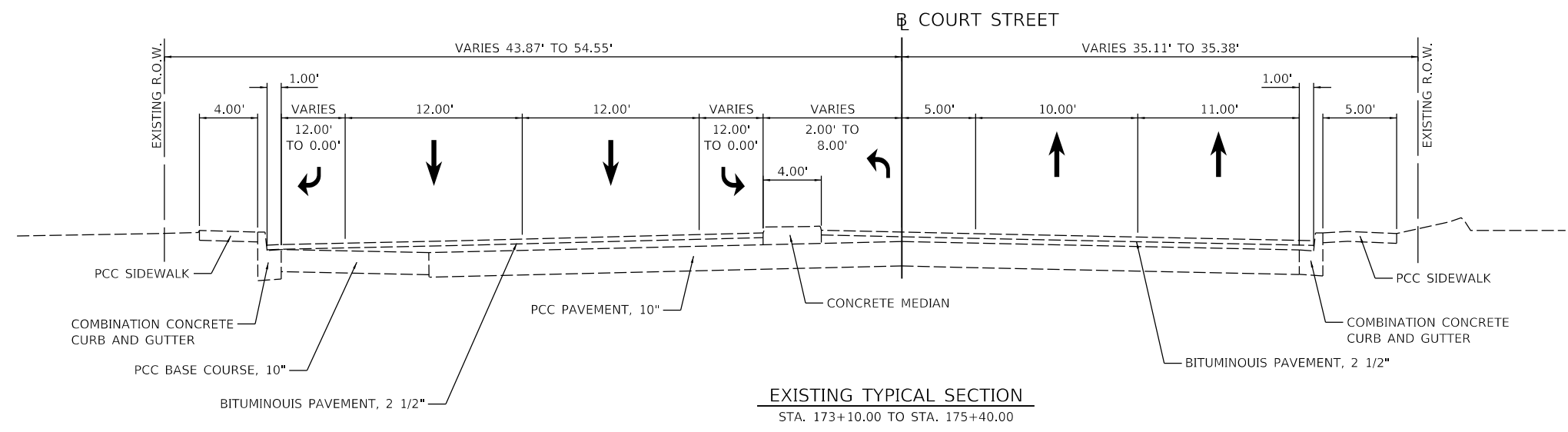
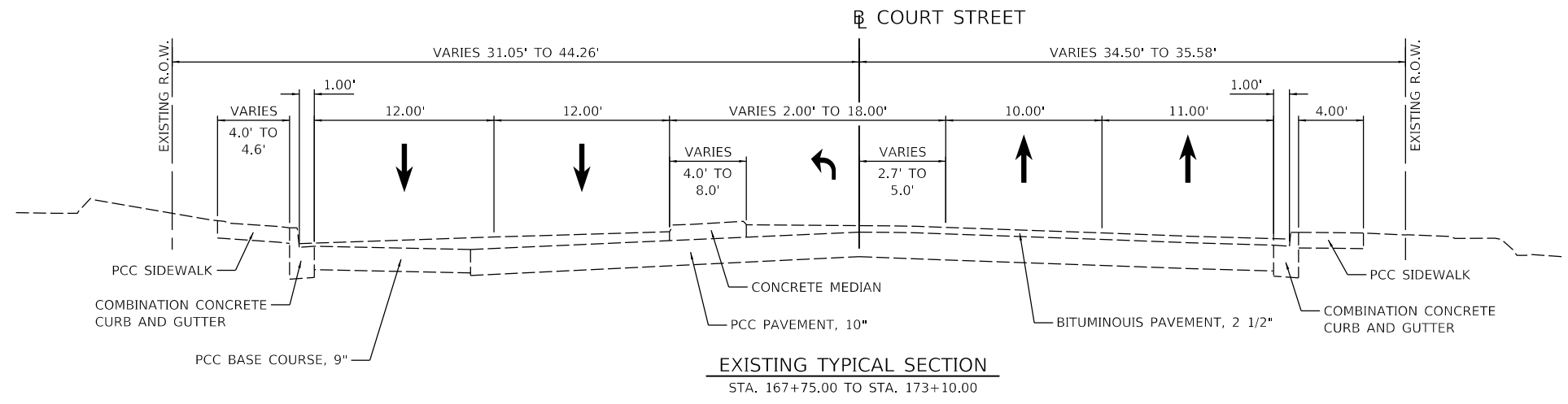
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DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

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Default		CHECKED - MGD	REVISED -
		DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

COURT STREET EXISTING TYPICAL SECTIONS			
SCALE: N/A	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	3
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

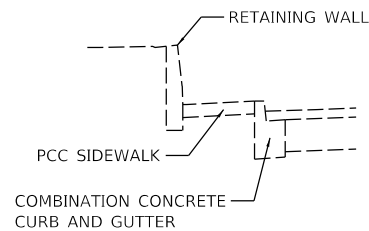
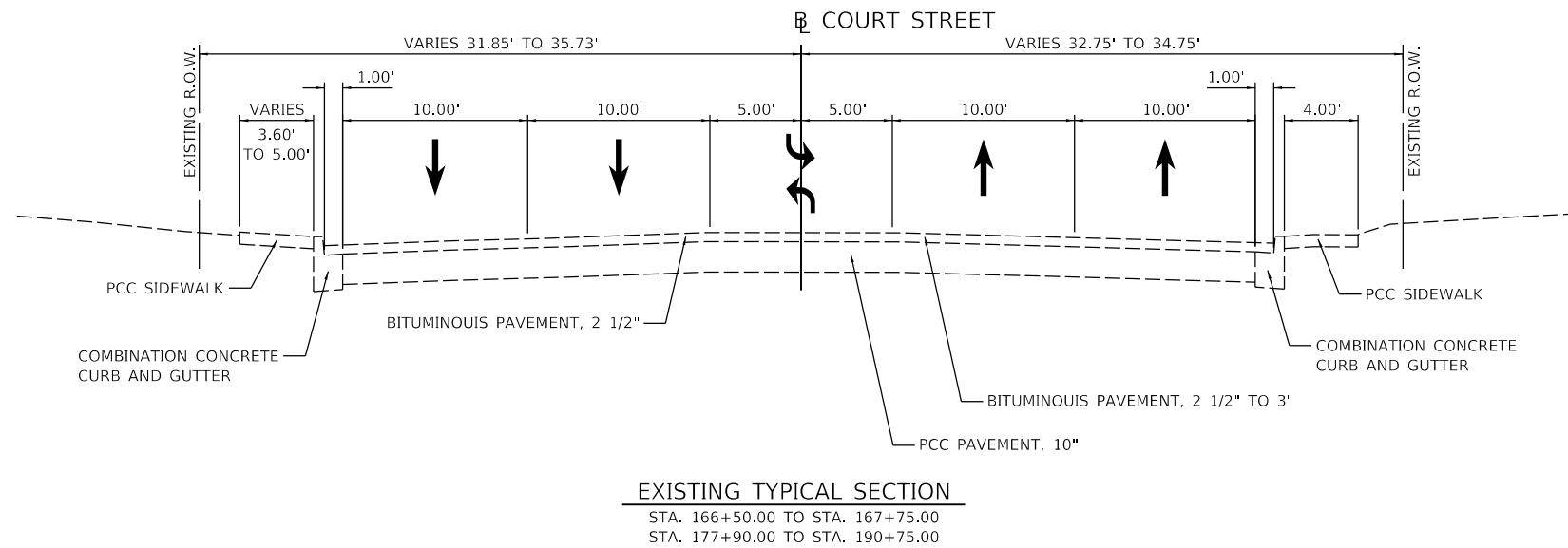
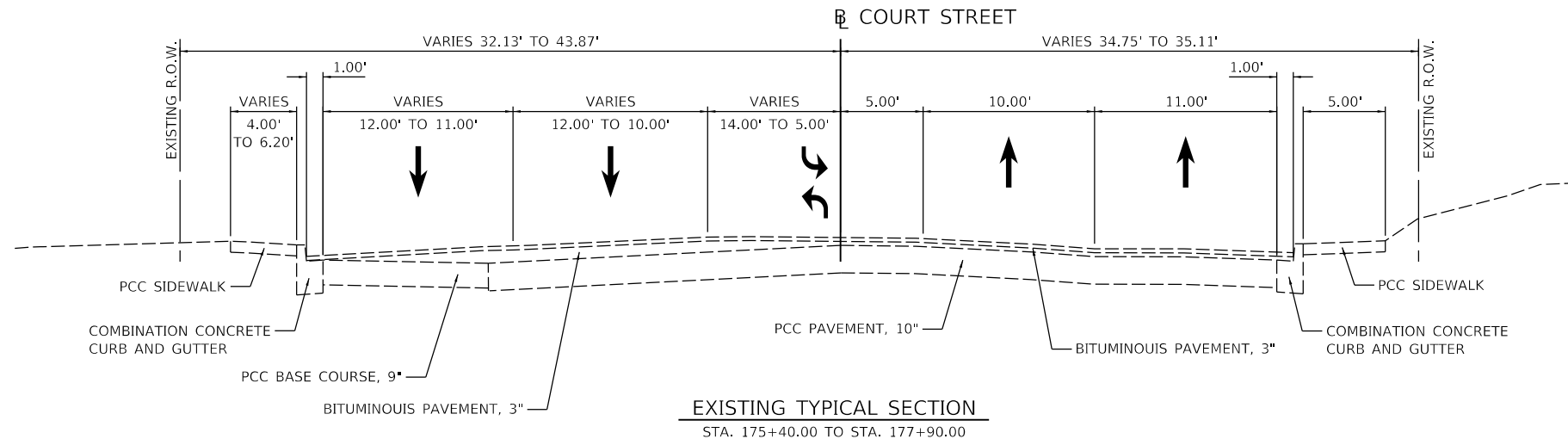
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		CHECKED - MGD	REVISED -
Default	PLOT DATE = 7/22/2022	DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**COURT STREET
 EXISTING TYPICAL SECTIONS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	4
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

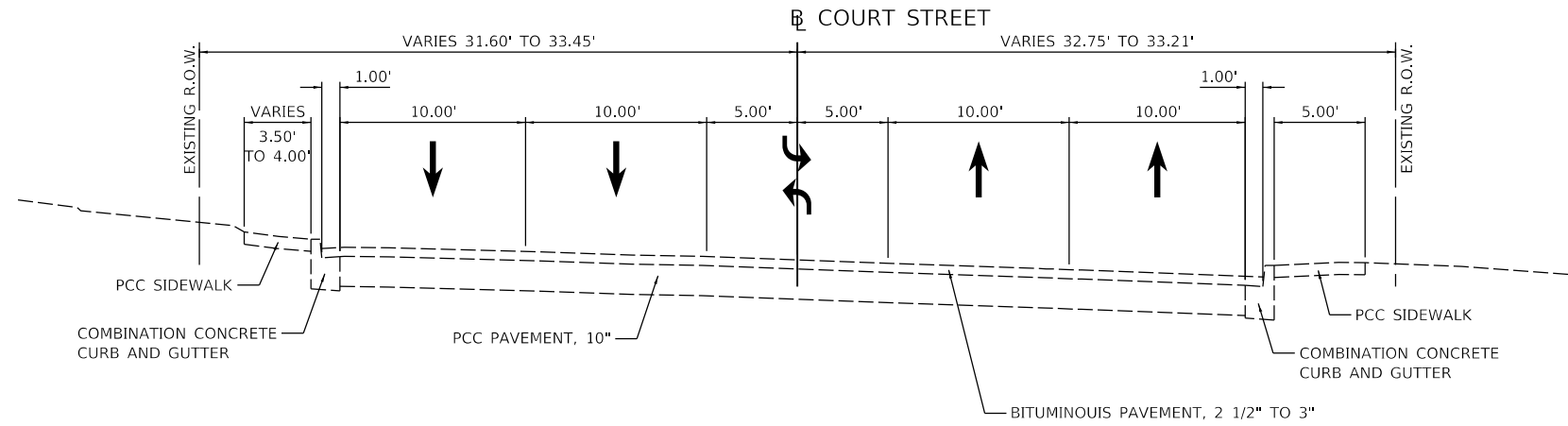
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	PLOT DATE = 7/22/2022	DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

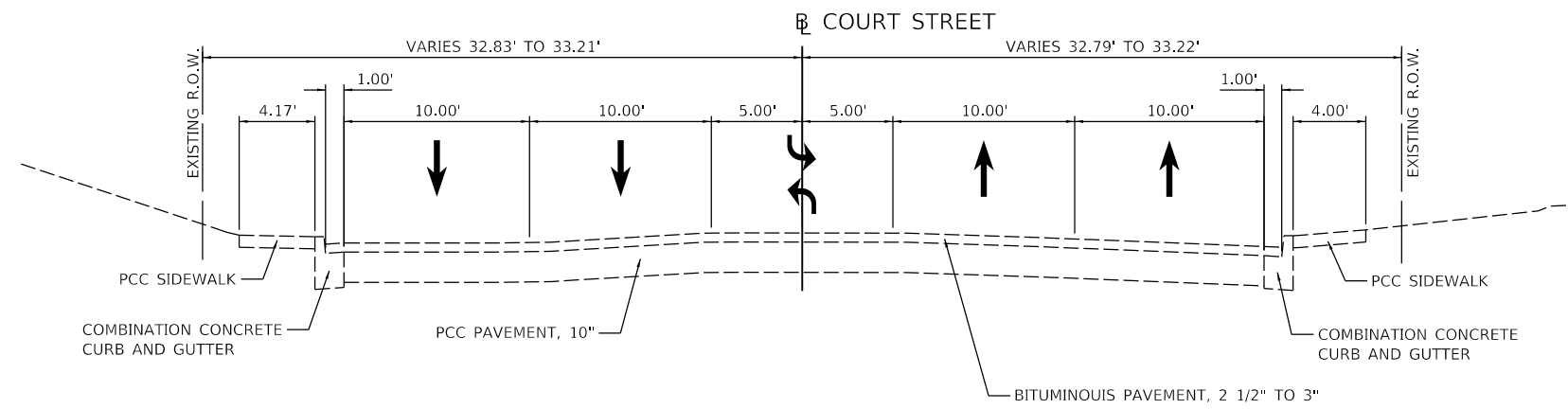
**COURT STREET
 EXISTING TYPICAL SECTIONS**

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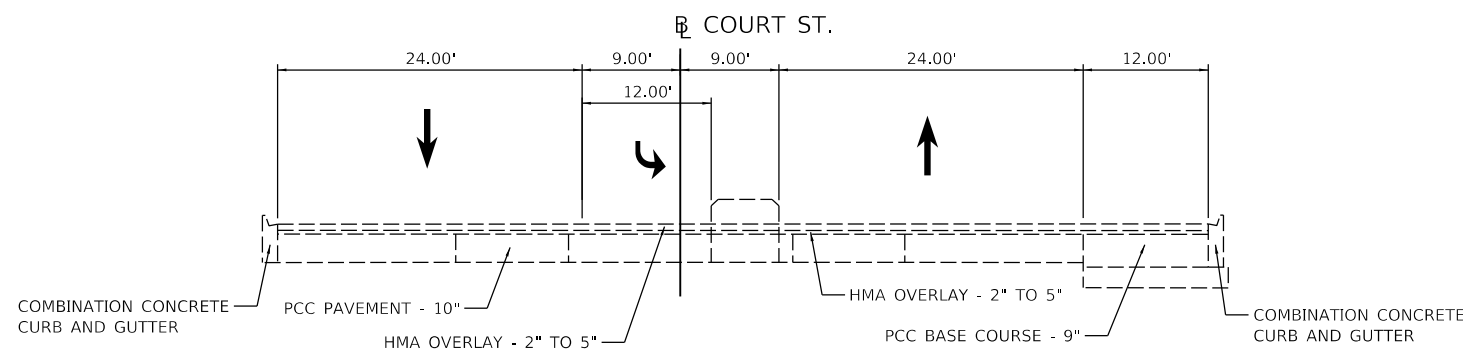
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	5
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



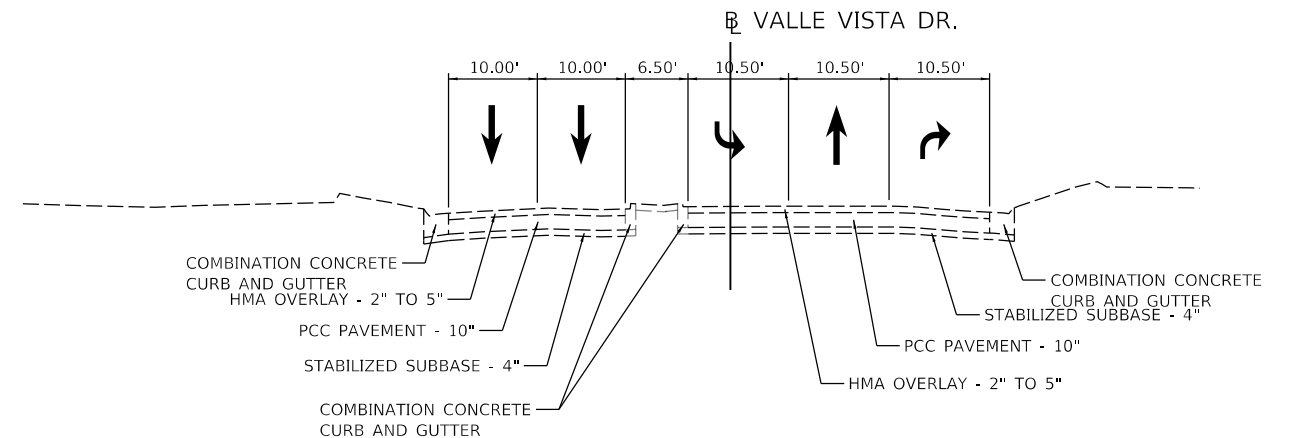
EXISTING TYPICAL SECTION
 STA. 190+75.00 TO STA. 198+00.00



EXISTING TYPICAL SECTION
 STA. 198+00.00 TO STA. 202+95.00



EXISTING TYPICAL SECTION
 STA. 202+95.00 TO STA. 212+47.50



EXISTING TYPICAL SECTION
 STA. 400+15.00 TO STA. 404+43.44

LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

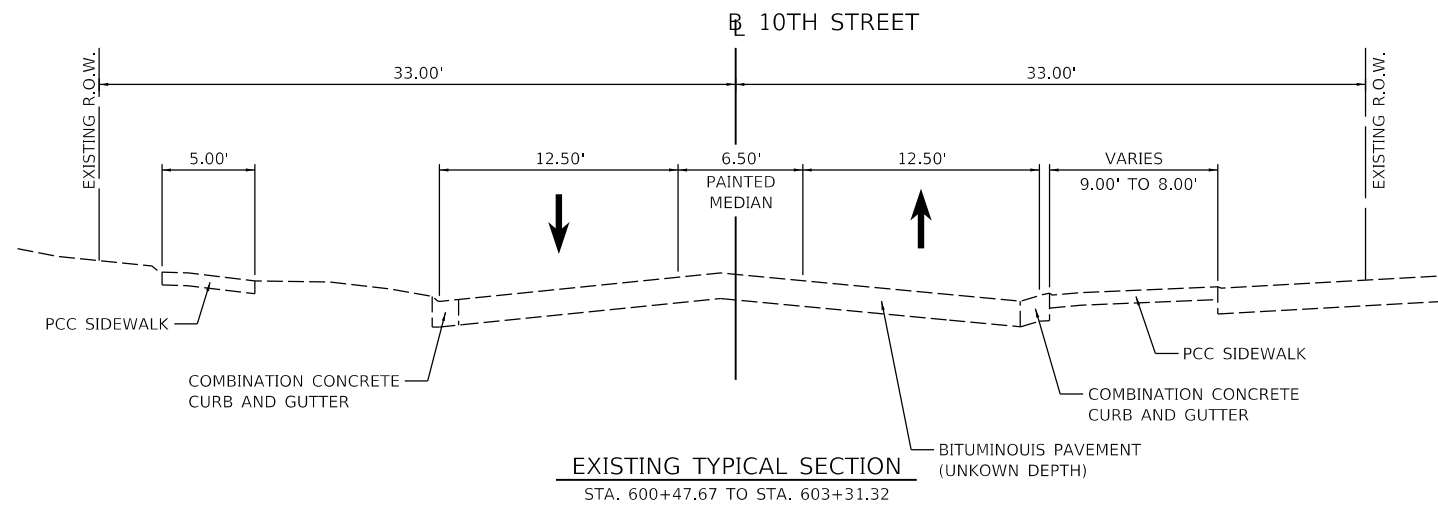
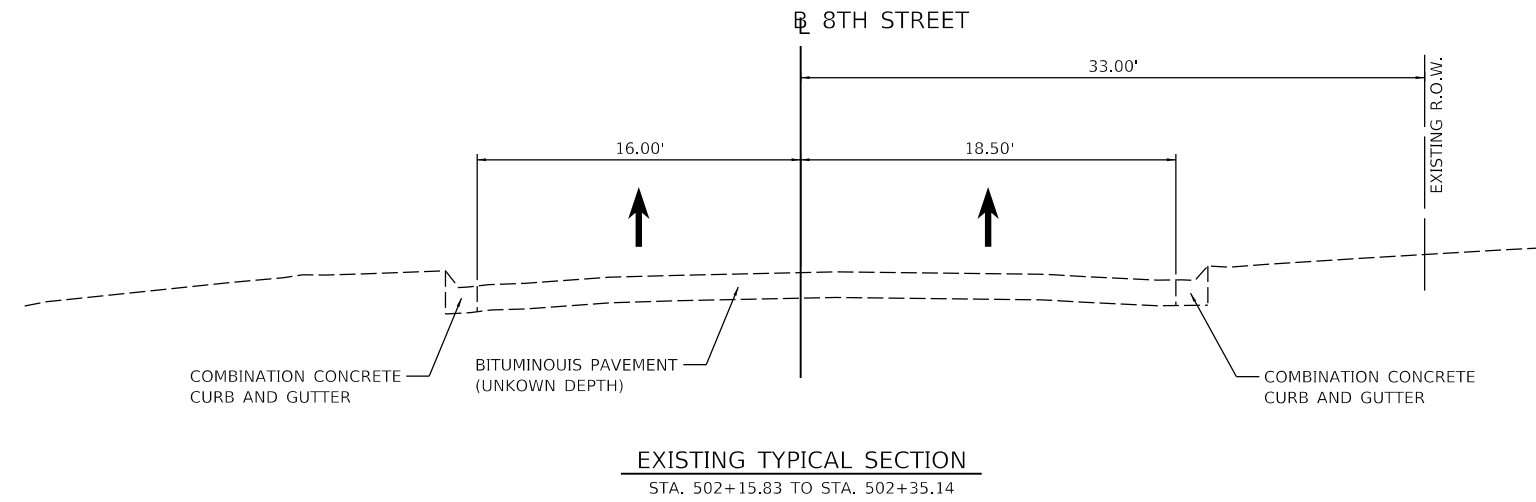
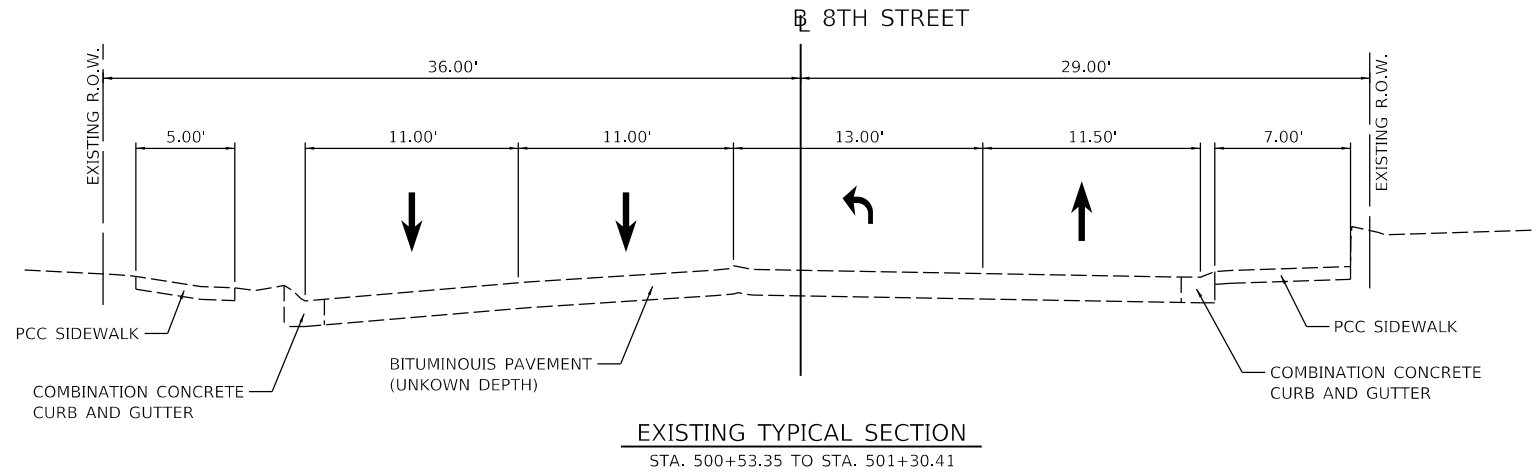
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Default		DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**COURT STREET AND VALLE VISTA BOULEVARD
 EXISTING TYPICAL SECTIONS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	6
CONTRACT NO.				



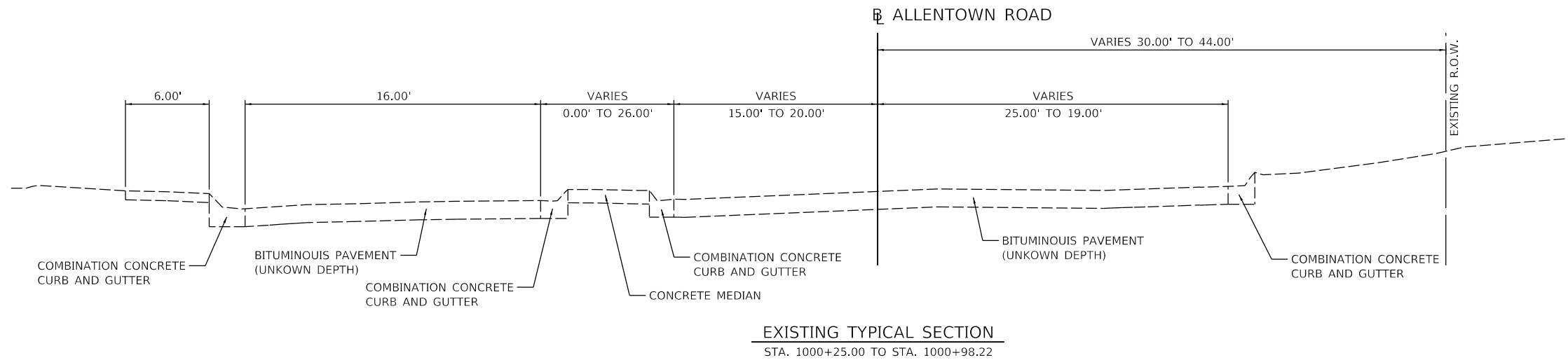
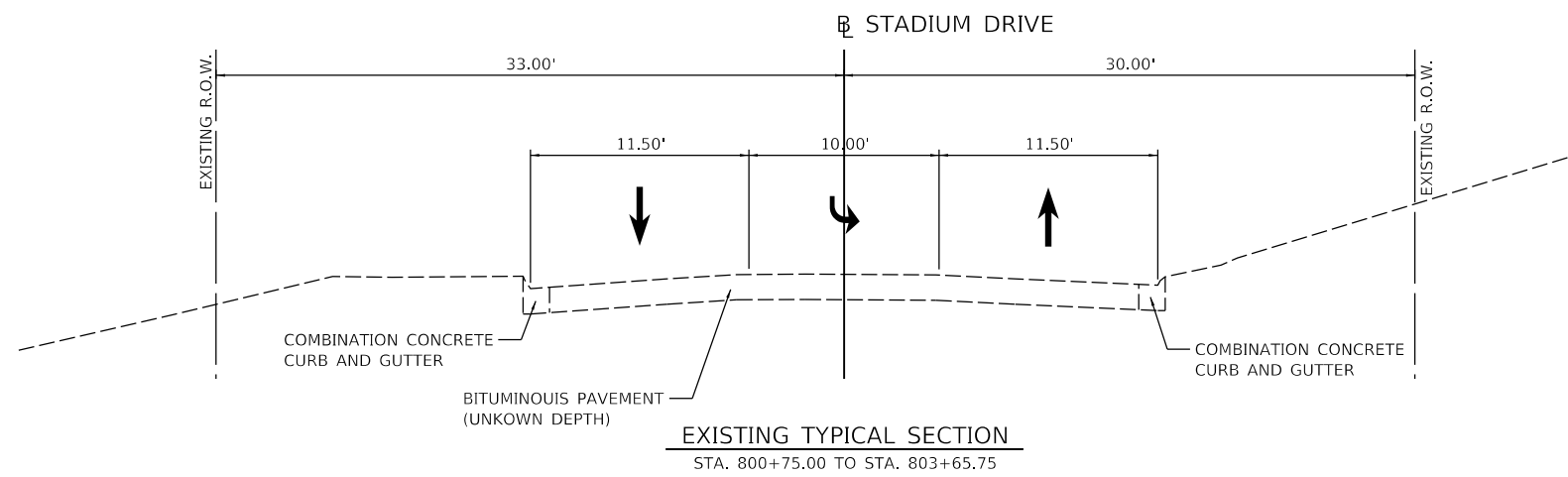
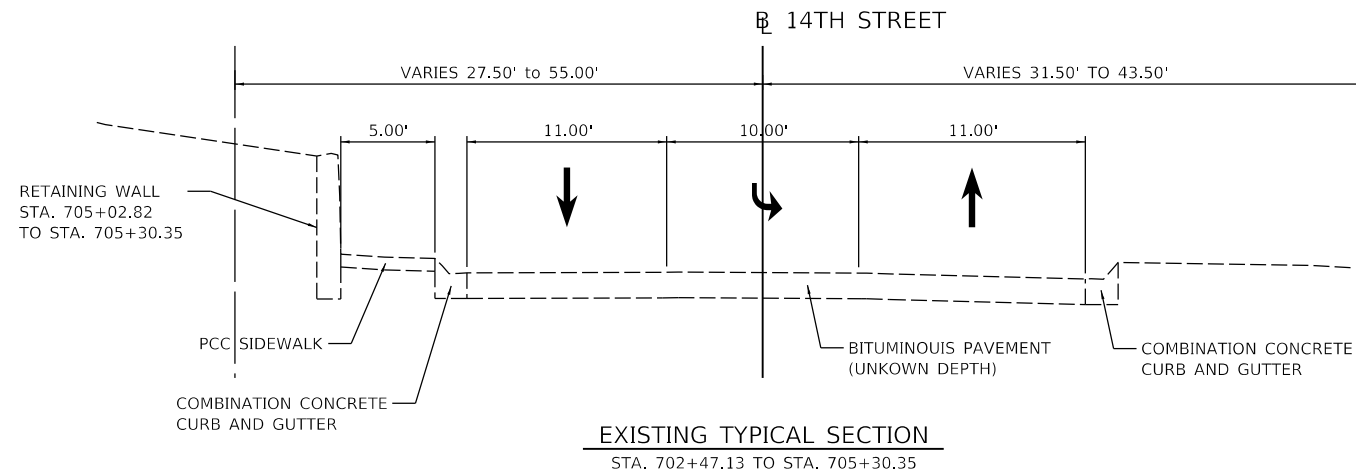
LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

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PLOT DATE = 7/22/2022		DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

8TH STREET, 10TH STREET AND 14TH STREET EXISTING TYPICAL SECTIONS			
SCALE: N/A	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	7
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

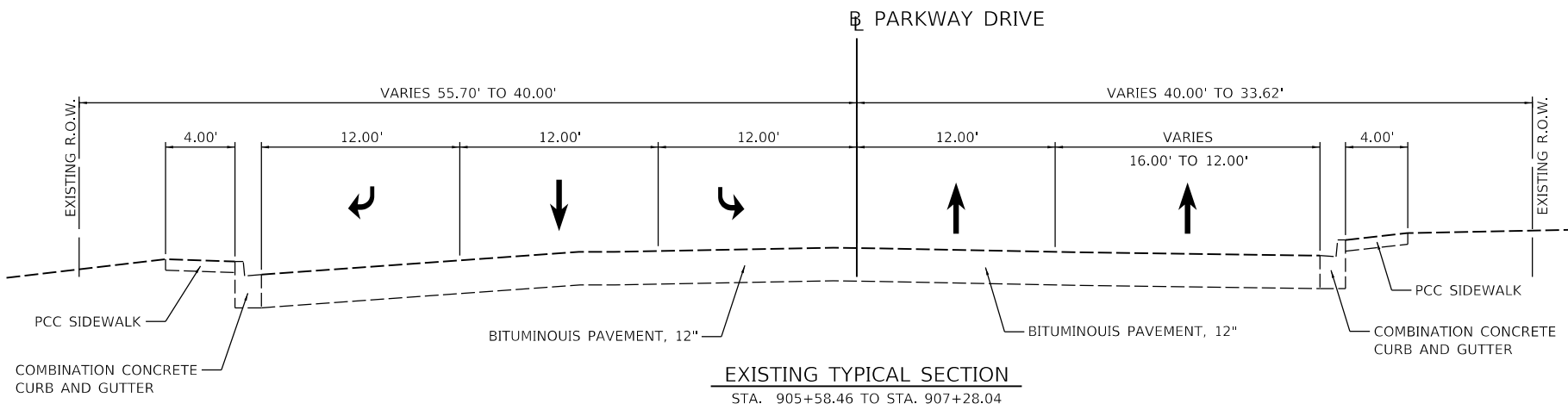
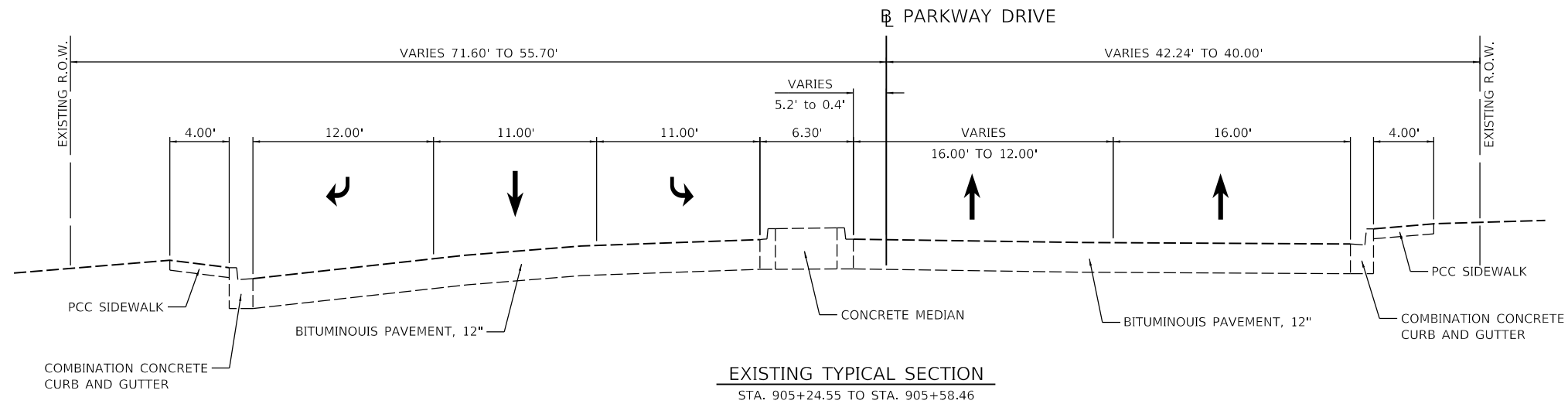
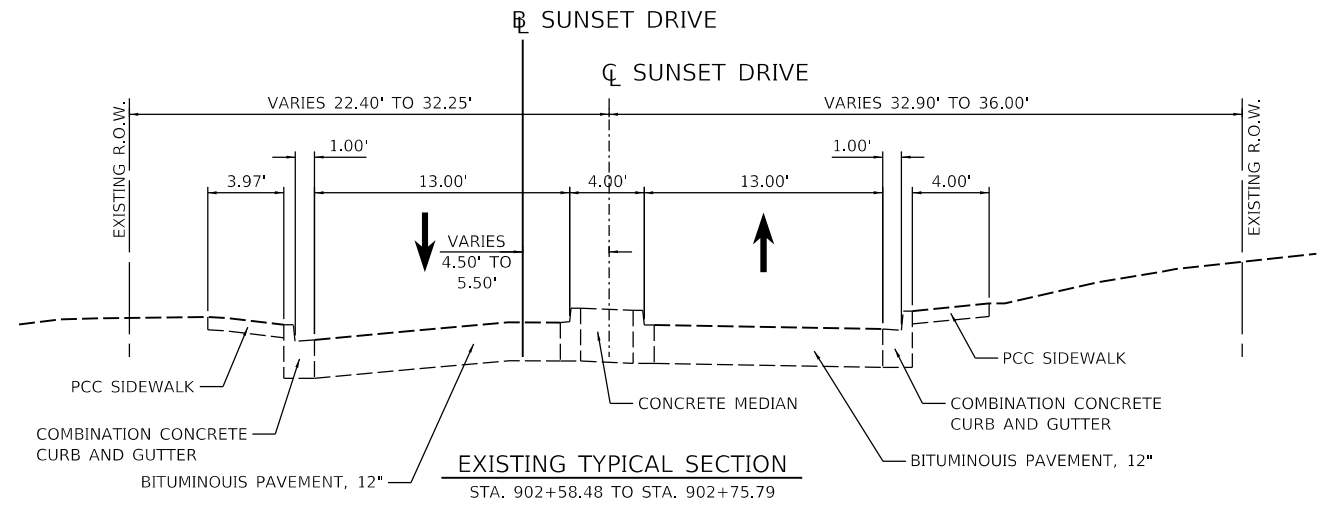
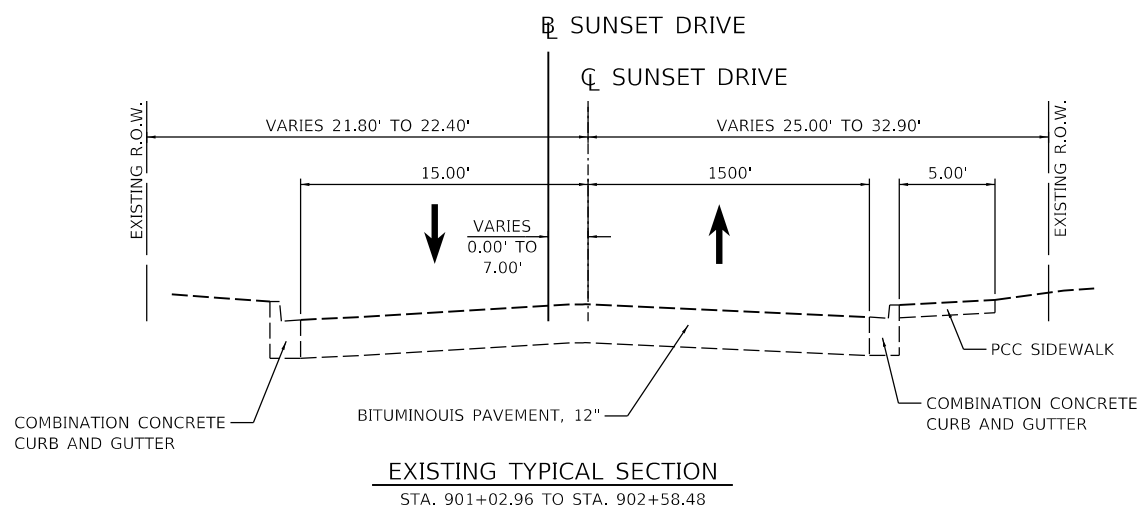
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	PLOT DATE = 7/22/2022	DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STADIUM DRIVE AND ALLENTOWN ROAD
 EXISTING TYPICAL SECTIONS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	8
CONTRACT NO.				



LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

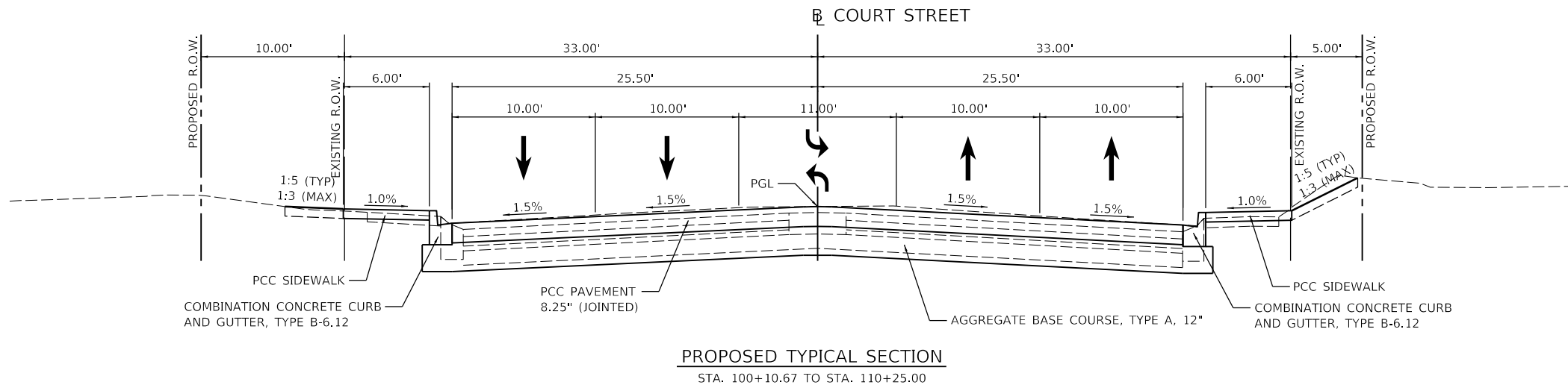
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		DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

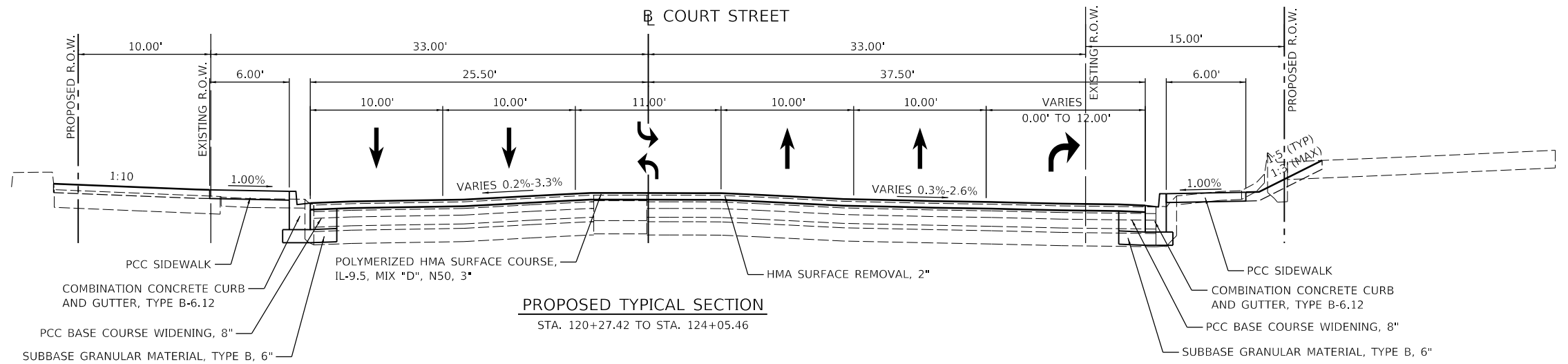
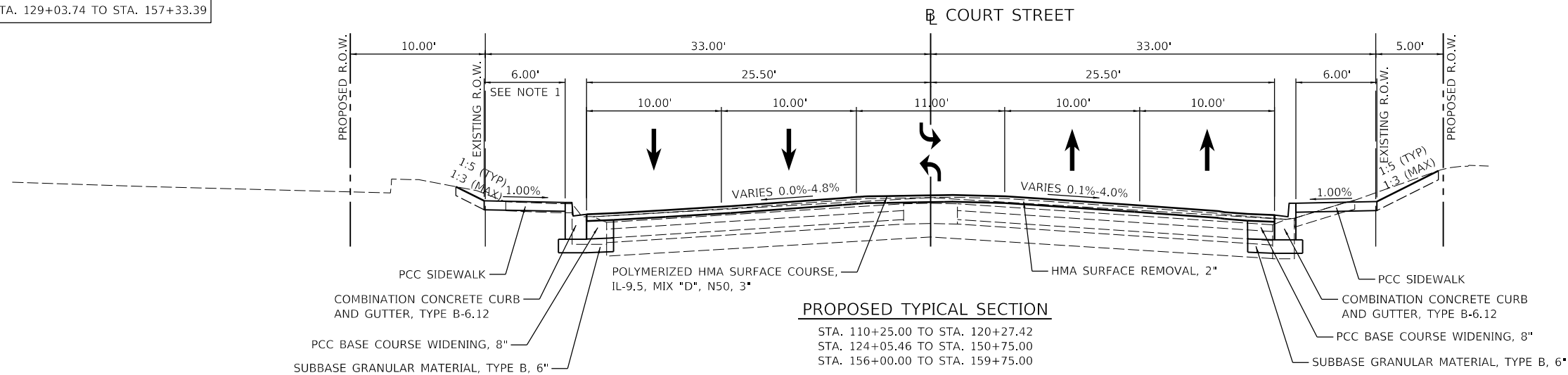
**PARKWAY DRIVE AND SUNSET DRIVE
 EXISTING TYPICAL SECTIONS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	9
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



NOTE:
 1. SIDEWALK WIDTH IS 8' FROM
 STA. 129+03.74 TO STA. 157+33.39



LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

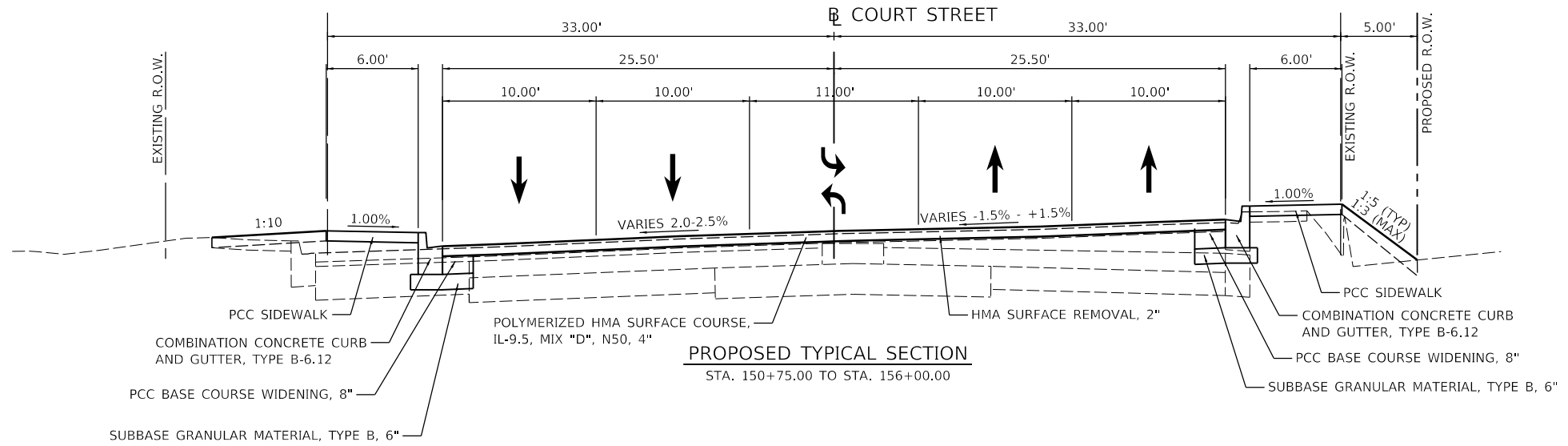
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Default		CHECKED - MGD	REVISED -
		DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

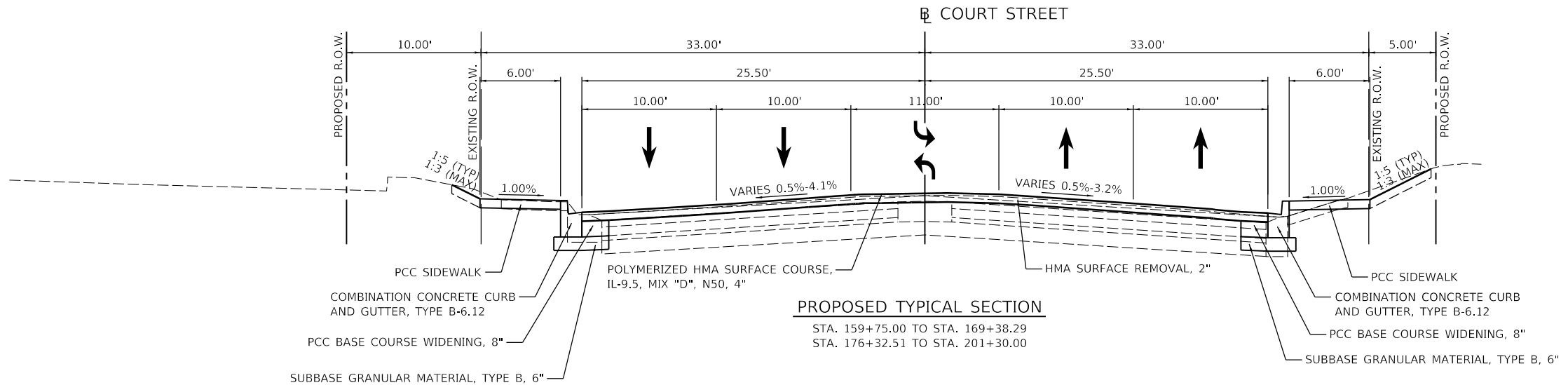
**COURT STREET
 PROPOSED TYPICAL SECTIONS**

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

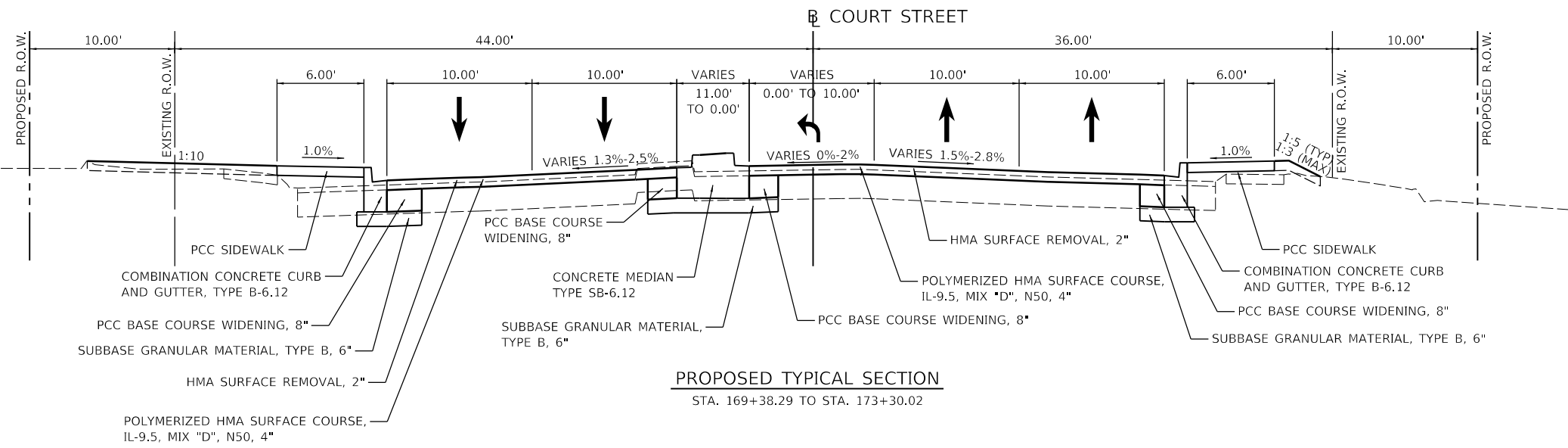
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	10
CONTRACT NO.				



PROPOSED TYPICAL SECTION
 STA. 150+75.00 TO STA. 156+00.00



PROPOSED TYPICAL SECTION
 STA. 159+75.00 TO STA. 169+38.29
 STA. 176+32.51 TO STA. 201+30.00



PROPOSED TYPICAL SECTION
 STA. 169+38.29 TO STA. 173+30.02

LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

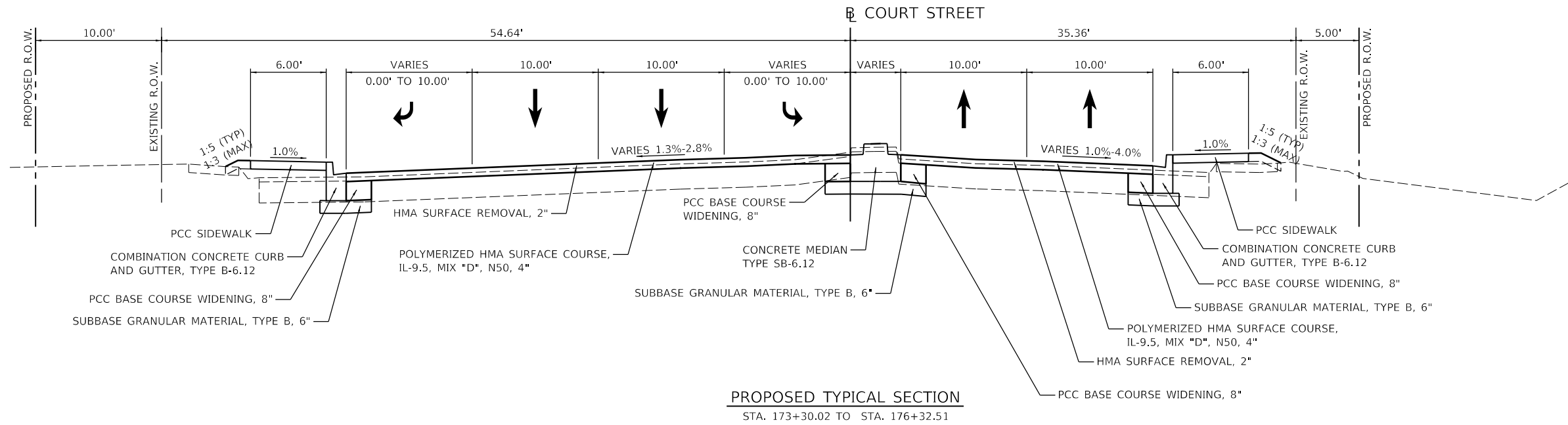
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		CHECKED - MGD	REVISED -
Default	PLOT DATE = 7/22/2022	DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

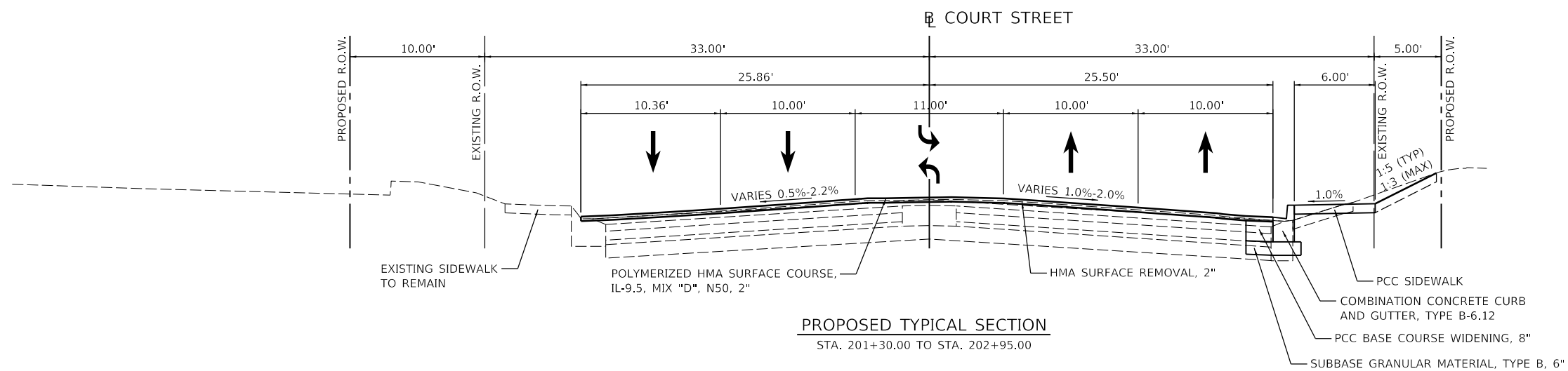
**COURT STREET
 PROPOSED TYPICAL SECTIONS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	11
CONTRACT NO.				



PROPOSED TYPICAL SECTION
 STA. 173+30.02 TO STA. 176+32.51



PROPOSED TYPICAL SECTION
 STA. 201+30.00 TO STA. 202+95.00

LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/22

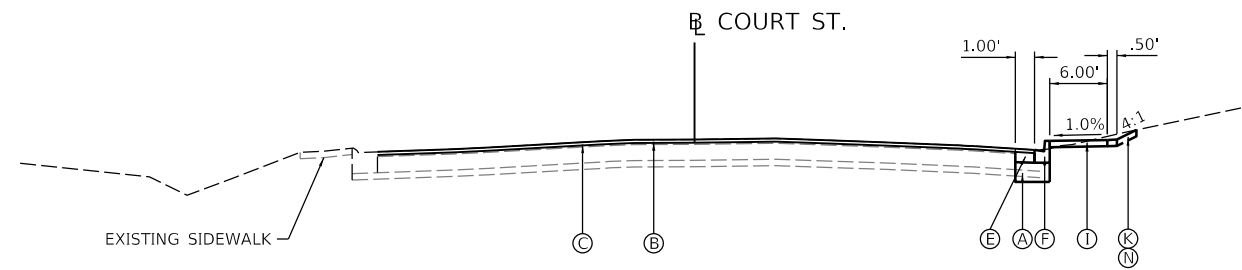
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Default		CHECKED - MGD	REVISED -
		DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**COURT STREET
 PROPOSED TYPICAL SECTIONS**

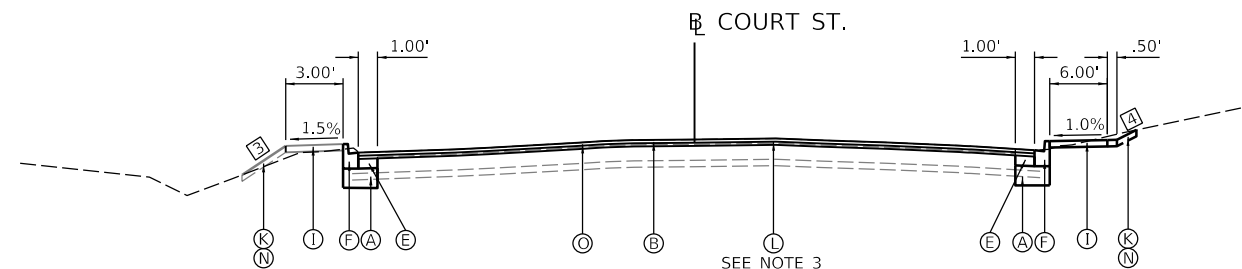
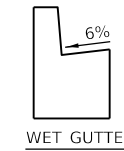
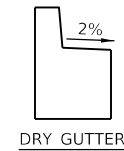
SCALE: N/A SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	12
CONTRACT NO.				



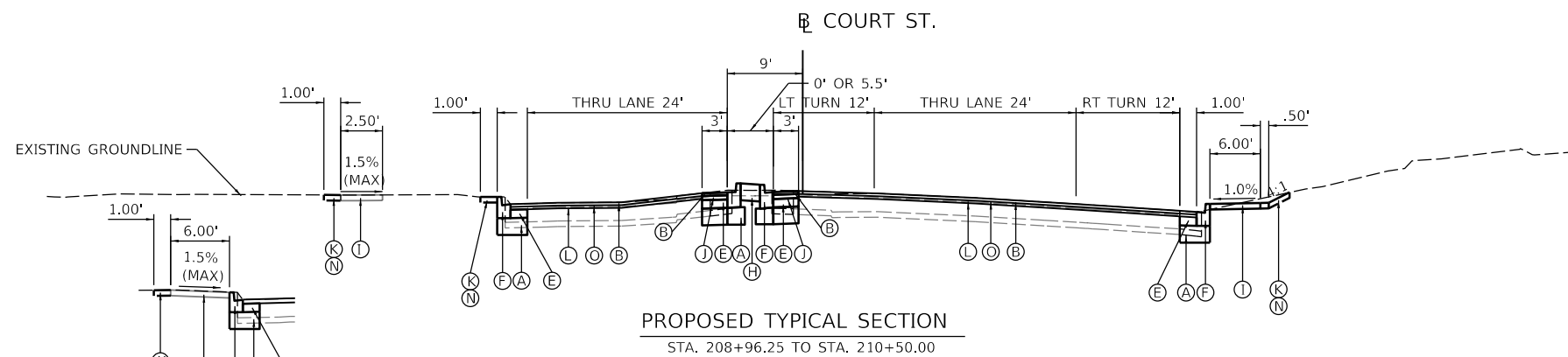
PROPOSED TYPICAL SECTION

STA. 202+95.00 TO STA. 205+81.58



PROPOSED TYPICAL SECTION

STA. 205+81.58 TO STA. 208+96.25

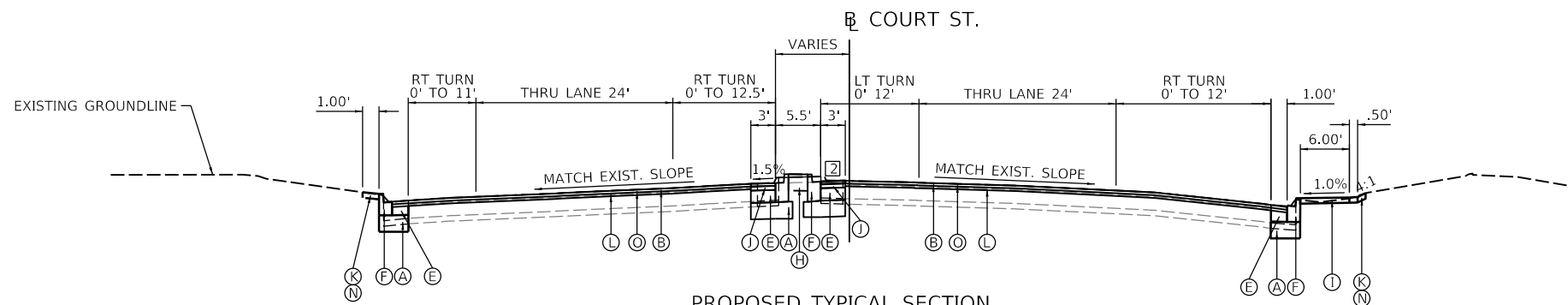


PROPOSED TYPICAL SECTION

STA. 208+96.25 TO STA. 210+50.00

SIDEWALK SECTION

STA. 208+96.25 TO STA. 209+06.86



PROPOSED TYPICAL SECTION

STA. 210+50.00 TO STA. 210+87.00
 INTERSECTION OMISSION STA. 210+87.00 TO STA. 212+12.00
 STA. 212+12.00 TO STA. 212+85.00

- POLY HMA SURFACE COURSE, 2"
- POLY HMA BINDER COURSE, 2.5"
- PCC BASE COURSE WIDENING, 6"

PCC BASE COURSE WIDENING DETAIL

PROPOSED LEGEND

- (A) SUBBASE GRANULAR MATERIAL, TYPE B, 12"
- (B) POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 2"
- (C) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (D) POLYMERIZED HMA BINDER COURSE, IL-19.0, N70, 3"
- (E) PCC BASE COURSE WIDENING, 6"
- (F) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SEE NOTE 1)
- (G) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (H) TOPSOIL FURNISH AND PLACE, 12"
- (I) PORTLAND CEMENT CONCRETE SIDEWALK, 4 INCH
- (J) POLYMERIZED HMA BINDER COURSE, IL-19.0, N70, 2.5"
- (K) SEEDING COMPLETE
- (L) POLYMERIZED HMA BINDER COURSE, IL-19.0, N70, 2.25"
- (M) CONCRETE MEDIAN, TYPE SB-6.12
- (N) TOPSOIL FURNISH AND PLACE, 4"
- (O) HOT-MIX ASPHALT SURFACE REMOVAL, 2.25"

NOTES

1. FOR THE MEDIAN LEFT CURB IS DRY, AND RIGHT CURB IS WET.
2. SEE PLAN AND PROFILE SHEETS FOR LAYOUT INFORMATION.
3. SEE PLAN AND PROFILE SHEETS FOR PAVEMENT DEPTH TRANSITIONS.

- 1 LANE SLOPE - LEFT
 STA. 212+85.00 TO STA. 215+72.75 = -1.50%
 STA. 216+80.00 TO STA. 228+17.50 = MATCH EXISTING SLOPE
- 2 LANE SLOPE - RIGHT
 STA. 210+50.00 TO STA. 210+87.00 = +1.50%
 STA. 212+12.00 TO STA. 213+54.00 = -1.50%
 STA. 213+54.00 TO STA. 213+74.00 = TRANSITIONS FROM -1.50% TO +1.50%
 STA. 231+74.00 TO STA. 215+72.75 = +1.50%
 STA. 216+80.00 TO STA. 227+00.00 = MATCH EXISTING SLOPE
- 3 GRADING SLOPE - LEFT
 STA. 205+81.58 TO STA. 206+51.00 = 4:1
 STA. 207+13.87 TO STA. 208+96.25 = 3:1
- 4 GRADING SLOPE - RIGHT
 STA. 205+81.58 TO STA. 208+15.00 = 4:1
 STA. 208+15.00 TO STA. 208+20.00 = TRANSITION FROM 4:1 TO 3:1
 STA. 208+20.00 TO STA. 208+30.00 = 3:1
 STA. 208+30.00 TO STA. 208+35.00 = TRANSITION FROM 3:1 TO 4:1
 STA. 208+35.00 TO STA. 208+96.25 = 4:1

LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/23

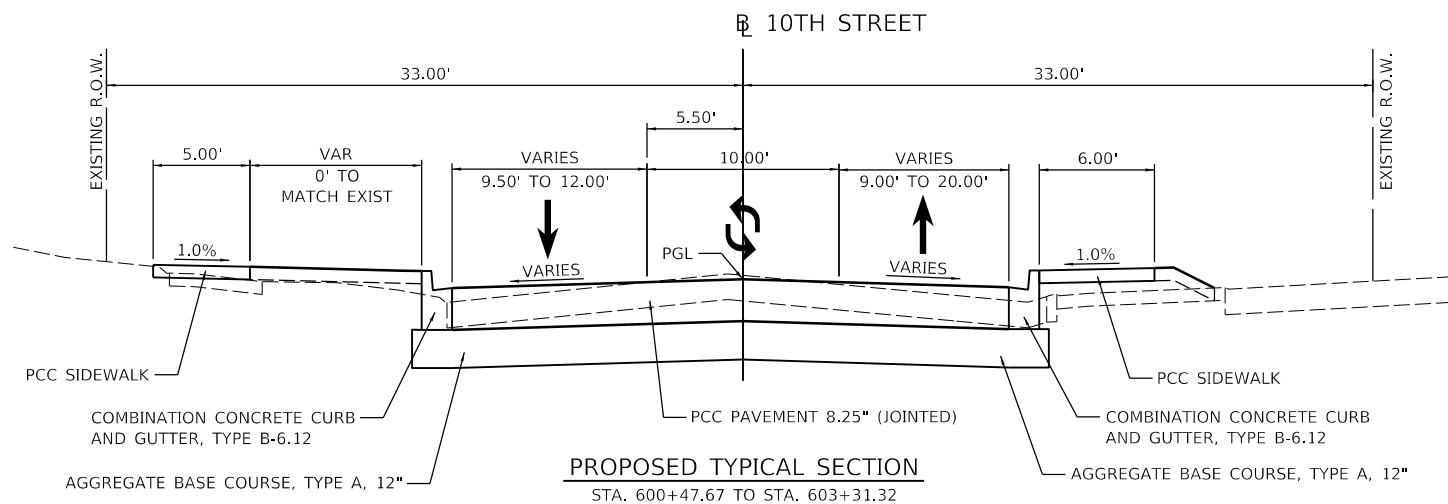
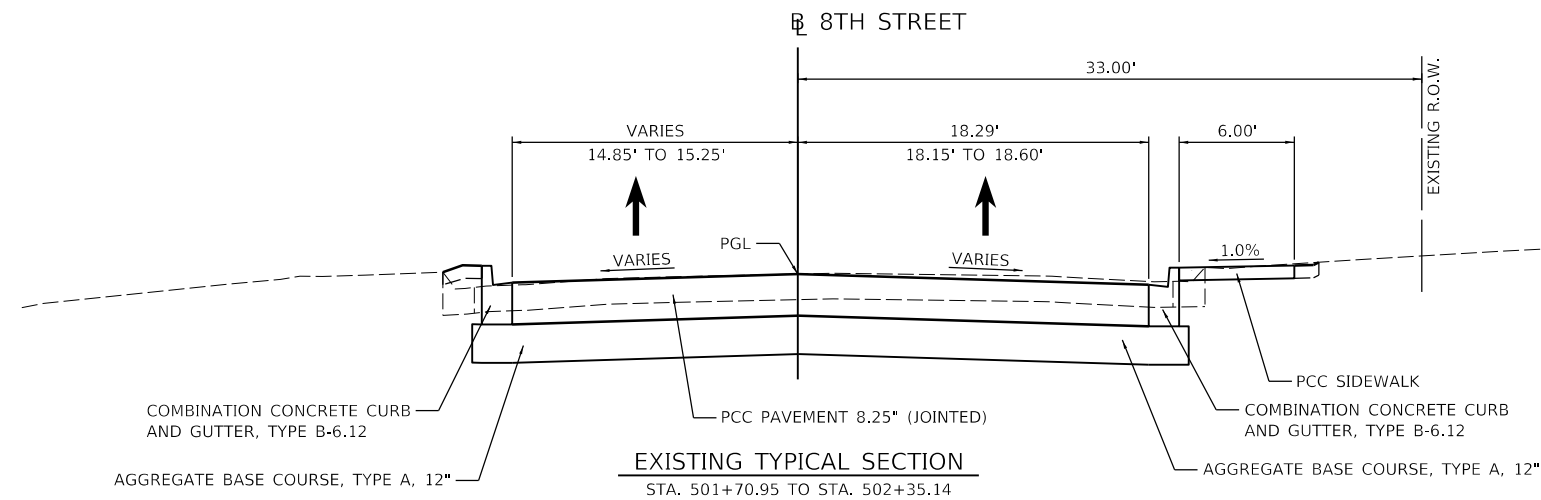
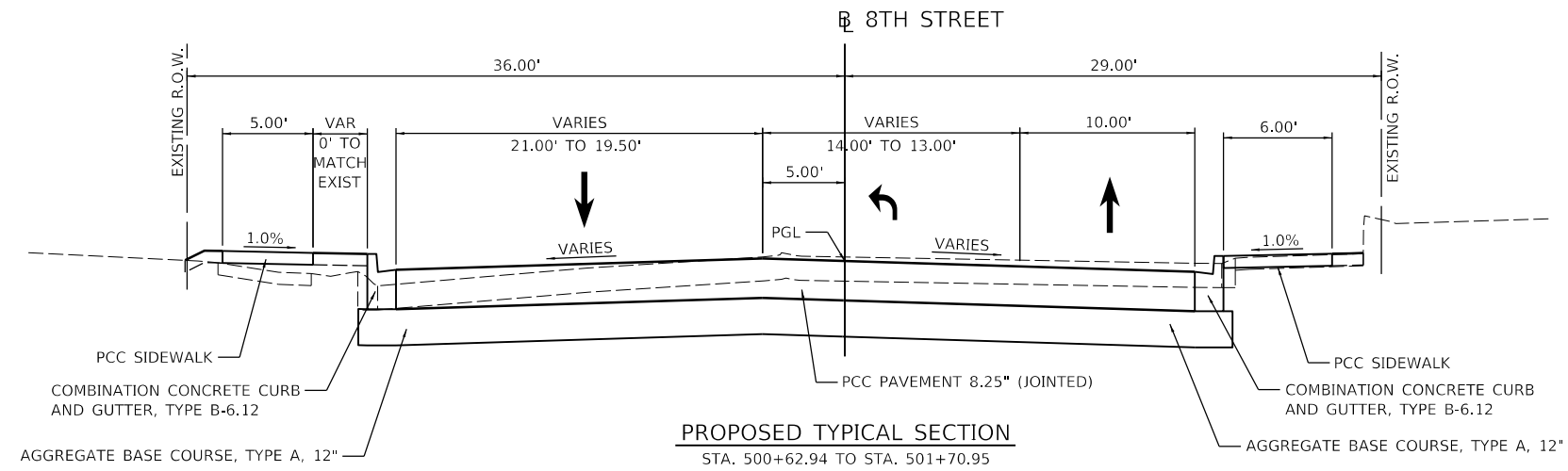
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		DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**VALLE VISTA BOULEVARD
 PROPOSED TYPICAL SECTIONS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	12A
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

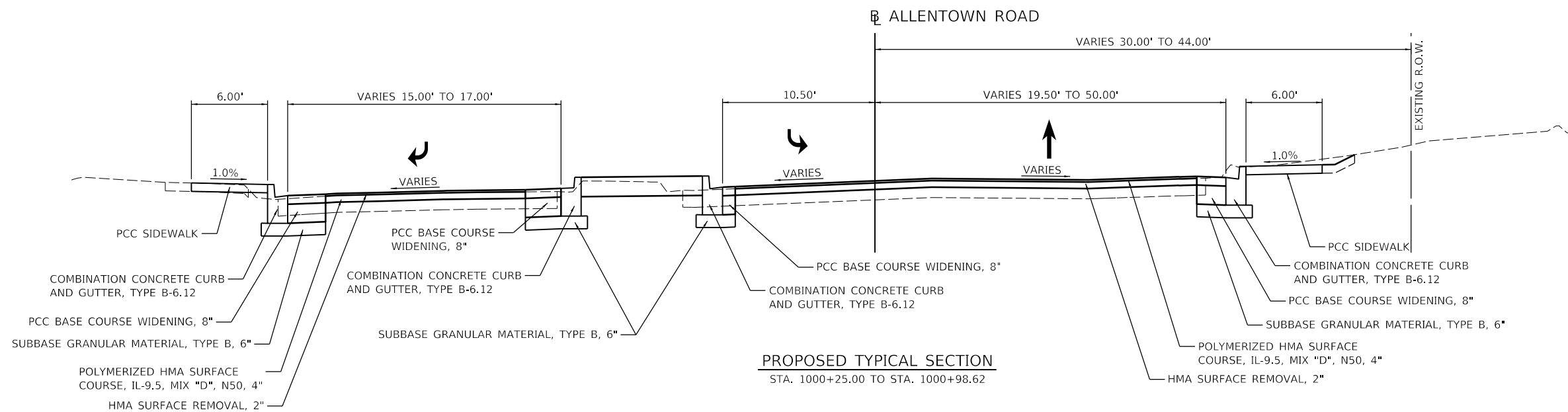
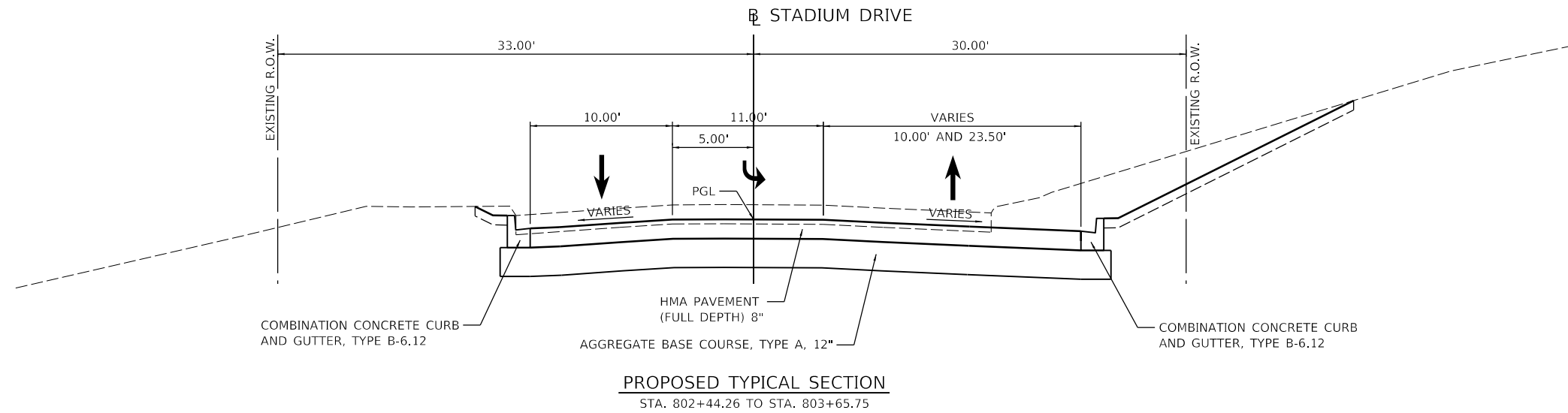
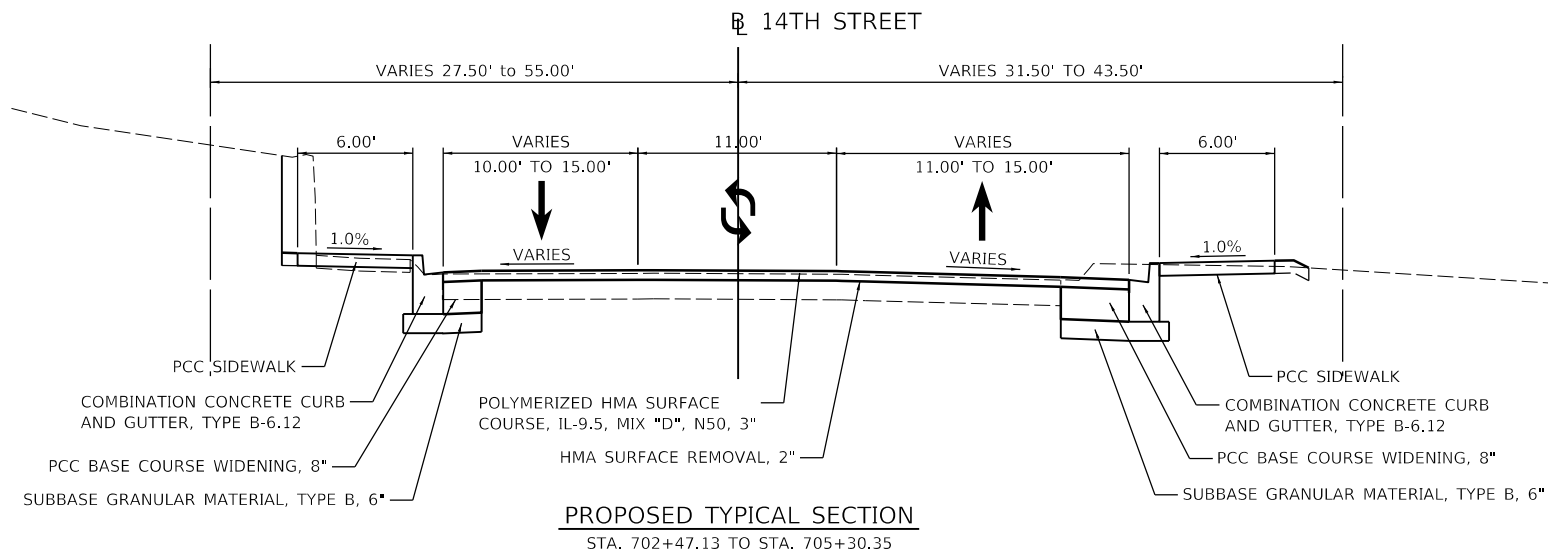
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PLOT SCALE = 10.00' / in.		CHECKED - MGD	REVISED -
PLOT DATE = 7/22/2022		DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**8TH STREET AND 10TH STREET
 PROPOSED TYPICAL SECTIONS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	13
CONTRACT NO.				



LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

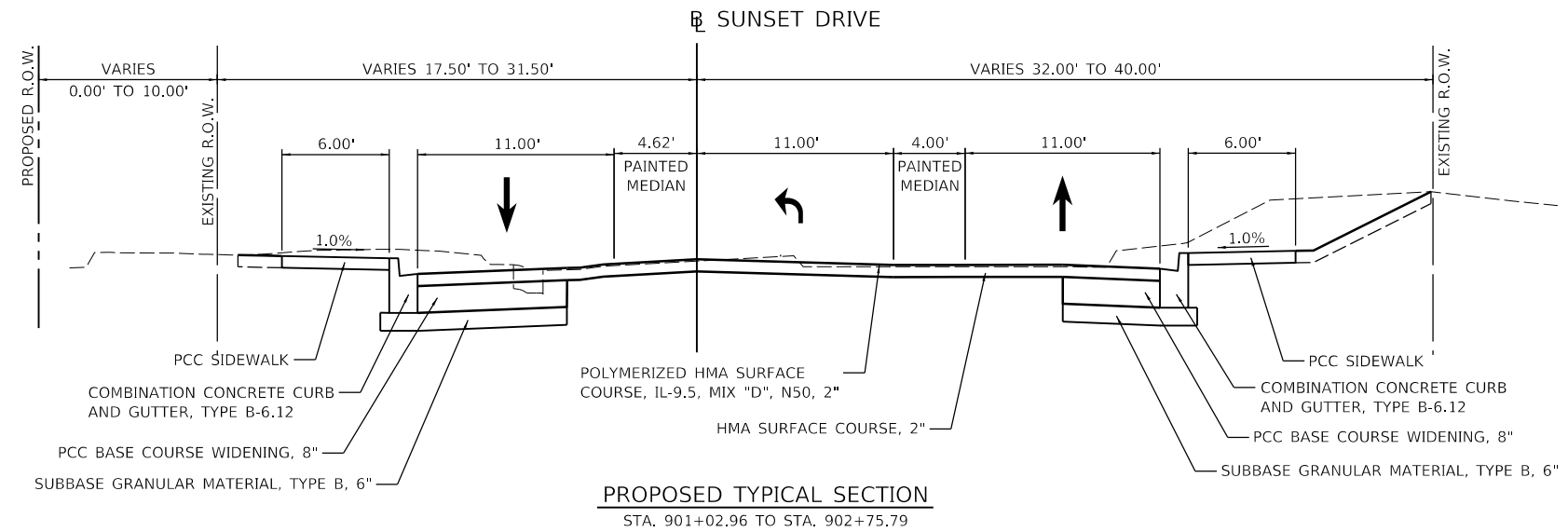
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		CHECKED - MGD	REVISED -
Default		DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

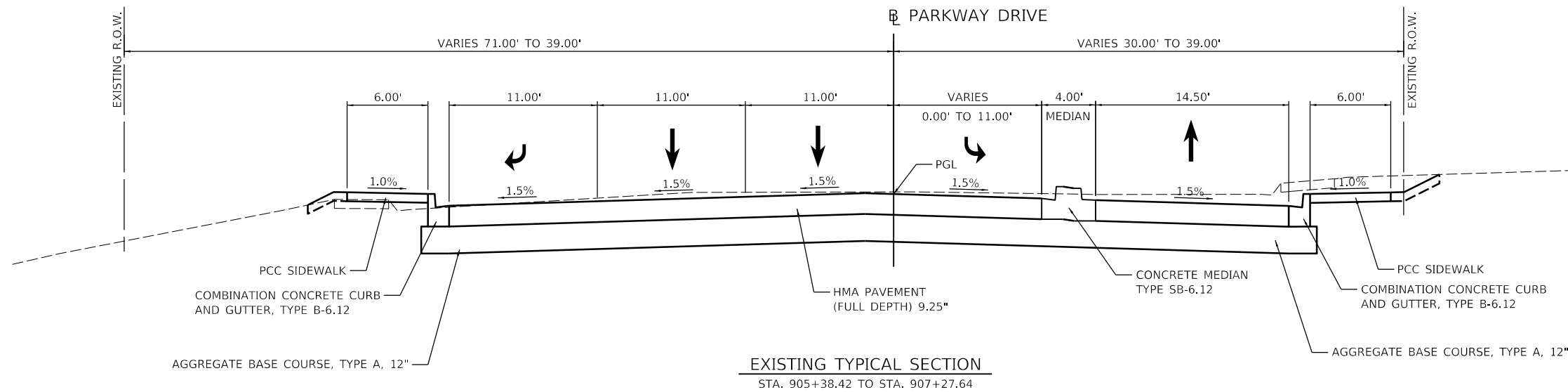
**14TH STREET, STADIUM DRIVE AND ALLENTOWN ROAD
 PROPOSED TYPICAL SECTIONS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG		40	14
CONTRACT NO.				



PROPOSED TYPICAL SECTION
 STA. 901+02.96 TO STA. 902+75.79



EXISTING TYPICAL SECTION
 STA. 905+38.42 TO STA. 907+27.64

LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

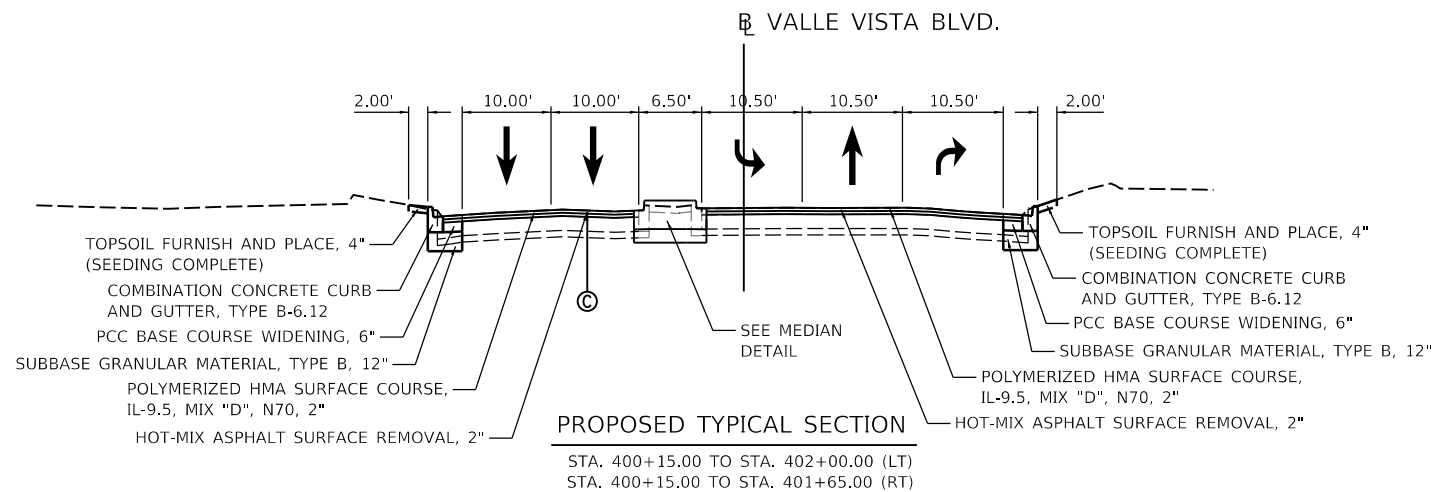
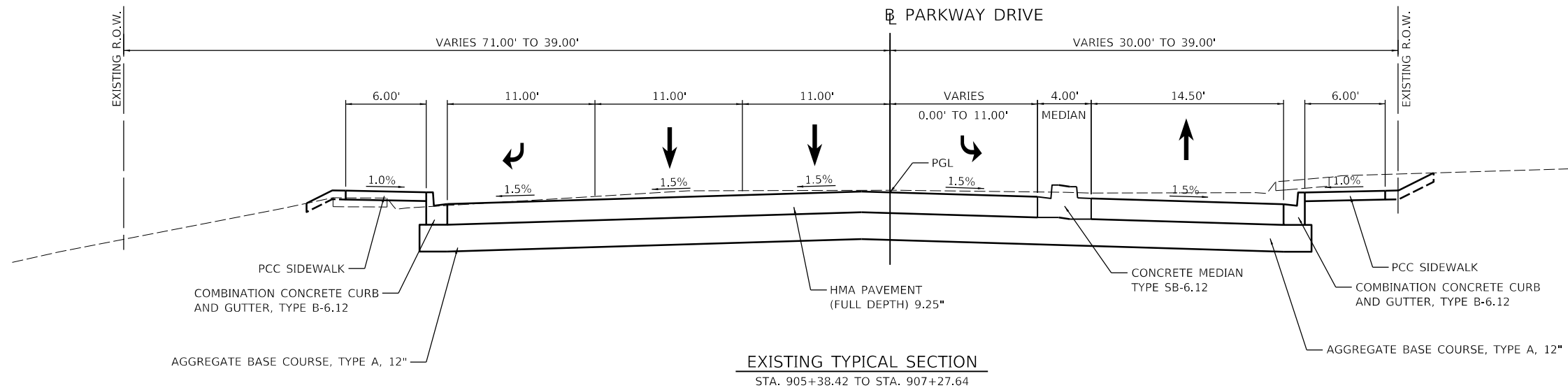
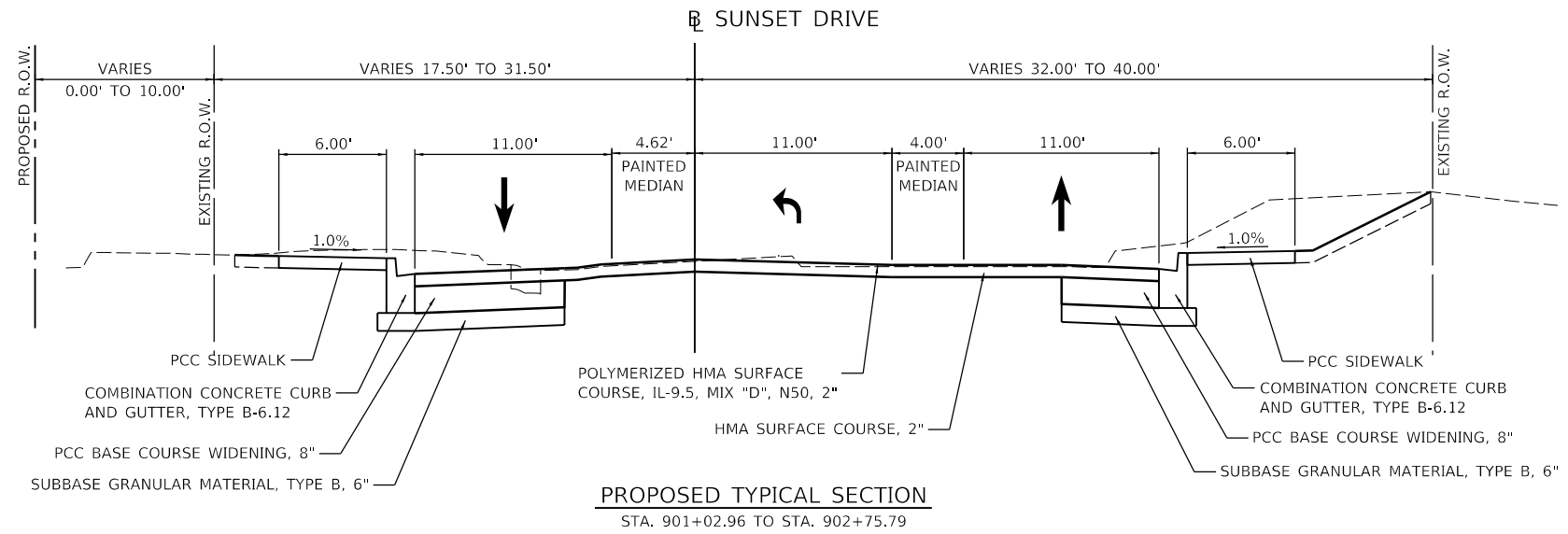
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Default		CHECKED - MGD	REVISED -
		DATE - 7/25/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PARKWAY DRIVE AND SUNSET DRIVE
 PROPOSED TYPICAL SECTIONS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	15
CONTRACT NO.				



INTERSECTION OMISSION
 STA. 402+00.00 TO STA. 404+43.45 (LT)
 STA. 401+65.00 TO STA. 404+43.45 (RT)

LAYOUT	CJG	9/23/20
DRAWN	RLA	9/23/20
REVIEWED	MGD	4/14/21

FILE NAME =	USER NAME = andr00846	DESIGNED - CJG	REVISED -
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Default		CHECKED - MGD	REVISED -
		DATE - 7/25/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARKWAY DRIVE AND SUNSET DRIVE AND VALLE VISTA BLVD.
PROPOSED TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	15
CONTRACT NO.				

Attachment 7

Plan & Profile Sheets



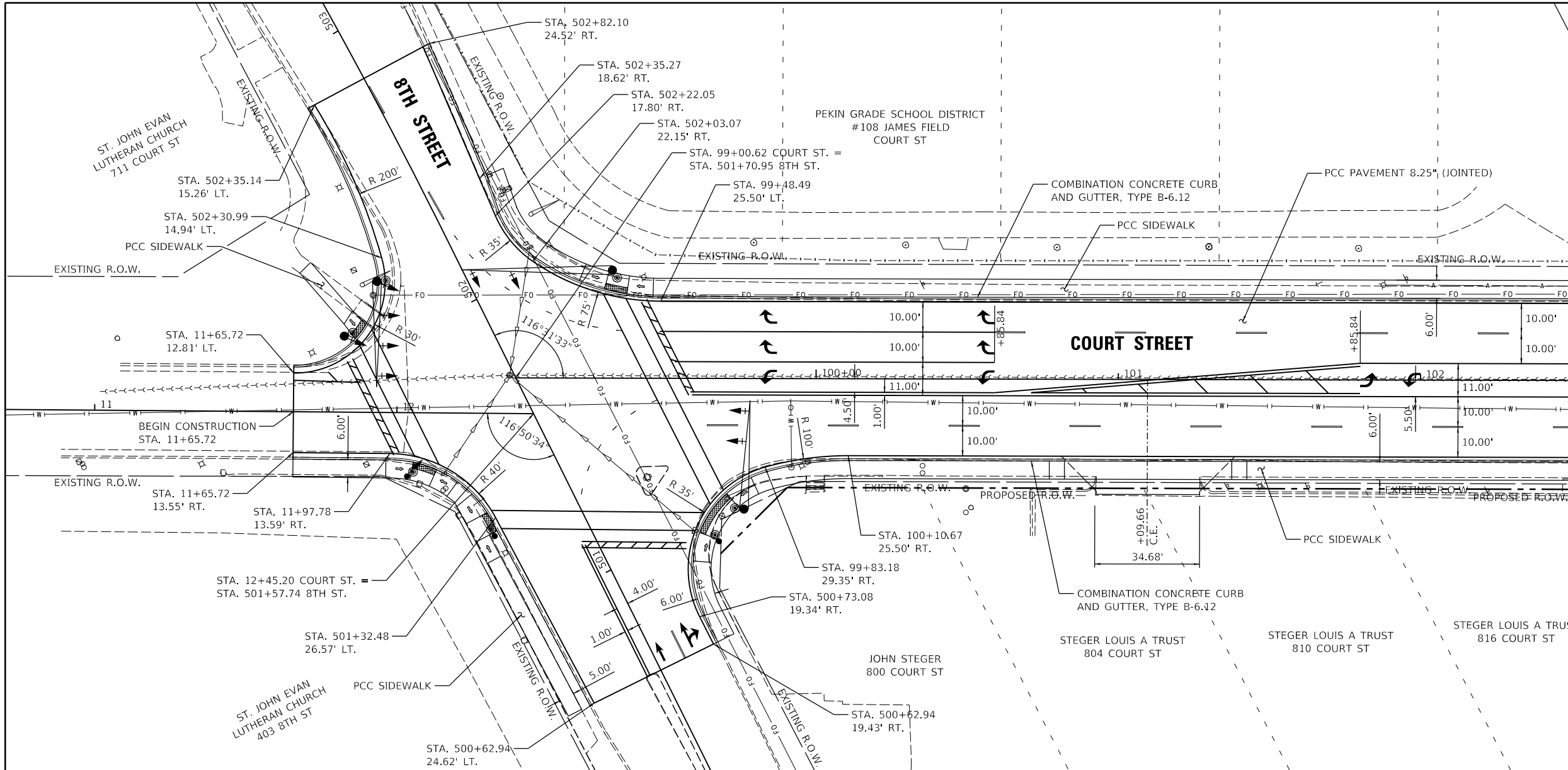
PRELIMINARY
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PLAN	SURVEYED	DATE
NOTE BOOK NO.	ALIGNED	BY
	CHECKED	
	FILE NAME	

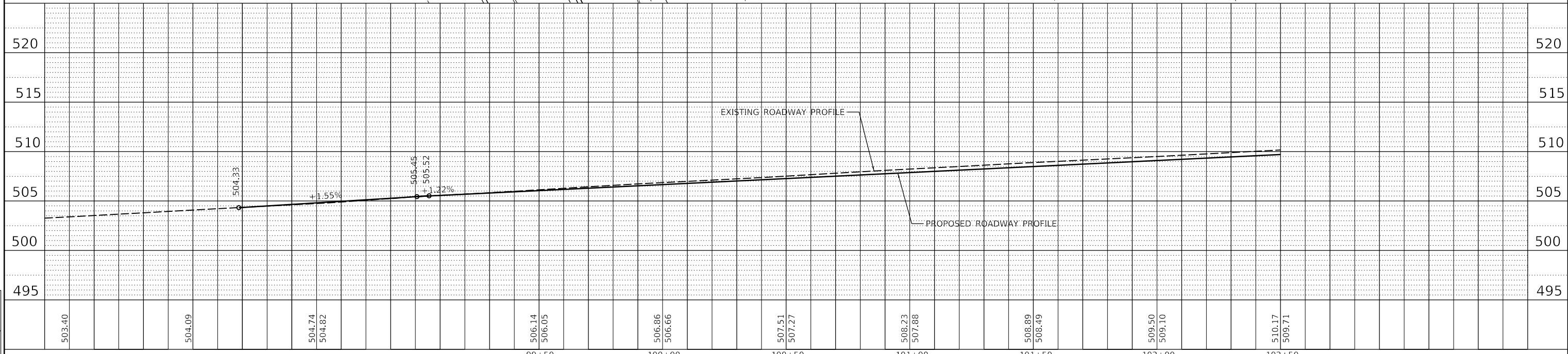
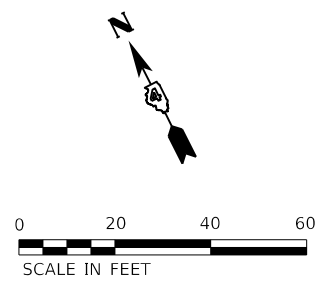


PROFILE	SURVEYED	DATE
NOTE BOOK NO.	GRADES CHECKED	BY
	STRUCTURE	
	NOTATIONS	

LAYOUT	C.J.G.	10/03/16
DRAWN	RLA	4/30/20
REVIEWED	MGD	4/14/21



MATCHLINE STA. 102 + 50.00



FILE NAME =	USER NAME = andr00846	DESIGNED - C.J.G.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COURT STREET PLAN AND PROFILE		F.A.P. RTE. 693	SECTION 20-00196-00-EG	COUNTY TAZEWELL	TOTAL SHEETS 40	SHEET NO. 16	
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PLOT SCALE = 40.00' / in.		CHECKED - MGD	REVISED -		CONTRACT NO.							
PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -		ATTACHMENT 7 - 1							

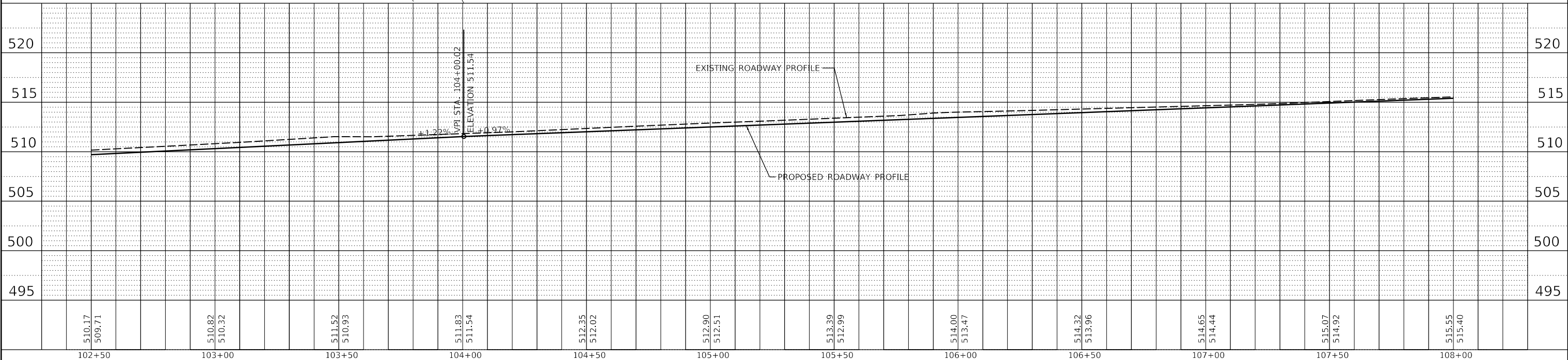
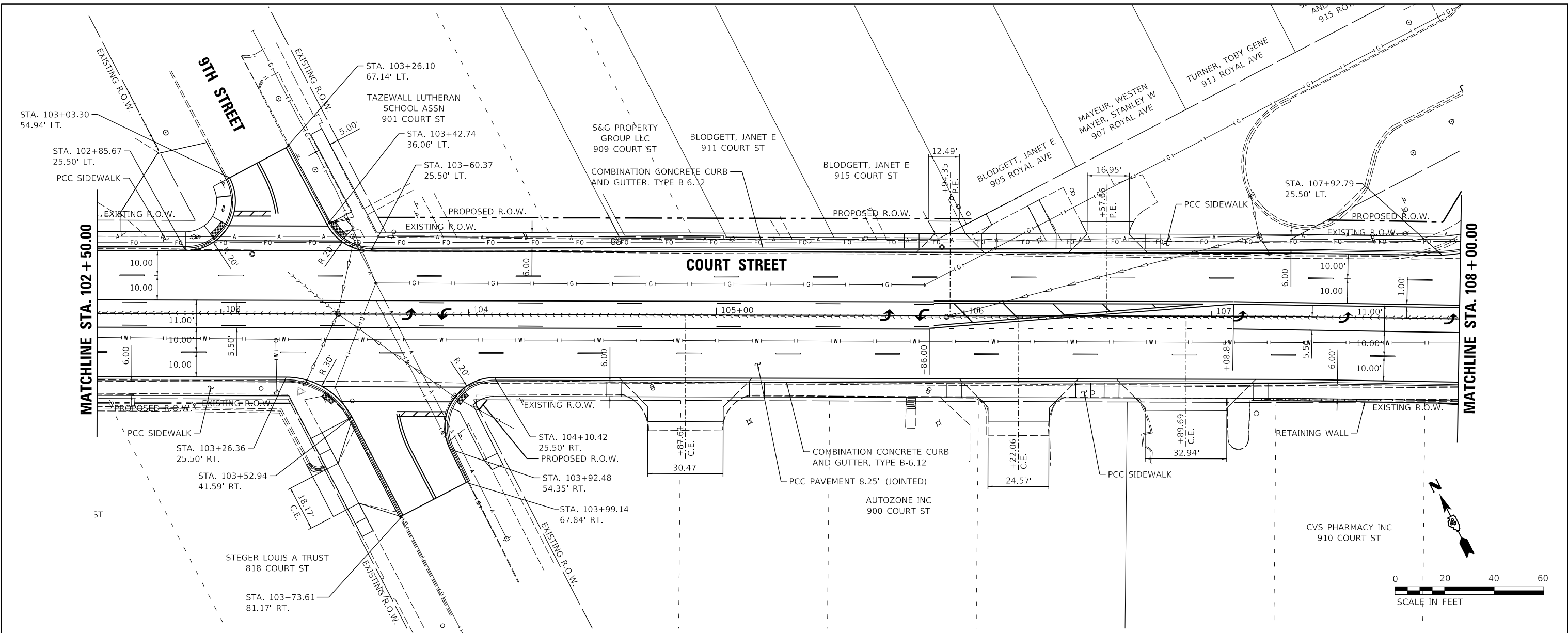
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PLAN	SUBMITTED	DATE
NOTE BOOK	ALIGNED	
NO.	CAD FILE NAME	

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PROFILE	SUBMITTED	DATE
NOTE BOOK	GRADES CHECKED	
NO.	STRUCTURE	NOTATIONS CHD

LAYOUT	C.J.G.	10/03/21
DRAWN	RLA	4/30/21
REVIEWED	MGD	4/14/21



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PLOT SCALE = 40.00' / in.		CHECKED - MGD	REVISED -
PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. 102+50.00 TO STA. 108+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	17

ILLINOIS FED. AID PROJECT
CONTRACT NO.
ATTACHMENT 7 - 2

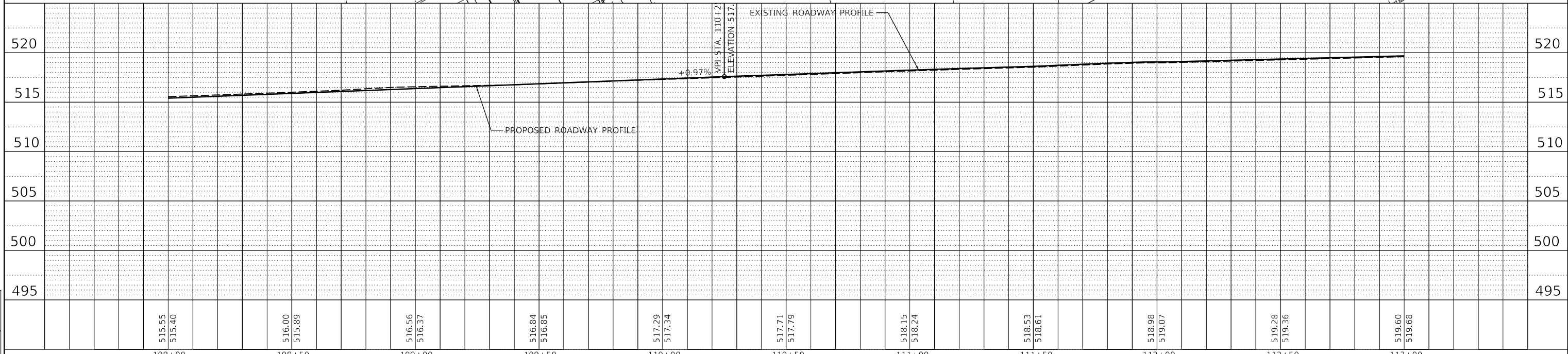
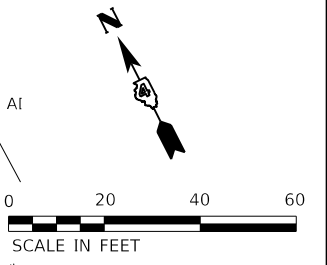
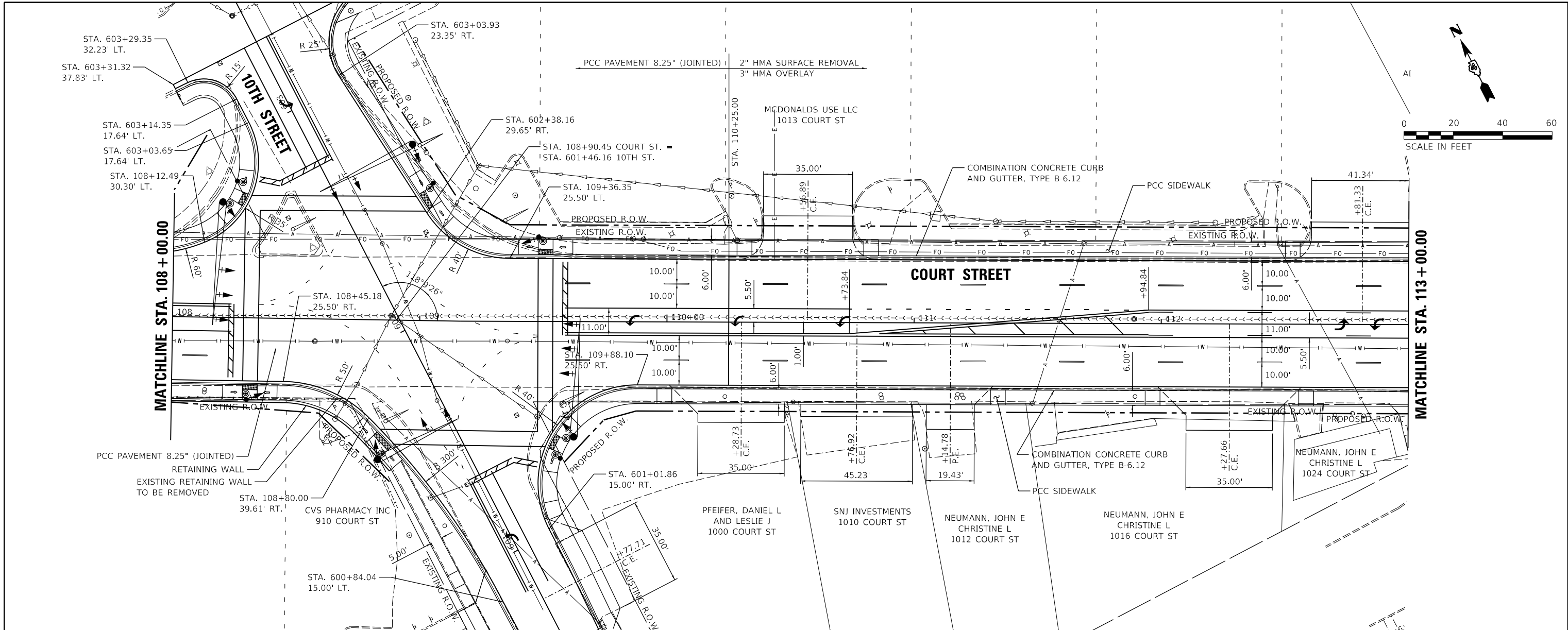
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PLAN	SUBMITTED	DATE
NOTE BOOK NO.	ALIGNED	
	CHECKED	
	FILE NAME	

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PROFILE	SUBMITTED	DATE
NOTE BOOK NO.	GRADES CHECKED	
	STRUCTURE	
	NOTATIONS CHD	

LAYOUT	C.J.G.	10/03/21
DRAWN	RLA	4/30/22
REVIEWED	MGD	4/14/22



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PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. 108+00.00 TO STA. 113+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	18
CONTRACT NO.				

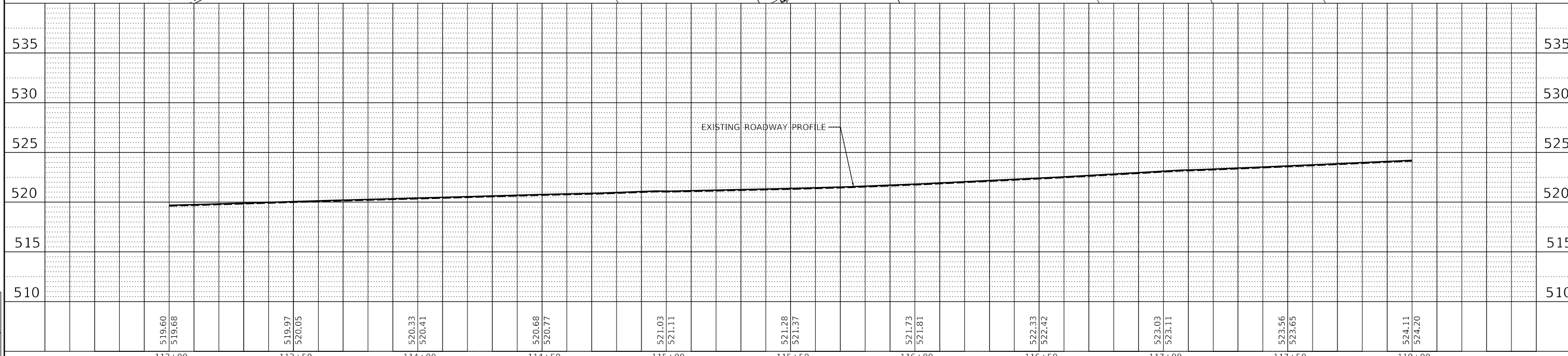
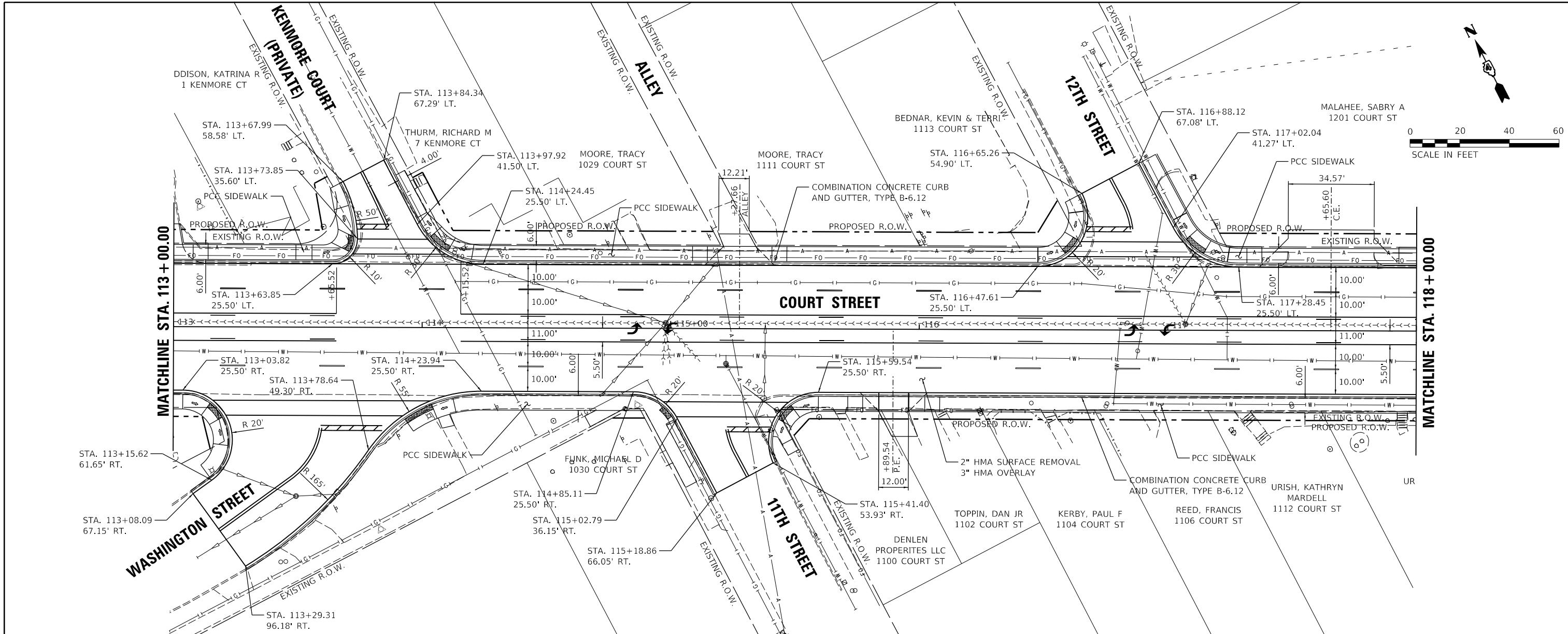
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DATE	BY	SURVEYED	ALIGNED	CHECKED	DESIGNED
		PLAN	NOTE BOOK	NO.	



DATE	BY	SURVEYED	GRADES	CHECKED	DESIGNED
		PROFILE	NOTE BOOK	NO.	

C.J.G.	10/03/19
RLA	4/30/23
MGD	4/14/21



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PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. 113+00.00 TO STA. 118+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	19

ILLINOIS FED. AID PROJECT
ATTACHMENT 7 - 4

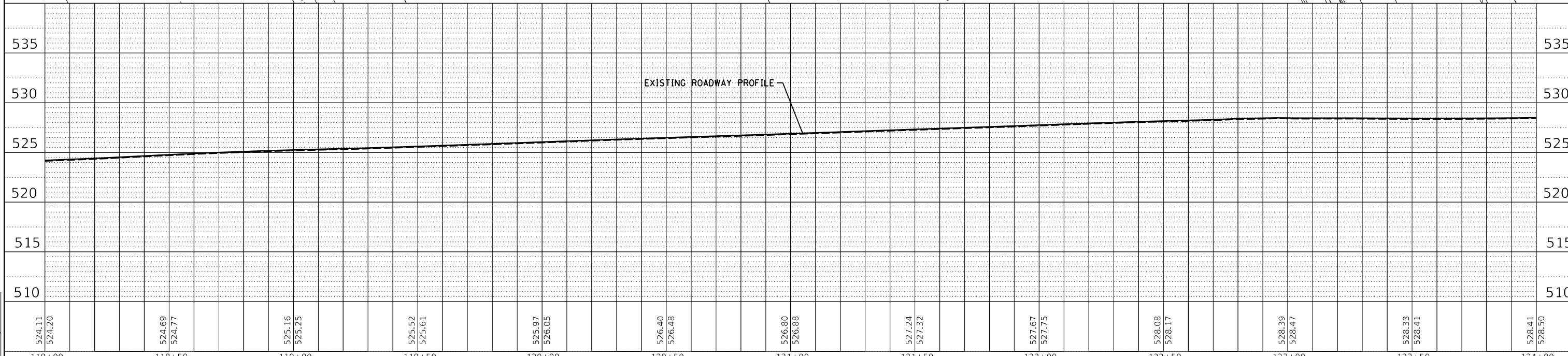
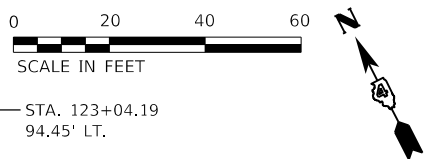
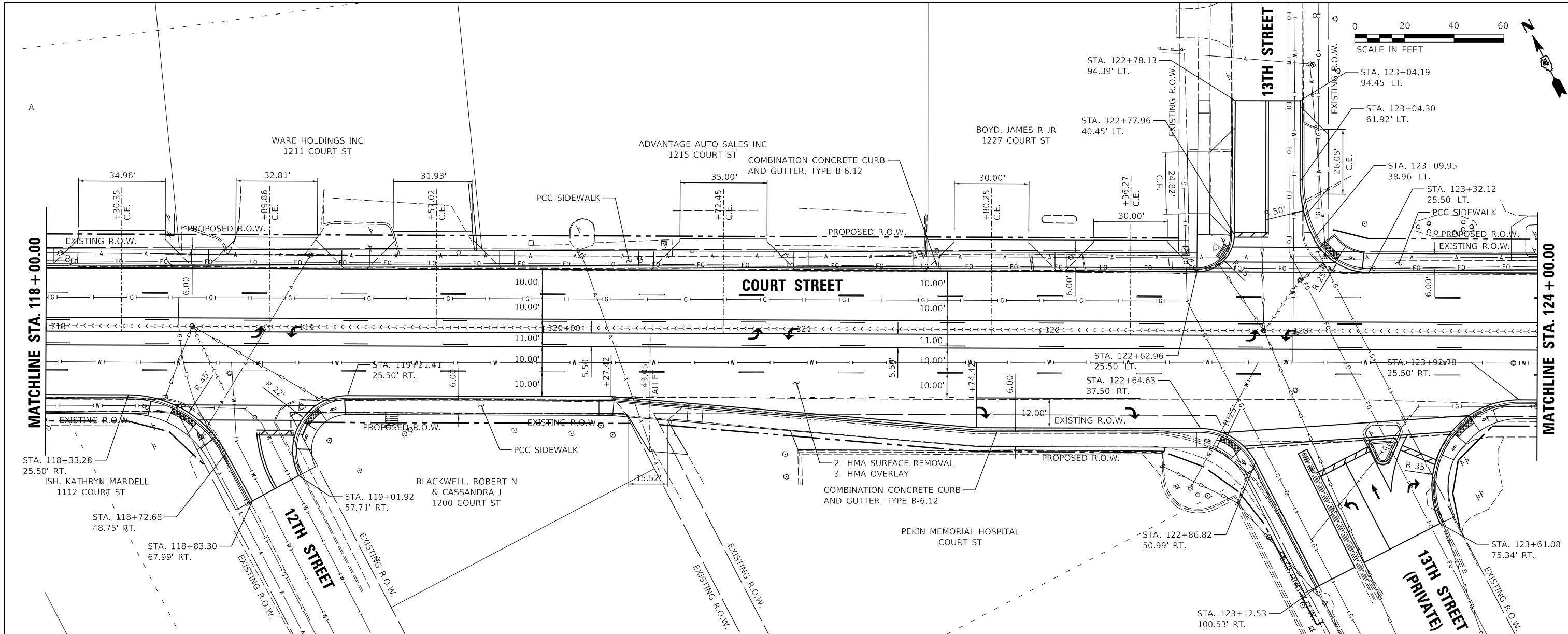
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PLAN	NO. _____	NOTE BOOK	NO. _____

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DATE	BY	REVIEWED	CHECKED
PROFILE	NO. _____	NOTE BOOK	NO. _____

C.J.G.	10/03/10
RLA	4/30/14
MGD	4/14/21
LAYOUT	
DRAWN	
REVIEWED	



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PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. 118+00.00 TO STA.124+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	20
CONTRACT NO.				

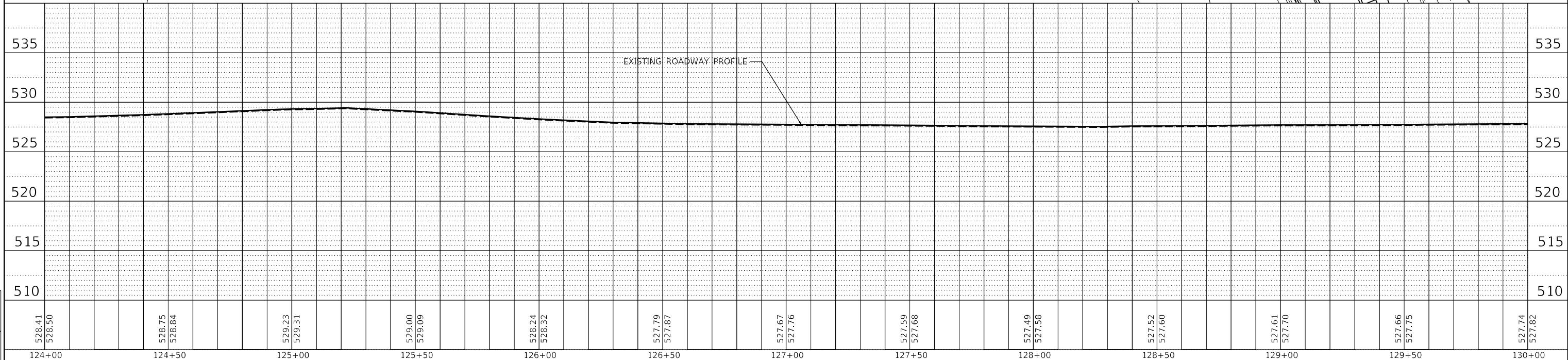
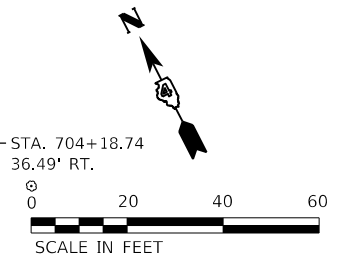
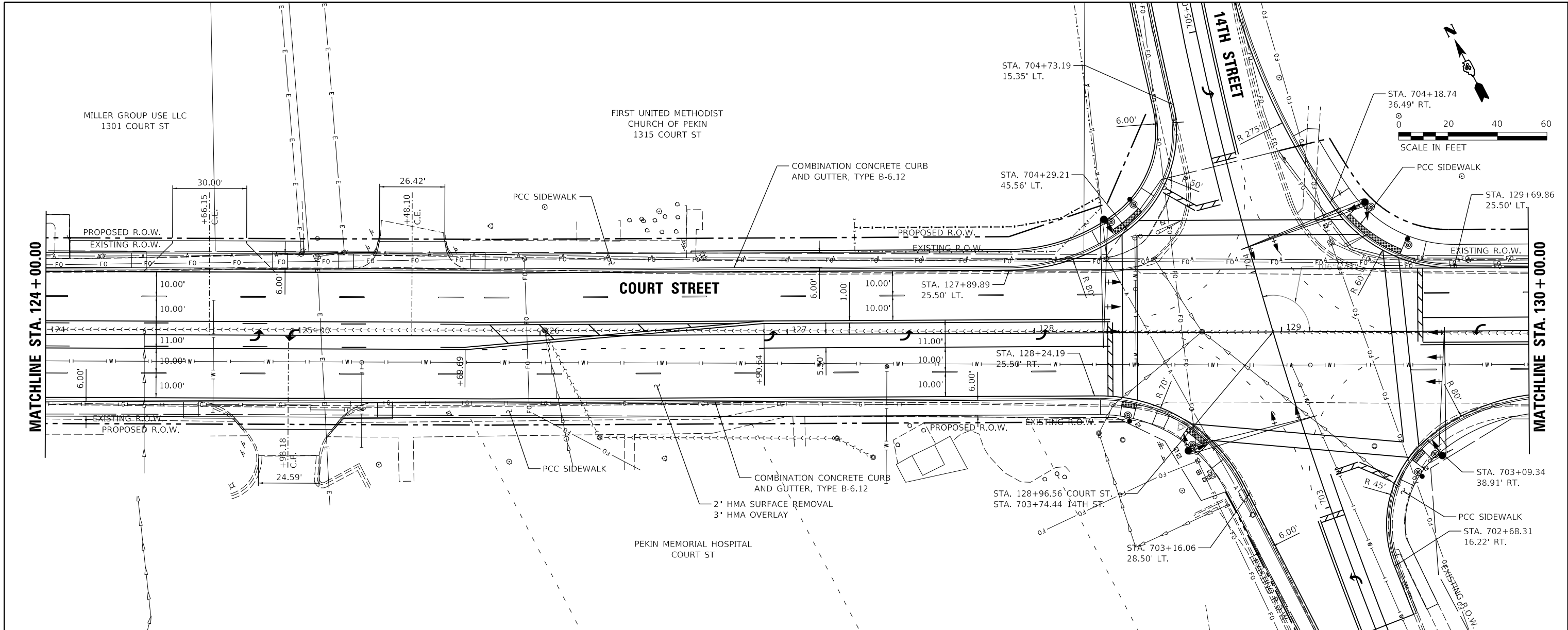
PRELIMINARY
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DATE	BY	SUBMITTED	ALIGNED	CHECKED	FILED
		PLAN	NOTE BOOK	NO.	

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

C.J.G.	10/03/11
RLA	4/30/15
MGD	4/14/21
LAYOUT	
DRAWN	
REVIEWED	



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PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. 124+00.00 TO STA. 130+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	21
CONTRACT NO.				

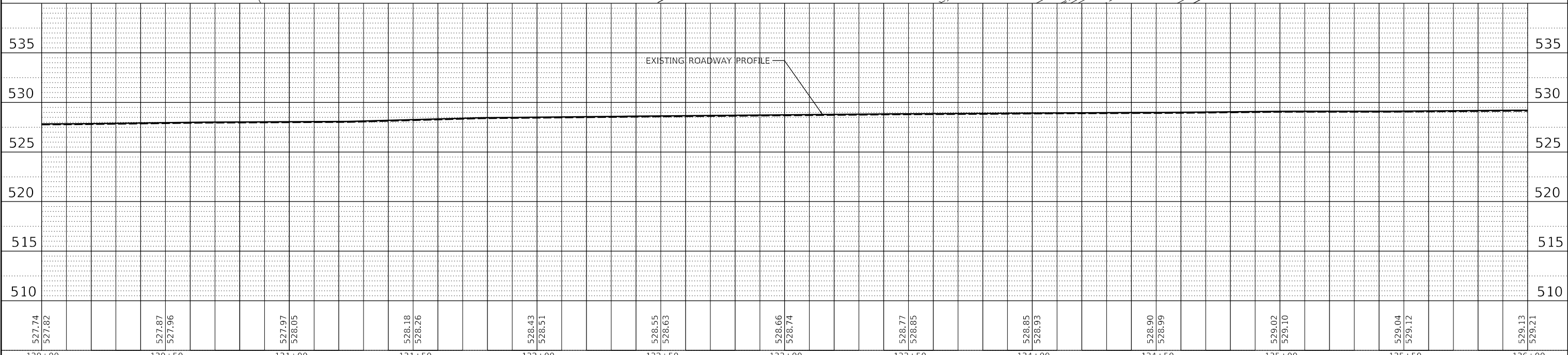
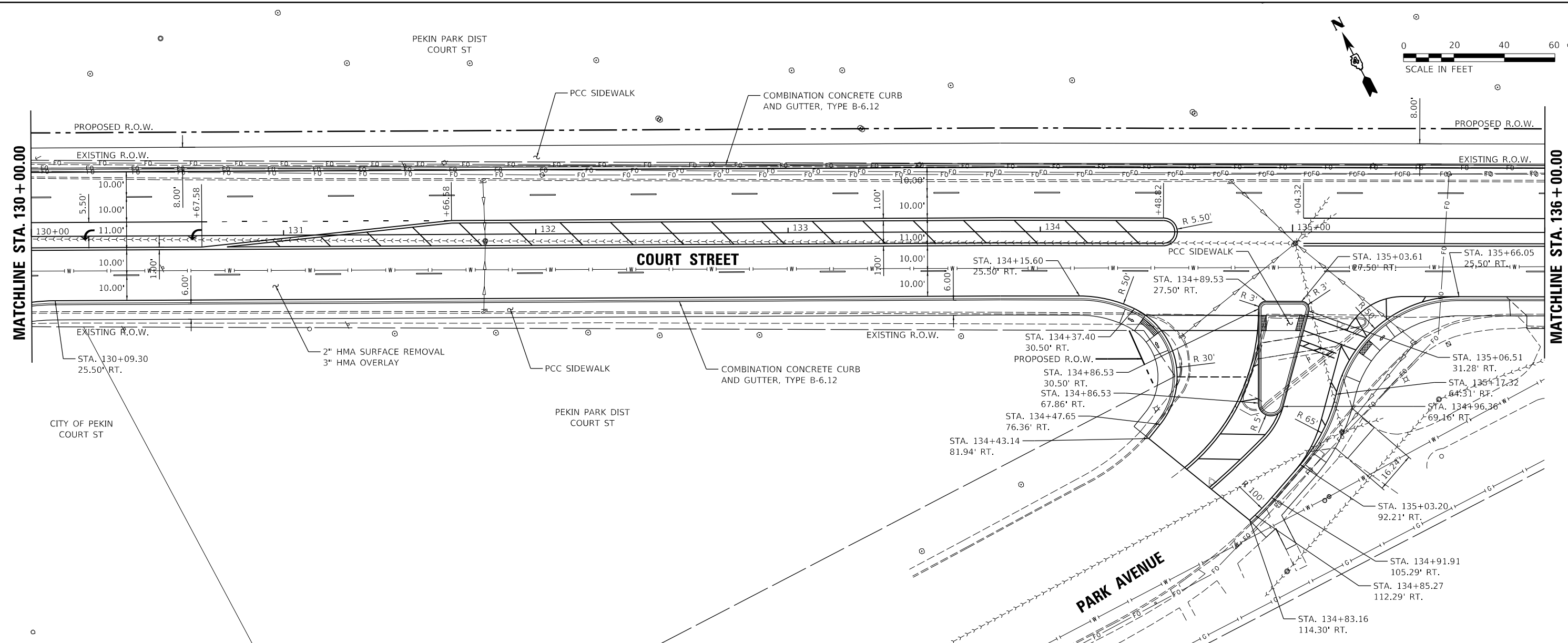
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DATE	BY
PLAN	SUBMITTED
NO.	FILE NAME

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DATE	BY
PROFILE	SUBMITTED
NO.	FILE NAME

C.J.G.	10/03/12
RLA	4/30/16
MGD	4/14/21
LAYOUT	
DRAWN	
REVIEWED	
Default	



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PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. 130+00.00 TO STA.136+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	22
CONTRACT NO.				

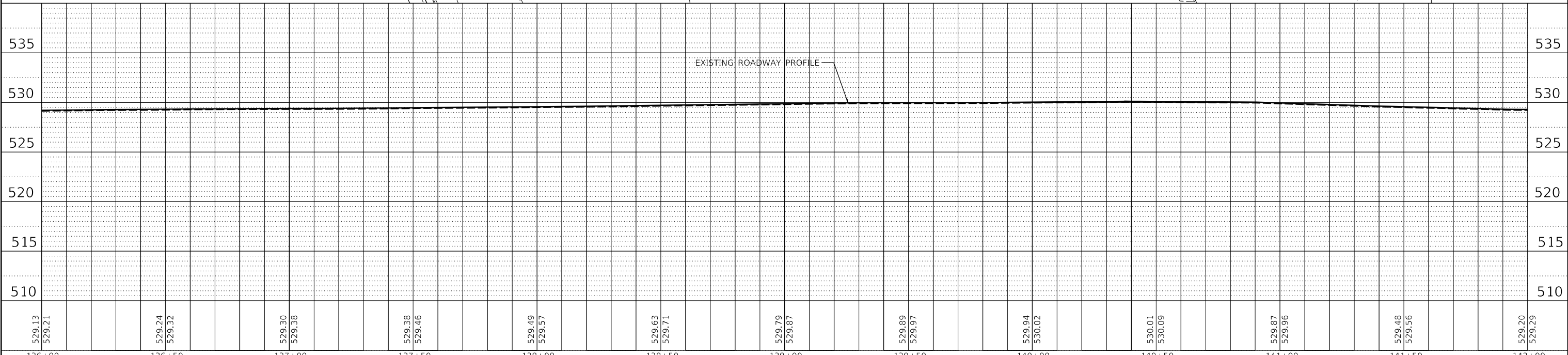
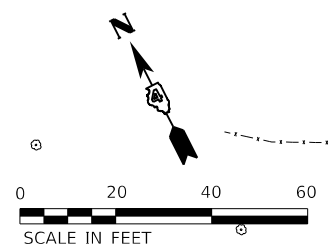
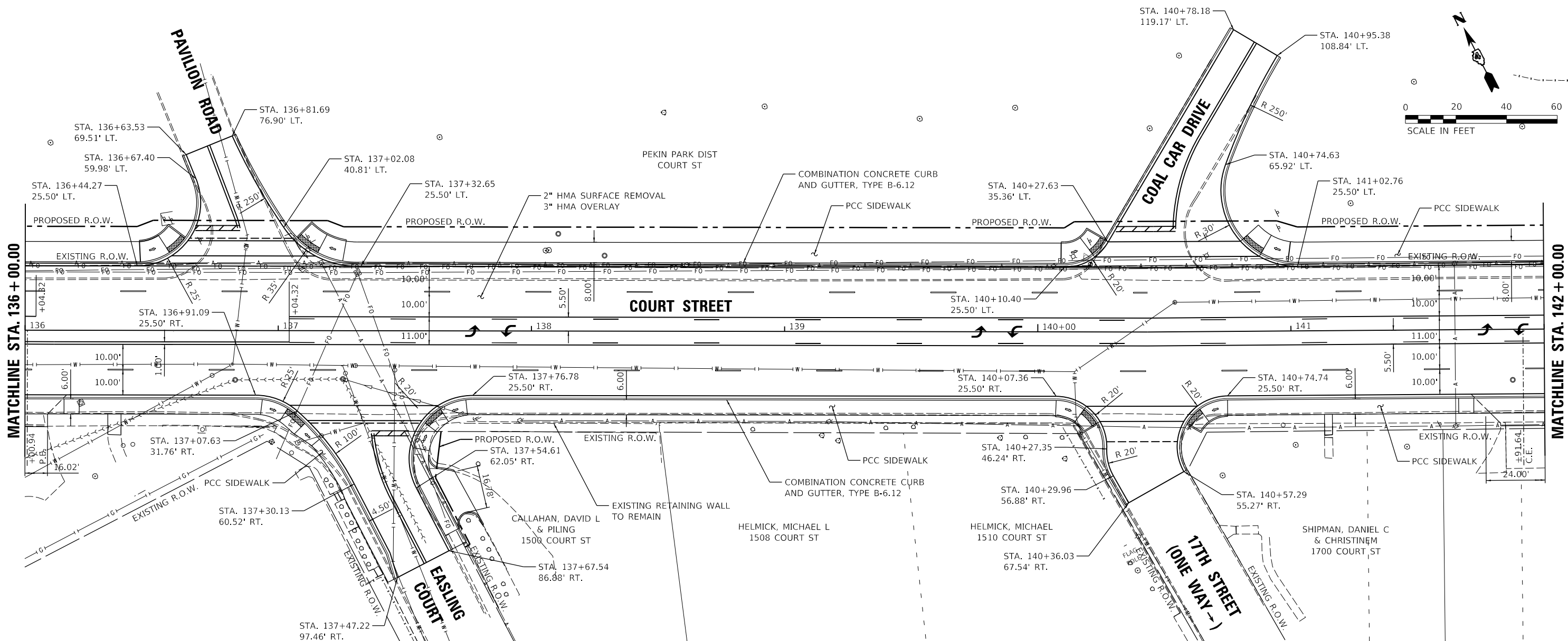
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		NO.	CAD FILE NAME



DATE	BY	SUBMITTED	CHECKED
		PLANNING	DESIGN
		NOTE BOOK	ALIGNED
		NO.	CAD FILE NAME

C.J.G.	10/03/13
RLA	4/30/17
MGD	4/14/21
DRAWN	
REVIEWED	



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PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. 136+00.00 TO STA.142+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	23
CONTRACT NO.				

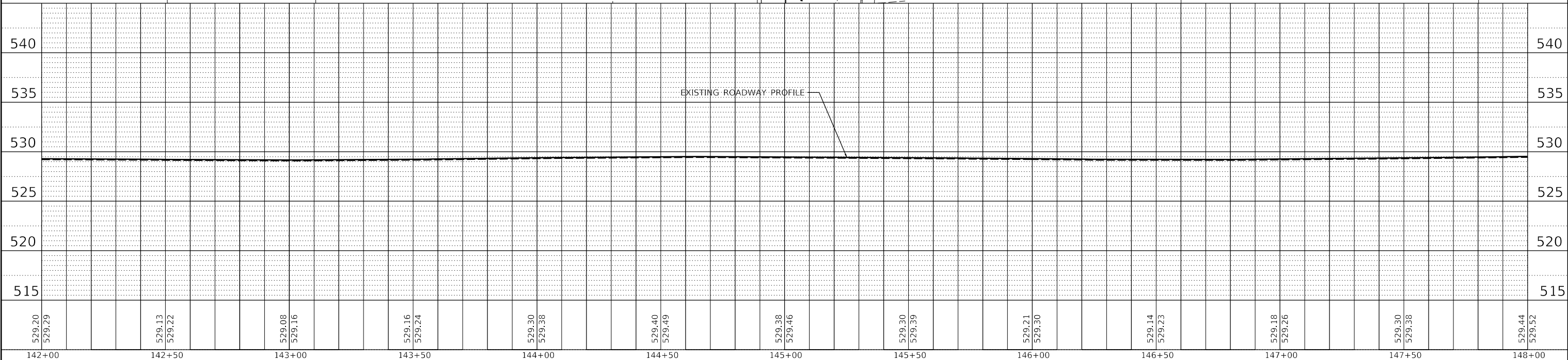
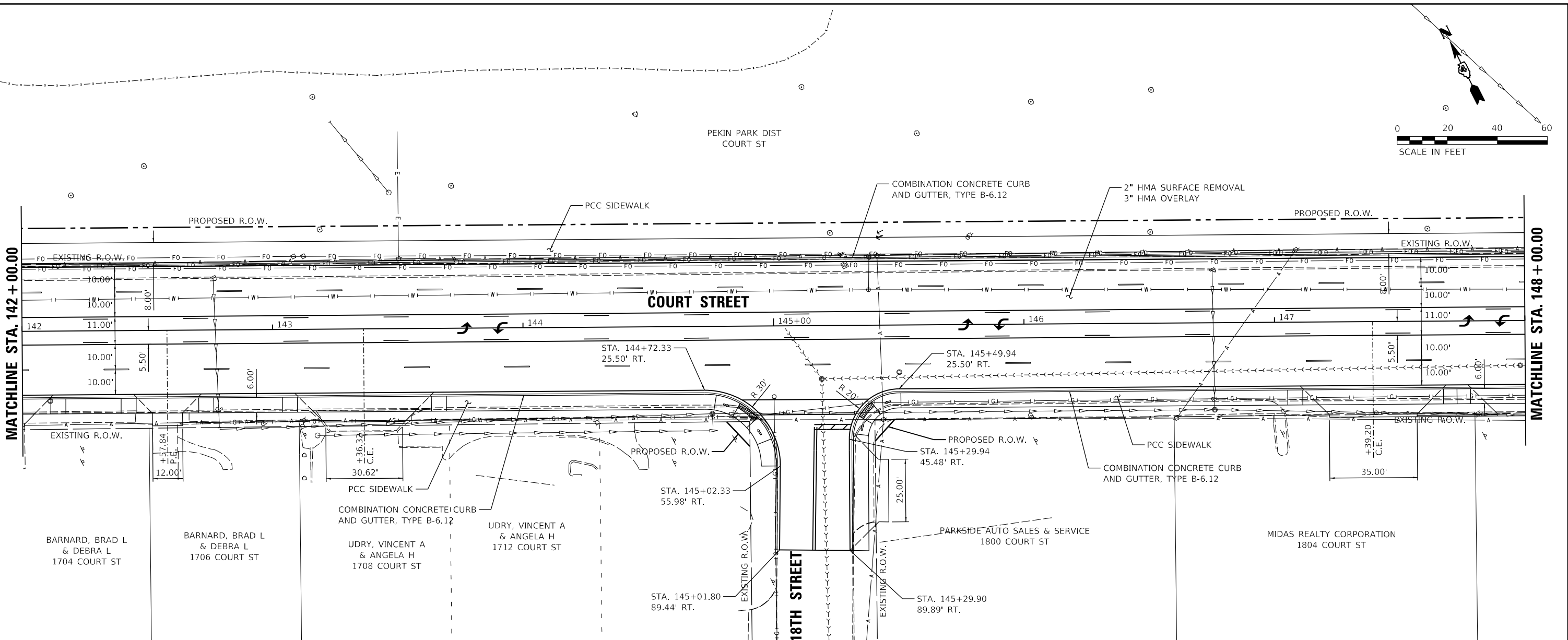
PRELIMINARY
NOT FOR CONSTRUCTION

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



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

C.J.G.	10/03/14
RLA	4/30/18
MGD	4/14/21
LAYOUT	
DRAWN	
REVIEWED	



FILE NAME =	USER NAME = anderson0846	DESIGNED - C.J.G.	REVISED -
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PLOT SCALE = 40.00' / 1"		CHECKED - MGD	REVISED -
PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. 142+00.00 TO STA. 148+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	24
CONTRACT NO.				

ILLINOIS FED. AID PROJECT
ATTACHMENT 7 - 9

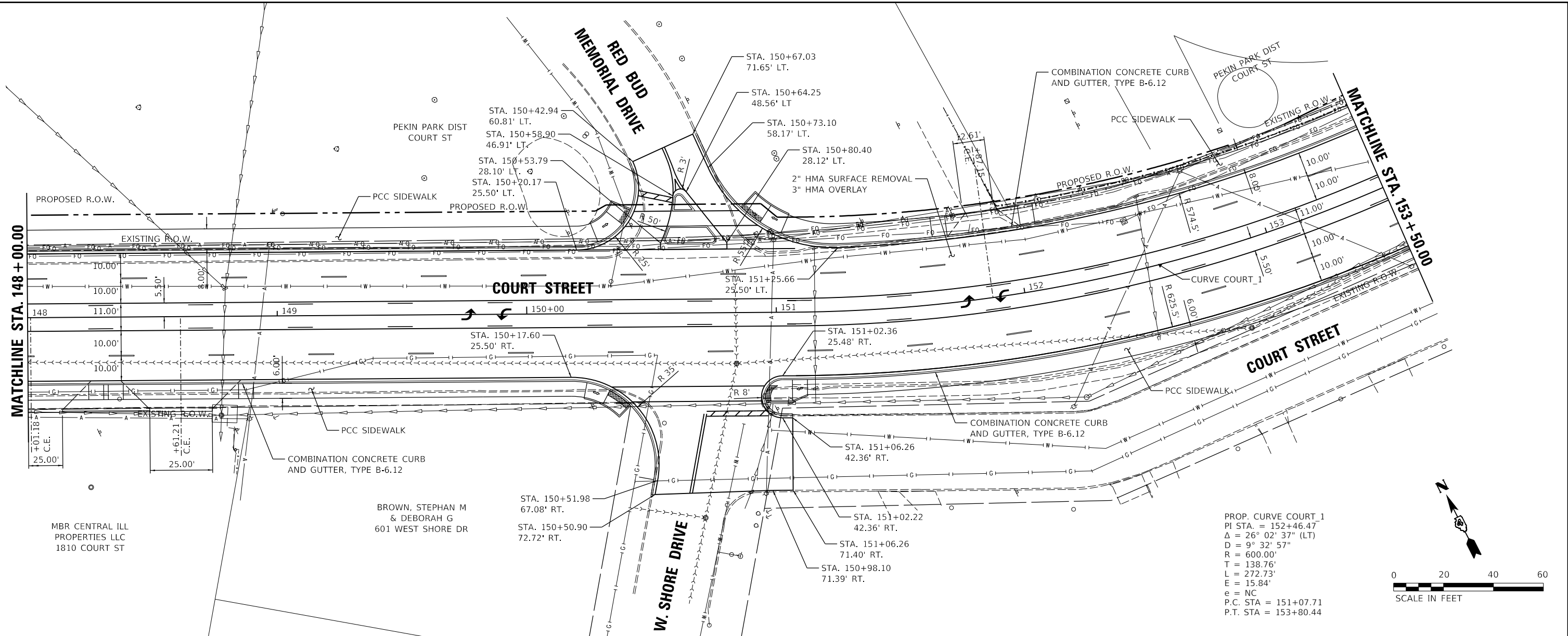
PRELIMINARY
NOT FOR CONSTRUCTION

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

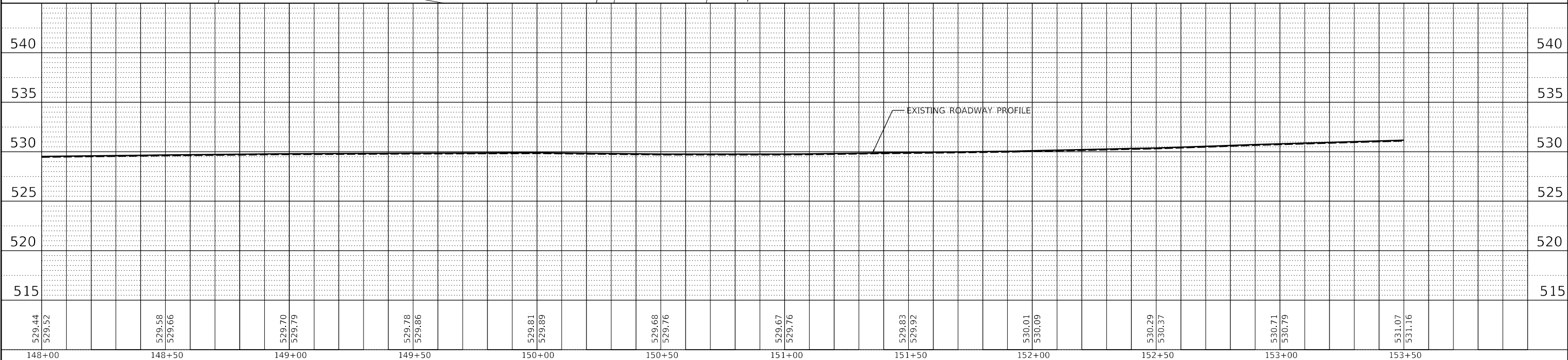
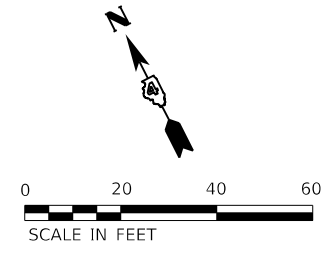
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PROFILE	SURVEYED	DATE
NOTE BOOK NO.	GRADES CHECKED	BY
	STRUCTURE NOTATIONS CHKD	

LAYOUT	C.J.G.	10/03/15
DRAWN	RLA	4/30/19
REVIEWED	MGD	4/14/21



PROP. CURVE COURT 1
 P.I. STA. = 152+46.47
 $\Delta = 26^\circ 02' 37''$ (LT)
 $D = 9^\circ 32' 57''$
 $R = 600.00'$
 $T = 138.76'$
 $L = 272.73'$
 $E = 15.84'$
 $e = NC$
 P.C. STA. = 151+07.71
 P.T. STA. = 153+80.44



FILE NAME =	USER NAME = anderson00846	DESIGNED - C.J.G.	REVISED -
i:\13\jobs\13L0177A\CAD\Road\Sheet\pdr\sheet\inprof10.dgn		DRAWN - RLA	REVISED -
PLOT SCALE = 40.00' / in.		CHECKED - MGD	REVISED -
PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**COURT STREET
PLAN AND PROFILE**

SCALE: 1"=20' SHEET OF SHEETS STA. 148+00.00 TO STA. 153+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	25
CONTRACT NO.				

PRELIMINARY
NOT FOR CONSTRUCTION

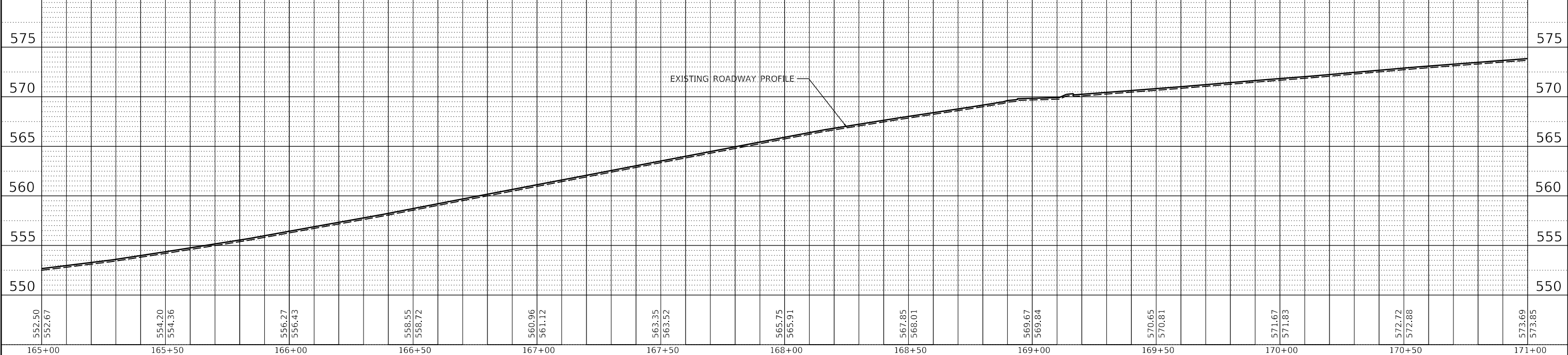
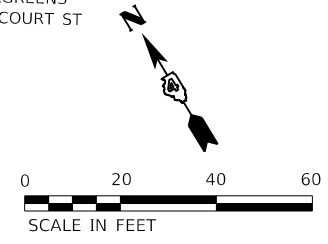
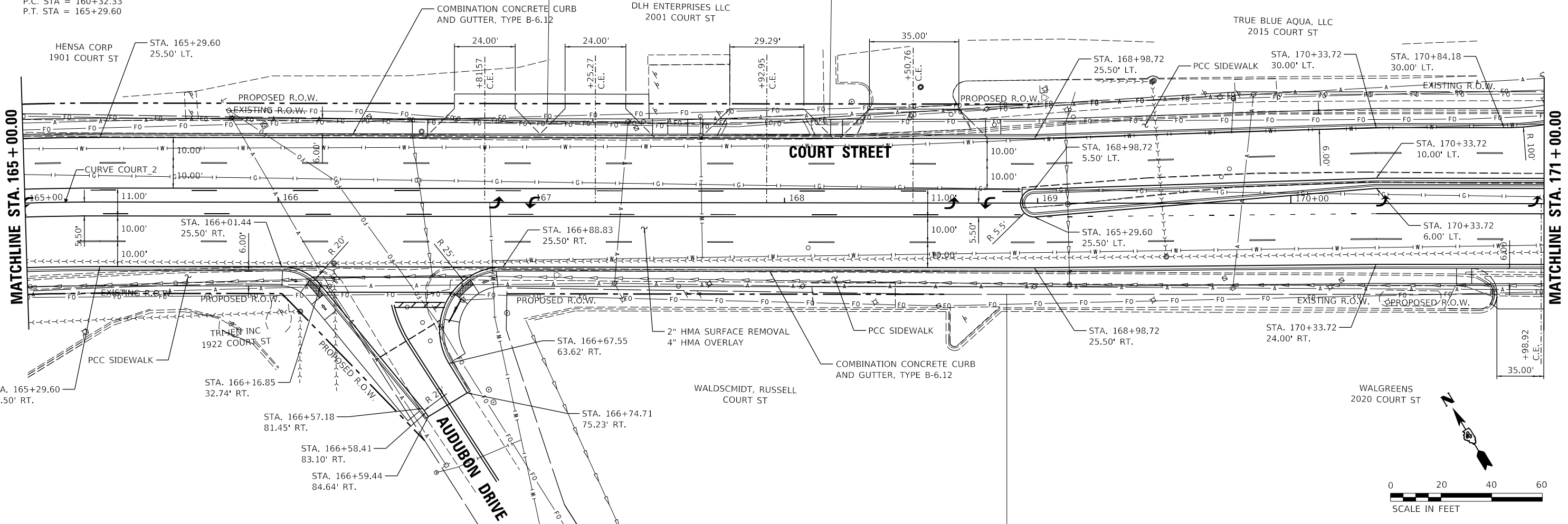
DATE	
BY	
PLAN	SUBMITTED
	ALIGNED
	CHECKED
	NO. _____
	NO. _____
	NO. _____

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DATE	
BY	
PROFILE	SUBMITTED
	GRADES
	CHECKED
	NO. _____
	NO. _____
	NO. _____

C.J.G.	10/03/16
RLA	4/30/20
MGD	4/14/21
LAYOUT	
DRAWN	
REVIEWED	

PROP. CURVE COURT 2
PI STA. = 162+87.13
Δ = 30° 48' 05" (RT)
D = 6° 11' 39"
R = 925.00'
T = 254.80'
L = 497.27'
E = 34.45'
e = NC
P.C. STA = 160+32.33
P.T. STA = 165+29.60



FILE NAME =	USER NAME = anderson0846	DESIGNED - C.J.G.	REVISED -
I:\13jobs\13L0177A\CAD\Road\Sheet\pdr\shp\inprof13.dgn		DRAWN - RLA	REVISED -
PLOT SCALE = 40.00' / in.		CHECKED - MGD	REVISED -
DATE - 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	28
CONTRACT NO.				

SCALE: 1"=20' SHEET OF SHEETS STA. 165+00.00 TO STA. 171+00.00

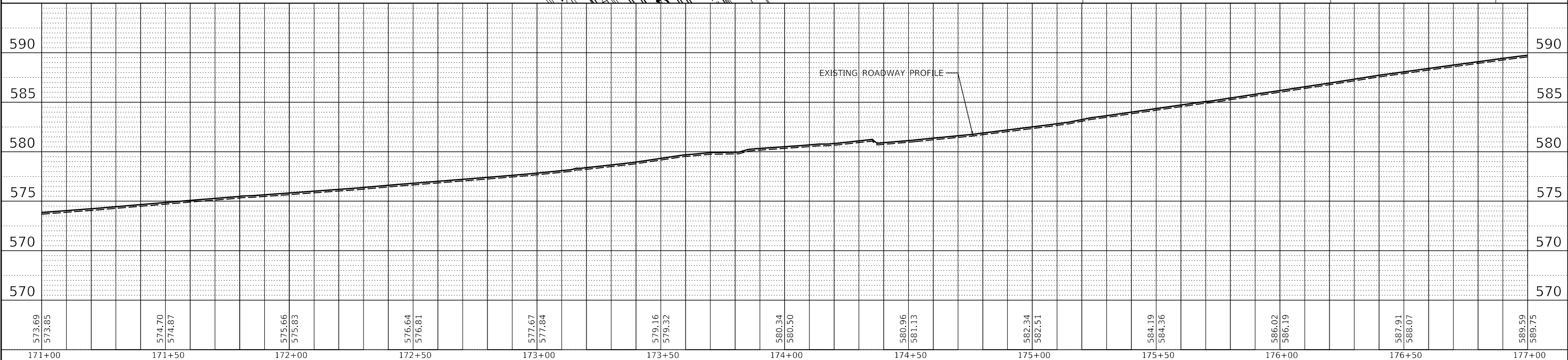
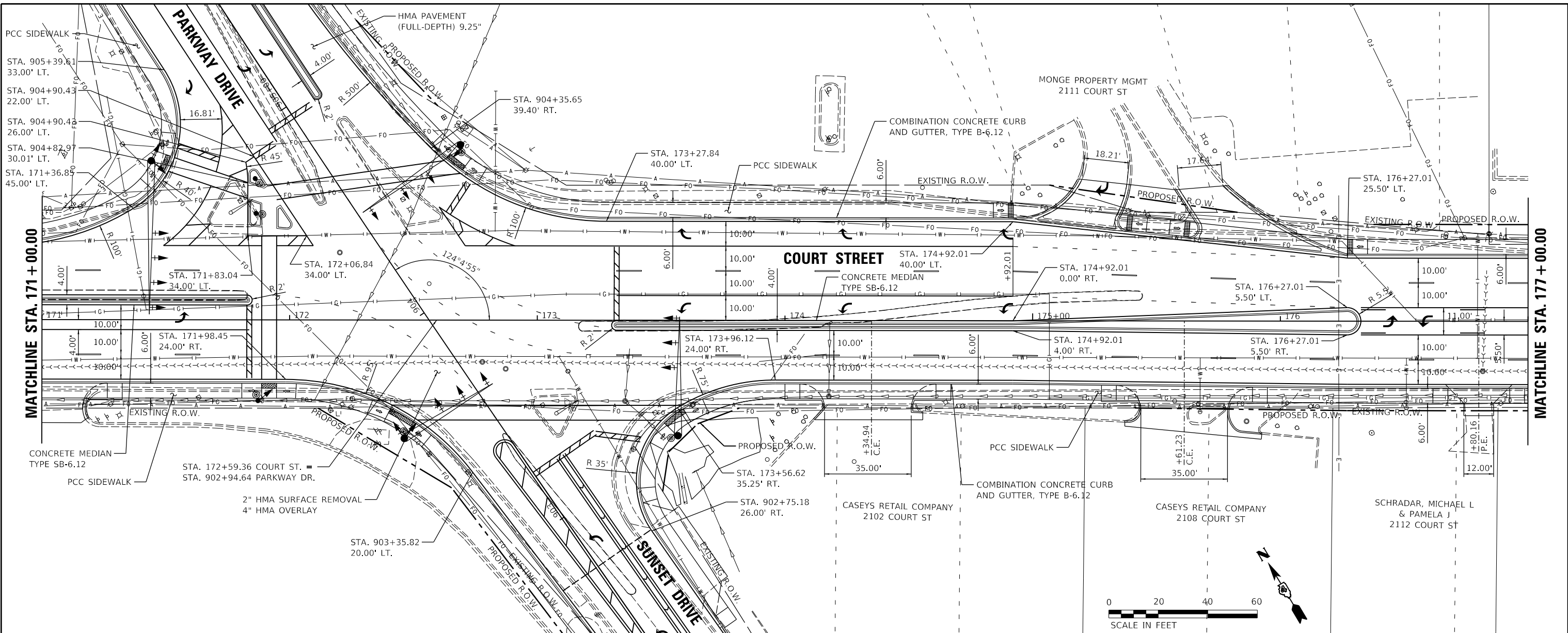
PRELIMINARY
NOT FOR CONSTRUCTION

DATE	BY	REVIEWED	DATE
PLAN	SURVEYED	ALIGNED	CHECKED
	NOTE BOOK	NO. _____	CARD FILE NAME

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DATE	BY	REVIEWED	DATE
PROFILE	SURVEYED	GRADES CHECKED	STATUS
	NOTE BOOK	NO. _____	DATE

C.J.G.	10/07/16
RLA	4/30/20
MGD	4/14/21
LAYOUT	
DRAWN	
REVIEWED	



FILE NAME =	USER NAME = anderson0846	DESIGNED - C.J.G.	REVISED -
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PLOT SCALE = 40.00' / 1"		CHECKED - MGD	REVISED -
PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		COURT STREET PLAN AND PROFILE	
SCALE: 1"=20'	SHEET	OF SHEETS	STA. 171+00.00 TO STA. 177+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	29
CONTRACT NO.				

ILLINOIS FED. AID PROJECT
 ATTACHMENT 7 - 14

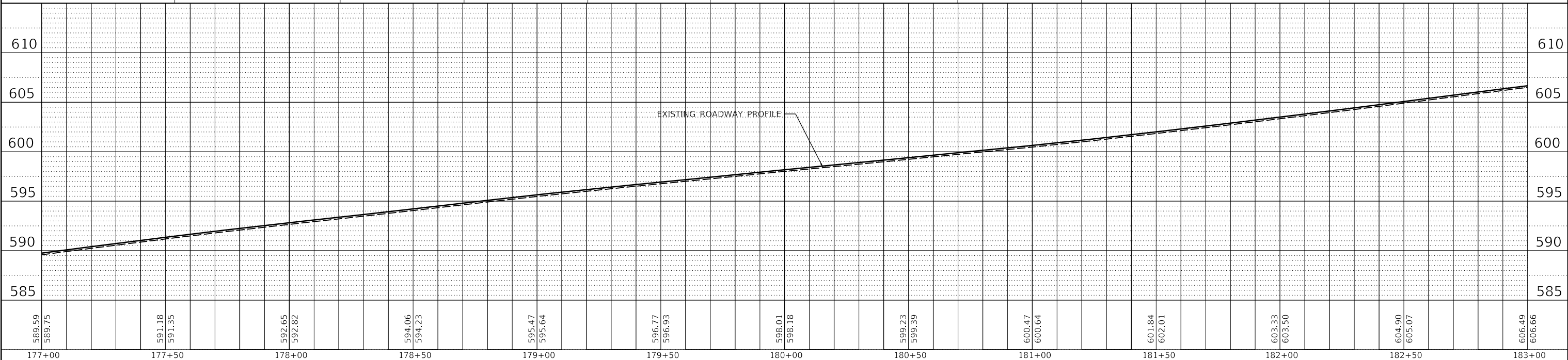
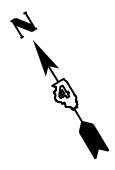
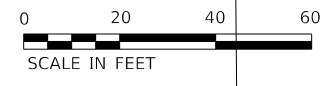
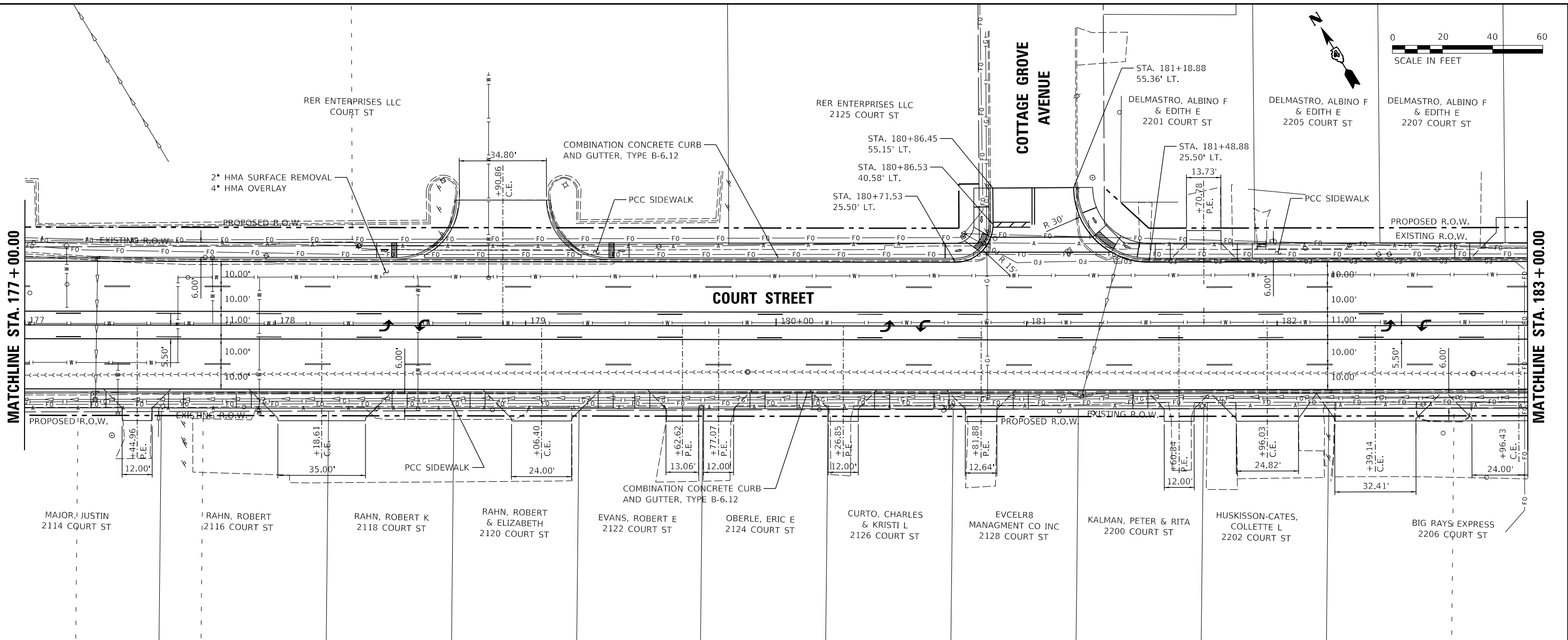
PRELIMINARY
NOT FOR CONSTRUCTION

DATE	BY
PLAN	SUBMITTED
	PLOTTED
	ALIGNED
	CHECKED
	CAD FILE NAME
	NO.



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

C.J.G.	10/07/16
RLA	4/30/20
MGD	4/14/21
LAYOUT	
DRAWN	
REVIEWED	



FILE NAME =	USER NAME = anderson00846	DESIGNED - C.J.G.	REVISED -
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PLOT SCALE = 40.00' / in.		CHECKED - MGD	REVISED -
PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. 177+00.00 TO STA.183+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	30
CONTRACT NO.				

ILLINOIS FED. AID PROJECT
ATTACHMENT 7 - 15

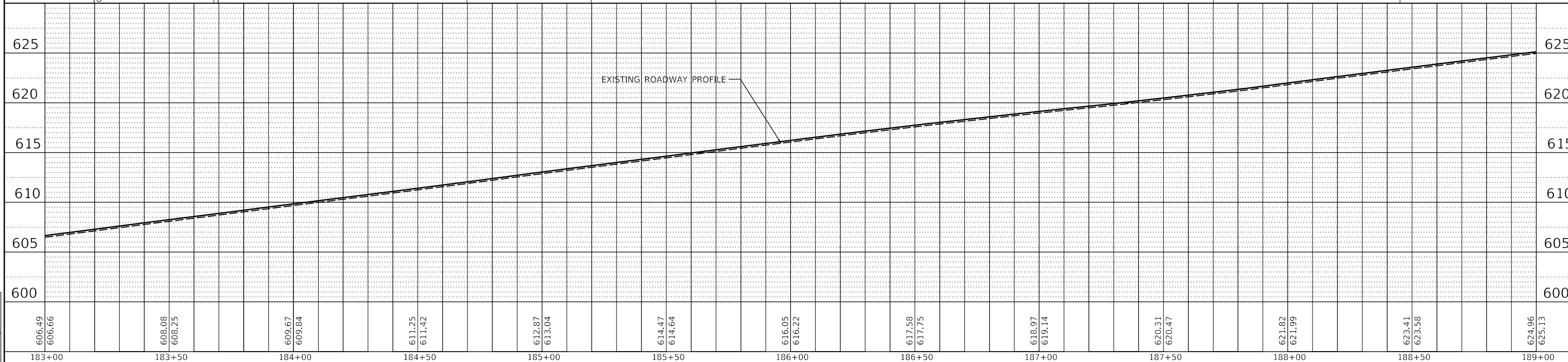
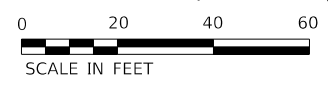
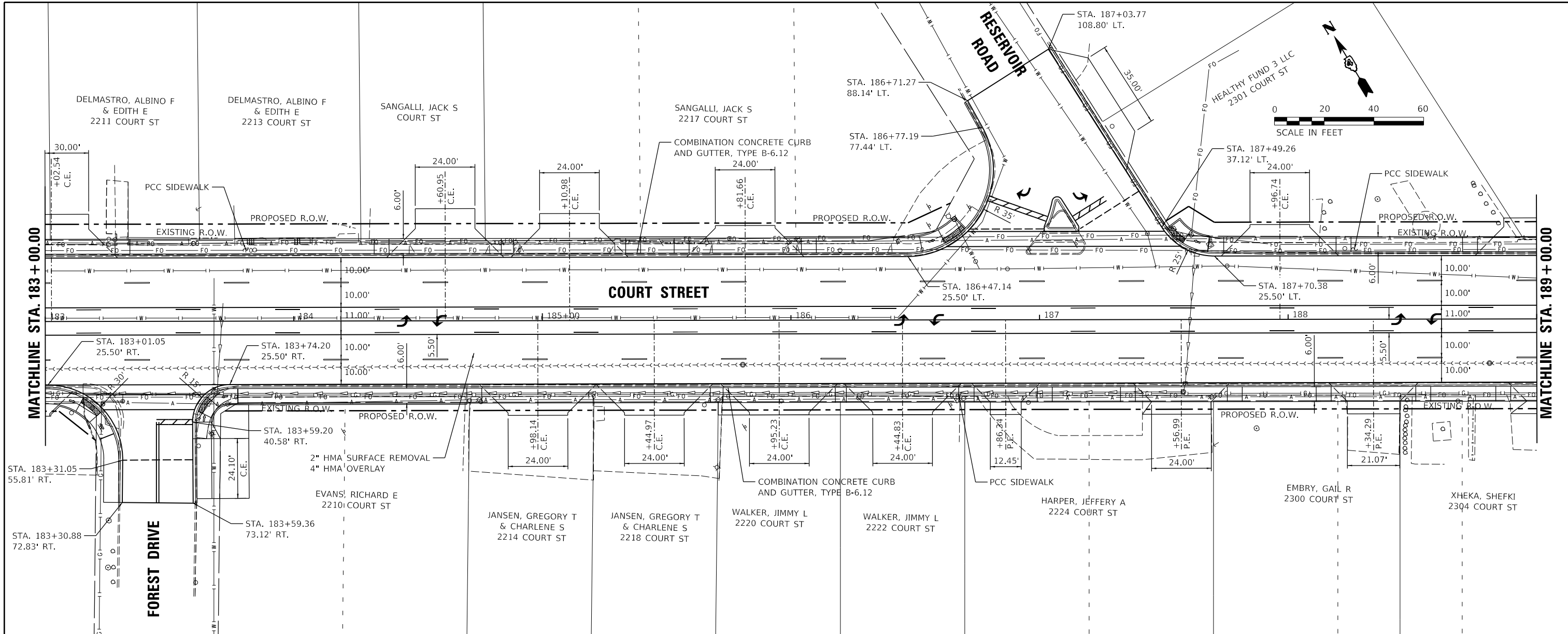
PRELIMINARY
NOT FOR CONSTRUCTION

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

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

C.J.G.	10/07/16
RLA	4/30/20
MGD	4/14/21
LAYOUT	
DRAWN	
REVIEWED	



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PLOT SCALE = 40.00' / 1"		CHECKED - MGD	REVISED -
PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	31

SCALE: 1"=20' SHEET OF SHEETS STA. 183+00.00 TO STA. 189+00.00

PRELIMINARY
NOT FOR CONSTRUCTION

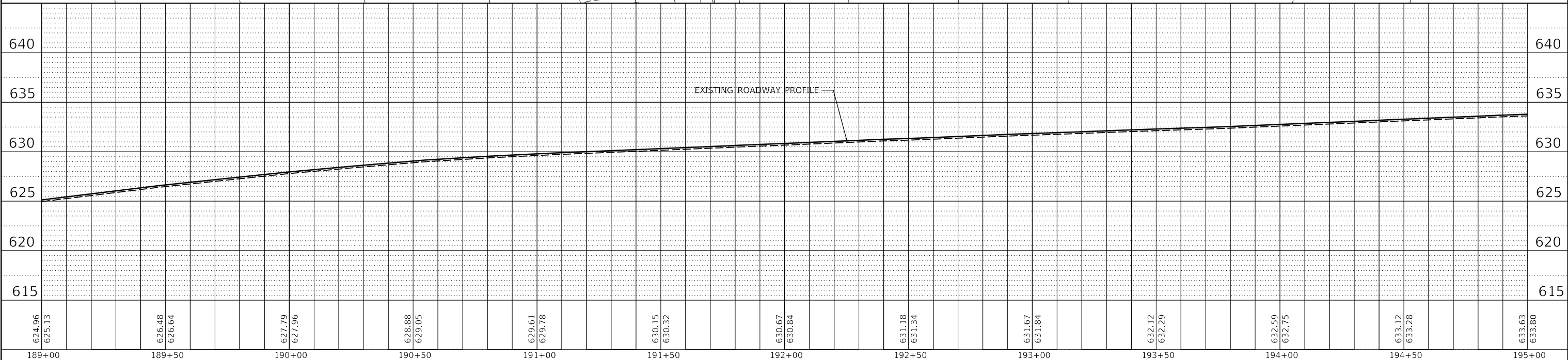
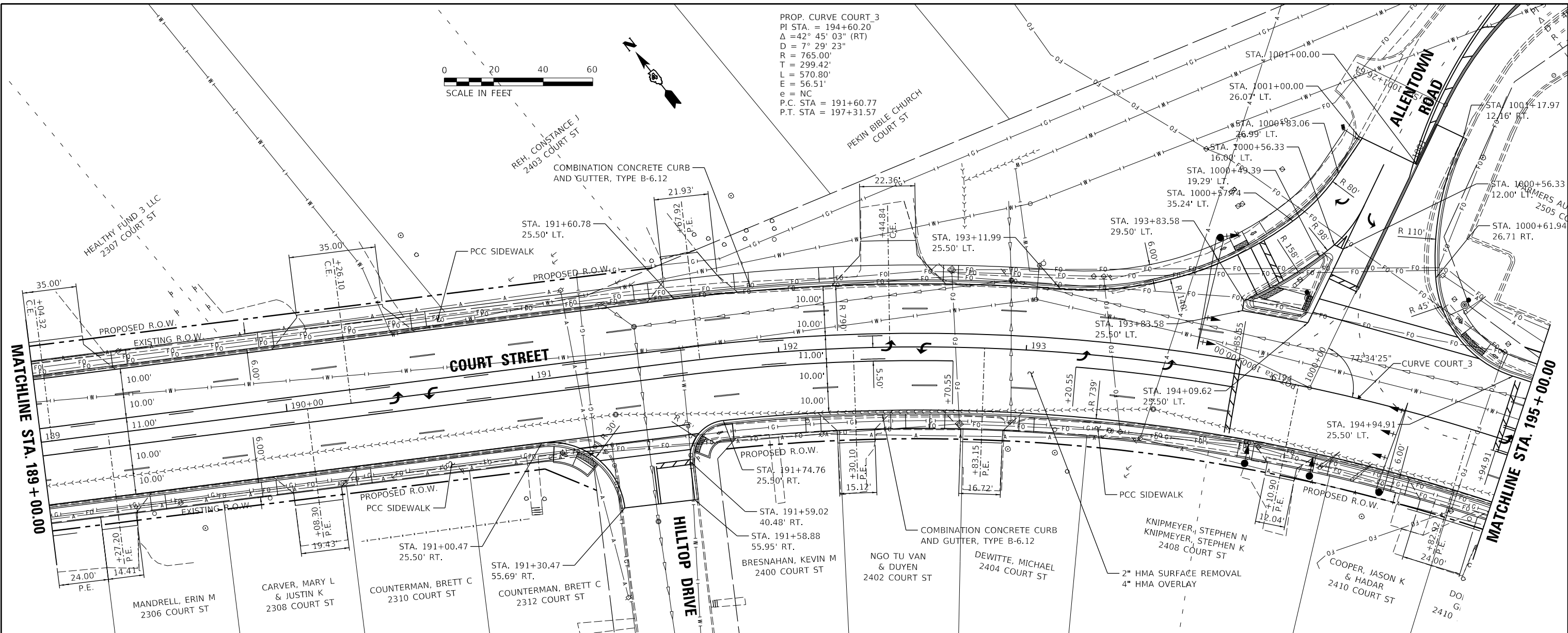
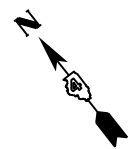
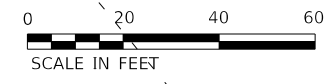
DATE	BY	SUBMITTED	PLANNING
		NOTED	DESIGNED
		CHECKED	DRAWN
		APPROVED	REVIEWED

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DATE	BY	SUBMITTED	PROFILES
		NOTED	DESIGNED
		CHECKED	DRAWN
		APPROVED	REVIEWED

C.J.G.	10/07/16
RLA	4/30/20
MGD	4/14/21
DRAWN	
REVIEWED	

PROP. CURVE COURT 3
PI STA. = 194+60.20
Δ = 42° 45' 03" (RT)
D = 7° 29' 23"
R = 765.00'
T = 299.42'
L = 570.80'
e = NC
P.C. STA = 191+60.77
P.T. STA = 197+31.57



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PLOT SCALE = 40.00' / in.		CHECKED - MGD	REVISED -
PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. 189+00.00 TO STA. 195+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	32
CONTRACT NO.				

PRELIMINARY
NOT FOR CONSTRUCTION

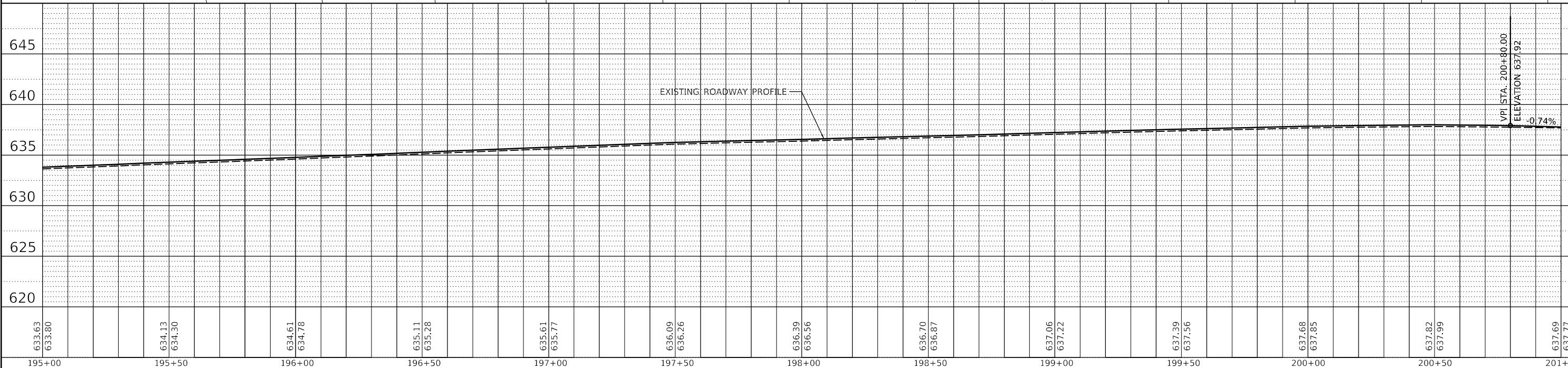
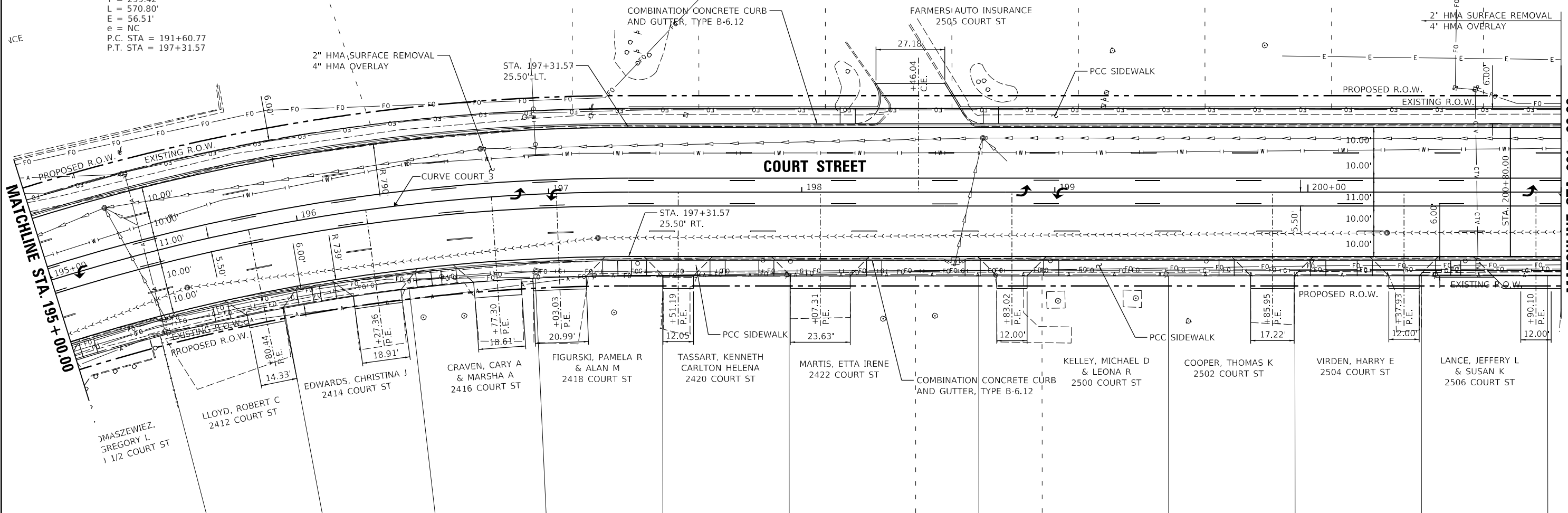
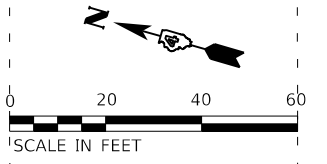
DATE	BY	REVISION

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DATE	BY	REVISION

C.J.G.	10/07/16
RLA	4/30/20
MGD	4/14/21

PROP. CURVE COURT 3
PI STA. = 194+60.20
 $\Delta = 42^\circ 45' 03''$ (RT)
D = 7° 29' 23"
R = 765.00'
T = 299.42'
L = 570.80'
E = 56.51'
e = NC
P.C. STA = 191+60.77
P.T. STA = 197+31.57



FILE NAME =	USER NAME = anderson0846	DESIGNED - C.J.G.	REVISED -
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PLOT SCALE = 40.00' / 1"		CHECKED - MGD	REVISED -
PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	33
CONTRACT NO.				

SCALE: 1"=20' SHEET OF SHEETS STA. 195+00.00 TO STA. 201+00.00

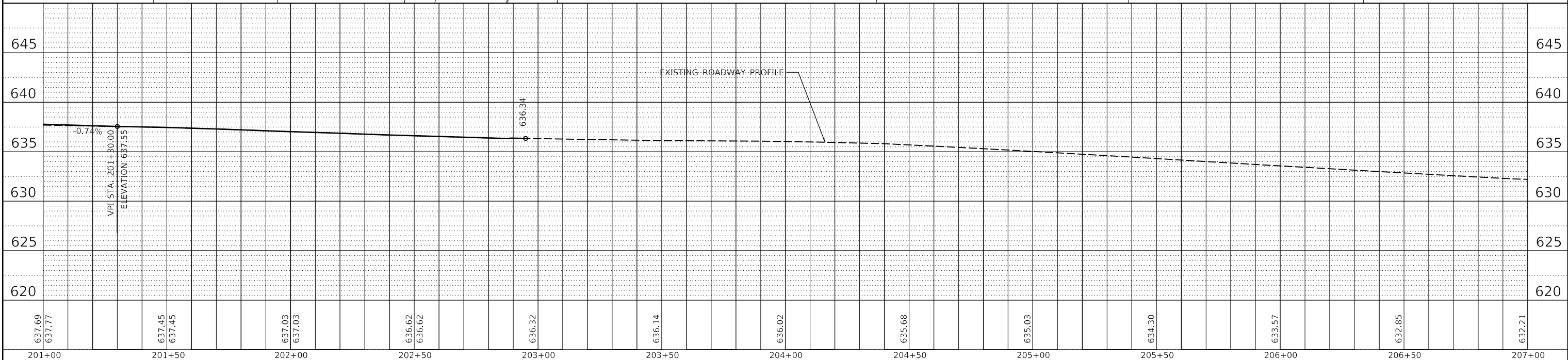
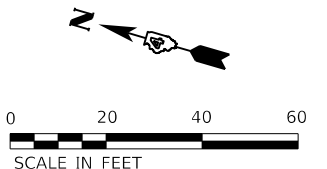
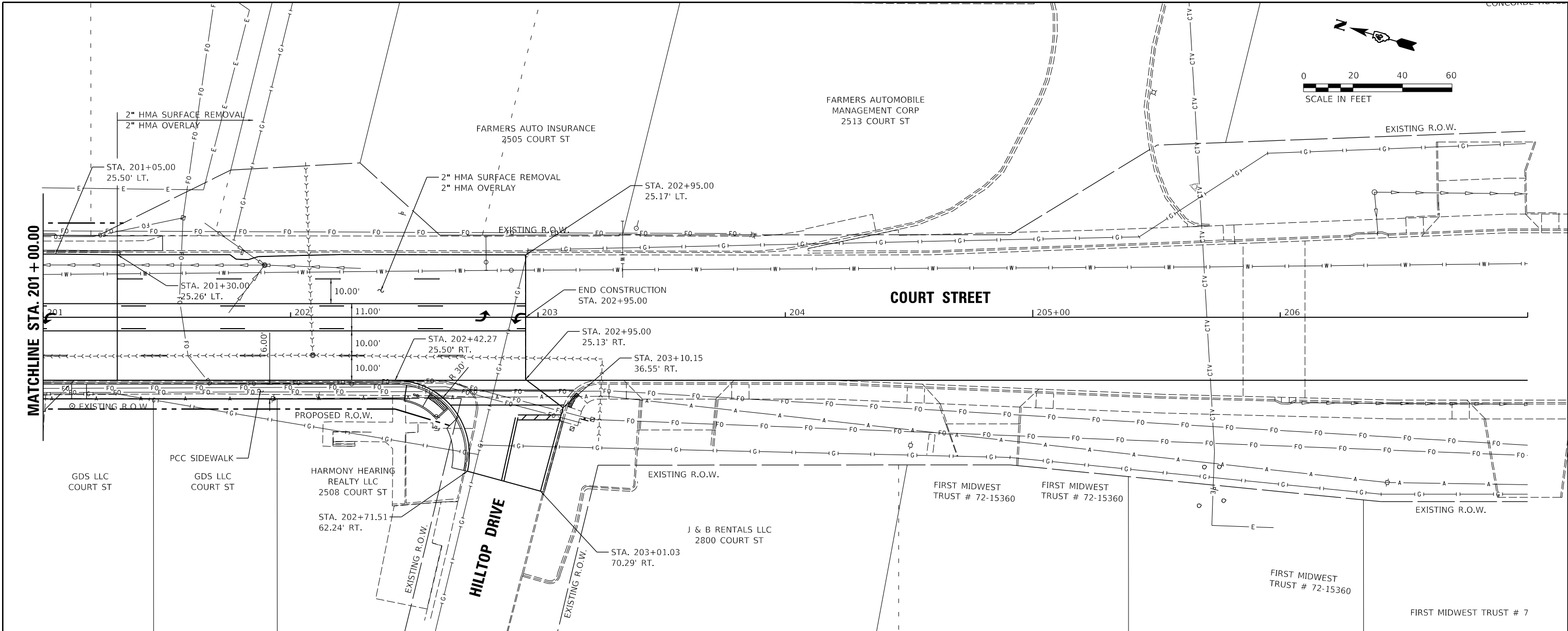
PRELIMINARY
NOT FOR CONSTRUCTION

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

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PROFILE	SURVEYED	DATE
NOTE BOOK NO.	GRADES CHECKED	BY
CADD FILE NAME	STRUCTURE CHECKED	
	STATUS CHKD	

LAYOUT	C.J.G.	10/07/16
DRAWN	RLA	4/30/20
REVIEWED	MGD	4/14/21



FILE NAME =	USER NAME = anderson00846	DESIGNED - C.J.G.	REVISED -
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PLOT SCALE = 40.00' / in.		CHECKED - MGD	REVISED -
PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. 201+00.00 TO STA. 207+00.00

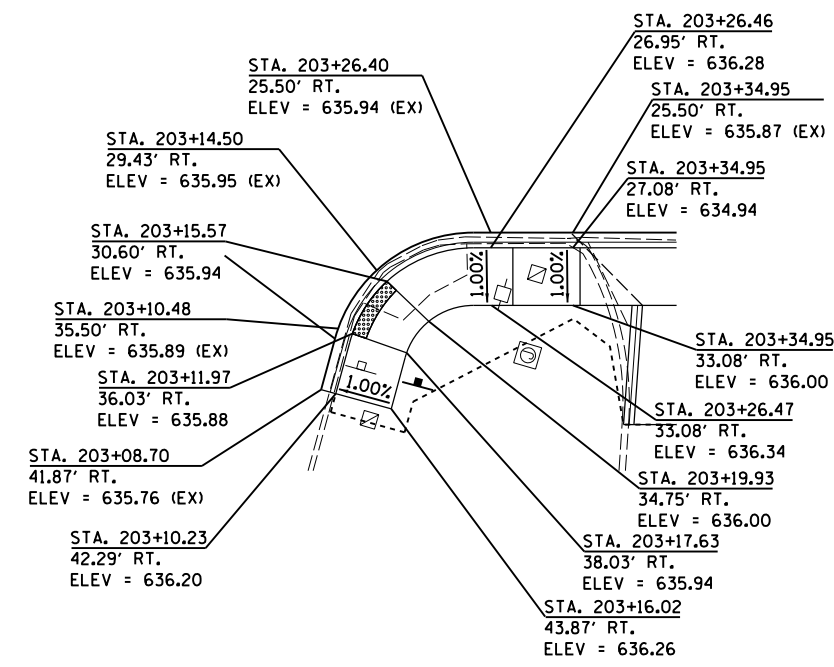
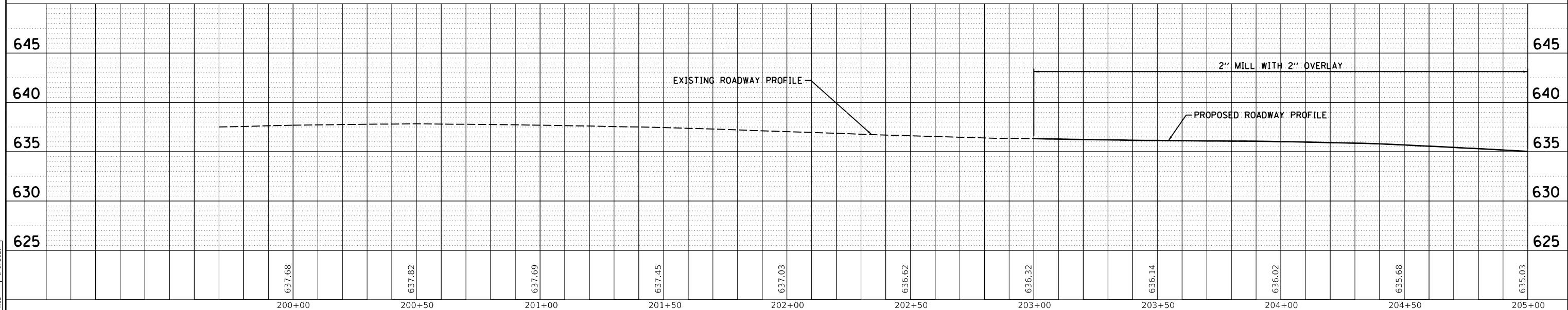
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	34
CONTRACT NO.				

DATE	
BY	
PLAN	
NO. _____	
NO. _____	
NO. _____	
NO. _____	
NO. _____	

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DATE	
BY	
PROFILE	
NO. _____	
NO. _____	
NO. _____	
NO. _____	
NO. _____	

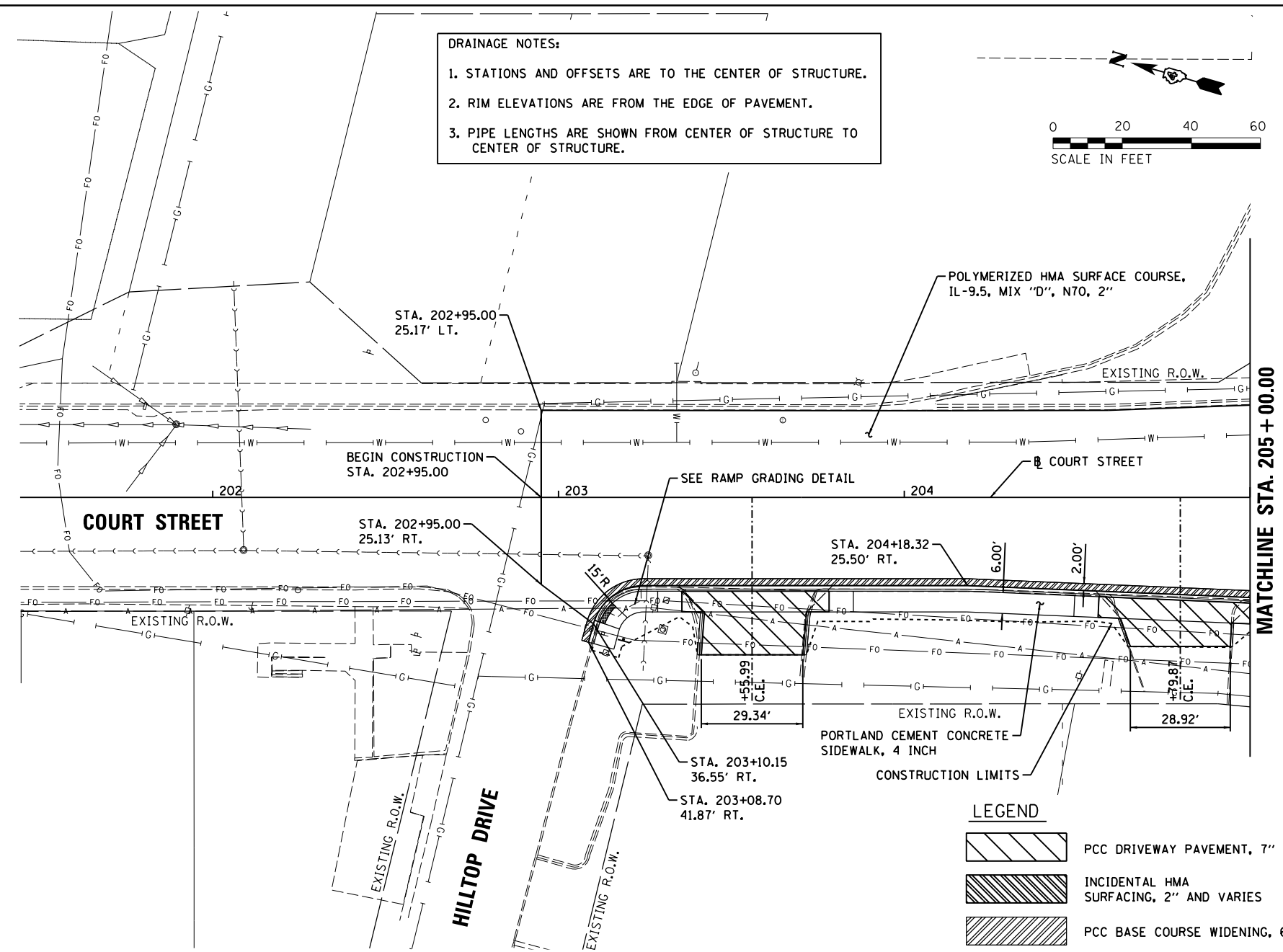
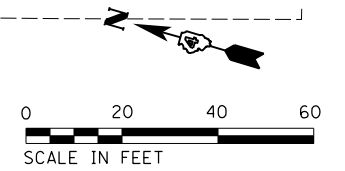
CLS	2/21/15
RLA	12/15/2020
MGD	1/8/2021
LAYOUT	
DRAWN	
REVIEWED	



RAMP GRADING DETAIL

DRAINAGE NOTES:

1. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURE.
2. RIM ELEVATIONS ARE FROM THE EDGE OF PAVEMENT.
3. PIPE LENGTHS ARE SHOWN FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.



LEGEND

	PCC DRIVEWAY PAVEMENT, 7"
	INCIDENTAL HMA SURFACING, 2" AND VARIES
	PCC BASE COURSE WIDENING, 6"

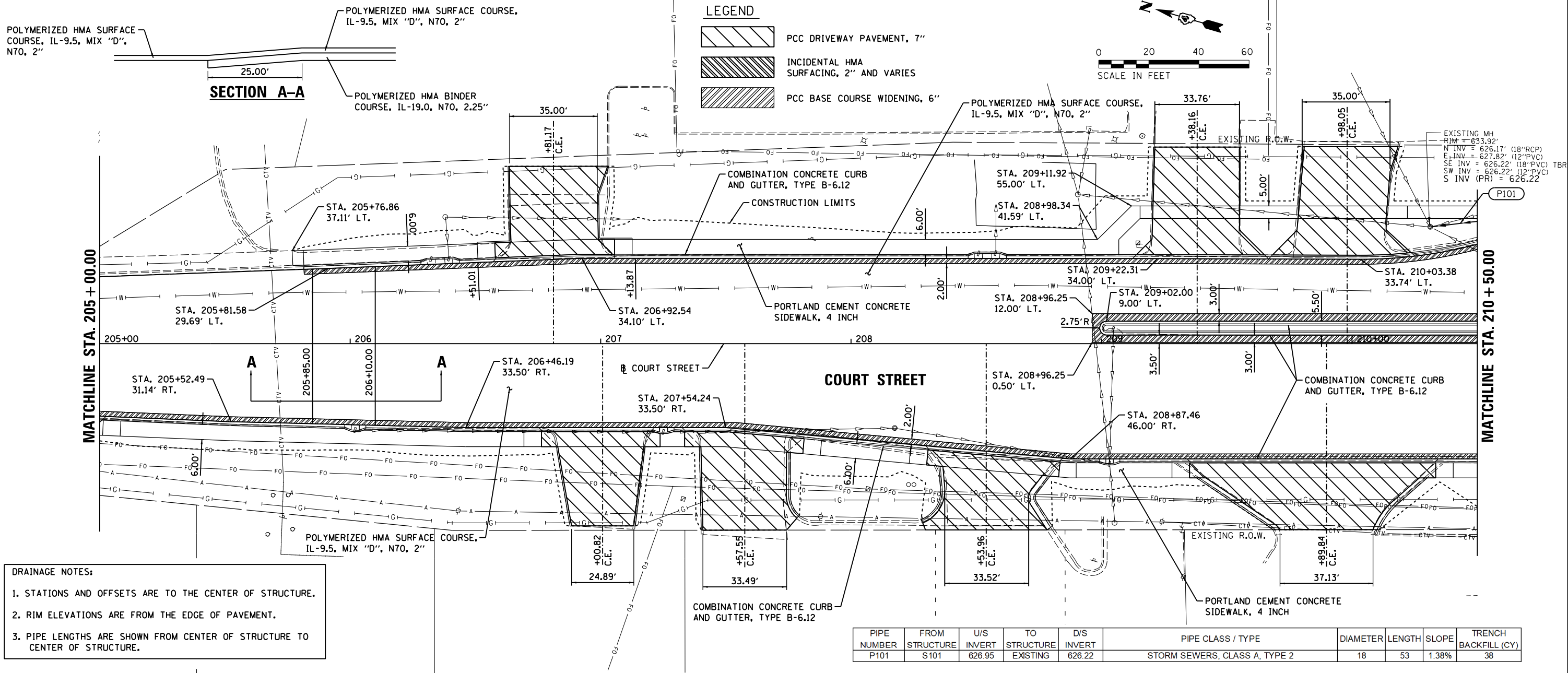
FILE NAME =	USER NAME = onder00846	DESIGNED - CLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				COURT ST (HILLTOP DR TO VETERANS DR) PLAN AND PROFILE				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 40.0002' / in.	CHECKED - MGD	REVISED -	CONTRACT NO.													
PLOT DATE = 3/19/2021	DATE - 03/19/2021	REVISED -	ILLINOIS FED. AID PROJECT													
Default				1"=20'				SHEET OF SHEETS STA. 203+20.00 TO STA.205+00.00				ATTACHMENT 7 - 20				

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

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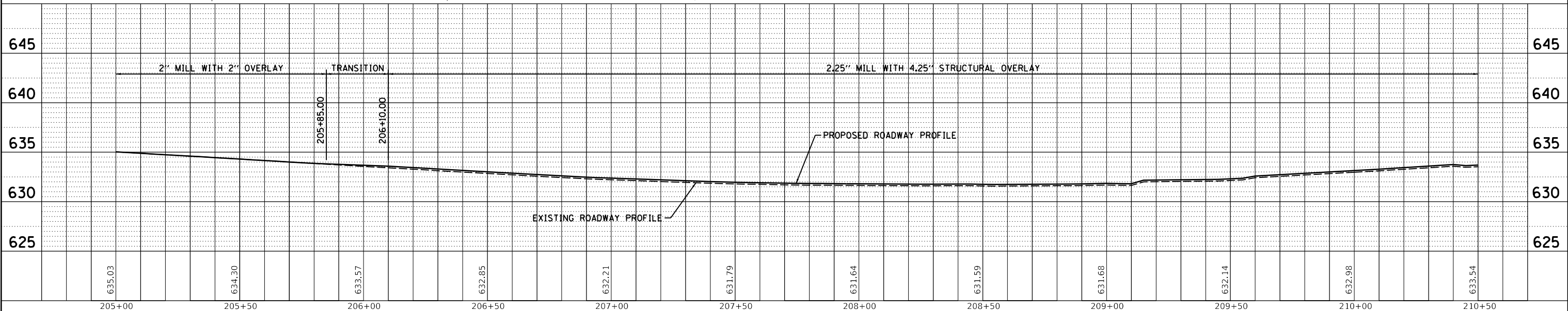
DATE	
BY	
PROFILE	SURVEYED
	GRADES CHECKED
	STRUCTURE
	STATUS
	CHFD
	NO. _____
	NO. _____
	NO. _____

CLS	2/21/16
RLA	12/15/2020
MGD	1/8/2021
LAYOUT	
DRAWN	
REVIEWED	



- DRAINAGE NOTES:**
1. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURE.
 2. RIM ELEVATIONS ARE FROM THE EDGE OF PAVEMENT.
 3. PIPE LENGTHS ARE SHOWN FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.

PIPE NUMBER	FROM STRUCTURE	U/S INVERT	TO STRUCTURE EXISTING	D/S INVERT	PIPE CLASS / TYPE	DIAMETER	LENGTH	SLOPE	TRENCH BACKFILL (CY)
P101	S101	626.95	EXISTING	626.22	STORM SEWERS, CLASS A, TYPE 2	18	53	1.38%	38



FILE NAME =	USER NAME = onder00846	DESIGNED - CLS	REVISED -	F.A.P. RTE. 693	SECTION 20-00193-00-RS	COUNTY TAZEWELL	TOTAL SHEETS 109	SHEET NO. 34
i:\13jobs\13l0177\CAD\Road\Sheet\Valle Vis		DRAWN - RLA	REVISED -	COURT ST (HILLTOP DR TO VETERANS DR)		CONTRACT NO.		
PLOT SCALE = 40.0002' / in.		CHECKED - MGD	REVISED -	PLAN AND PROFILE		ILLINOIS FED. AID PROJECT		
PLOT DATE = 3/19/2021		DATE - 03/19/2021	REVISED -	SCALE: 1"=20'	SHEET OF SHEETS	STA. 205+00.00 TO STA. 210+50.00	ATTACHMENT 7 - 21	

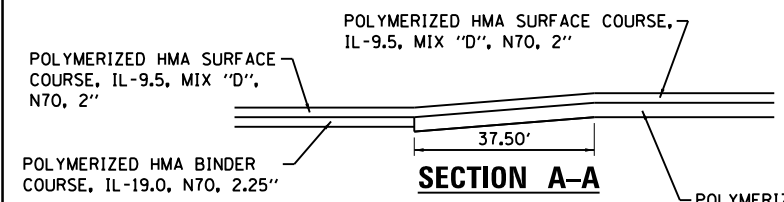
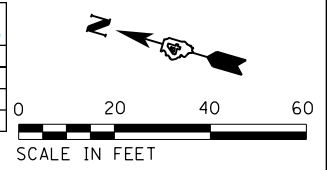
DATE	
BY	
PLAN	
NO.	
NO.	
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NO.	
NO.	



DATE	
BY	
PROFILE	
NO.	
NO.	
NO.	
NO.	
NO.	

CLS	2/21/21
RLA	12/15/2020
MGD	1/8/2021
DR	
RE	

PIPE NUMBER	FROM STRUCTURE	U/S INVERT	TO STRUCTURE	D/S INVERT	PIPE CLASS / TYPE	DIAMETER	LENGTH	SLOPE	TRENCH BACKFILL (CY)
P100	S100	EXISTING	EXISTING	EXISTING	STORM SEWERS, CLASS A, TYPE 1	12	5	1.00%	1
P101	S101	626.95	EXISTING	626.22	STORM SEWERS, CLASS A, TYPE 2	18	53	1.38%	38
P102	S102	628.60	S101	627.05	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE	18	111	1.40%	40
P103	EXISTING	630.15	S102	629.88	STORM SEWERS, CLASS A, TYPE 1	18	27	1.00%	4

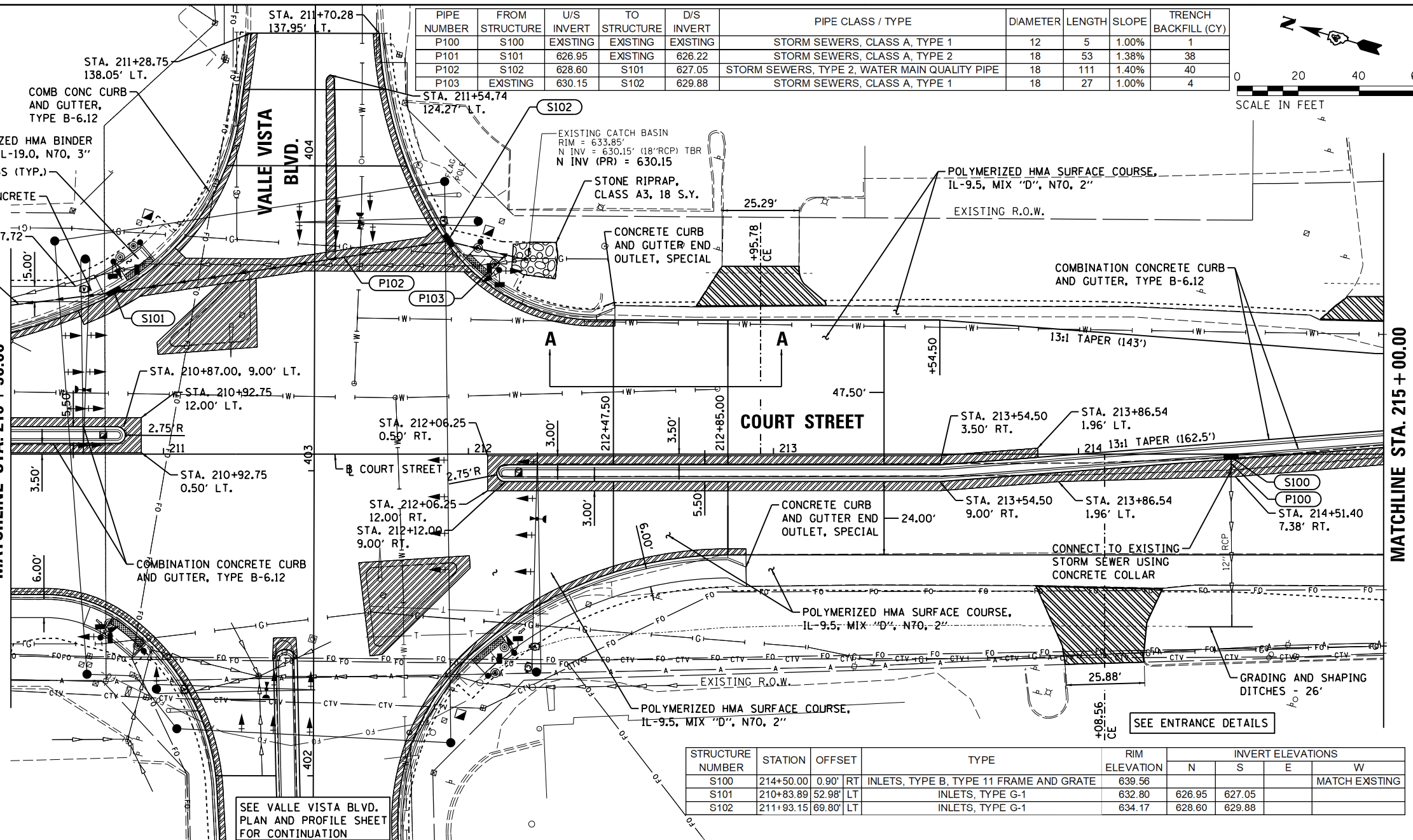


CONCRETE COLLAR	
LOCATION	54248510
STATION	CONCRETE COLLAR
OFFSET	CU YD
COURT ST.	
214+49.97	5.44' RT
	0.4
TOTAL	0.4

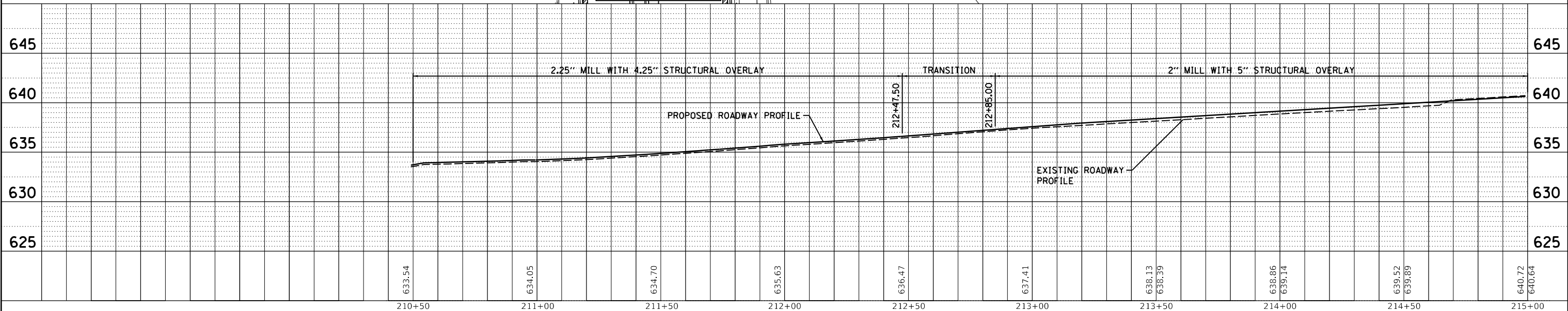
TRAFFIC SIGNAL REMOVAL AND REPLACEMENT TO BE COMPLETED BY OTHERS.

- LEGEND**
- PCC DRIVEWAY PAVEMENT, 7"
 - INCIDENTAL HMA SURFACING, 2" AND VARIES
 - PCC BASE COURSE WIDENING, 6"
 - STONE RIPRAP, CLASS A3

- DRAINAGE NOTES:**
- STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURE.
 - RIM ELEVATIONS ARE FROM THE EDGE OF PAVEMENT.
 - PIPE LENGTHS ARE SHOWN FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.



STRUCTURE NUMBER	STATION	OFFSET	TYPE	RIM ELEVATION	INVERT ELEVATIONS			
					N	S	E	W
S100	214+50.00	0.90' RT	INLETS, TYPE B, TYPE 11 FRAME AND GRATE	639.56				MATCH EXISTING
S101	210+83.89	52.98' LT	INLETS, TYPE G-1	632.80	626.95	627.05		
S102	211+93.15	69.80' LT	INLETS, TYPE G-1	634.17	628.60	629.88		



FILE NAME =	USER NAME = andr00846	DESIGNED - CLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COURT ST (HILLTOP DR TO VETERANS DR) PLAN AND PROFILE	F.A.P. RTE. = 693	SECTION = 20-00193-00-R5	COUNTY = TAZEWELL	TOTAL SHEETS = 109	SHEET NO. = 35
CONTRACT NO.	SCALE: 1"=20'	SHEET OF SHEETS	STA. 210+50.00 TO STA. 215+00.00			ILLINOIS FED. AID PROJECT				
ATTACHMENT 7 - 22										

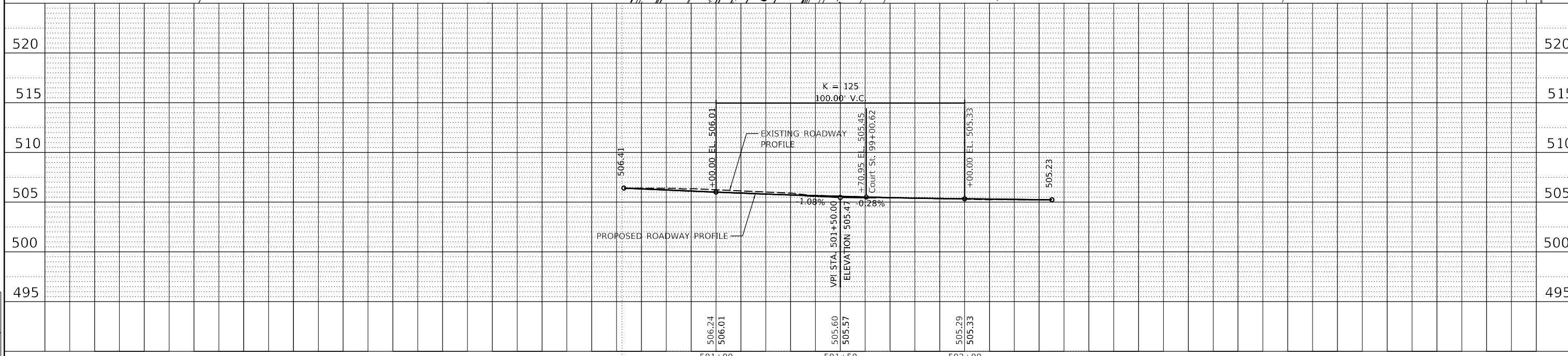
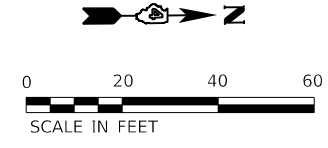
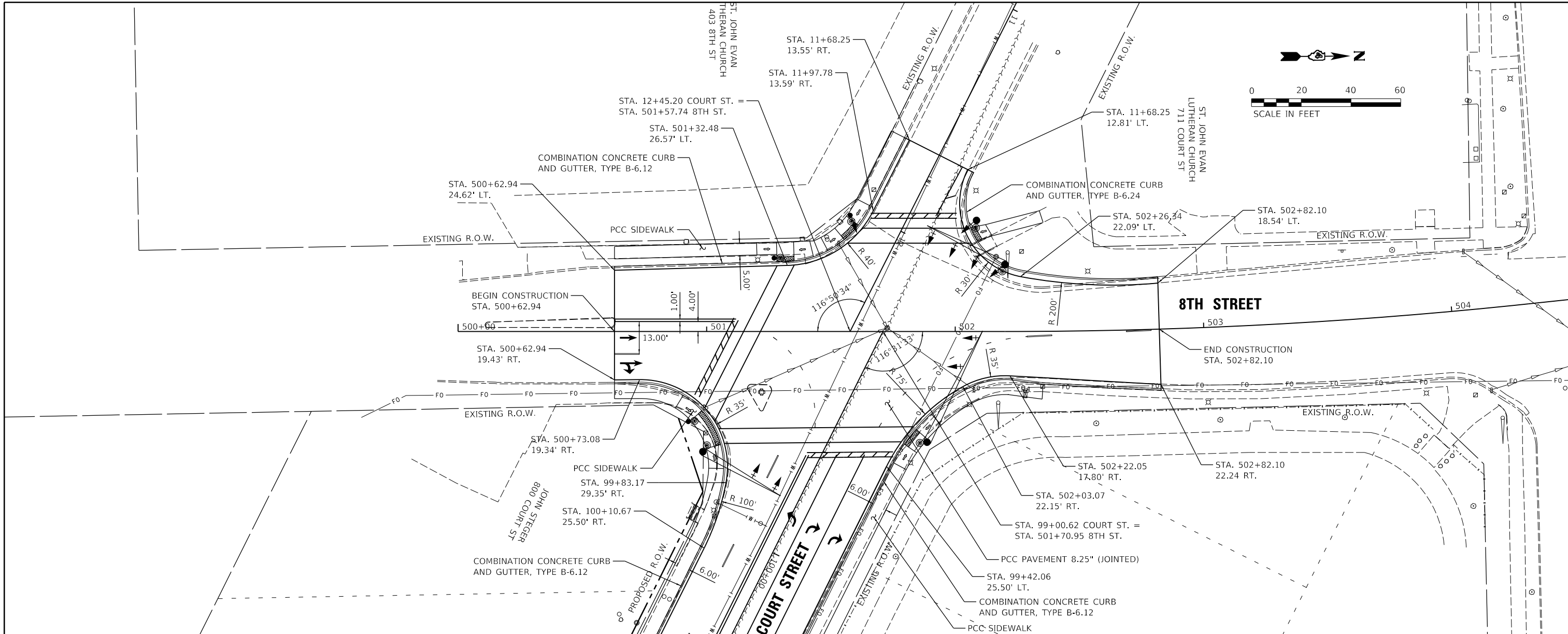
PRELIMINARY
NOT FOR CONSTRUCTION

PLAN	SURVEYED	DATE
NOTE BOOK NO.	ALIGNED	
	CHECKED	
	FILE NAME	

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PROFILE	SURVEYED	DATE
NOTE BOOK NO.	GRADES CHECKED	
	STRUCTURE	
	NOTATIONS CHD	

LAYOUT	C.J.G.	10/07/16
DRAWN	RLA	4/30/20
REVIEWED	MGD	4/14/21



FILE NAME =	USER NAME = andr00846	DESIGNED - C.J.G.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	8TH STREET PLAN AND PROFILE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default	PLOT DATE = 3/30/2022	CHECKED - MGD	REVISED -			CONTRACT NO.					
		DATE - 3/08/2022	REVISED -			ILLINOIS FED. AID PROJECT					

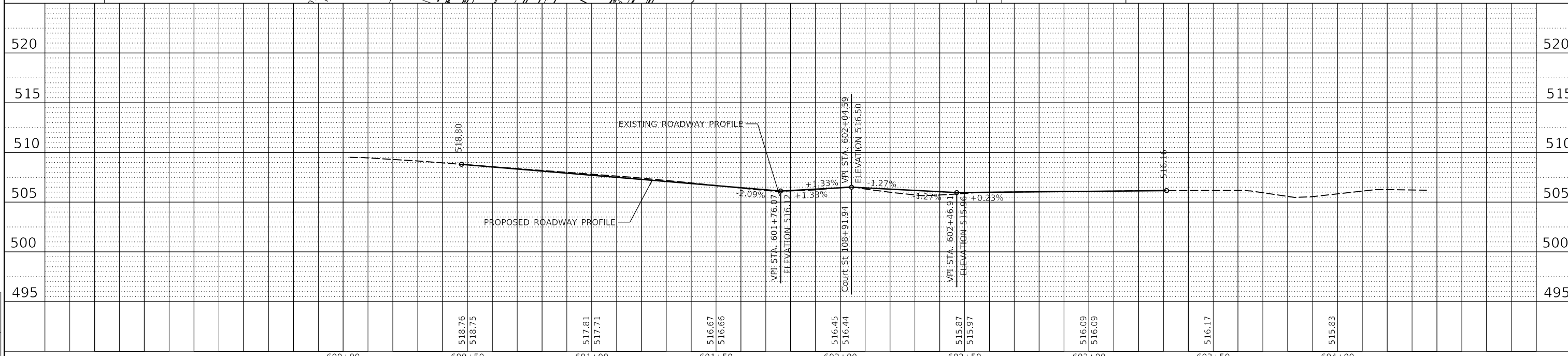
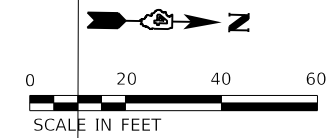
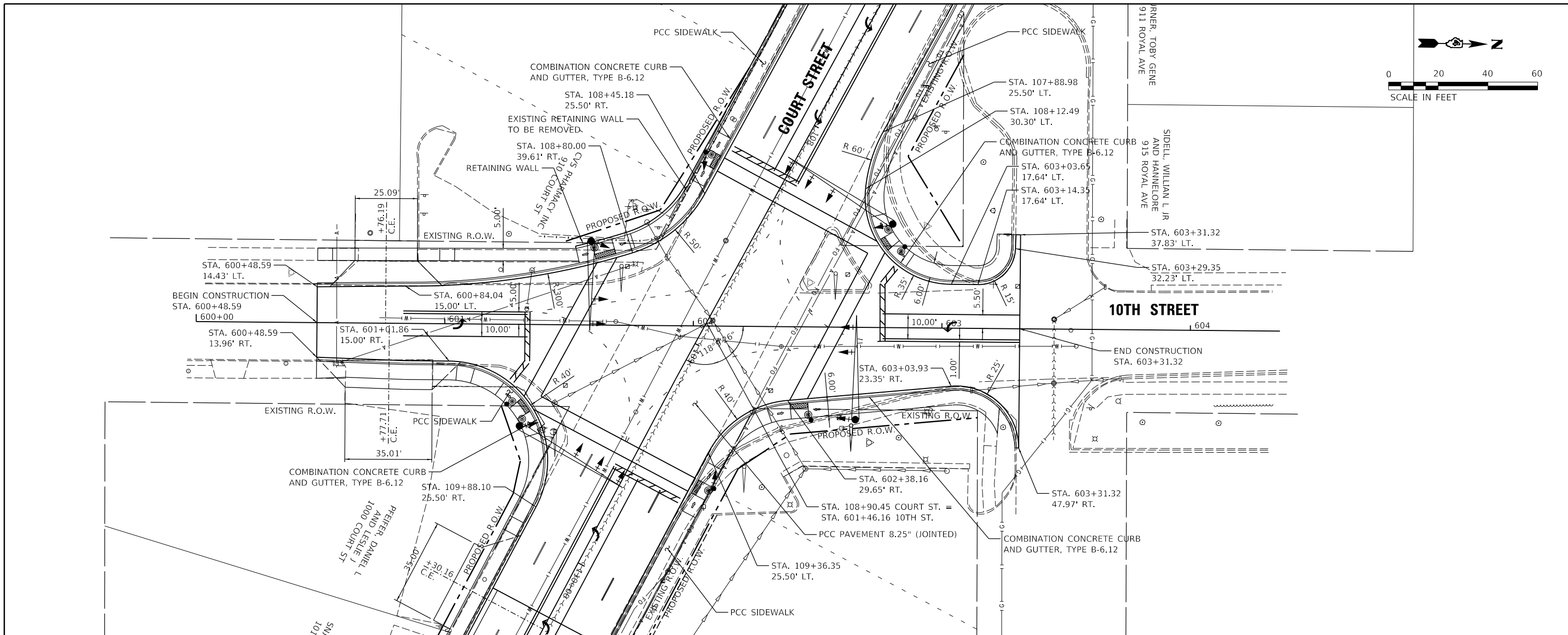
PRELIMINARY
NOT FOR CONSTRUCTION

PLAN	SURVEYED	DATE
NOTE BOOK NO.	ALIGNED	BY
	CHECKED	
	CAD FILE NAME	

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PROFILE	SURVEYED	DATE
NOTE BOOK NO.	GRADES CHECKED	BY
	STRUCTURE	
	NOTATIONS CHD	

LAYOUT	C.J.G.	10/07/16
DRAWN	RLA	4/30/20
REVIEWED	MGD	4/14/21



FILE NAME =	USER NAME = andr00846	DESIGNED - C.J.G.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	10TH STREET PLAN AND PROFILE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = 40.00' / in.		CHECKED - MGD	REVISED -			CONTRACT NO.					
PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -			ILLINOIS FED. AID PROJECT					

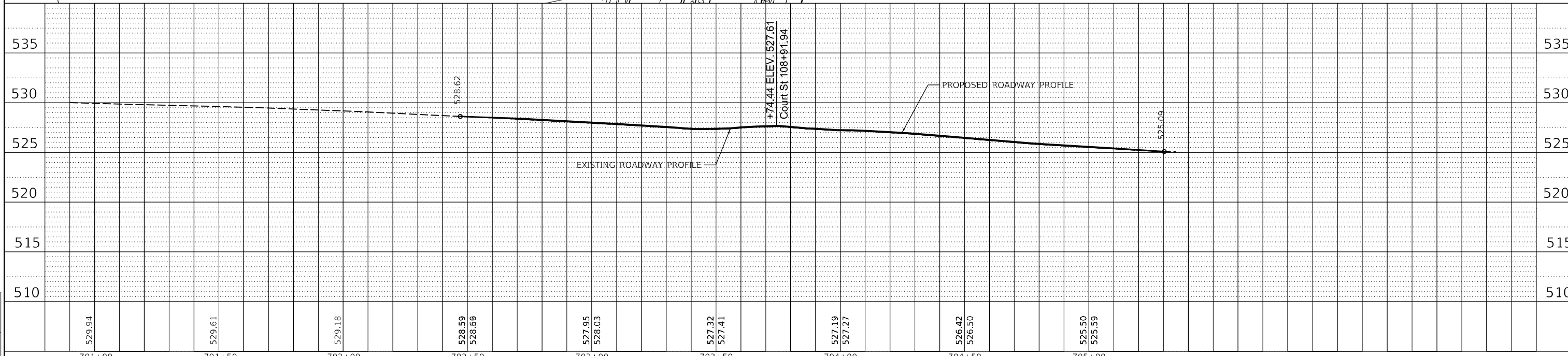
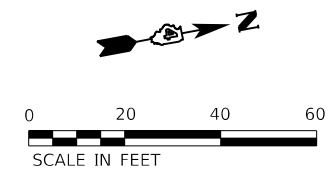
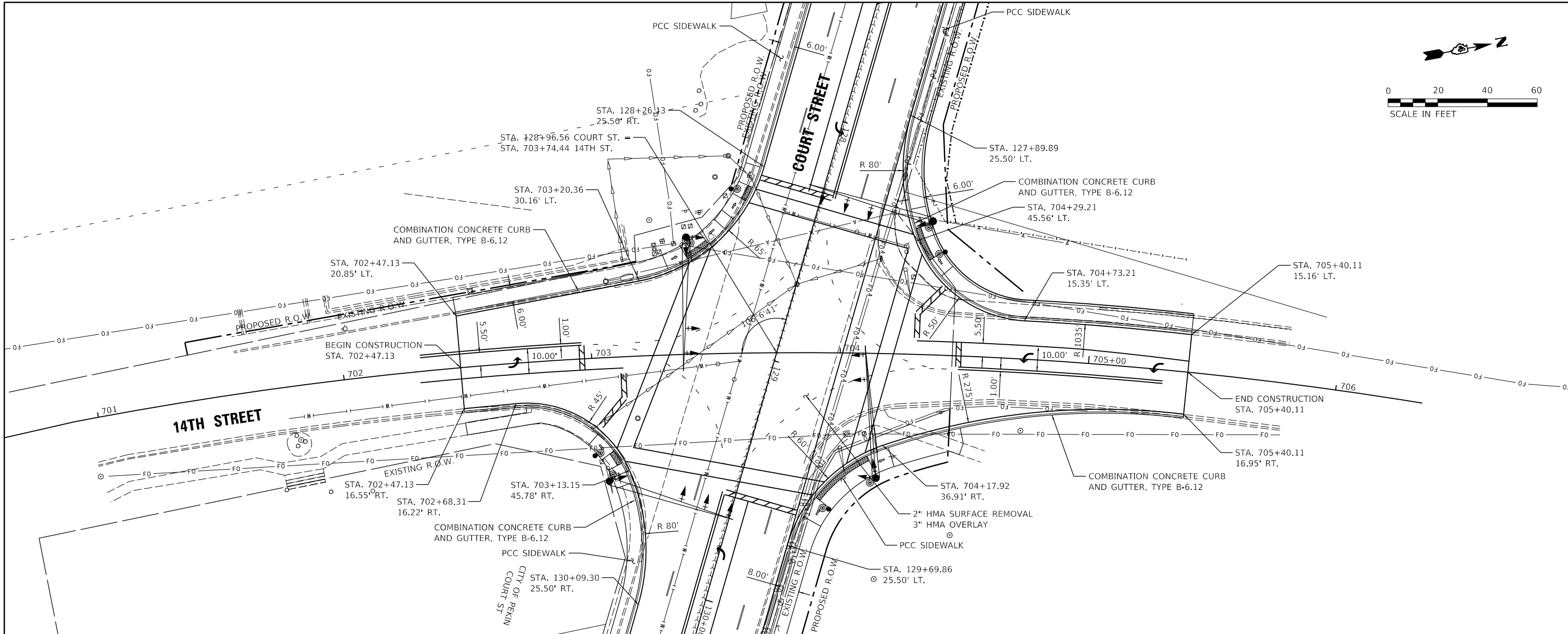
PRELIMINARY
NOT FOR CONSTRUCTION

PLAN	SURVEYED	DATE
NOTE BOOK NO.	ALIGNED	BY
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	CARD FILE NAME	

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PROFILE	SURVEYED	DATE
NOTE BOOK NO.	GRADES CHECKED	BY
	STRUCTURE	
	NOTATIONS CHD	

LAYOUT	C.J.G.	10/07/16
DRAWN	RLA	4/30/20
REVIEWED	MGD	4/14/21



FILE NAME =	USER NAME = anderson00846	DESIGNED - C.J.G.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	14TH STREET PLAN AND PROFILE	F.A.P. RTE. 693	SECTION 20-00196-00-EG	COUNTY TAZEWELL	TOTAL SHEETS 40	SHEET NO. 37		
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PLOT DATE = 3/30/2022	DATE = 3/08/2022	REVISOR -	REVISOR -			ILLINOIS FED. AID PROJECT						
Default						ATTACHMENT 7 - 25						

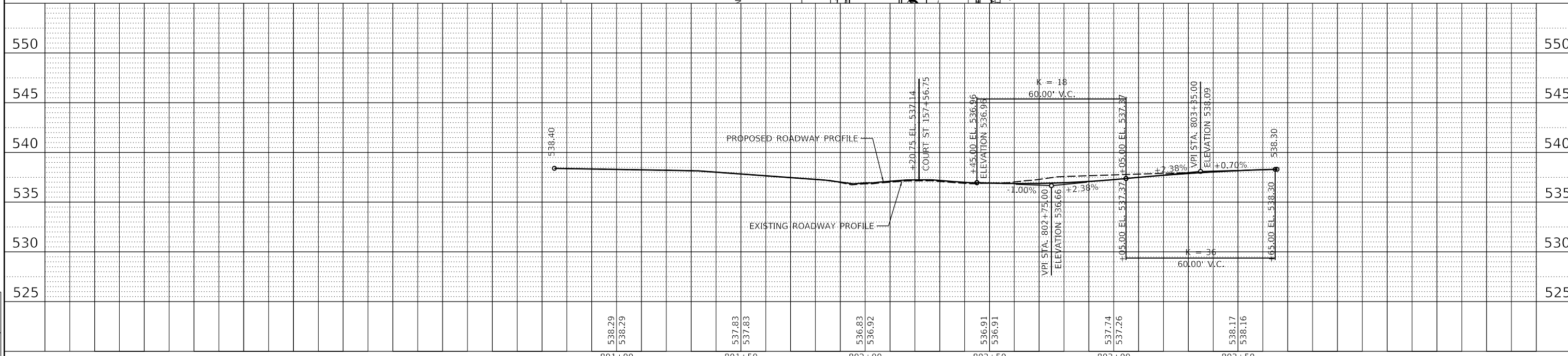
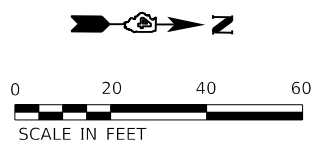
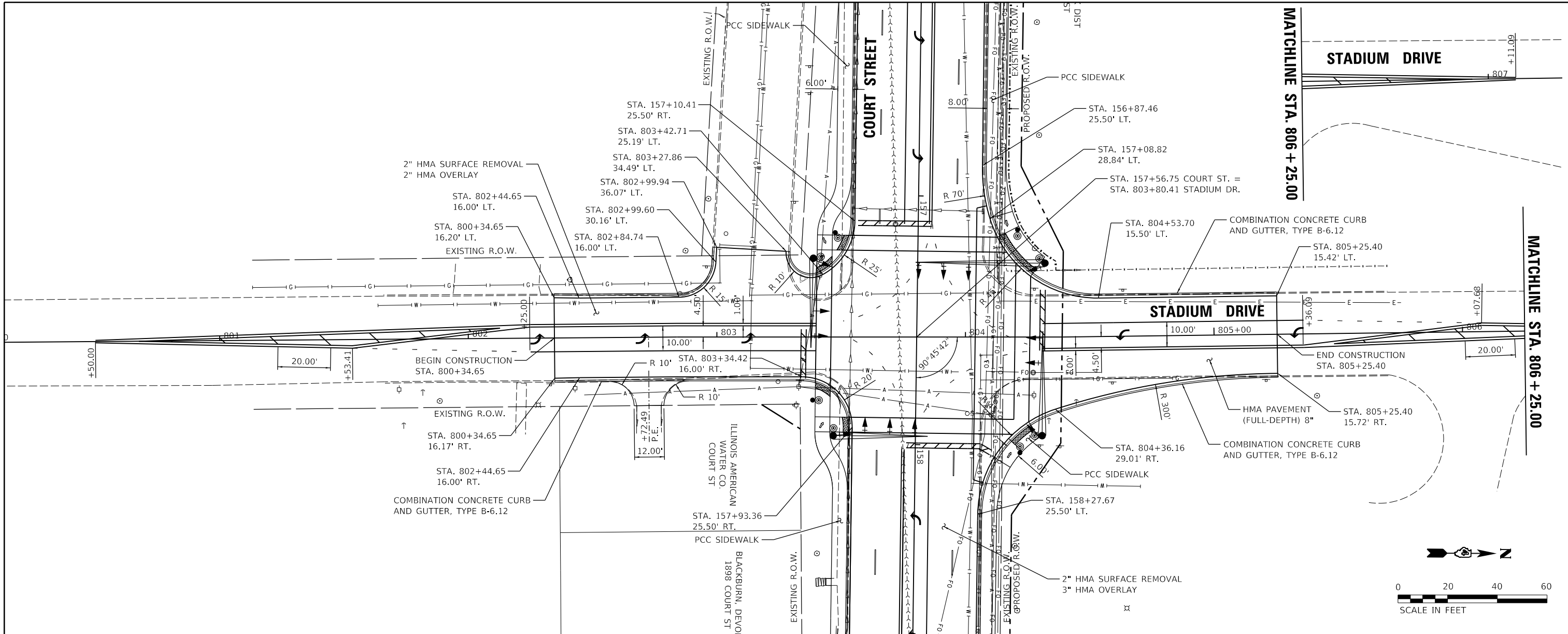
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	FILE NAME	



PROFILE	SURVEYED	DATE
NOTE BOOK	GRADES CHECKED	BY
NO.	STRUCTURE	
	NOTATIONS CHD	

LAYOUT	C.J.G.	10/07/16
DRAWN	RLA	4/30/20
REVIEWED	MGD	4/14/21



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PLOT SCALE = 40.00' / in.		CHECKED - MGD	REVISED -
PLOT DATE = 3/30/2022		DATE - 3/08/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STADIUM DRIVE
PLAN AND PROFILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	TAZEWELL	40	38
CONTRACT NO.				

SCALE: 1"=20' SHEET OF SHEETS STA. 800+75.00 TO STA. 803+65.75

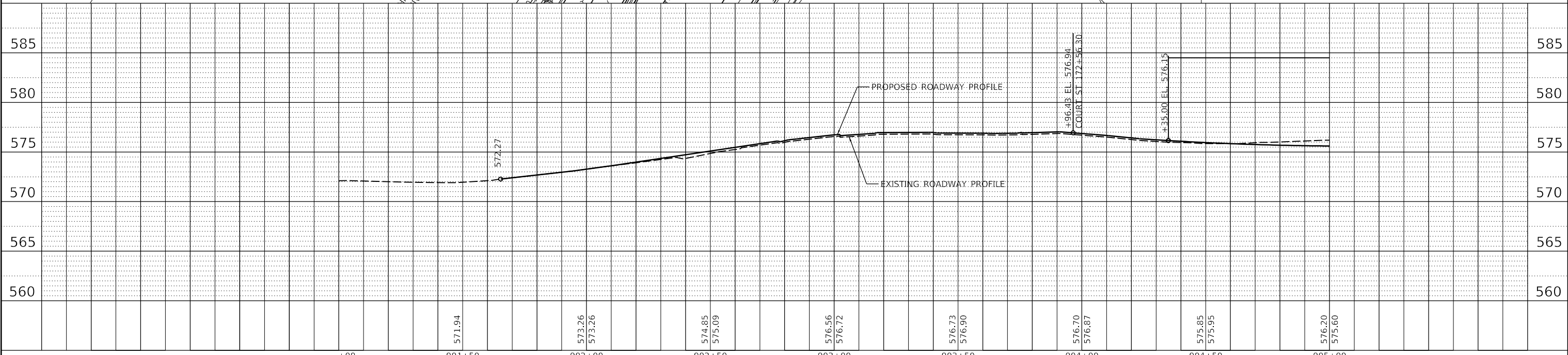
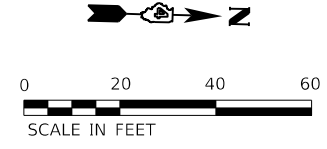
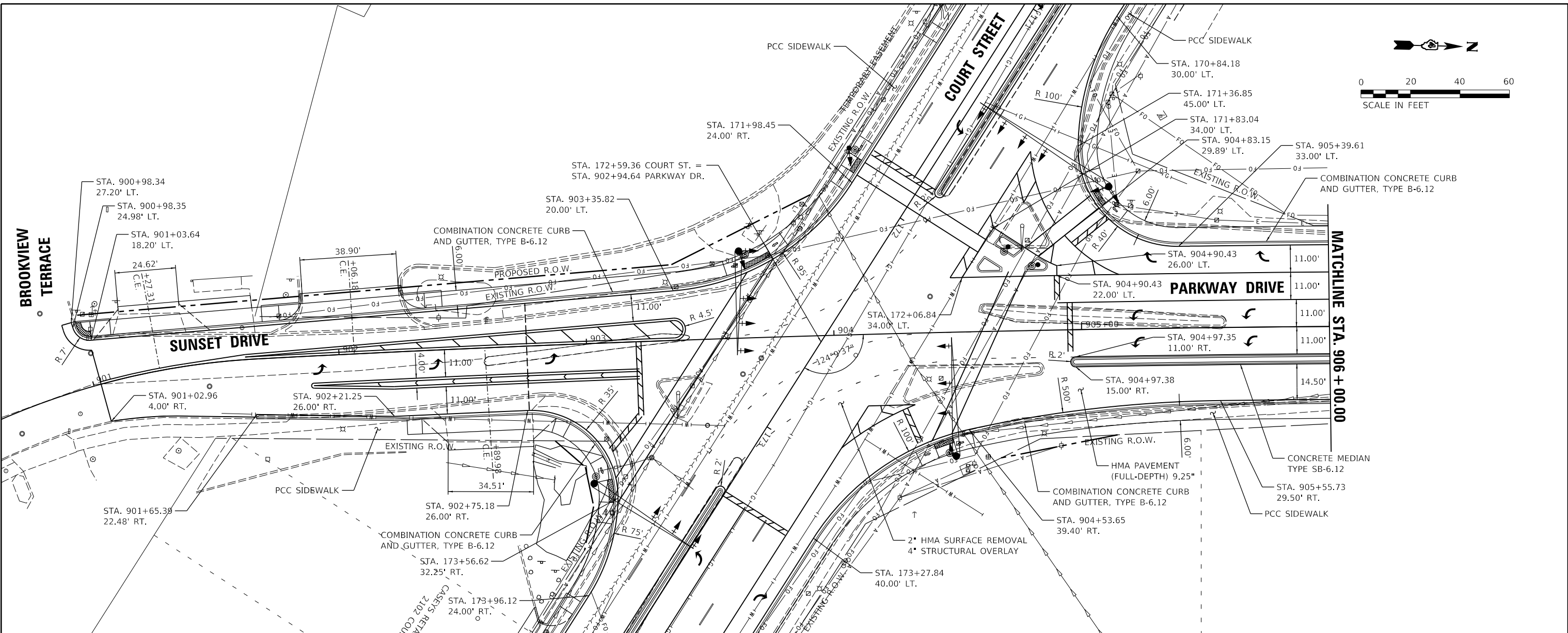
PRELIMINARY
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DATE	BY	SURVEYED	ALIGNED	CHECKED	FILED
		PLAN	NOTE BOOK	NO.	

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DATE	BY	SURVEYED	GRADES	CHECKED	NOTED
		PROFILE	NOTE BOOK	NO.	

C.J.G.	10/07/16
RLA	4/30/20
MGD	4/14/21



FILE NAME =	USER NAME = andr00846	DESIGNED - C.J.G.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUNSET DRIVE AND PARKWAY DRIVE PLAN AND PROFILE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		DATE - 3/08/2022	REVISED -			ILLINOIS FED. AID PROJECT					

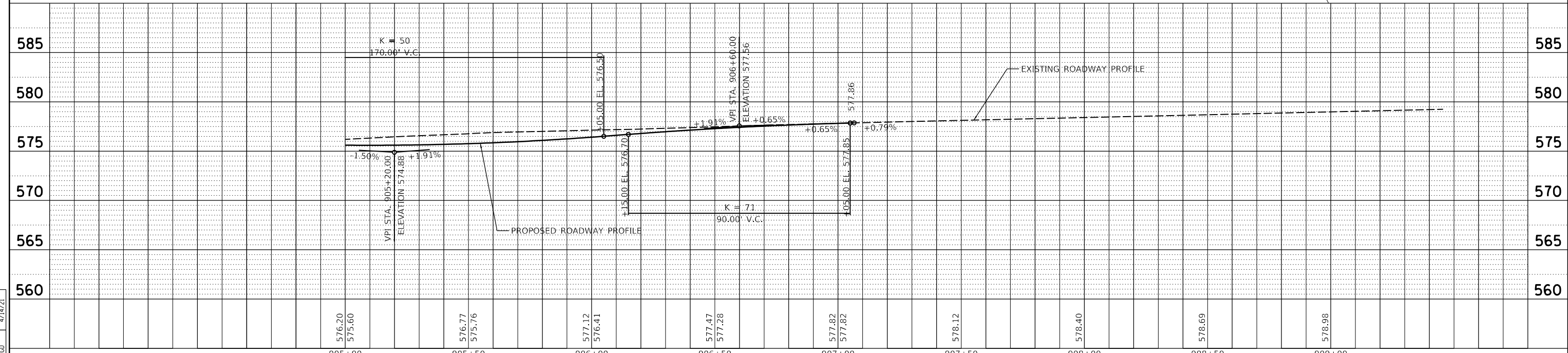
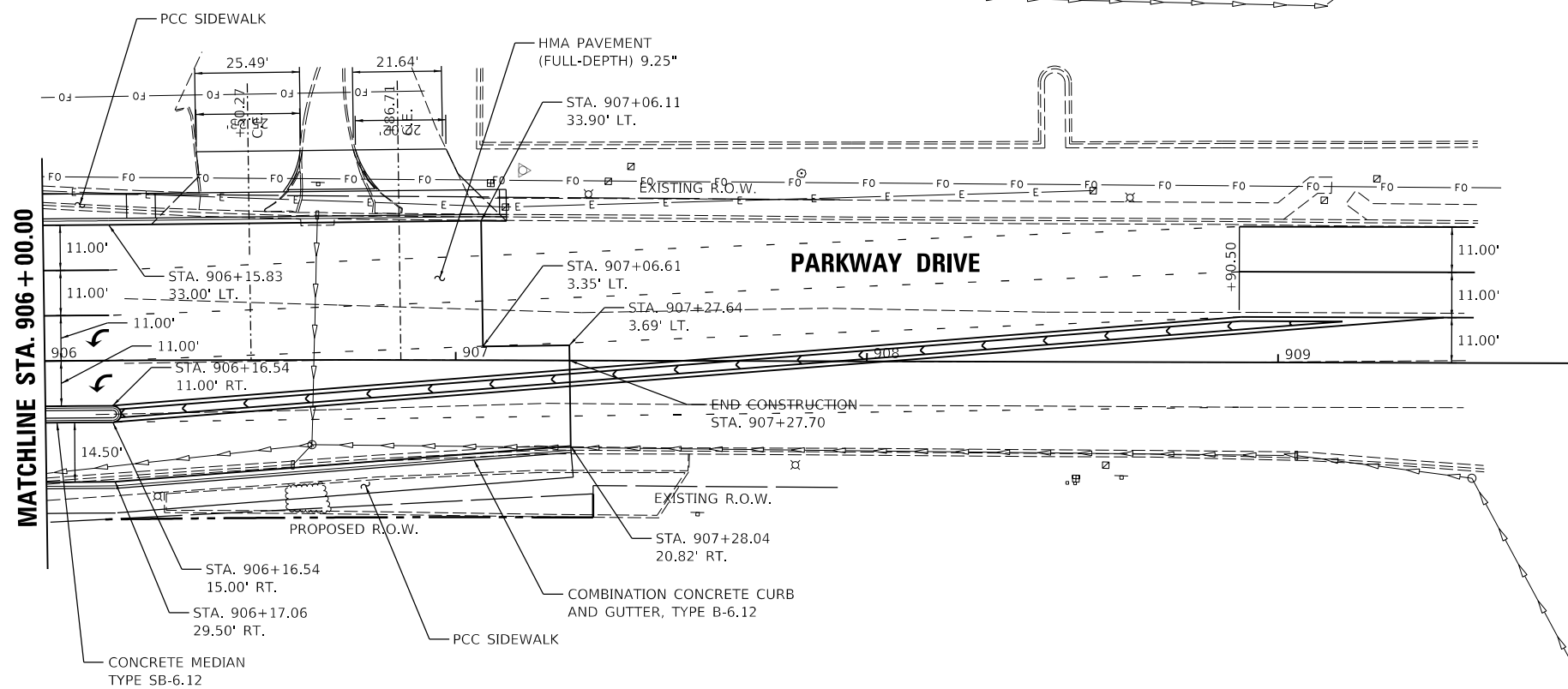
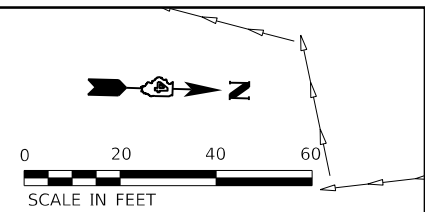
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NOT FOR CONSTRUCTION

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NOTE BOOK NO.	PLOTTED	BY
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	GRADE CHECKED	



PROFILE	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
STRUCTURE	GRADES CHECKED	
NOTATIONS CHFD	STRUCTURE	

LAYOUT	C.J.G.	10/07/16
DRAWN	RLA	4/30/20
REVIEWED	MGD	4/14/21



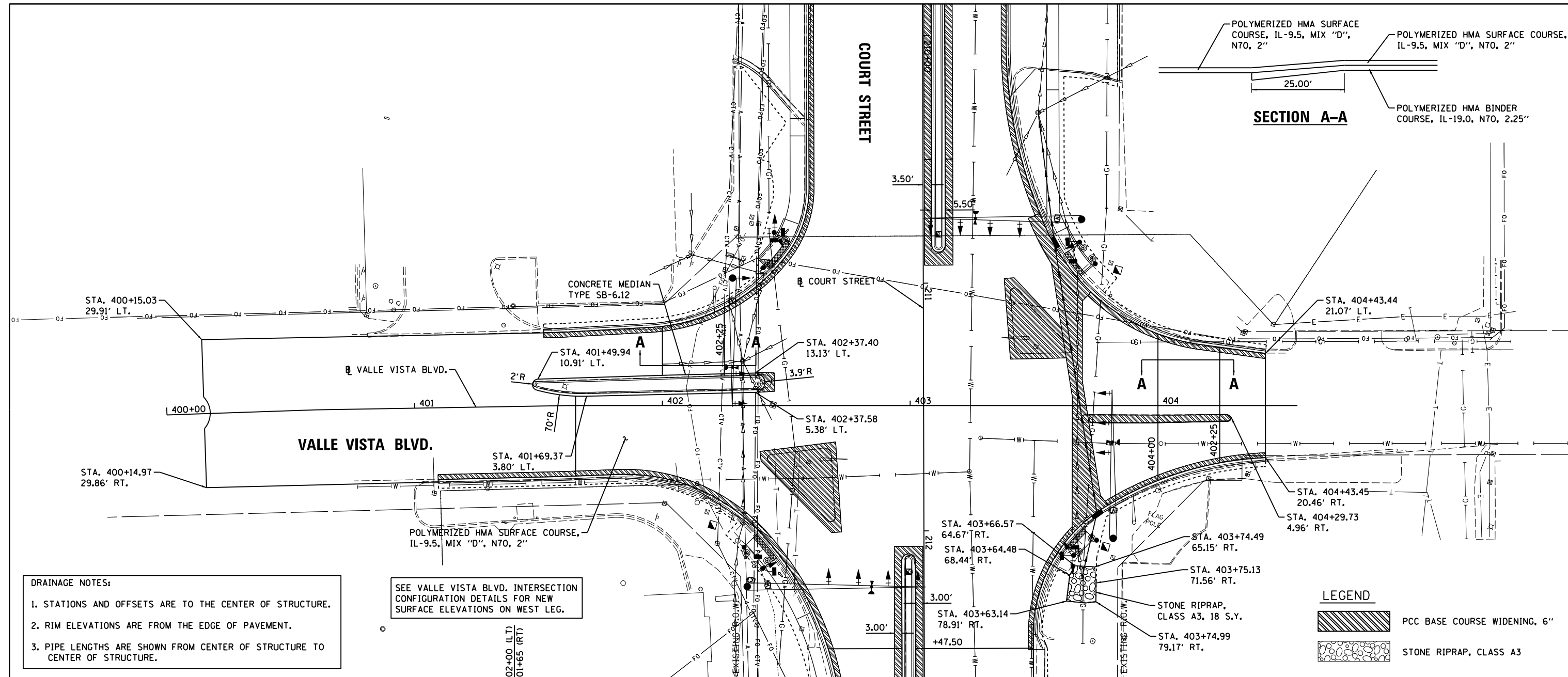
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Default	PLOT DATE = 3/30/2022	CHECKED - MGD	REVISIED -			CONTRACT NO.					
	DATE = 3/08/2022	DATE - 3/08/2022	REVISIED -			ILLINOIS FED. AID PROJECT					

DATE	
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	ALIGNED
	NOTED
	CHECKED
	DESIGNED
	NO.
	FILE NAME



DATE	
BY	
PROFILE	SURVEYED
	GRADES CHECKED
	NOTED
	CHECKED
	DESIGNED
	NO.
	FILE NAME

CLAS	2/21/18
RLA	12/15/2020
MGD	1/8/2021
LAYOUT	
DRAWN	
REVIEWED	

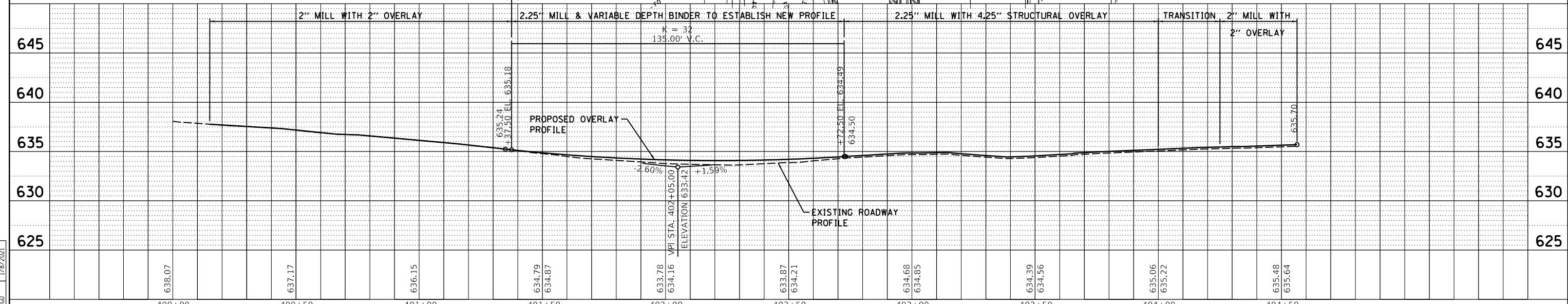


- DRAINAGE NOTES:**
1. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURE.
 2. RIM ELEVATIONS ARE FROM THE EDGE OF PAVEMENT.
 3. PIPE LENGTHS ARE SHOWN FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.

SEE VALLE VISTA BLVD. INTERSECTION CONFIGURATION DETAILS FOR NEW SURFACE ELEVATIONS ON WEST LEG.

LEGEND

	PCC BASE COURSE WIDENING, 6"
	STONE RIPRAP, CLASS A3



FILE NAME =	USER NAME = andr00846	DESIGNED - CLS	REVISED -
I:\13jobs\13L0177\CAD\Road\Sheet\Valle Vista\sheet-plnprof01.dgn		DRAWN - RLA	REVISED -
PLOT SCALE = 40.0000' / in.		CHECKED - MGD	REVISED -
PLOT DATE = 3/19/2021		DATE - 03/19/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**VALLE VISTA BLVD.
PLAN AND PROFILE**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00193-00-R5	TAZEWELL	109	44
CONTRACT NO.				

SCALE: 1"=20' SHEET OF SHEETS STA. 400+14.97 TO STA. 404+43.45

Attachment 8

Intersection Design Studies

- A. IDOT Approval, pg. 1
- B. Court Street and 8th Street, pg. 2-5
- C. Court Street and 10th Street, pg. 6-9
- D. Court Street and 14th Street, pg. 10-13
- E. Court Street and Stadium Drive, pg. 14-17
- F. Court Street and Parkway Drive, pg. 18-22
- G. Court Street and Allentown Road, pg. 23-27
- H. Court Street and Valle Vista Boulevard, pg. 28-33





Illinois Department of Transportation

Office of Highways Project Implementation / Region 3 / District 4
401 Main Street / Peoria, Illinois 61602-1111

June 13, 2022

STUDIES AND PLANS

Intersection Design Studies

Section: 20-00196-00-EG

Tazewell County

FAP Route 693 (Court Street)

FAU Routes 6663 (8th Street), 6080 (10th Street.), 6708 (14th Street), 7410 (Stadium Dr.), 6711 (Parkway Dr.), and 6765 (Allentown Rd.)

Mrs. Cindy Loos, P.E.

Hanson Professional Services Inc.

7625 N. University Street, Suite 200

Peoria, Illinois 61614

Dear Mrs. Loos:

We have completed our review of the Intersection Design Studies (6 IDS's) submitted to this office on March 31, 2022, for the Court Street improvements in the City of Pekin, Tazewell County. Upon the review, we find the geometrics satisfactory.

If you have any questions, or need additional information, please contact Mr. Leonel Crespo, District 4 Geometrics Engineer, at (309) 671-3457.

Sincerely,

A handwritten signature in black ink, appearing to read "Kensil A. Garnett".

Kensil A. Garnett, P.E.

Region Three Engineer

LEC:pjl\Geometrics - CRESPO LE\Letters\LEC009_IDSApprovalLtrForCourtStreetPekin.docx

cc. Geometrics Project File
Program Development (K. Dvorsky, M. Otten)
Local Roads (T. Sassine, S. Alwan)

TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		% TRUCK TRAFFIC IN 30TH MAXIMUM HOUR		EST. % INCREASE BY 2025	YEAR 2025 30TH MAXIMUM HOUR TRAFFIC		EST. % INCREASE BY 2045	YEAR 2045 30TH MAXIMUM HOUR TRAFFIC	
	AM	PM	AM	PM		AM	PM		AM	PM
AD (L)										
AB (T)										
AC (R)										
BC (L)										
BA (T)	157	106	0%	0%	1%	158	107	17%	183	124
BD (R)	20	21	0%	0%	0%	20	21	15%	23	24
CA (L)	3	3	0%	0%	0%	3	3	0%	3	3
CD (T)	508	810	2%	2%	1%	511	815	17%	592	944
CB (R)	36	42	0%	0%	0%	36	42	17%	42	49
DB (L)	11	7	0%	0%	0%	11	7	18%	13	8
DC (T)										
DA (R)	509	625	0%	0%	1%	512	629	17%	594	729
TOTAL A	669	734				673	739		780	856
TOTAL B	224	176				225	177		261	205
TOTAL C	547	855				550	860		637	996
TOTAL D	1048	1463				1054	1472		1222	1705

SHEET NUMBER

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

FAP ROUTE NUMBER: 693
 STREET NAME: COURT STREET
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
 OSOW DESIGN: NO
 WEST APPROACH:
 EXISTING ADT: 6900 (2021) DESIGN YEAR ADT: 9150 (2045)
 EAST APPROACH:
 EXISTING ADT: 12,500 (2021) DESIGN YEAR ADT: 18250 (2045)
 PROPOSED DESIGN SPEED: 35 MPH PROPOSED POSTED SPEED: 35 MPH

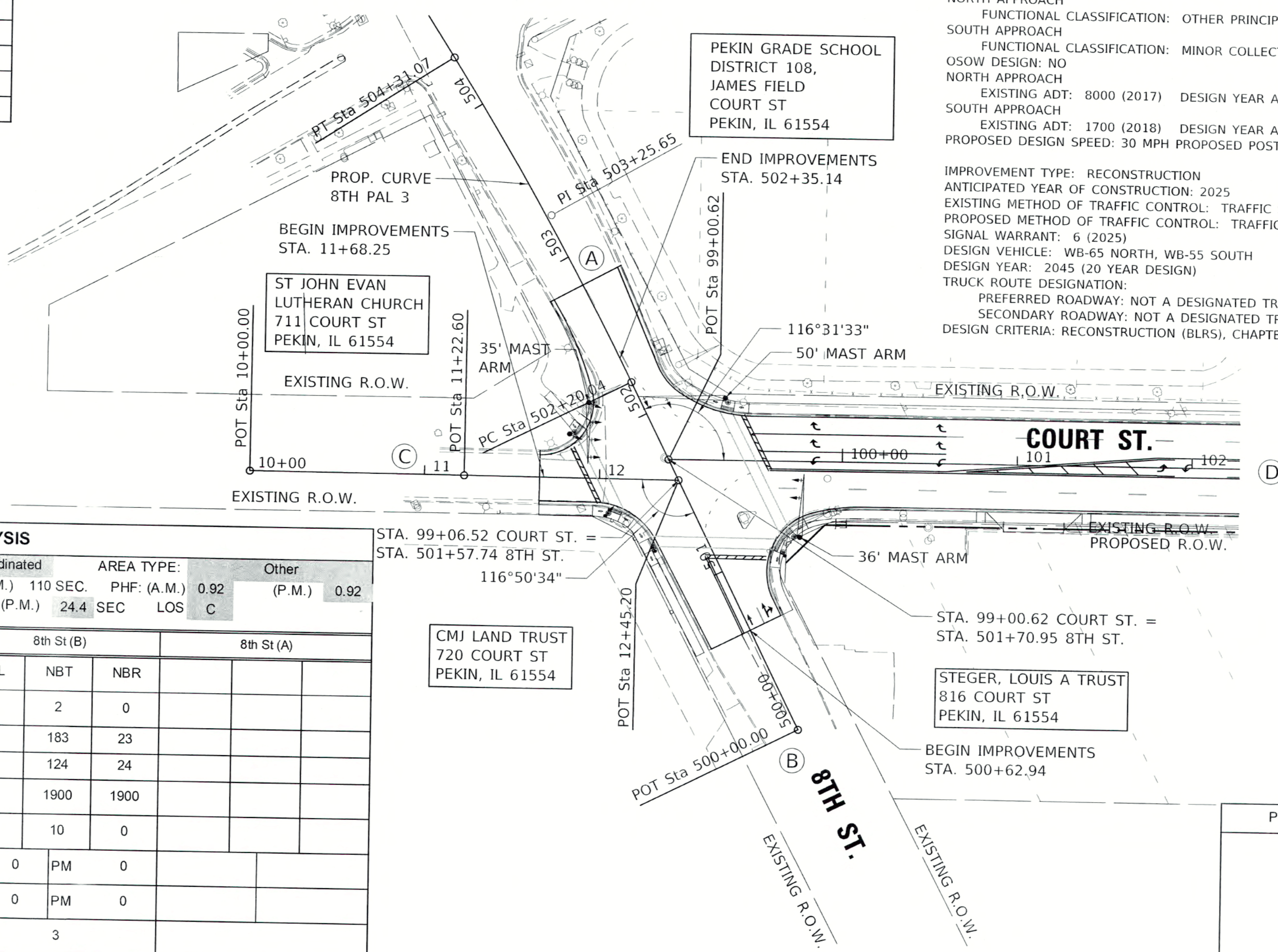
SECONDARY ROUTE:

FAU ROUTE NUMBER: 6691
 STREET NAME: S 8TH STREET
 SRA ROUTE: NO
 NORTH APPROACH:
 FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
 SOUTH APPROACH:
 FUNCTIONAL CLASSIFICATION: MINOR COLLECTOR
 OSOW DESIGN: NO
 NORTH APPROACH:
 EXISTING ADT: 8000 (2017) DESIGN YEAR ADT: 9450 (2045)
 SOUTH APPROACH:
 EXISTING ADT: 1700 (2018) DESIGN YEAR ADT: 2000 (2045)
 PROPOSED DESIGN SPEED: 30 MPH PROPOSED POSTED SPEED: 30 MPH

IMPROVEMENT TYPE: RECONSTRUCTION
 ANTICIPATED YEAR OF CONSTRUCTION: 2025
 EXISTING METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL
 PROPOSED METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL
 SIGNAL WARRANT: 6 (2025)
 DESIGN VEHICLE: WB-65 NORTH, WB-55 SOUTH
 DESIGN YEAR: 2045 (20 YEAR DESIGN)
 TRUCK ROUTE DESIGNATION:
 PREFERRED ROADWAY: NOT A DESIGNATED TRUCK ROUTE
 SECONDARY ROADWAY: NOT A DESIGNATED TRUCK ROUTE
 DESIGN CRITERIA: RECONSTRUCTION (BLRS), CHAPTERS 30, 33, & 34

GENERAL NOTES

ARE PROFILES PROVIDED: YES
 TYPE B-6.12 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 AND APPROXIMATED FROM GIS
 ENTRANCES FLARES SHALL CONFORM TO THE CITY OF PEKIN 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 PEKIN 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
 DESIGN EXCEPTION:
 -WESTBOUND LEFT TURN LANE LESS THAN THE MINIMUM REQUIRED 115'
 THE PROVIDED STORAGE ACCOMMODATES THE 95 PERCENTILE QUEUE
 -WBL LANE EXPERIENCES BLOCKING FROM WBR QUEUE DUE TO DEMAND
 AND SPACE CONSTRAINTS
 -EAST LEG STOP BAR IS 31 FEET FROM EDGE OF PAVEMENT TO
 ACCOMMODATE THE DESIGN VEHICLE TURNING MOVEMENT
 DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATED PER AUTOTURN SOFTWARE,
 VERSION 9.1
 CURBS TO BE DEPRESSED AT SIDEWALKS TO MEET CURRENT ADA/PROWAG STANDARDS.
 INTERSECTION MEETS IDOT INTERSECTION SIGHT DISTANCE POLICY.
 ADDITIONAL NOTES:
 - COURT STREET IS ASSUMED TO BE THE EAST/WEST ROUTE
 - ACCESS CONTROL STRIPS WILL BE PURCHASED IN EACH INTERSECTION QUADRANT
 - STORAGE DISTANCES WERE DESIGNED USING THE ACTUATED, COORDINATED 95TH
 PERCENTILE QUEUE FROM HCS



PROP. CURVE 8TH_PAL_3
 PI STA. = 503+25.65
 $\Delta = 6^\circ 02' 43''$ (LT)
 $D = 2^\circ 51' 53''$
 $R = 2,000.00'$
 $T = 105.61'$
 $L = 211.02'$
 $E = 2.79'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 502+20.04$
 $P.T. STA. = 504+31.07$

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS . VERSION: 7.9.5 SIGNAL TYPE: Actuated-Coordinated AREA TYPE: Other
 NUMBER OF PHASES: (A.M.) 3 (P.M.) 3 CYCLE LENGTH: (A.M.) 100 SEC. (P.M.) 110 SEC. PHF: (A.M.) 0.92 (P.M.) 0.92
 INTERSECTION DELAY/LEVEL-OF-SERVICE (A.M.) 21.5 SEC. LOS C (P.M.) 24.4 SEC. LOS C

APPROACH	Court St (C)				Court St (D)				8th St (B)				8th St (A)	
LANE GROUP	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR						
NUMBER OF LANES	0	2	0	1	2	2	0							
2045 30TH MAX HOUR TRAFFIC (VEH/H)	AM: 3	PM: 3	AM: 592	PM: 944	AM: 42	PM: 49	AM: 13	PM: 8	AM: 594	PM: 729	AM: 183	PM: 23		
BASE SATURATION FLOW RATE (VEH/H)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
LANE WIDTH (FT)	0	10	0	10	10	10	0							
VOLUME OF RIGHT TURN ON RED (VEH/HR)	AM: 0	PM: 0	AM: 0	PM: 0	AM: 0	PM: 0	AM: 0	PM: 0						
PEDESTRIANS/HOUR (PED/H) COUNT	AM: 0	PM: 0	AM: 0	PM: 0	AM: 0	PM: 0	AM: 0	PM: 0						
ARRIVAL TYPE	3				0				3					
LANE UTILIZATION ADJUSTMENT FACTOR	1.000	1.000	1.000	1.000	0.885	1.000	1.000							
GREEN TIME (SECONDS)	AM: 46.5	PM: 59.0	AM: 46.5	PM: 59.0	AM: 46.5	PM: 59.0	AM: 14.3	PM: 7.0	AM: 66.1	PM: 72.6	AM: 23.0	PM: 25.8		
GREEN Ratio (g/C)	AM: 0.54	PM: 0.54	AM: 0.00	PM: 0.00	AM: 0.47	PM: 0.47	AM: 0.14	PM: 0.06	AM: 0.66	PM: 0.66	AM: 0.23	PM: 0.23		
CAPACITY (c)	AM: 909	PM: 1036	AM: 0	PM: 0	AM: 775	PM: 897	AM: 252	PM: 113	AM: 1856	PM: 1851	AM: 429	PM: 413		
v/c RATIO (X)	AM: 0.403	PM: 0.552	AM: 0.000	PM: 0.000	AM: 0.421	PM: 0.570	AM: 0.091	PM: 0.124	AM: 0.567	PM: 0.689	AM: 0.263	PM: 0.269		
STORAGE QUEUE FEET	AM: 239.4	PM: 370.5	AM: 0.0	PM: 0.0	AM: 220.6	PM: 341.2	AM: 23.8	PM: 17.1	AM: 434.1	PM: 650.2	AM: 101.1	PM: 98.1		
LANE GROUP DELAY (SECONDS/VEHICLE)	AM: 19.0	PM: 19.1	AM: 19.4	PM: 19.6	AM: 39.9	PM: 50.1	AM: 20.4	PM: 27.3	AM: 31.7	PM: 33.8	AM: 31.7	PM: 33.8		
LEVEL-OF-SERVICE	AM: B	PM: B	AM: B	PM: B	AM: D	PM: D	AM: C	PM: C	AM: C	PM: C	AM: C	PM: C		
APPROACH DELAY (SECONDS/VEHICLE)	AM: 19.2	PM: 19.4	AM: 19.2	PM: 19.4	AM: 20.8	PM: 27.6	AM: 31.7	PM: 33.8						
APPROACH LEVEL-OF-SERVICE	AM: B	PM: B	AM: B	PM: B	AM: C	PM: C	AM: C	PM: C						

STA. 99+06.52 COURT ST. = STA. 501+57.74 8TH ST.
 $116^\circ 50' 34''$

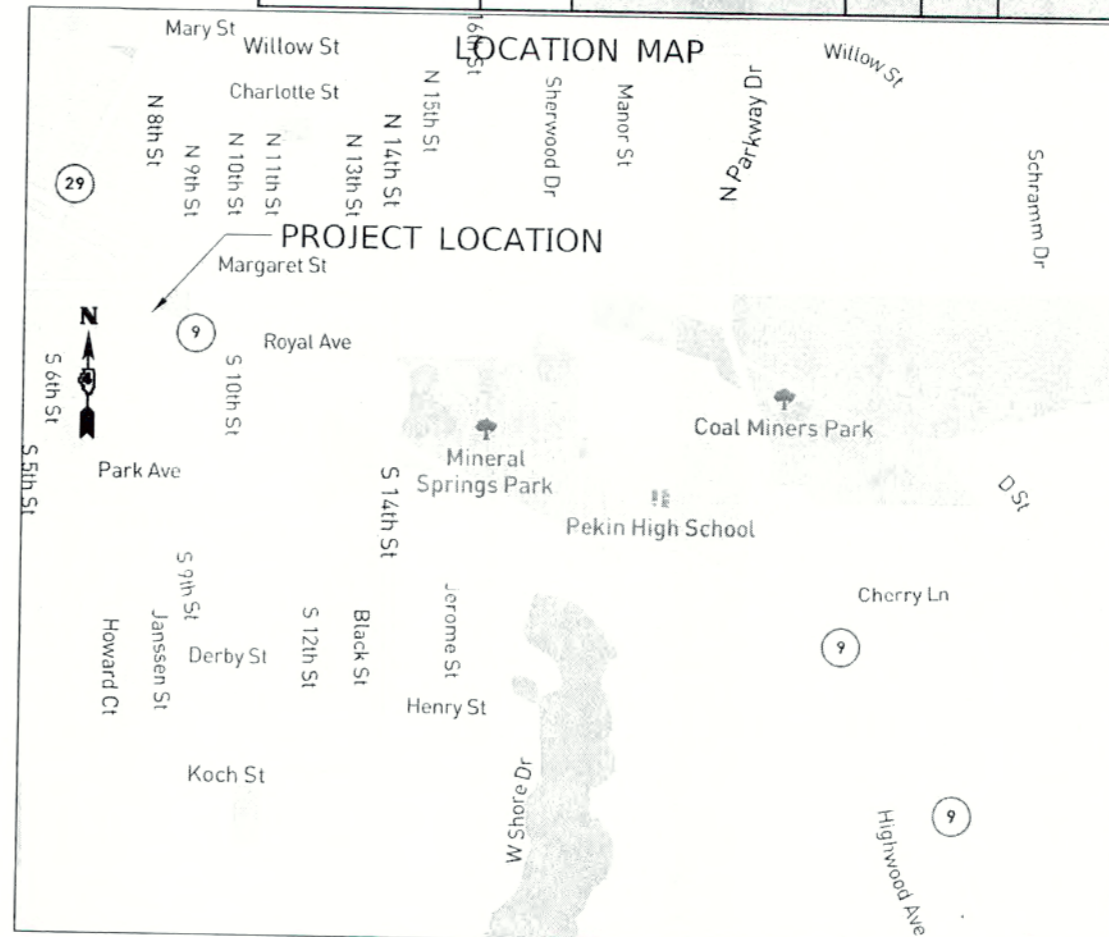
CMJ LAND TRUST
 720 COURT ST
 PEKIN, IL 61554

STEGER, LOUIS A TRUST
 816 COURT ST
 PEKIN, IL 61554

PROJECT CONTINUES TO STA. 202 + 65.14

PROPOSED PHASING

PHASE	1		2		3		CYCLE LENGTH				
	YELLOW	RED	YELLOW	RED	YELLOW	RED					
GREEN TIME IN SECONDS	AM: 14.3	PM: 7.0	AM: 3.6	PM: 4.0	AM: 46.5	PM: 59.0	AM: 23.0	PM: 3.2	AM: 3.2	PM: 2.4	100 SEC.
											110 SEC.

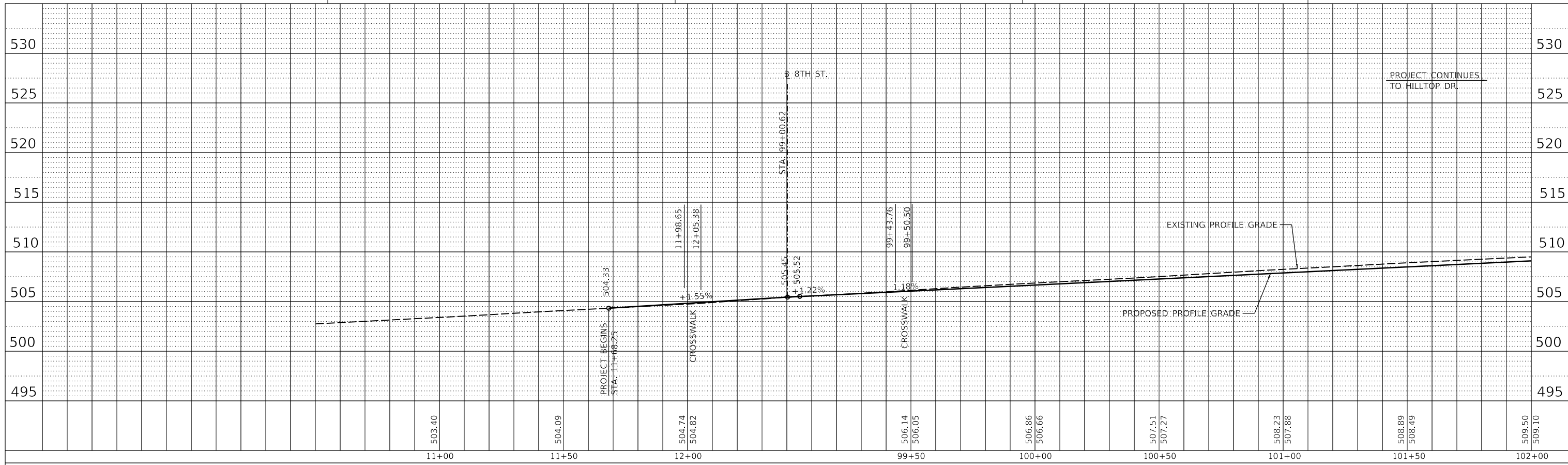


INTERSECTION DESIGN STUDY

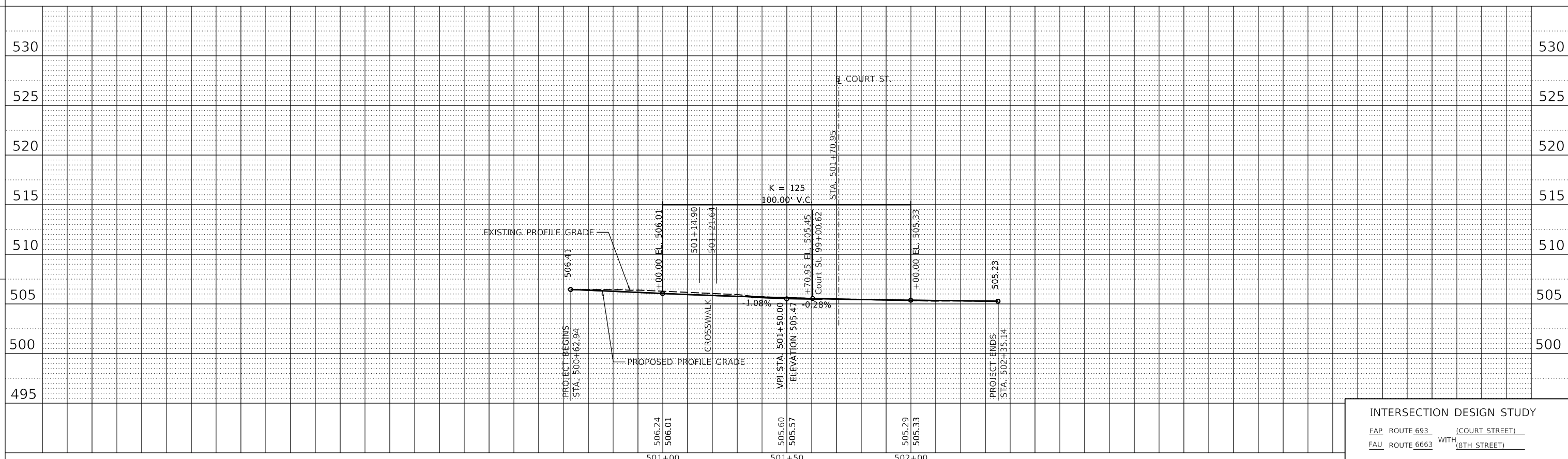
FAP ROUTE 693 (COURT STREET)
 WITH FAU ROUTE 6663 (8TH STREET)
 SEC. NO. 20-00196-00-EG PROJ. NO. _____
 SCALE 1"=50' COUNTY TAZEWELL
 SJN: _____ REV. NO. _____
 DESIGNED BY HANSON NADA NAFFAKH DATE 6/6/2022
 SATISFACTORY [Signature] DISTRICT GEOMETRICS ENGINEER DATE 4/8/22
 SATISFACTORY [Signature] DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE 06-08-22
 SATISFACTORY [Signature] DISTRICT OPERATIONS ENGINEER DATE 4/8/22
 APPROVED [Signature] REGIONAL ENGINEER DATE 06/08/22
 CADD FILE NAME: I.D.S. SHEET 1 OF 4

PLOT DATE: 6/6/2022
 FILE NAME: I:\3306813\0177ACAD\Road\Sheet\Traffic\Cadd\8th.dgn
 PLOT SCALE: 50.00' / in.
 USER NAME: andr00846

PLOT DATE: 2/20/2022
 FILE NAME: R:\3306\1310177\ACAD\Road\SheetTraffic\Cde-8th.dgn
 PLOT SCALE: 40.00' / in.
 USER NAME: nrfac01973



COURT STREET

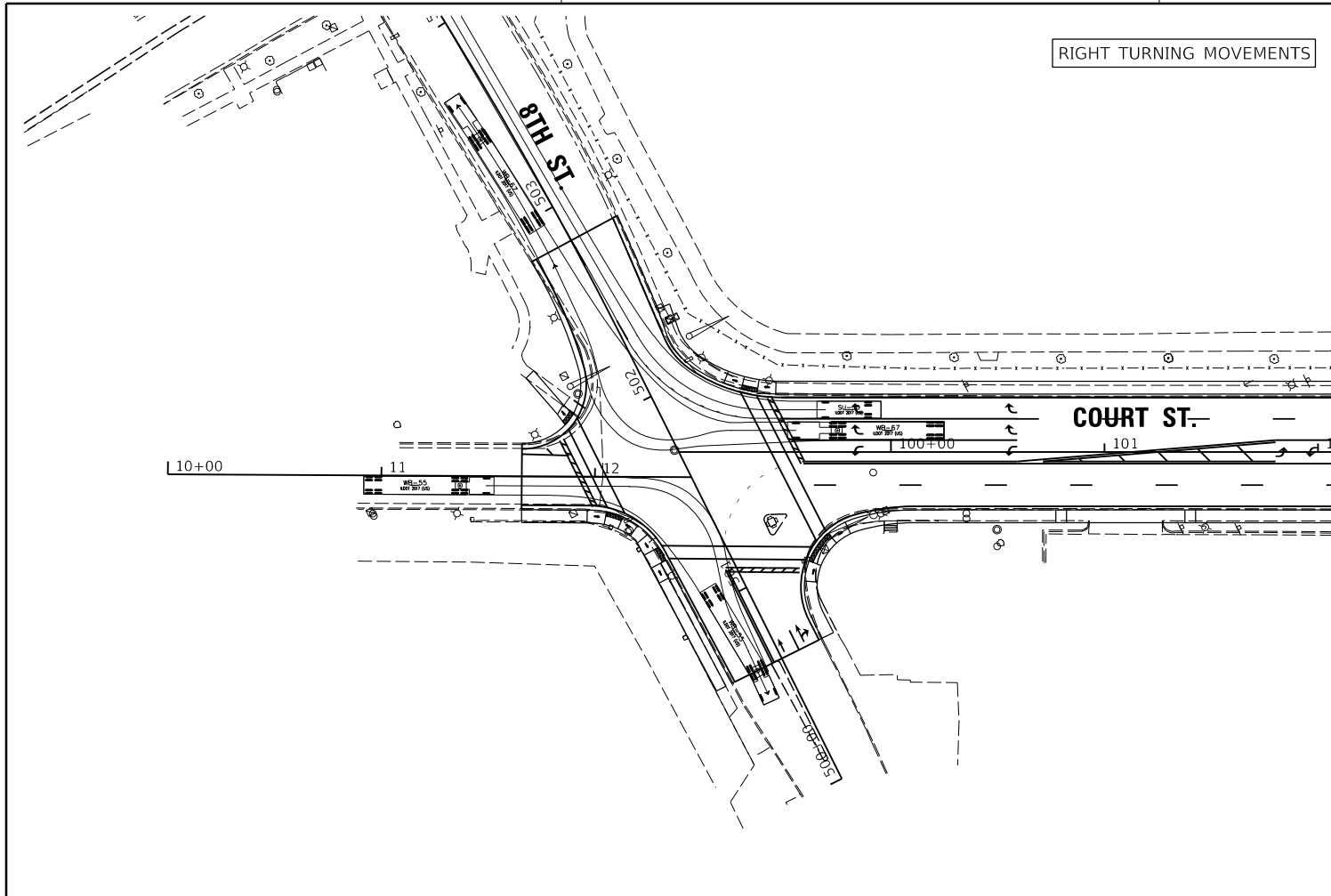


8TH STREET

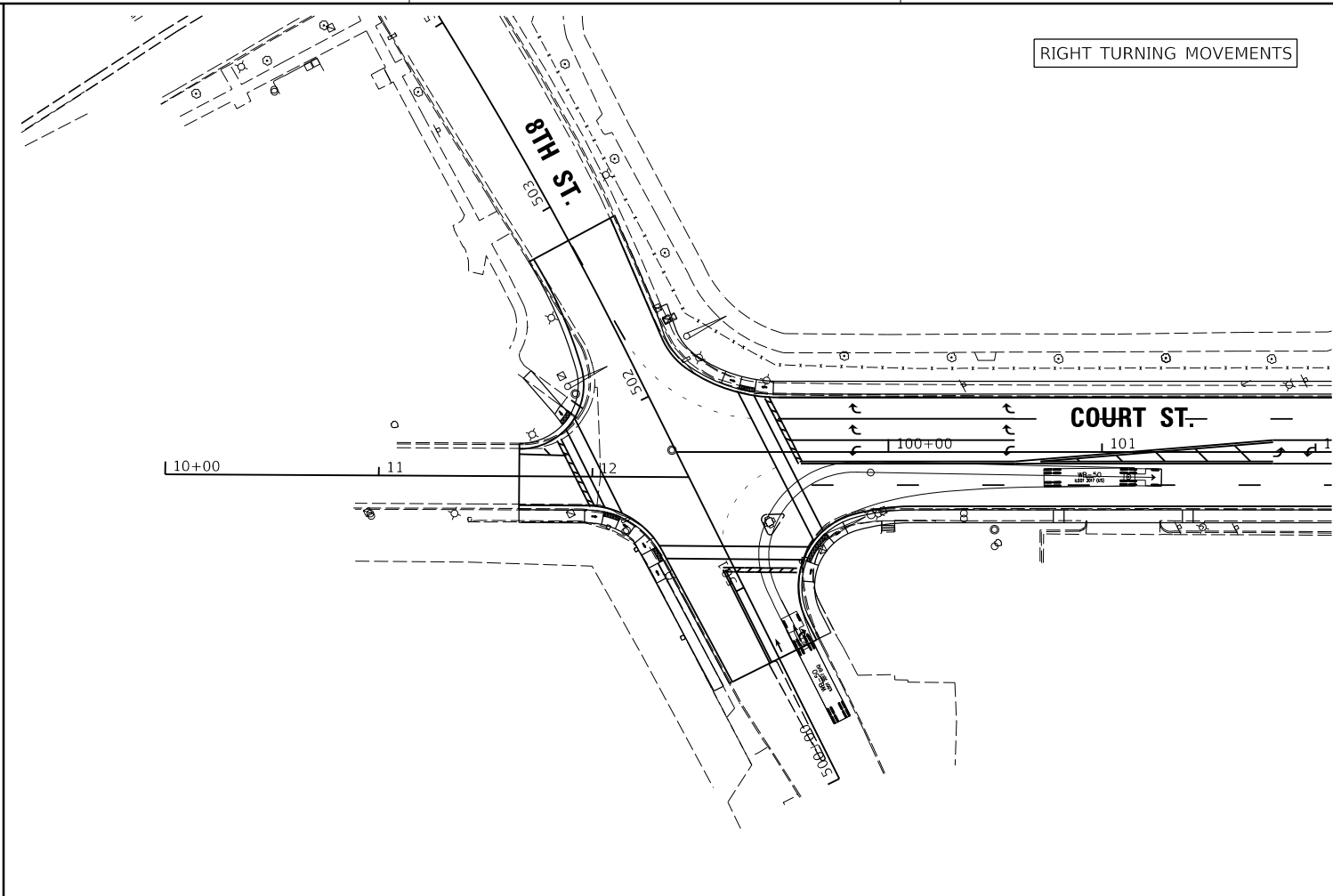
INTERSECTION DESIGN STUDY
 FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 6663 WITH (8TH STREET)
 SEC. NO. 20-00196-00-EG
 SCALE HORIZ. 1"=20' COUNTY TAZEWELL
 VERT. 1"=5'
 SIN : PROJ. NO.
 I.D.S. SHEET 3 OF 4

PLOT DATE: 2/20/2022
 FILE NAME: R:\333684\330177\ACAD\Road\Sheet\Traffic\Cde-8th.dgn
 PLOT SCALE: 80.00' / in.
 USER NAME: noffoo1973

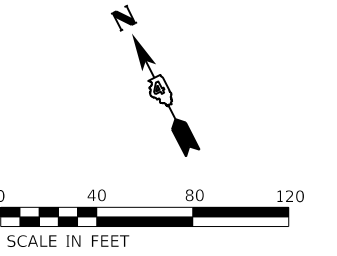
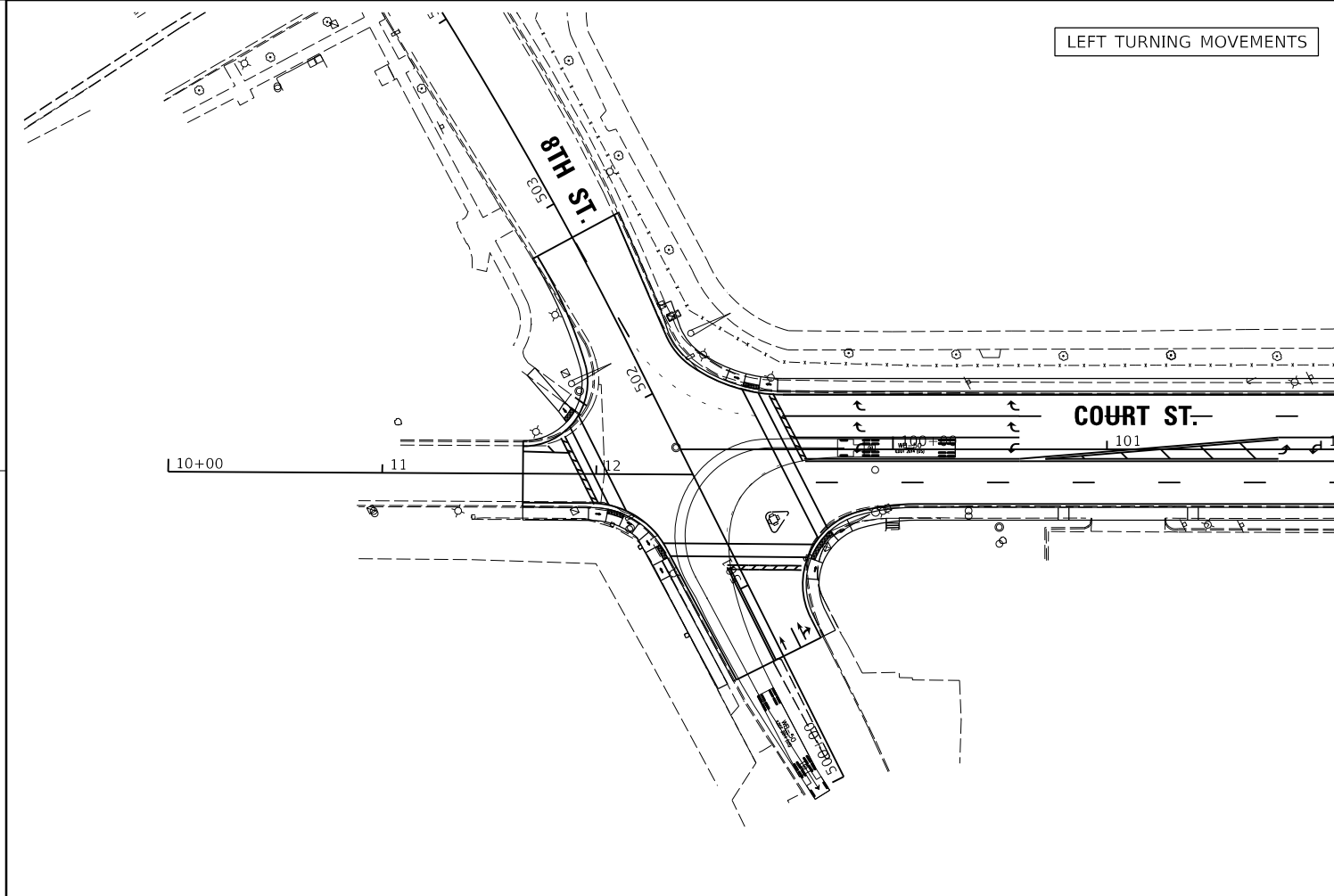
RIGHT TURNING MOVEMENTS



RIGHT TURNING MOVEMENTS



LEFT TURNING MOVEMENTS



INTERSECTION DESIGN STUDY
 FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 6663 WITH (8TH STREET)
 SEC. NO. 20-00196-00-EG
 SCALE 1"=40' COUNTY TAZEWELL
 SIN: _____ PROJ. NO. _____
 I.D.S. SHEET 4 OF 4

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS . VERSION: 7.9.5 SIGNAL TYPE: Actuated Coordinated AREA TYPE: Other
 NUMBER OF PHASES: (A.M.) 4 (P.M.) 4 CYCLE LENGTH: (A.M.) 100 SEC. (P.M.) 110 SEC. PHF: (A.M.) 0.92 (P.M.) 0.92
 INTERSECTION DELAY/LEVEL-OF-SERVICE (A.M.) 18.7 SEC. LOS B (P.M.) 18.2 SEC LOS B

SHEET NUMBER

APPROACH	Court St (C)			Court St (D)			10th St (B)			10th St (A)			
LANE GROUP	EBL	EBTR		WBL	WBTR		NBL	NBTR		SBL	SBTR		
NUMBER OF LANES	1	2	0	1	2	0	1	1	0	1	1	0	
2045 30TH MAX HOUR TRAFFIC (VEH/H)	AM	26	561	37	13	493	23	64	114	20	12	106	41
	PM	22	761	83	29	677	58	50	124	13	31	120	37
BASE SATURATION FLOW RATE (VEH/H)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
LANE WIDTH (FT)	10	10	0	10	10	0	12	12	0	12	12	0	0
VOLUME OF RIGHT TURN ON RED (VEH/HR)	AM	0	0	0	0	0	0	0	0	0	0	0	0
	PM	0	0	0	0	0	0	0	0	0	0	0	0
PEDESTRIANS/HOUR (PED/H) COUNT	AM	0	0	0	0	0	0	0	0	0	0	0	0
	PM	0	0	0	0	0	0	0	0	0	0	0	0
ARRIVAL TYPE	3			3			3			3			
LANE UTILIZATION ADJUSTMENT FACTOR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
GREEN TIME (SECONDS)	AM	55.4	46.4	46.4	55.2	46.2	46.2	32.8	25.2	28.6	21.0	21.0	
	PM	59.2	50.2	50.2	57.7	49.0	49.0	39.3	27.7	38.6	27.0	27.0	
GREEN Ratio (g/C)	AM	0.49	0.46	0.46	0.49	0.46	0.46	0.27	0.25	0.00	0.23	0.21	
	PM	0.47	0.45	0.45	0.48	0.46	0.46	0.30	0.25	0.00	0.30	0.25	
CAPACITY (c)	AM	298	867	848	435	864	850	345	459	0	315	374	
	PM	191	833	804	313	852	829	377	463	0	372	440	
v/c	AM	0.094	0.373	0.374	0.058	0.587	0.587	0.202	0.318	0.000	0.041	0.427	
	PM	0.140	0.627	0.627	0.164	0.771	0.773	0.144	0.322	0.000	0.091	0.387	
STORAGE QUEUE FEET	AM	14.8	100.0	95.7	13.1	246.5	236.6	56.5	130.5	0.0	11.0	154.4	
	PM	16.9	172.9	164.3	31.4	337.6	318.2	46.6	149.0	0.0	28.8	175.2	
LANE GROUP DELAY (SECONDS/VEHICLE)	AM	15.0	8.4	8.3	13.8	16.4	16.3	27.9	30.6	30.1	34.6		
	PM	20.2	10.9	10.9	16.7	19.5	19.3	27.9	33.7	28.0	34.8		
LANE GROUP LEVEL-OF-SERVICE	AM	B	A	A	B	B	B	C	C	C	C		
	PM	C	B	B	B	B	B	C	C	C	C		
APPROACH DELAY (SECONDS/VEHICLE)	AM	8.6			16.3			29.7			34.2		
	PM	11.1			19.3			32.1			33.7		
APPROACH LEVEL-OF-SERVICE	AM	A			B			C			C		
	PM	B			B			C			C		

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

FAP ROUTE NUMBER: 693
 STREET NAME: COURT STREET
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
 OSOW DESIGN: NO
 WEST APPROACH:
 EXISTING ADT: 12500 (2021) DESIGN YEAR ADT: 18250 (2045)
 EAST APPROACH:
 EXISTING ADT: 15600 (2017) DESIGN YEAR ADT: 18250 (2045)
 PROPOSED DESIGN SPEED: 35 MPH PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

FAU ROUTE NUMBER: 6080
 STREET NAME: 10TH STREET
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: LOCAL ROAD
 OSOW DESIGN: NO
 NORTH APPROACH:
 EXISTING ADT: 2000 (2018) DESIGN YEAR ADT: 2300 (2045)
 SOUTH APPROACH:
 EXISTING ADT: 3450 (2018) DESIGN YEAR ADT: 4000 (2045)
 PROPOSED DESIGN SPEED: 30 MPH PROPOSED POSTED SPEED: 30 MPH

IMPROVEMENT TYPE: RECONSTRUCTION
 ANTICIPATED YEAR OF CONSTRUCTION: 2025
 EXISTING METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL
 PROPOSED METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL
 SIGNAL WARRANT: 3 (2025)
 DESIGN VEHICLE: WB-50
 DESIGN YEAR: 2045 (20 YEAR DESIGN)
 TRUCK ROUTE DESIGNATION:
 PREFERRED ROADWAY: NOT A DESIGNATED TRUCK ROUTE
 SECONDARY ROADWAY: NOT A DESIGNATED TRUCK ROUTE
 DESIGN CRITERIA: RECONSTRUCTION (BLRS) CHAPTERS 30, 33, & 34

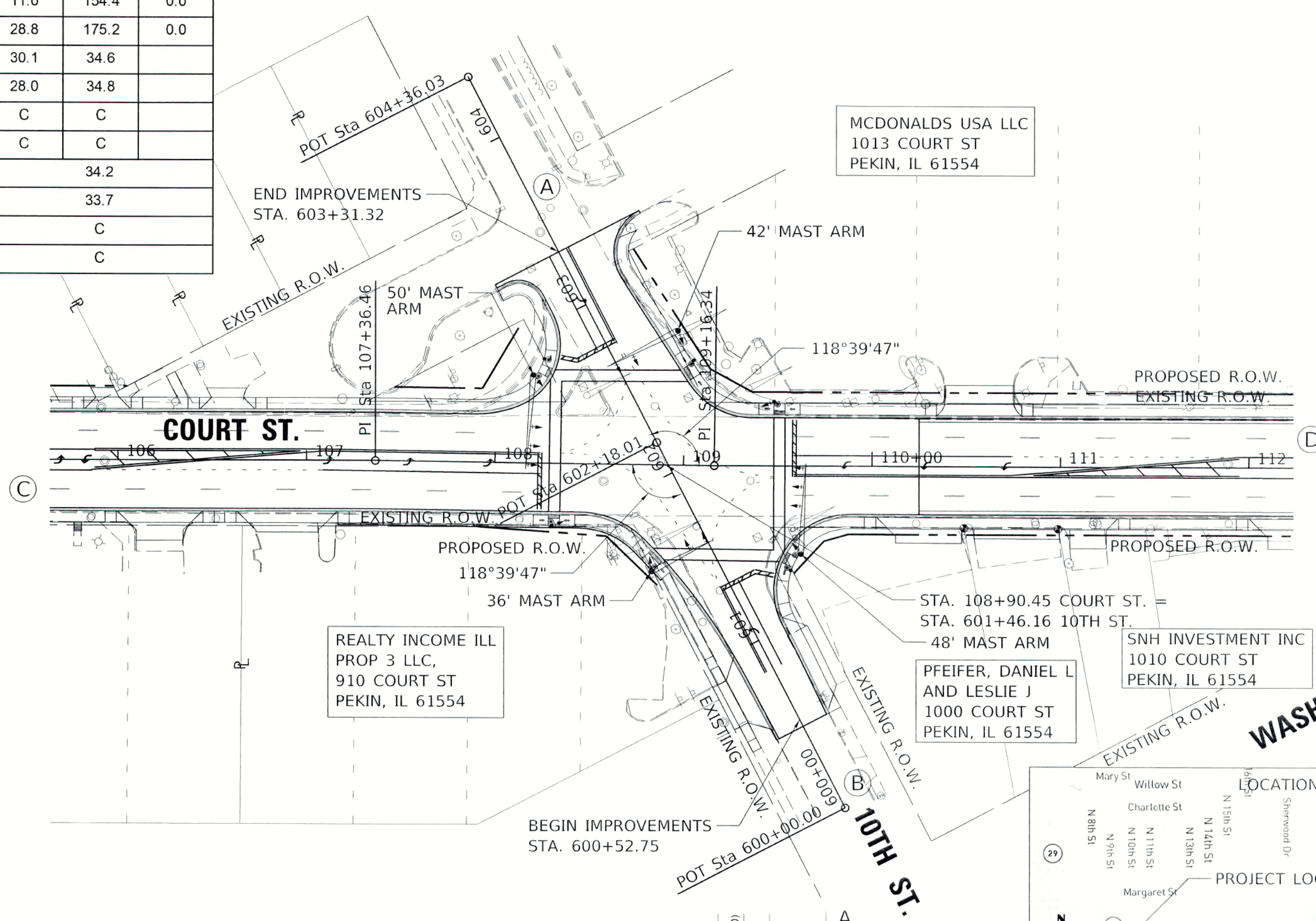
GENERAL NOTES

ARE PROFILES PROVIDED: YES
 TYPE B-6.12 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 AND APPROXIMATED FROM GIS
 ENTRANCES FLARES SHALL CONFORM TO THE CITY OF PEKIN 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 PEKIN STANDARD
 DETAILS. LANE DESIGNATION ARROWS WILL BE DETERMINED THROUGH COORDINATION
 WITH BUREAU OF OPERATIONS POLICIES.
 AT LOCATIONS WHERE SIGNALS ARE GREATER THAN 120' FROM THE STOP BAR, 12" SIGNAL
 INDICATORS WILL BE USED.
 INTERSECTION IS NOT A HIGH CRASH LOCATION.
 SCOPE OF WORK: RECONSTRUCTION OF COURT STREET
 DESIGN EXCEPTION:
 -COMMERCIAL DRIVEWAYS AT STATIONS 110+56.89 AND 110+76.92
 ARE GREATER THAN THE MAXIMUM WIDTH OF 35'
 -WB-40 USED FOR WBL TURN DUE TO SHARP INTERSECTION SKEW
 -NORTHBOUND AND SOUTHBOUND LEFT TURN LANES ARE LESS THAN
 115' TO MATCH EXISTING CONDITIONS
 -NORTHBOUND, SOUTHBOUND, WESTBOUND, AND EASTBOUND THROUGH
 QUEUES CAUSE BLOCKING TO THE LEFT TURN LANES DUE TO VOLUME
 AND SPACE CONSTRAINTS- THIS IS A COMMON URBAN CONDITION
 -DUE TO THE SKEW OF THE INTERSECTION, ALL LEGS HAVE STOP BARS
 GREATER THAN 30' FROM THE EOP TO ACCOMMODATE SHORTER
 CROSSWALK LENGTHS AND DESIGN VEHICLE TURNING MOVEMENTS
 DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATED PER AUTOTURN SOFTWARE,
 VERSION 9.1
 CURBS TO BE DEPRESSED AT SIDEWALKS TO MEET CURRENT ADA/PROWAG STANDARDS.
 INTERSECTION MEETS IDOT INTERSECTION SIGHT DISTANCE POLICY.
 ADDITIONAL NOTES:
 - COURT STREET IS ASSUMED TO BE THE EAST/WEST ROUTE
 - STORAGE DISTANCES WERE DESIGNED USING THE ACTUATED, COORDINATED 95TH
 PERCENTILE QUEUE FROM HCS

PROJECT CONTINUES TO
 STA. 202 + 65.14

TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		% TRUCK TRAFFIC IN 30TH MAXIMUM HOUR		EST. % INCREASE BY 2025	YEAR 2025 30TH MAXIMUM HOUR TRAFFIC		EST. % INCREASE BY 2045	YEAR 2045 30TH MAXIMUM HOUR TRAFFIC	
	AM	PM	AM	PM		AM	PM		AM	PM
AD (L)	10	27	0%	0%	0%	10	27	20%	12	31
AB (T)	91	103	0%	0%	1%	92	104	16%	106	120
AC (R)	35	32	0%	0%	0%	35	32	17%	41	37
BC (L)	55	43	0%	0%	0%	55	43	16%	64	50
BA (T)	98	106	0%	0%	1%	99	107	16%	114	124
BD (R)	17	11	0%	0%	0%	17	11	18%	20	13
CA (L)	22	19	0%	0%	0%	22	19	18%	26	22
CD (T)	481	653	7%	7%	1%	484	657	17%	561	761
CB (R)	32	71	0%	0%	0%	32	71	16%	37	83
DB (L)	11	25	0%	0%	0%	11	25	18%	13	29
DC (T)	423	581	7%	7%	1%	426	585	17%	493	677
DA (R)	20	50	0%	0%	0%	20	50	15%	23	58
TOTAL A	276	337				278	339		322	392
TOTAL B	304	359				306	361		354	419
TOTAL C	1048	1399				1054	1407		1222	1630
TOTAL D	962	1347				968	1355		1122	1569



PROJECT BEGINS AT
 STA. 11 + 68.25

REALTY INCOME ILL
 PROP 3 LLC,
 910 COURT ST
 PEKIN, IL 61554

STA. 108+90.45 COURT ST.
 STA. 601+46.16 10TH ST.
 48' MAST ARM
 PFEIFER, DANIEL L
 AND LESLIE J
 1000 COURT ST
 PEKIN, IL 61554

SNH INVESTMENT INC
 1010 COURT ST
 PEKIN, IL 61554



PROPOSED PHASING

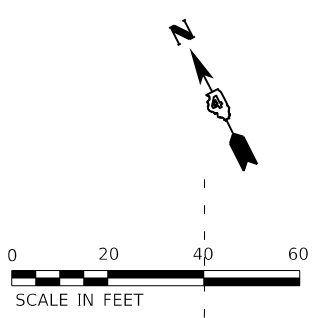
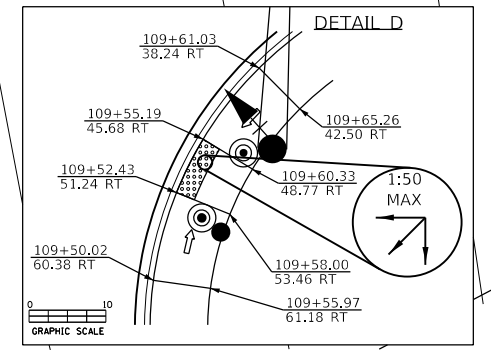
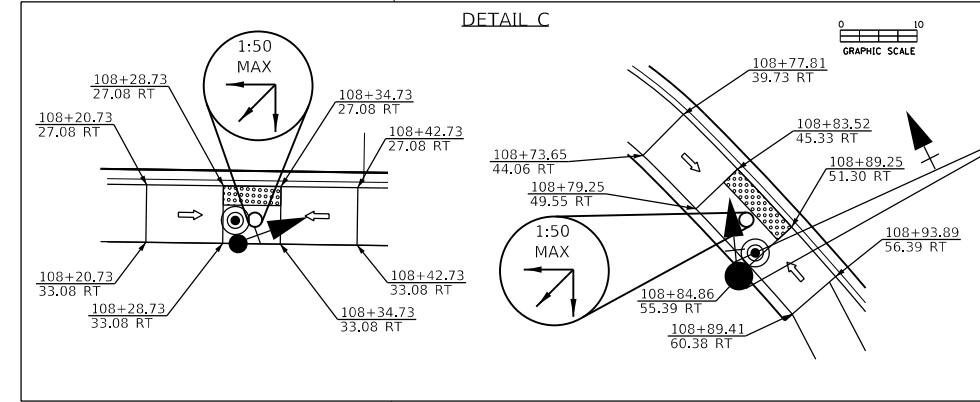
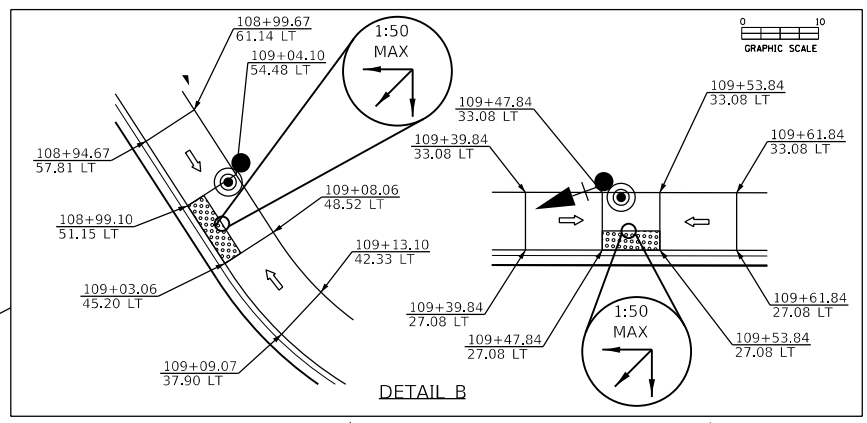
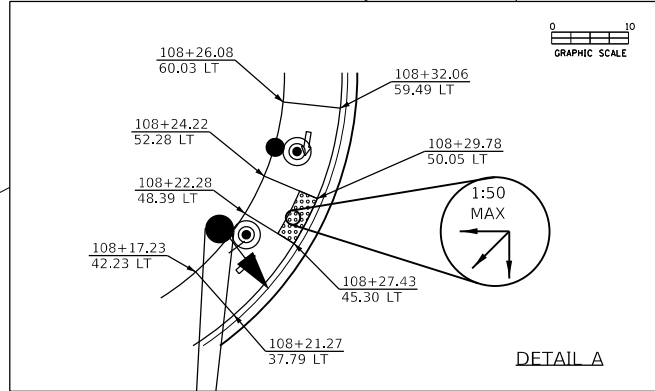
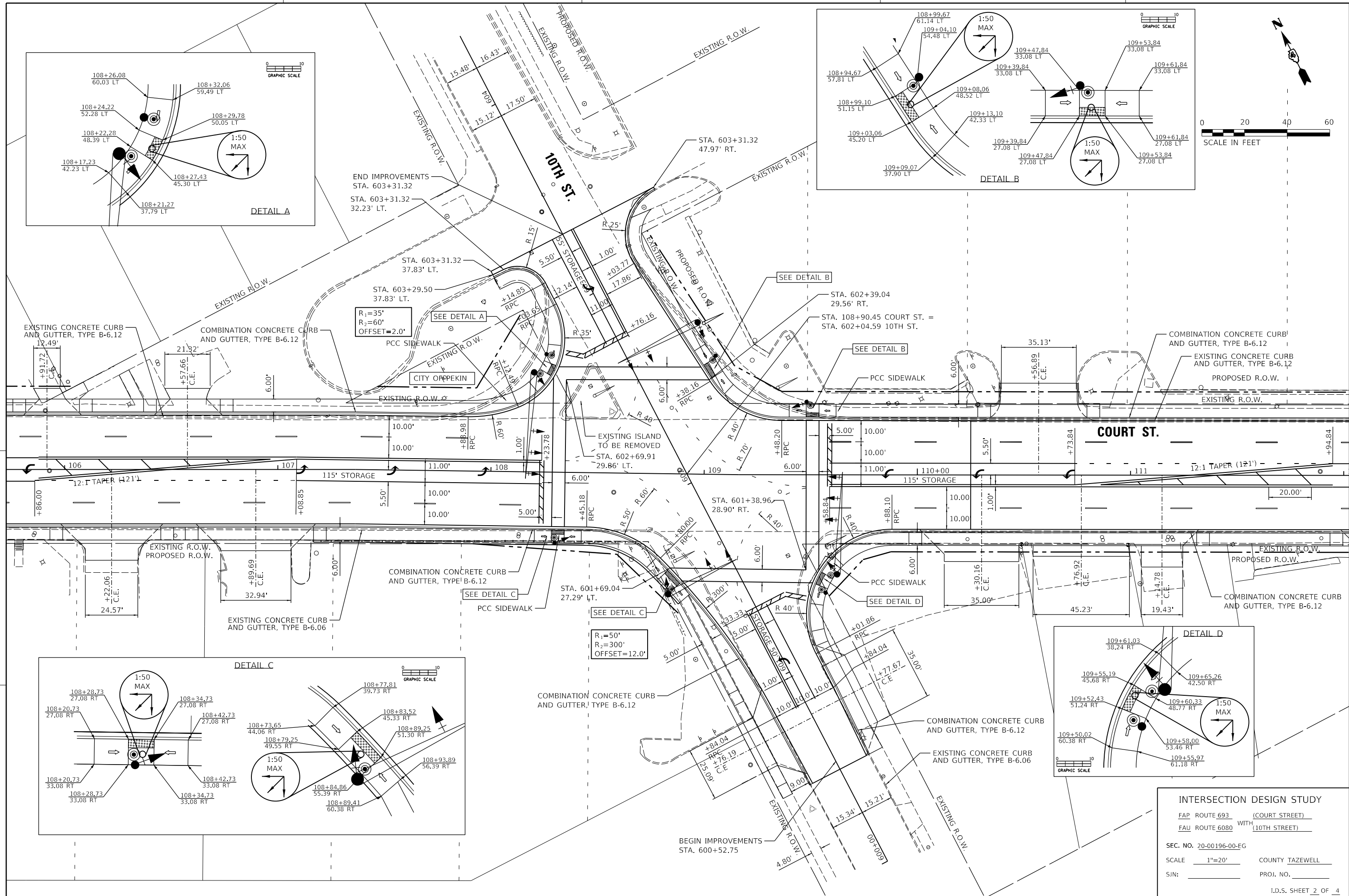
PHASE	1		2		3		4		5		6		CYCLE LENGTH
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
GREEN TIME IN SECONDS	3.0	3.6	2.4	0.2	0.0	0.0	46.2	3.6	2.4	1.8	3.2	2.6	100 SEC.
	2.7	3.6	2.4	1.2	0.0	0.0	49.0	3.6	2.4	5.8	3.2	2.6	110 SEC.

INTERSECTION DESIGN STUDY

FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 6080 (10TH STREET)
 SEC. NO. 20-00196-00-EG PROJ. NO.
 SCALE 1"=50' COUNTY TAZEWELL
 SIN: REV. NO.
 DESIGNED BY HANSON NADA NAFFAKH DATE 6/6/2022
 SATISFACTORY *Leon Chespe* DISTRICT GEOMETRICS ENGINEER DATE 6/8/22
 SATISFACTORY *Karen S Drinsky* DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE 06-08-22
 SATISFACTORY *Ana Shedd* DISTRICT OPERATIONS ENGINEER DATE 4/8/22
 APPROVED *Tom a. James* REGIONAL ENGINEER DATE 06/08/22
 CADD FILE NAME: I.D.S. SHEET 1 OF

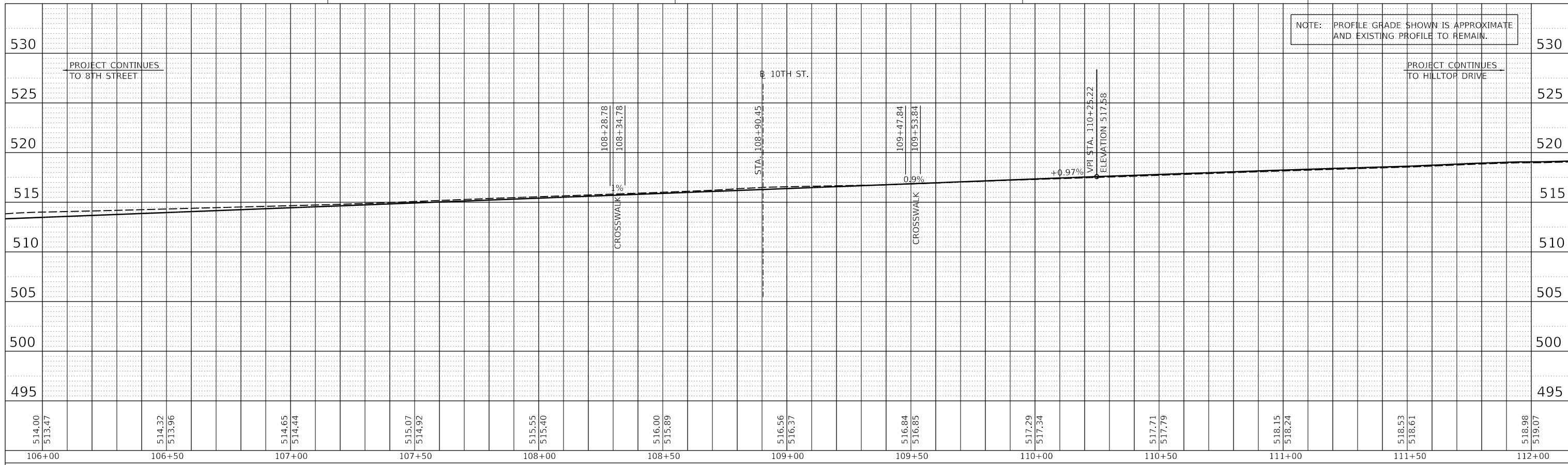
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 USER NAME = andr00846

PLOT DATE: 2/20/2022
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 PLOT SCALE: 40.00' / 1" =
 USER NAME: nrfrc01973

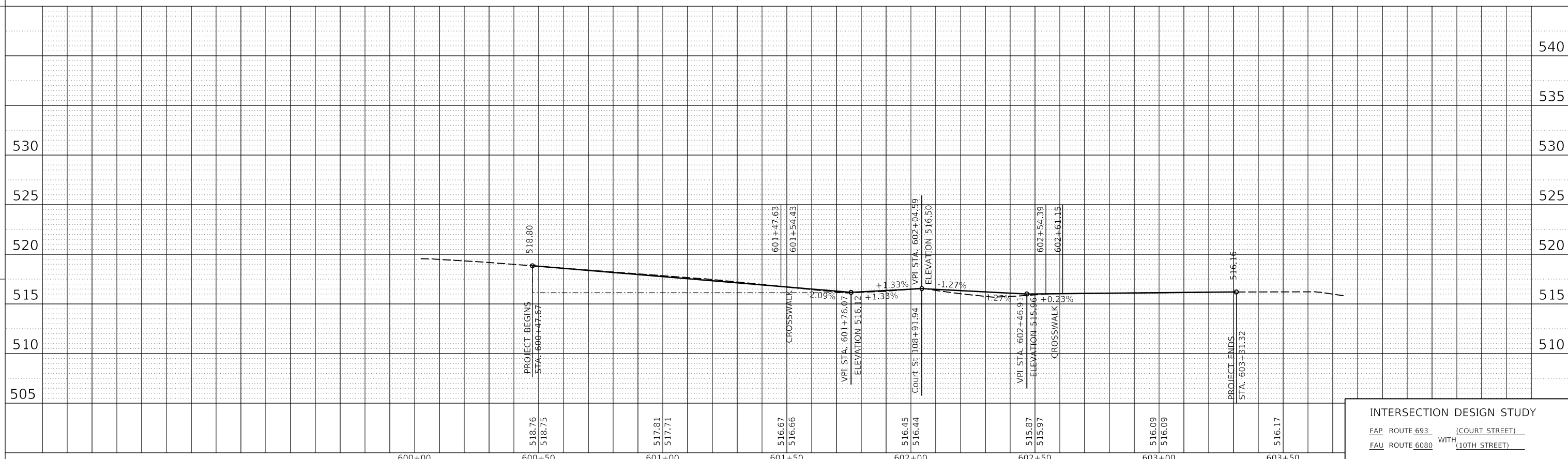


INTERSECTION DESIGN STUDY		
FAP ROUTE 693	(COURT STREET)	
FAU ROUTE 6080	WITH (10TH STREET)	
SEC. NO. 20-00196-00-EG		
SCALE	1"=20'	COUNTY TAZEWELL
SIN:		PROJ. NO.
I.D.S. SHEET 2 OF 4		

PLOT DATE: 2/20/2022
 FILE NAME: R:\3\065\310177\ACAD\Road\SheetTraffic\C-10th.dgn
 PLOT SCALE: 40.00' / in.
 USER NAME: nrfac1973



COURT STREET

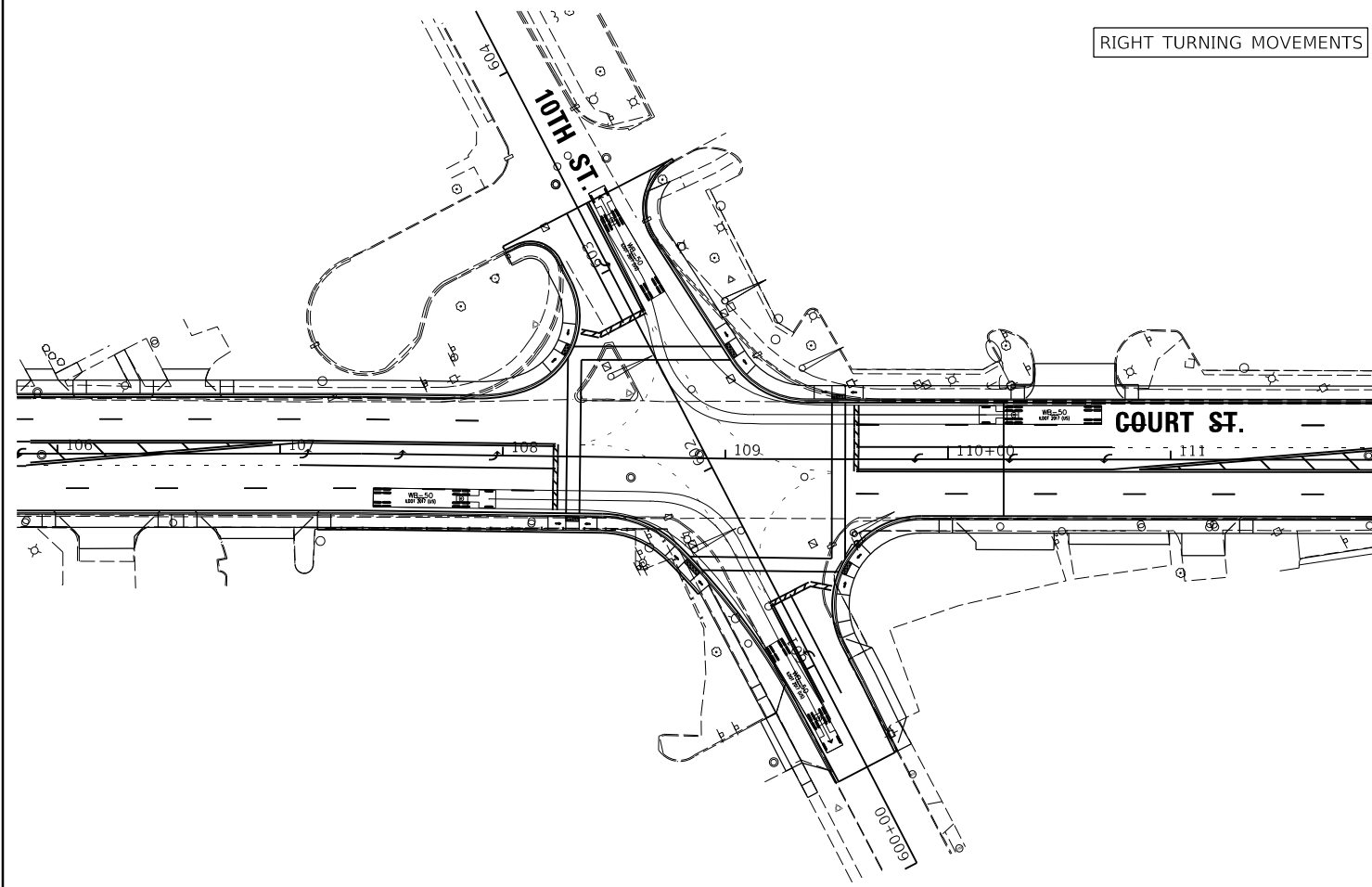


10TH STREET

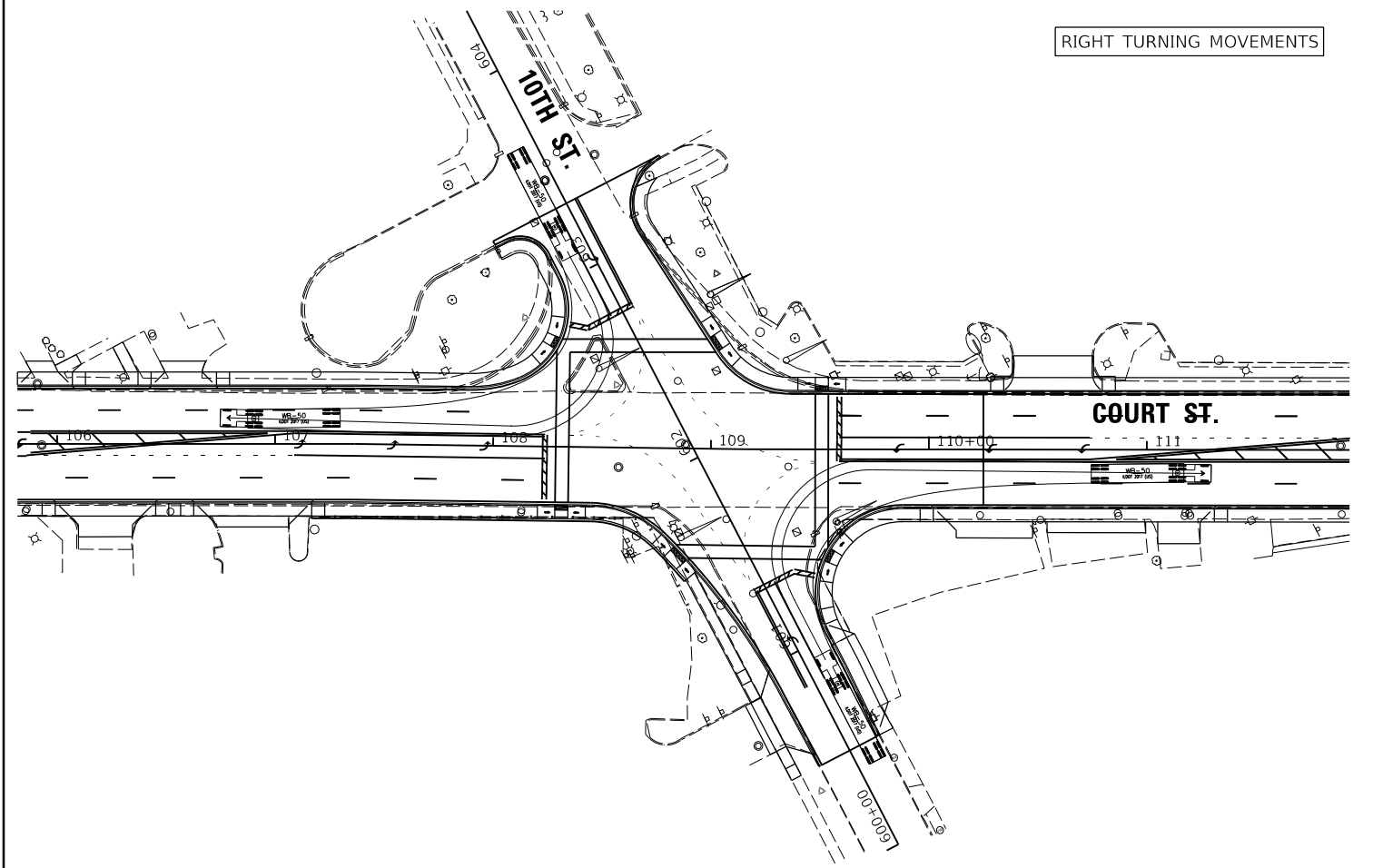
INTERSECTION DESIGN STUDY
 FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 6080 WITH (10TH STREET)
 SEC. NO. 20-00196-00-EG
 SCALE HORIZ. 1"=20' COUNTY TAZEWELL
 VERT. 1"=5'
 SIN : _____ PROJ. NO. _____
 I.D.S. SHEET 3 OF 4

PLOT DATE: 2/20/2022
 FILE NAME: R:\33084\330177ACAD\Road\Sheet\Traffic\Cide-10th.dgn
 PLOT SCALE: 80.00' / in.
 USER NAME: notfoc1973

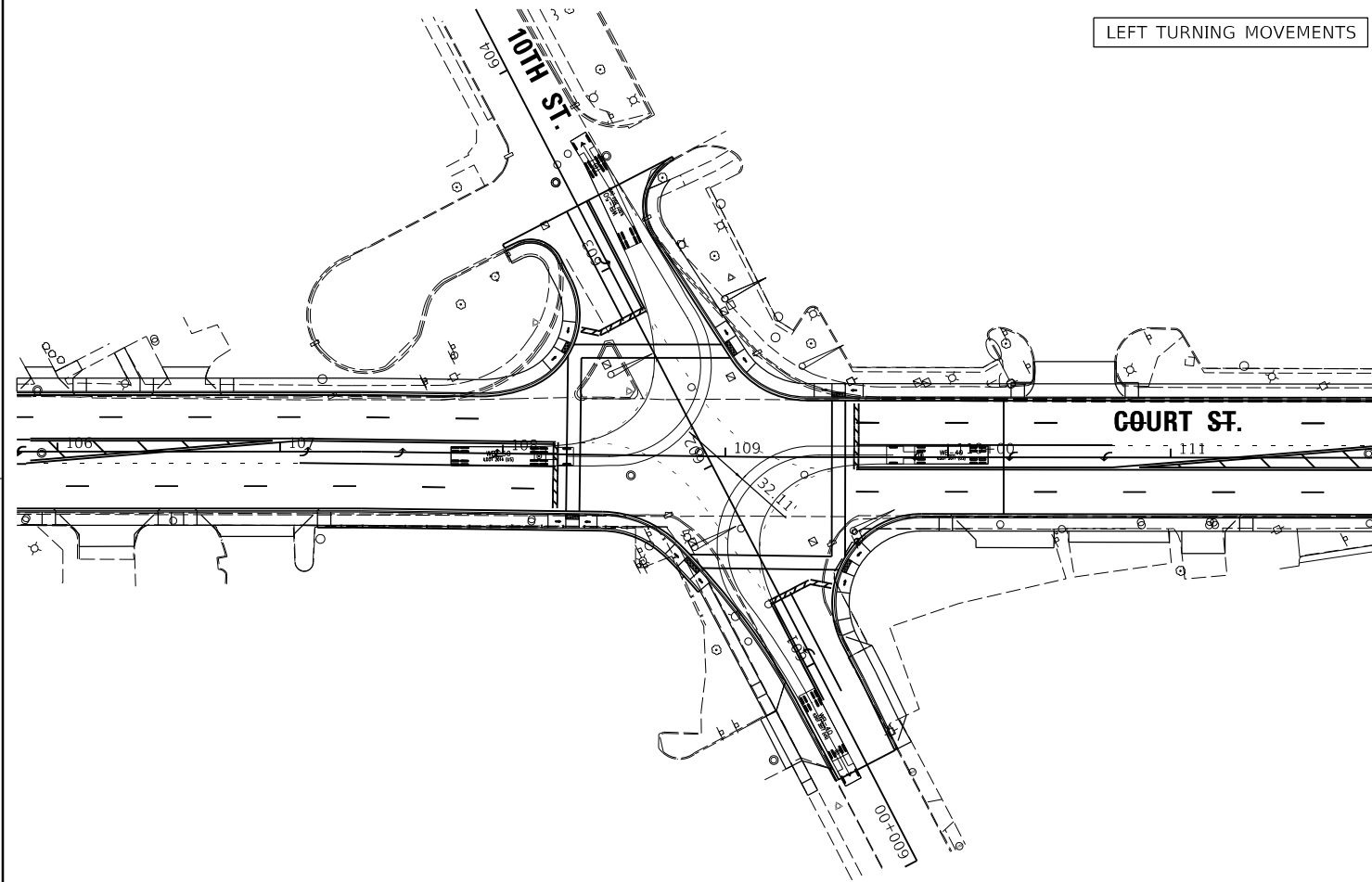
RIGHT TURNING MOVEMENTS



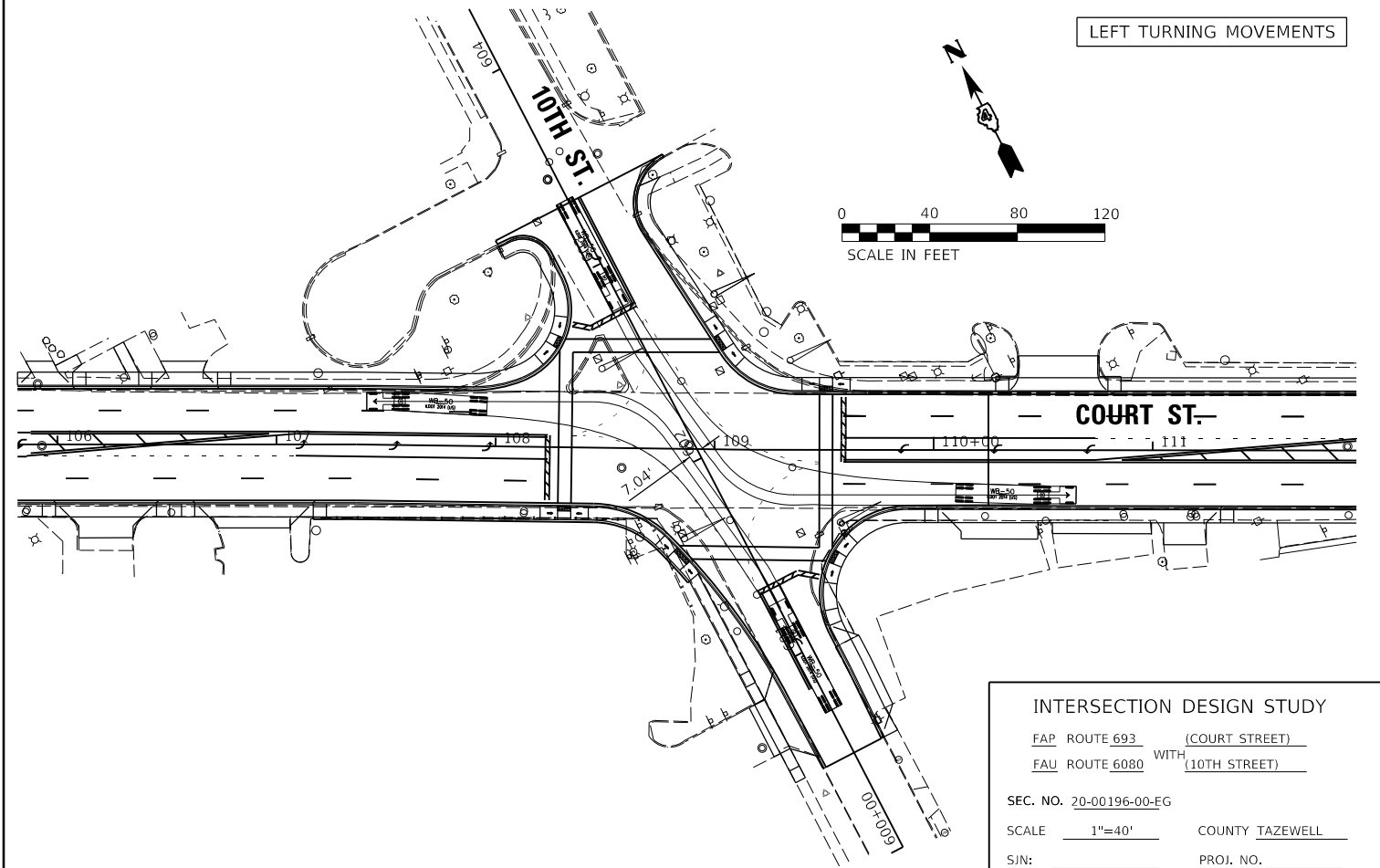
RIGHT TURNING MOVEMENTS



LEFT TURNING MOVEMENTS



LEFT TURNING MOVEMENTS



INTERSECTION DESIGN STUDY
 FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 6080 WITH (10TH STREET)
 SEC. NO. 20-00196-00-EG
 SCALE 1"=40' COUNTY TAZEWELL
 SIN: _____ PROJ. NO. _____
 I.D.S. SHEET 4 OF 4

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS, VERSION: 7.9.5, SIGNAL TYPE: Actuated-Coordinated, AREA TYPE: Other
 NUMBER OF PHASES: (A.M.) 4 (P.M.) 4, CYCLE LENGTH: (A.M.) 100 SEC. (P.M.) 110 SEC., PHF: (A.M.) 0.92 (P.M.) 0.92
 INTERSECTION DELAY/LEVEL-OF-SERVICE (A.M.) 23.9 SEC. LOS C, (P.M.) 29 SEC. LOS C

APPROACH	Court St (C)			Court St (D)			14th St (B)			14th St (A)			
LANE GROUP	EBL	EBTR		WBL	WBTR		NBL	NBTR		SBL	SBTR		
NUMBER OF LANES	1	2	0	1	2	0	1	1	0	1	1	0	
2045 30TH MAX. HOUR TRAFFIC (VEH/H)	AM 30	527	91	6	450	50	184	218	2	68	220	12	
PM	42	704	189	12	598	99	142	280	6	122	286	22	
BASE SATURATION FLOW RATE (VEH/H)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
LANE WIDTH (FT)	10	10	0	10	10	0	10	11	0	10	11	0	
VOLUME OF RIGHT TURN ON RED (VEH/HR)	AM 0	PM 0		AM 0	PM 0		AM 0	PM 0		AM 0	PM 0		
PEDESTRIANS/HOUR (PED/H) COUNT	AM 0	PM 0		AM 0	PM 0		AM 0	PM 0		AM 0	PM 0		
ARRIVAL TYPE	3			3			3			3			
LANE UTILIZATION ADJUSTMENT FACTOR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
GREEN TIME (SECONDS)	AM 47.1	39.8	39.8	45.3	38.0	38.0	41.6	29.1	29.1	38.5	26.0	26.0	
PM	59.7	50.9	50.9	58.3	49.5	49.5	39.0	25.4	25.4	38.6	25.0	25.0	
GREEN Ratio (g/C)	AM 0.42	0.41	0.41	0.41	0.39	0.39	0.36	0.29	0.00	0.33	0.26	0.00	
PM	0.48	0.45	0.45	0.47	0.44	0.44	0.33	0.27	0.00	0.28	0.23	0.00	
CAPACITY (c)	AM 246	762	649	342	734	708	416	541	0	390	482	0	
PM	171	849	787	287	830	789	296	508	0	284	428	0	
v/c	AM 0.120	0.428	0.432	0.032	0.630	0.630	0.480	0.442	0.000	0.190	0.523	0.000	
PM	0.255	0.568	0.568	0.082	0.839	0.846	0.522	0.612	0.000	0.467	0.782	0.000	
STORAGE QUEUE FEET	AM 18.2	158.0	132.2	6.7	337.6	318.6	149.7	205.8	0.0	54.0	224.6	0.0	
PM	27.2	226.0	206.1	14.4	567.8	539.0	133.1	262.0	0.0	122.4	352.7	0.0	
LANE GROUP DELAY (SECONDS/VEHICLE)	AM 19.7	14.5	14.4	18.3	26.8	26.5	24.2	29.1		24.0	32.0		
PM	23.2	15.4	15.2	17.5	33.7	34.0	29.5	31.0		33.1	45.1		
LANE GROUP LEVEL-OF-SERVICE	AM B	B	B	B	C	C	C	C		C	C		
PM	C	B	B	B	C	C	C	C		C	D		
APPROACH DELAY (SECONDS/VEHICLE)	AM	14.7			26.5			26.9			30.2		
PM	AM	15.7			33.6			30.5			41.7		
APPROACH LEVEL-OF-SERVICE	AM	B			C			C			C		
PM	AM	B			C			C			D		

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

FAU ROUTE NUMBER: 0693
 STREET NAME: COURT STREET
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
 OSOW DESIGN: NO
 WEST APPROACH:
 EXISTING ADT: 15600 (2017) DESIGN YEAR ADT: 18250 (2045)
 EAST APPROACH:
 EXISTING ADT: 18500 (2017) DESIGN YEAR ADT: 21650 (2045)
 PROPOSED DESIGN SPEED: 35 MPH PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

FAU ROUTE NUMBER: 6708
 STREET NAME: 14TH STREET
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL
 OSOW DESIGN: NO
 NORTH APPROACH:
 EXISTING ADT: 7100 (2018) DESIGN YEAR ADT: 8300 (2045)
 SOUTH APPROACH:
 EXISTING ADT: 8400 (2018) DESIGN YEAR ADT: 9821 (2045)
 PROPOSED DESIGN SPEED: 30 MPH PROPOSED POSTED SPEED: 30 MPH

IMPROVEMENT TYPE: 3R
 ANTICIPATED YEAR OF CONSTRUCTION: 2025
 EXISTING METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL
 PROPOSED METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL
 SIGNAL WARRANT: 3 (2025)
 DESIGN VEHICLE: WB-65
 DESIGN YEAR: 2045 (20 YEAR DESIGN)
 TRUCK ROUTE DESIGNATION:
 PREFERRED ROADWAY: NOT A DESIGNATED TRUCK ROUTE
 SECONDARY ROADWAY: NOT A DESIGNATED TRUCK ROUTE
 DESIGN CRITERIA: 3R (BLRS), CHAPTERS 30, 33, & 34

GENERAL NOTES

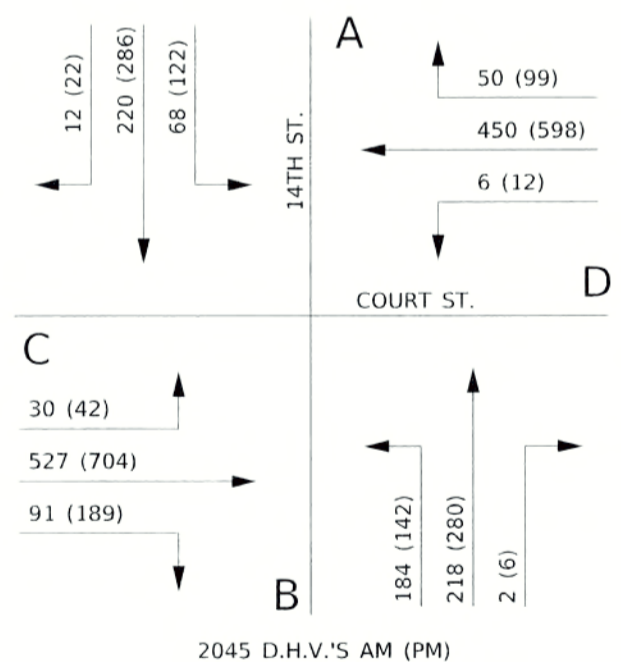
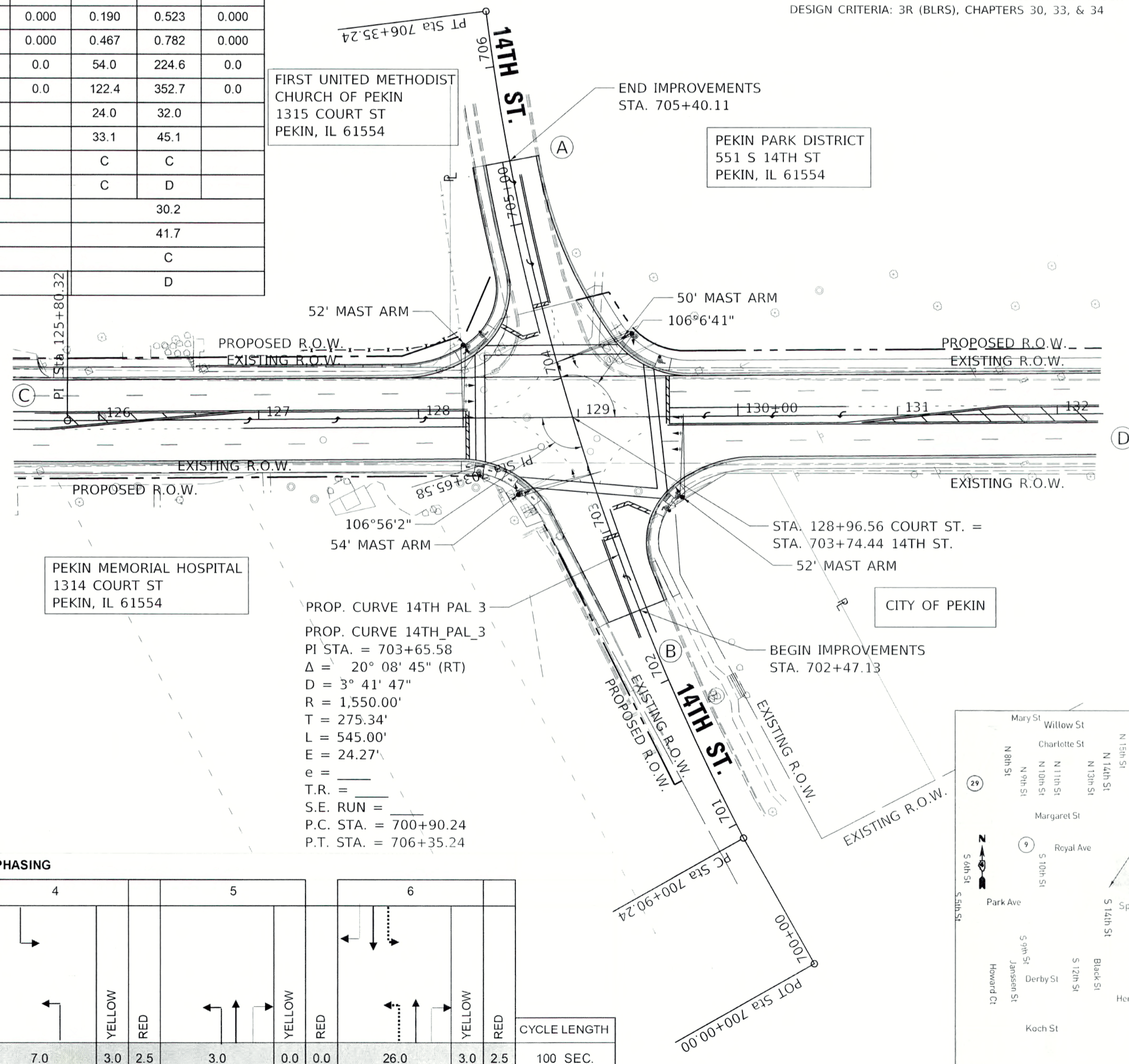
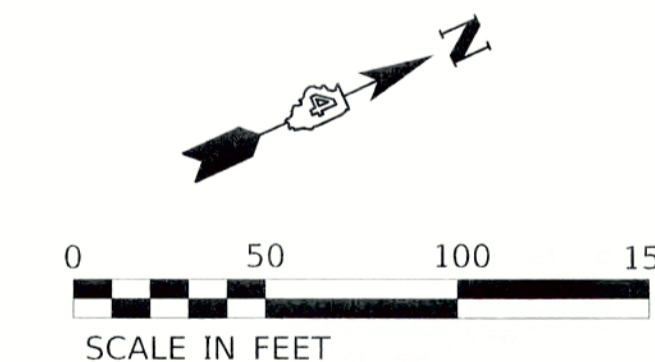
ARE PROFILES PROVIDED: YES
 TYPE B-6.12 CURB AND GUTTER TO BE USED ON THE OUTER EDGES OF PAVEMENT.
 ALL DIMENSIONS ARE E-E UNLESS OTHERWISE NOTED.
 THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY AND APPROXIMATED FROM GIS
 ENTRANCES FLARES SHALL CONFORM TO THE CITY OF PEKIN STANDARDS,
 AND ENTRANCE GRADE AND WIDTH SHALL CONFORM TO BLR STANDARDS
 PAVEMENT MARKINGS TO BE MODIFIED URETHANE.
 PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, IDOT STANDARD DETAILS, AND ALL CITY OF PEKIN STANDARD DETAILS. LANE DESIGNATION ARROWS WILL BE DETERMINED THROUGH COORDINATION WITH BUREAU OF OPERATIONS POLICIES.
 AT LOCATIONS WHERE SIGNALS ARE GREATER THAN 120' FROM THE STOP BAR, 12" SIGNAL INDICATORS WILL BE USED.
 INTERSECTION IS NOT A HIGH CRASH LOCATION.
 SCOPE OF WORK: REHABILITATION
 DESIGN EXCEPTION:- NORTHBOUND LEFT TURN LANE STORAGE IS 80' TO MATCH EXISTING NORTHBOUND, SOUTHBOUND, WESTBOUND, AND EASTBOUND THROUGH QUEUES CAUSE BLOCKING TO THE LEFT TURN LANES DUE TO VOLUME AND SPACE CONSTRAINTS- THIS IS A COMMON URBAN CONDITION
 -DUE TO THE SKEW OF THE INTERSECTION, ALL LEGS HAVE STOP BARS GREATER THAN 30' FROM THE EOP TO ACCOMMODATE SHORTER CROSSWALK LENGTHS AND DESIGN VEHICLE TURNING MOVEMENTS
 DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATED PER AUTOTURN SOFTWARE, VERSION 9.1
 CURBS TO BE DEPRESSED AT SIDEWALKS TO MEET CURRENT ADA/PROWAG STANDARDS.
 INTERSECTION MEETS IDOT INTERSECTION SIGHT DISTANCE POLICY.
 ADDITIONAL NOTES:
 - COURT STREET IS ASSUMED TO BE THE EAST/WEST ROUTE
 - STORAGE DISTANCES WERE DESIGNED USING THE ACTUATED, COORDINATED 95TH PERCENTILE QUEUE FROM HCS

SHEET NUMBER

TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		% TRUCK TRAFFIC IN 30TH MAXIMUM HOUR		EST. % INCREASE BY 2025	YEAR 2025 30TH MAXIMUM HOUR TRAFFIC		EST. % INCREASE BY 2045	YEAR 2045 30TH MAXIMUM HOUR TRAFFIC	
	AM	PM	AM	PM		AM	PM		AM	PM
AD (L)	58	105	0%	0%	1%	58	106	17%	68	122
AB (T)	189	245	0%	200%	1%	190	247	17%	220	286
AC (R)	10	19	0%	0%	0%	10	19	17%	12	22
BC (L)	158	122	0%	0%	1%	159	123	16%	184	142
BA (T)	187	240	0%	200%	1%	188	242	17%	218	280
BD (R)	2	5	0%	0%	0%	2	5	14%	2	6
CA (L)	26	36	0%	0%	0%	26	36	16%	30	42
CD (T)	452	604	7%	200%	1%	455	608	17%	527	704
CB (R)	78	162	0%	0%	1%	79	163	17%	91	189
DB (L)	5	10	0%	0%	0%	5	10	20%	6	12
DC (T)	386	513	3%	200%	1%	389	516	17%	450	598
DA (R)	43	85	0%	0%	1%	43	86	16%	50	99
TOTAL A	513	730				515	736		598	851
TOTAL B	619	784				623	790		721	915
TOTAL C	1110	1456				1118	1465		1294	1697
TOTAL D	946	1322				952	1331		1103	1541

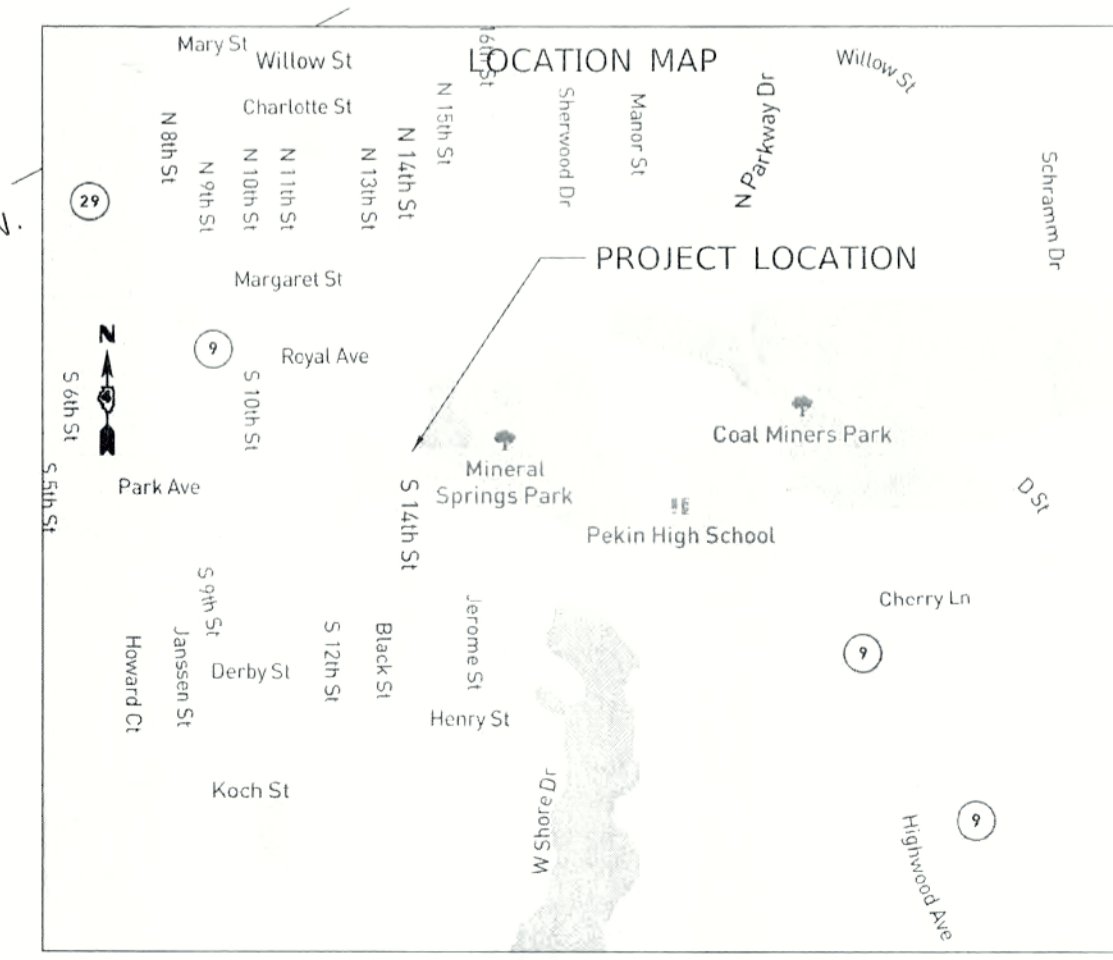
PROJECT CONTINUES TO STA. 202 + 65.14



PROJECT BEGINS AT STA. 11+ 68.25

PROPOSED PHASING

PHASE	1	2	3	4	5	6	CYCLE LENGTH												
GREEN TIME IN SECONDS	AM 1.3	3.5	2.0	1.5	0.0	0.0	39.2	3.5	2.0	7.0	3.0	2.5	3.0	0.0	0.0	26.0	3.0	2.5	100 SEC.
PM	2.6	3.5	2.0	1.1	0.0	0.0	48.8	3.5	2.0	5.5	3.0	2.5	4.5	0.0	0.0	25.5	3.0	2.5	110 SEC.

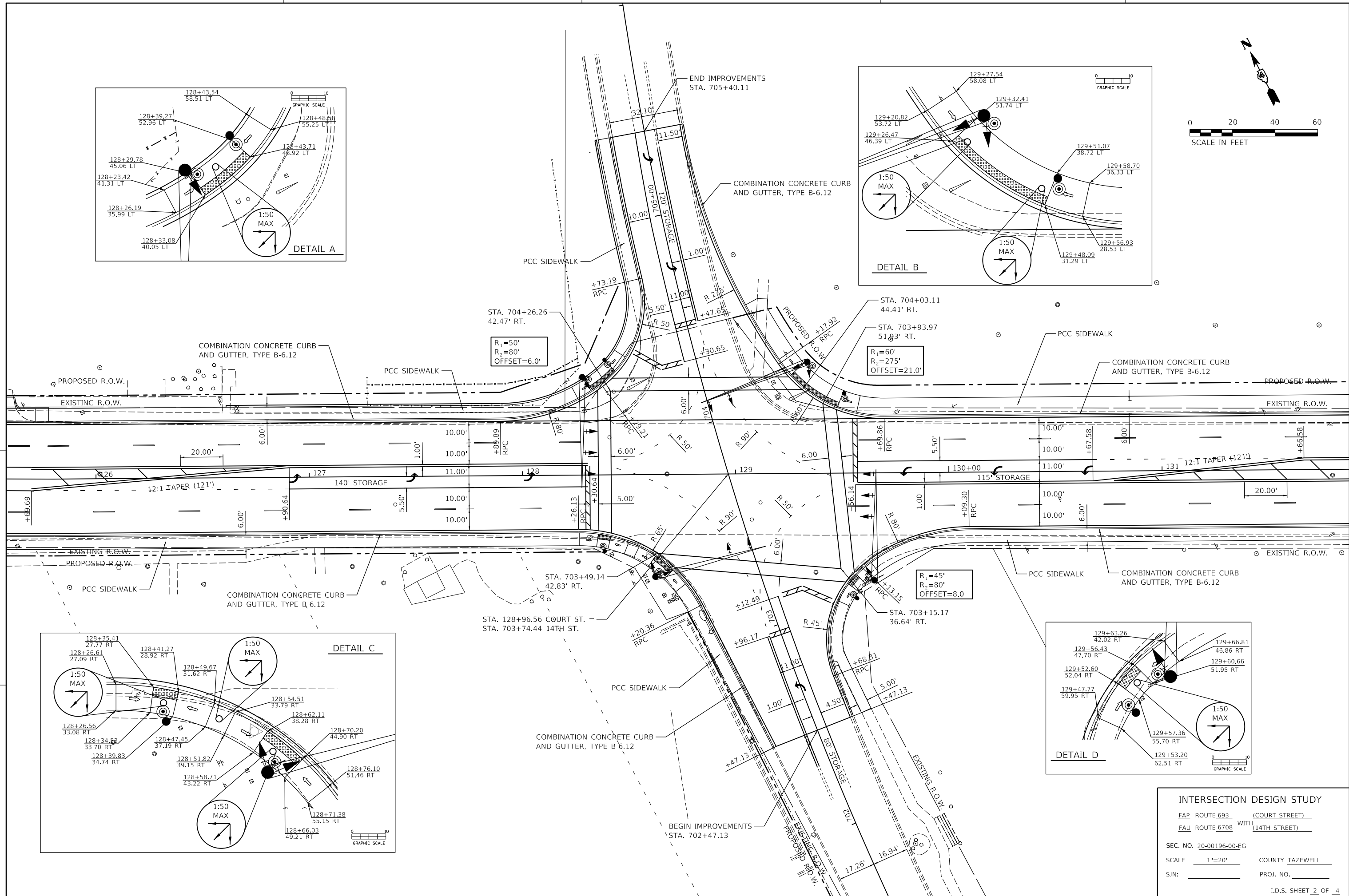
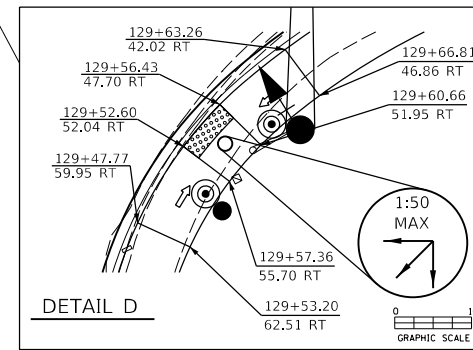
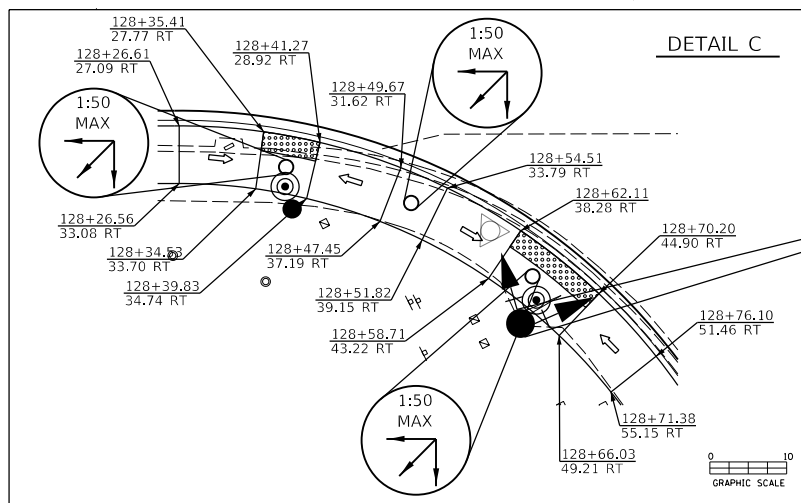
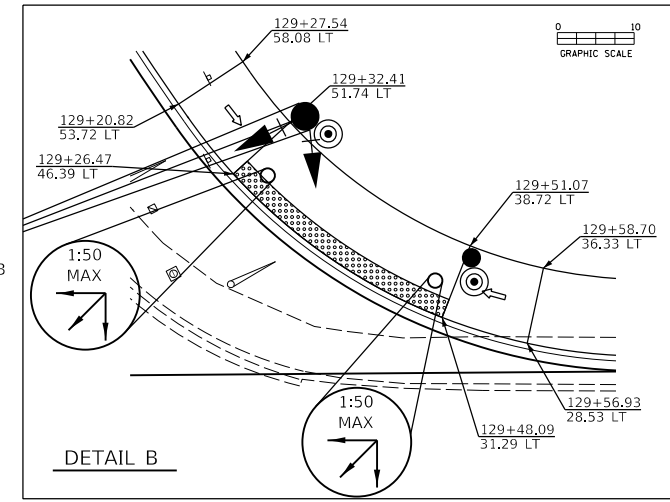
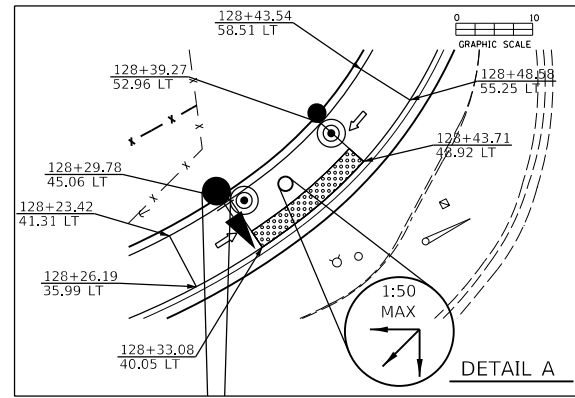
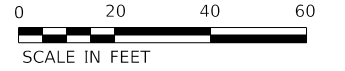


INTERSECTION DESIGN STUDY

FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 6708 WITH (14TH STREET)
 SEC. NO. 20-00196-00-EG PROJ. NO.
 SCALE 1"=50' COUNTY TAZEWELL
 SIN: REV. NO.
 DESIGNED BY HANSON NADA NAFFAKH DATE 6/6/2022
 SATISFACTORY [Signature] DISTRICT GEOMETRICS ENGINEER DATE 6/8/22
 SATISFACTORY [Signature] DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE 06-08-22
 SATISFACTORY [Signature] DISTRICT OPERATIONS ENGINEER DATE 6/8/22
 APPROVED [Signature] REGIONAL ENGINEER DATE 6/8/22
 CADD FILE NAME: I.D.S. SHEET 1 OF 4

PLOT DATE: 6/6/2022
 FILE NAME: I:\13\jobs\131077\ACAD\Road\SheetTraffic\14th.dgn
 PLOT SCALE: 50.00' / in.
 USER NAME: andr00846

PLOT DATE: 2/20/2022
 FILE NAME: R:\33084\330177ACAD\Road\Sheet\Traffic\Cide-14th.dgn
 PLOT SCALE: 40.00' / in.
 USER NAME: nofr001973



INTERSECTION DESIGN STUDY

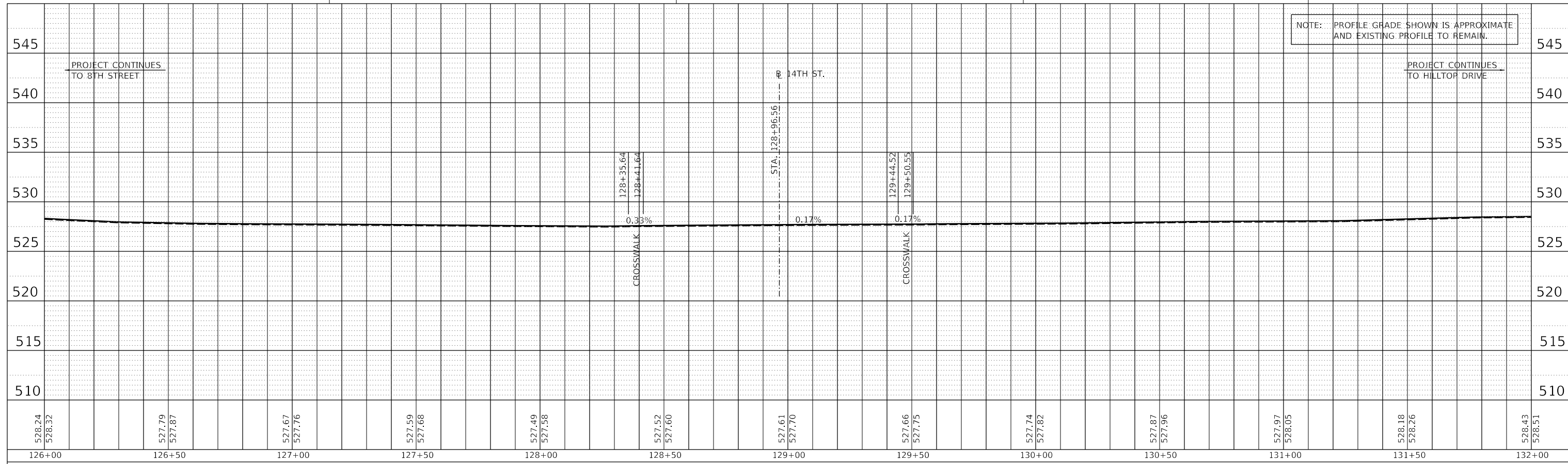
FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 6708 WITH (14TH STREET)

SEC. NO. 20-00196-00-EG
 SCALE 1"=20'
 COUNTY TAZEWELL
 SIN: _____ PROJ. NO. _____

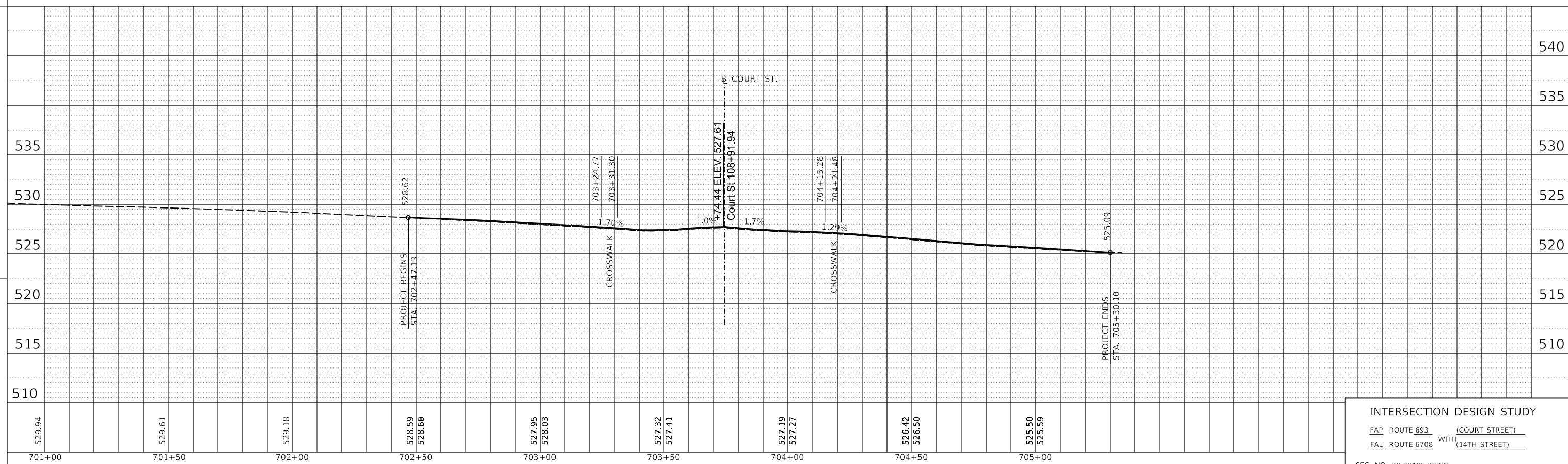
I.D.S. SHEET 2 OF 4

PLOT DATE: 2/20/2022
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 PLOT SCALE: 40,000 / 1" = 1000'
 USER NAME: nrfac1973

NOTE: PROFILE GRADE SHOWN IS APPROXIMATE AND EXISTING PROFILE TO REMAIN.



COURT STREET

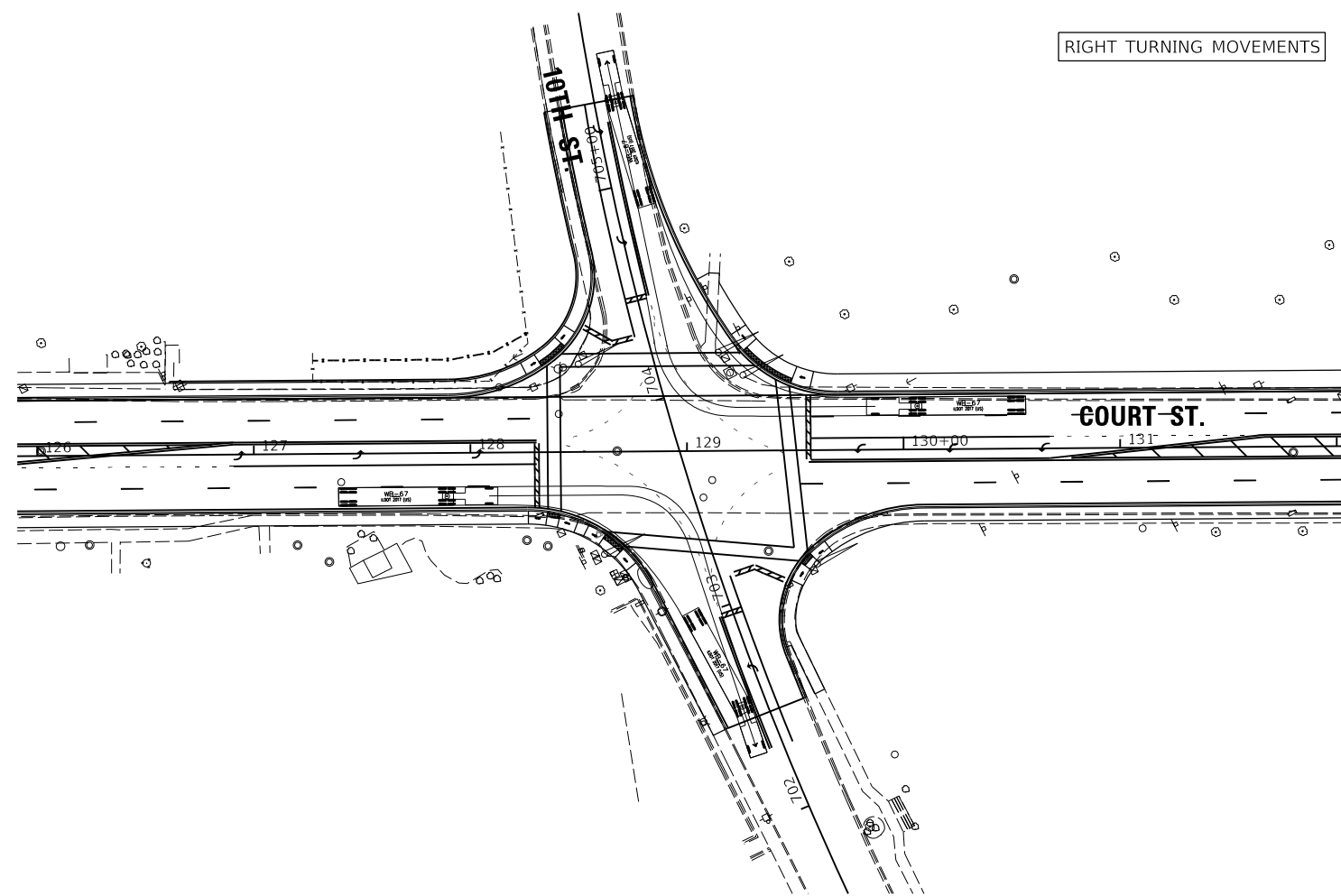


14TH STREET

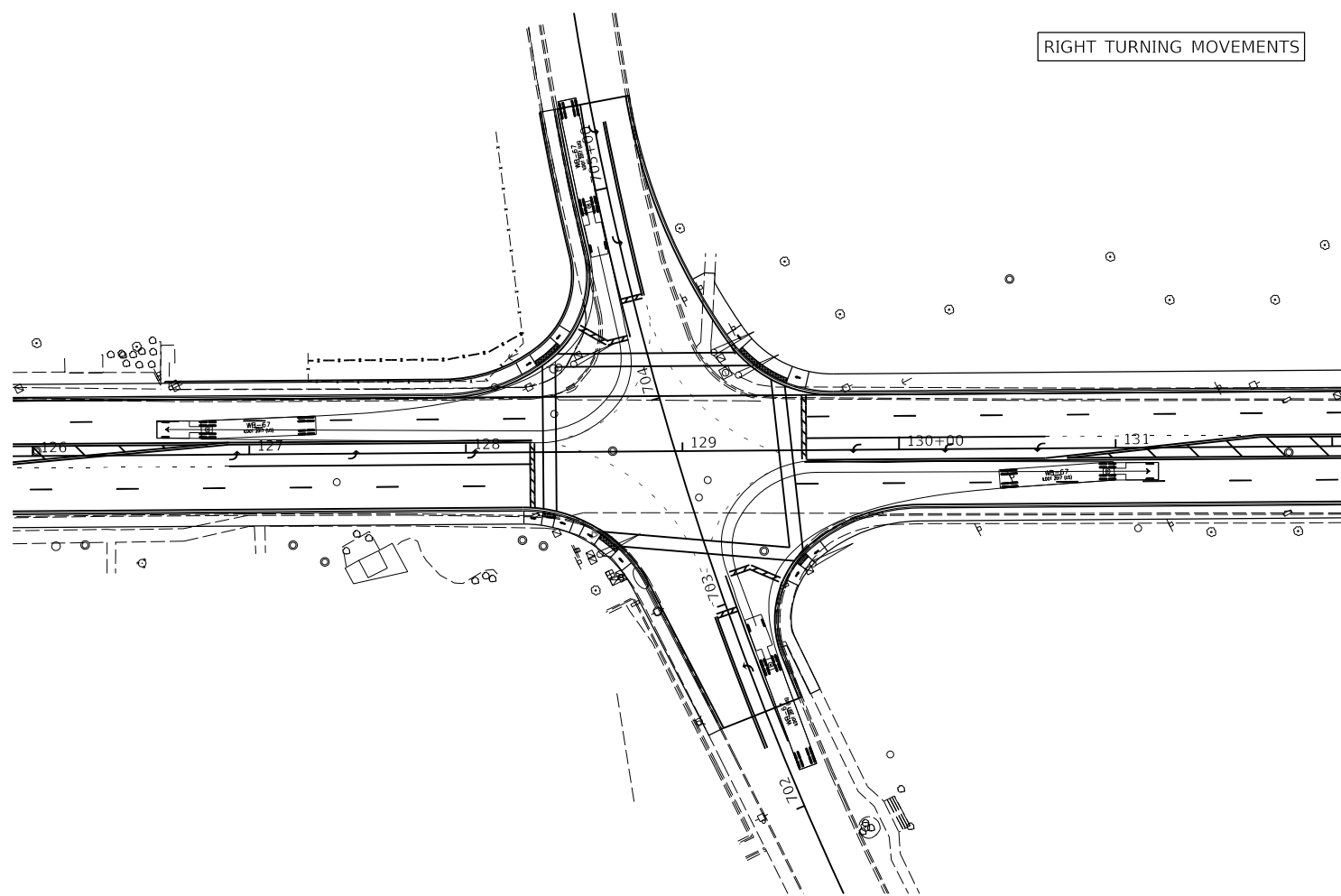
INTERSECTION DESIGN STUDY
 FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 6708 WITH (14TH STREET)
 SEC. NO. 20-00196-00-EG
 SCALE HORIZ. 1"=20' COUNTY TAZEWELL
 VERT. 1"=5'
 SIN : PROJ. NO. :
 I.D.S. SHEET 3 OF 4

PLOT DATE: 2/20/2022
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PLOT SCALE: 80.00' / in.
USER NAME: noffod1973

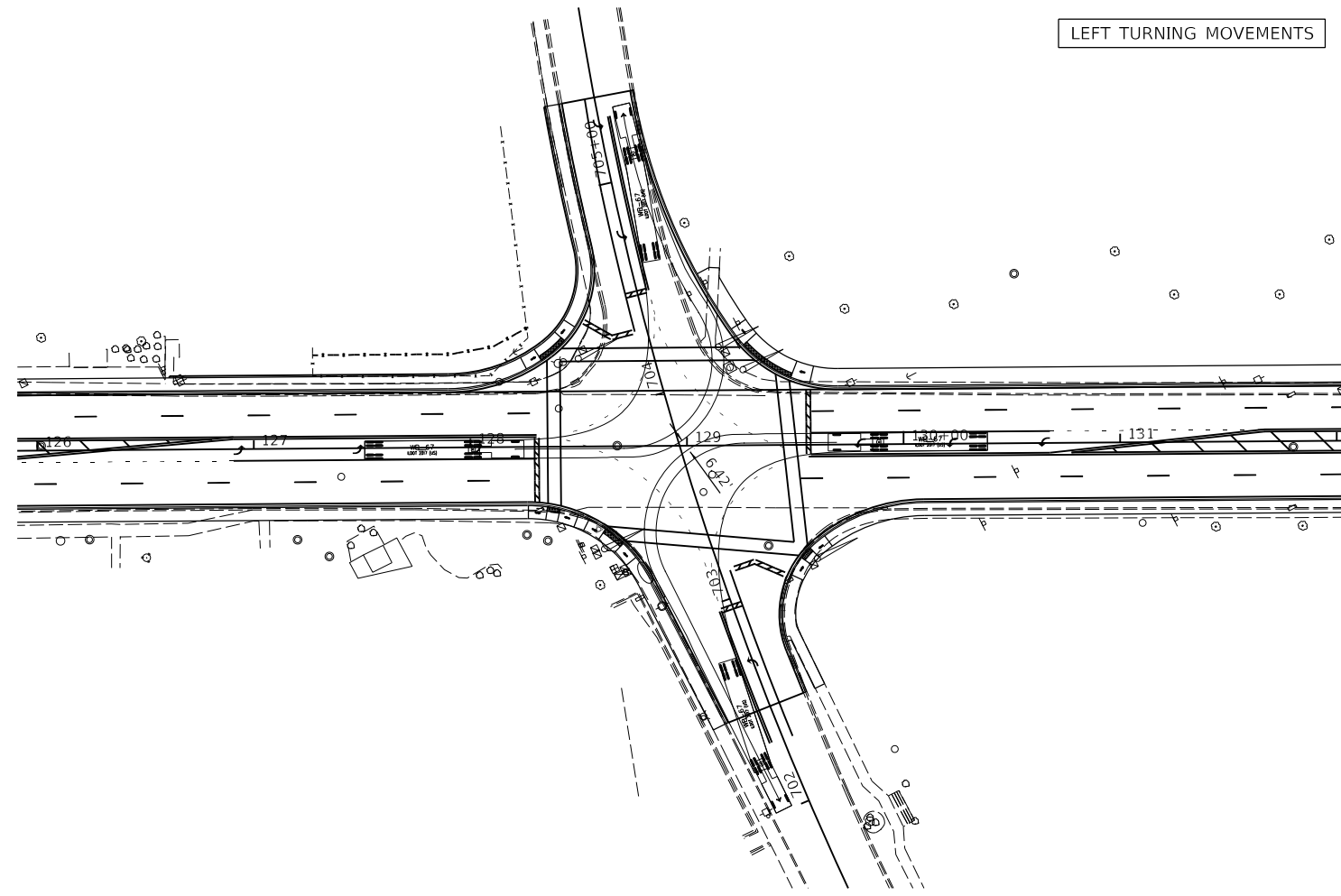
RIGHT TURNING MOVEMENTS



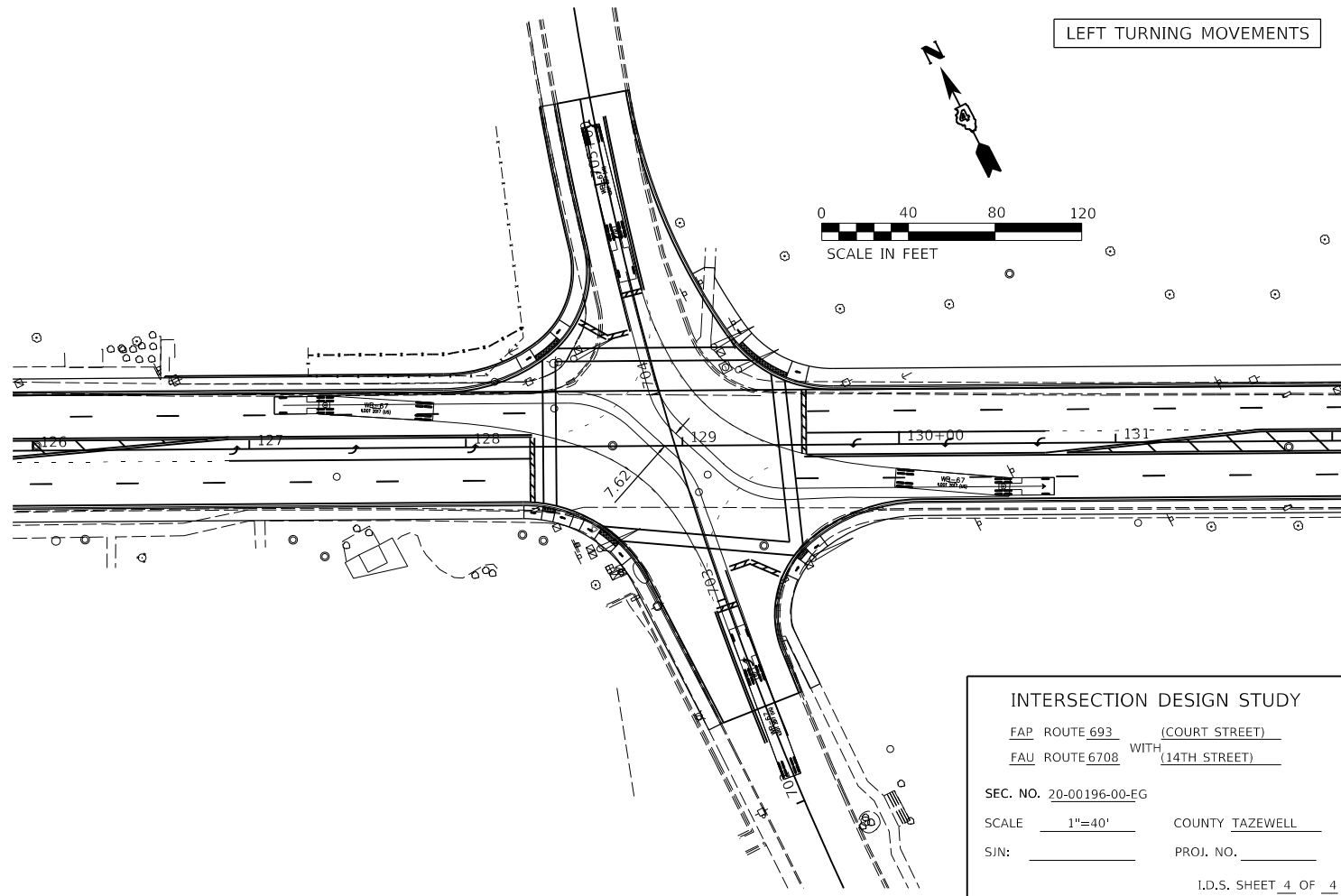
RIGHT TURNING MOVEMENTS



LEFT TURNING MOVEMENTS



LEFT TURNING MOVEMENTS



INTERSECTION DESIGN STUDY
FAP ROUTE 693 (COURT STREET)
FAU ROUTE 6708 WITH (14TH STREET)
SEC. NO. 20-00196-00-EG
SCALE 1"=40' COUNTY TAZEWELL
SIN: _____ PROJ. NO. _____
I.D.S. SHEET 4 OF 4

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED:	HCS	VERSION:	7.9.5	SIGNAL TYPE:	AREA TYPE:	Other
NUMBER OF PHASES: (A.M.) 4 (P.M.) 4	CYCLE LENGTH: (A.M.) 100 SEC. (P.M.) 110 SEC.		PHF: (A.M.) 0.92 (P.M.) 0.92		LOS C	
INTERSECTION DELAY/LEVEL-OF-SERVICE (A.M.) 22.9 SEC. LOS C (P.M.) 26.8 SEC. LOS C						

APPROACH	Court Street (C)			Court Street (D)			East Shore Drive (B)			Stadium Drive (A)			
LANE GROUP	EBL	EBTR		WBL	WBTR		NBL	NBTR		SBL	SBTR		
NUMBER OF LANES	1	2	0	1	2	0	1	1	0	1	1	0	
2045 30TH MAX. HOUR TRAFFIC (VEH/H)	AM	169	805	7	7	655	69	6	3	29	16	0	132
	PM	126	1069	13	16	981	83	6	0	23	33	2	112
BASE SATURATION FLOW RATE (VEH/H)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
LANE WIDTH (FT)	10	10	0	10	10	0	10	10	0	10	10	0	
VOLUME OF RIGHT TURN ON RED (VEH/HR)	AM	0	0	0	0	0	0	0	0	0	0	0	
	PM	0	0	0	0	0	0	0	0	0	0	0	
PEDESTRIANS/HOUR (PED/H) COUNT	AM	0	0	0	0	0	0	0	0	0	0	0	
	PM	0	0	0	0	0	0	0	0	0	0	0	
ARRIVAL TYPE	3			3			3			3			
LANE UTILIZATION ADJUSTMENT FACTOR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
GREEN TIME (SECONDS)	AM	57.4	50.8	50.8	53.0	46.4	46.4	30.4	23.9	23.9	31.7	25.2	25.2
	PM	65.8	58.0	58.0	63.5	55.7	55.7	30.4	23.8	23.8	33.3	26.7	26.7
GREEN Ratio (g/C)	AM	0.53	0.51	0.51	0.48	0.46	0.46	0.25	0.24	0.00	0.26	0.25	0.00
	PM	0.55	0.53	0.53	0.53	0.51	0.51	0.23	0.22	0.00	0.25	0.24	0.00
CAPACITY (c)	AM	362	943	940	453	861	832	290	390	0	423	405	0
	PM	216	980	976	368	940	914	291	348	0	418	392	0
v/c	AM	0.282	0.261	0.261	0.018	0.503	0.503	0.022	0.089	0.000	0.041	0.354	0.000
	PM	0.420	0.399	0.399	0.056	0.735	0.738	0.022	0.072	0.000	0.086	0.316	0.000
STORAGE QUEUE FEET	AM	51.3	201.7	196.9	4.2	317.7	313.1	5.3	29.0	0.0	13.8	126.4	0.0
	PM	48.6	262.7	255.6	10.0	567.7	553.7	6.1	24.0	0.0	32.6	121.6	0.0
LANE GROUP DELAY (SECONDS/VEHICLE)	AM	14.6	20.6	20.6	14.0	23.0	24.1	28.7	29.7		27.6	30.9	
	PM	20.4	18.1	18.1	12.6	30.9	32.0	33.2	34.3		31.4	34.3	
LANE GROUP LEVEL-OF-SERVICE	AM	B	C	C	B	C	C	C	C		C	C	
	PM	C	B	B	B	C	C	C	C		C	C	
APPROACH DELAY (SECONDS/VEHICLE)	AM	19.6			23.5			29.5			30.6		
	PM	18.3			31.1			34.1			33.7		
APPROACH LEVEL-OF-SERVICE	AM	B			C			C			C		
	PM	B			C			C			C		

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

FAP ROUTE NUMBER: 693
 STREET NAME: COURT STREET
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
 OSOW DESIGN: NO
 WEST APPROACH:
 EXISTING ADT: 18500 (2017) DESIGN YEAR ADT: 21650 (2045)
 EAST APPROACH:
 EXISTING ADT: 18500 (2017) DESIGN YEAR ADT: 21650 (2045)
 PROPOSED DESIGN SPEED: 35 MPH PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

MUN ROUTE NUMBER: 7410
 STREET NAME: STADIUM DRIVE/EAST SHORE DRIVE
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: LOCAL ROAD OR STREET
 OSOW DESIGN: NO
 NORTH APPROACH:
 EXISTING ADT: 1400 (2018) DESIGN YEAR ADT: 1637 (2045)
 SOUTH APPROACH:
 EXISTING ADT: 1400 (2018) DESIGN YEAR ADT: 1637 (2045)
 PROPOSED DESIGN SPEED: 30 MPH PROPOSED POSTED SPEED: 30 MPH

IMPROVEMENT TYPE: 3R
 ANTICIPATED YEAR OF CONSTRUCTION: 2025
 EXISTING METHOD OF TRAFFIC CONTROL: TWO-WAY STOP CONTROL
 PROPOSED METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL
 SIGNAL WARRANT: 3 (2045)
 DESIGN VEHICLE: WB-50, SU-30 SOUTH APPROACH
 DESIGN YEAR: 2045 (20 YEAR DESIGN)
 TRUCK ROUTE DESIGNATION:
 PREFERRED ROADWAY: NOT A DESIGNATED TRUCK ROUTE
 SECONDARY ROADWAY: NOT A DESIGNATED TRUCK ROUTE
 DESIGN CRITERIA: 3R (BLRS), CHAPTERS 30, 33, & 34

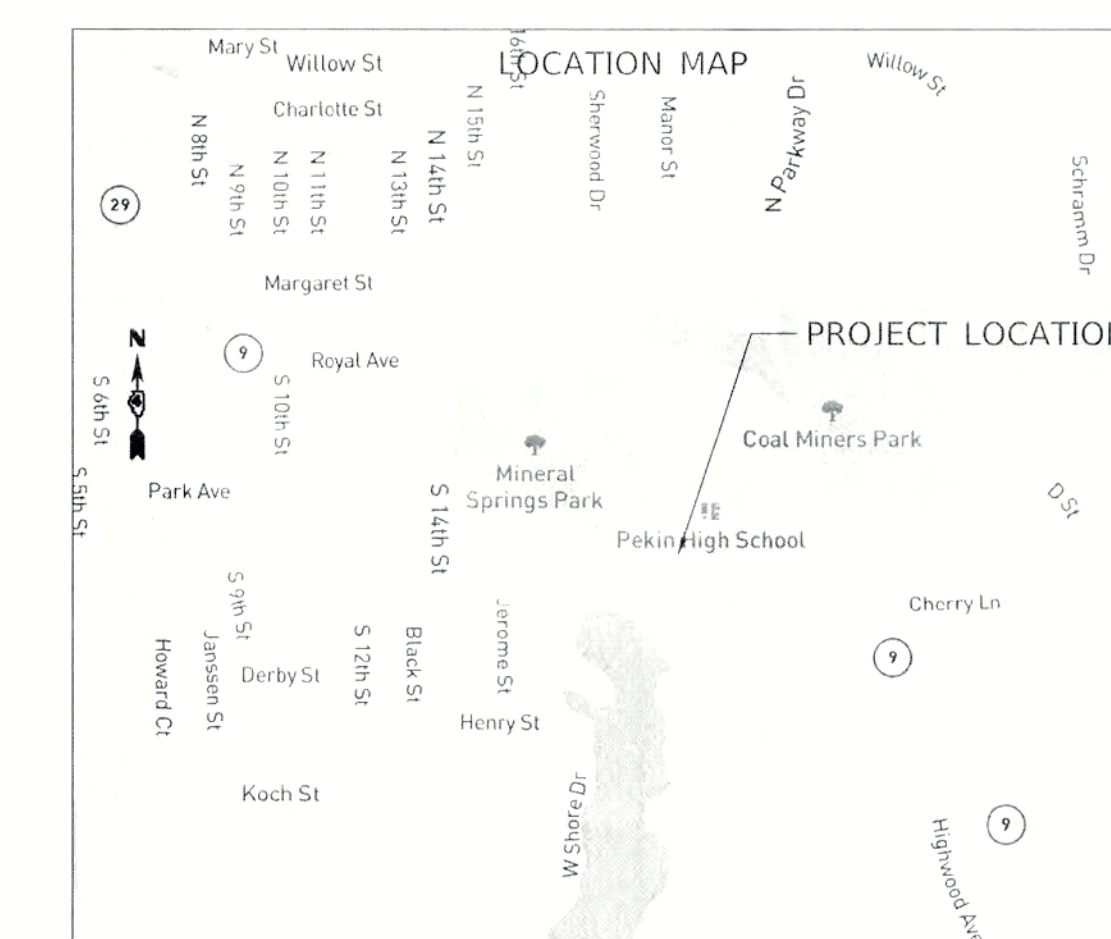
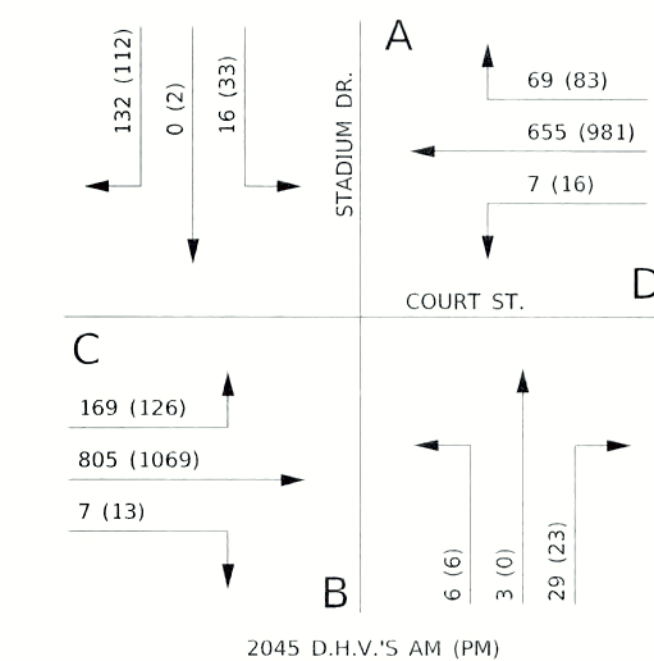
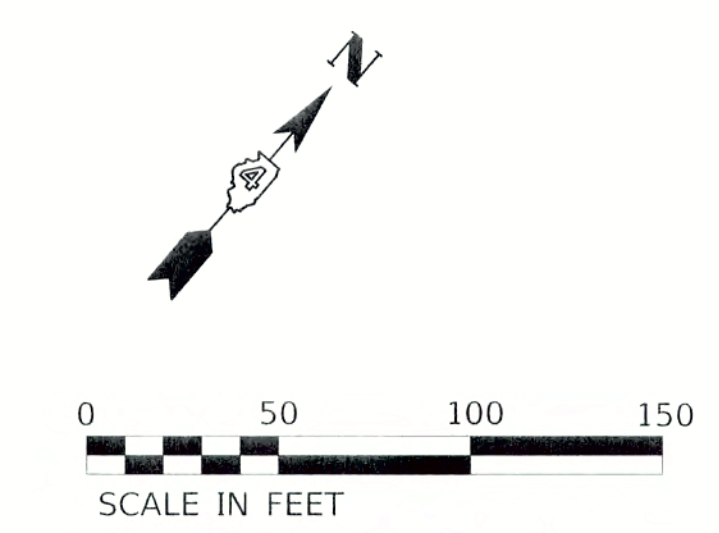
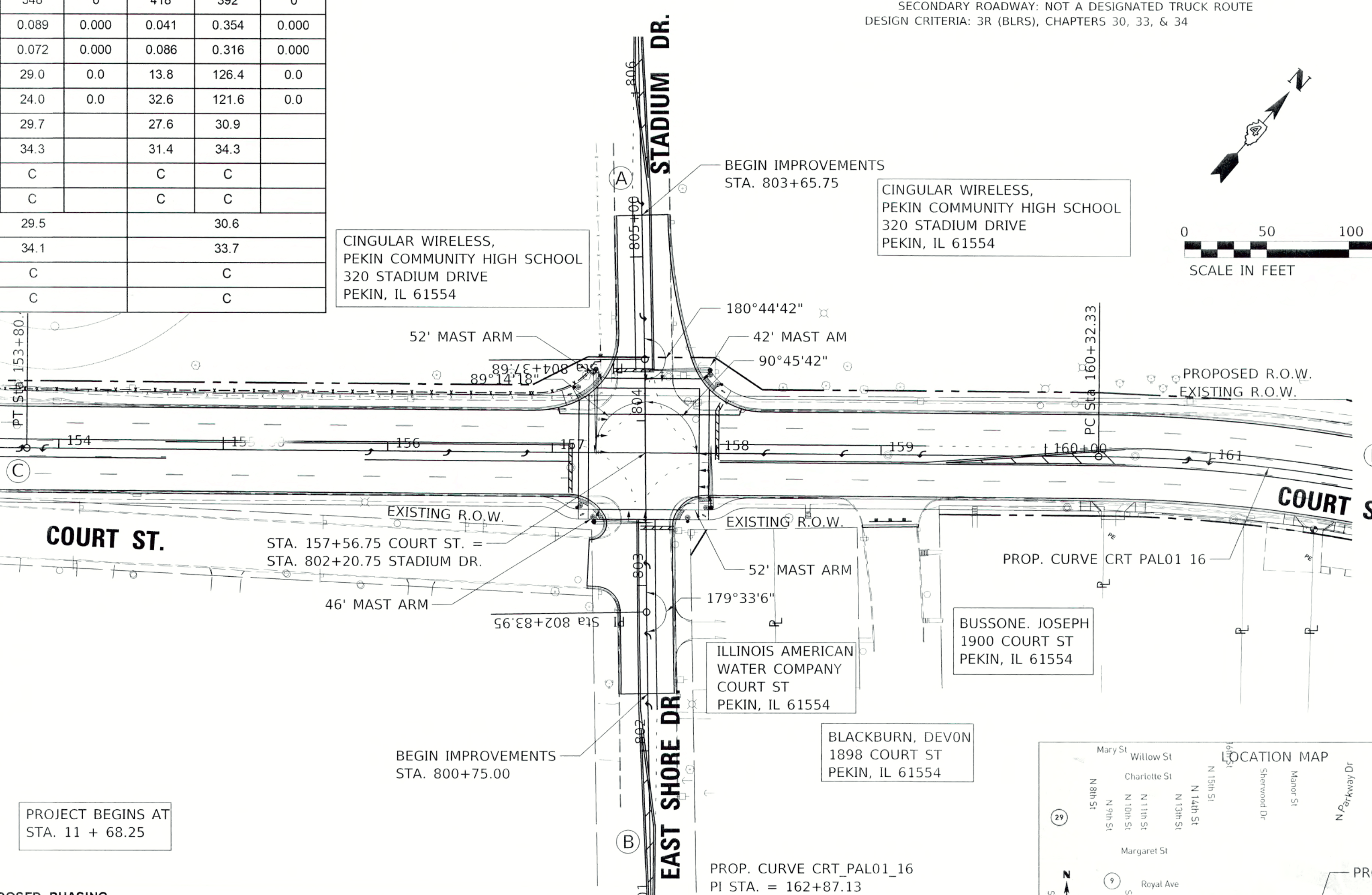
GENERAL NOTES

ARE PROFILES PROVIDED: YES
 TYPE B-6.12 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 AND APPROXIMATED FROM GIS
 ENTRANCES FLARES SHALL CONFORM TO THE CITY OF PEKIN STANDARDS,
 AND ENTRANCE GRADE AND WIDTH SHALL CONFORM TO BLR STANDARDS
 PAVEMENT MARKINGS TO BE MODIFIED URETHANE.
 PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, IDOT STANDARD DETAILS, AND ALL CITY OF PEKIN 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: REHABILITATION
 DESIGN EXCEPTION: -NORTHBOUND AND SOUTHBOUND LEFT TURN LANES ARE LESS THAN 115' TO MATCH EXISTING CONDITIONS
 -WESTBOUND, SOUTHBOUND, AND EASTBOUND THROUGH QUEUES CAUSE BLOCKING TO THE LEFT TURN LANES DUE TO VOLUME AND SPACE CONSTRAINTS
 DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATED PER AUTOTURN SOFTWARE, VERSION 9.1
 CURBS TO BE DEPRESSED AT SIDEWALKS TO MEET CURRENT ADA/PROWAG STANDARDS.
 INTERSECTION MEETS IDOT INTERSECTION SIGHT DISTANCE POLICY.
 ADDITIONAL NOTES:
 - COURT STREET IS ASSUMED TO BE THE EAST/WEST ROUTE
 - STORAGE DISTANCES WERE DETERMINED USING THE ACTUATED, COORDINATED 95TH PERCENTILE QUEUE FROM HCS

PLOT DATE: 6/6/2022
 FILE NAME: I:\13\jobs\1310177\ACAD\Road\Sheet\Traffic\C-ids-stadium.dgn
 PLOT SCALE: 50.00' / in.
 USER NAME: andrei0846

TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		% TRUCK TRAFFIC IN 30TH MAXIMUM HOUR		EST. % INCREASE BY 2025	YEAR 2025 30TH MAXIMUM HOUR TRAFFIC		EST. % INCREASE BY 2045	YEAR 2045 30TH MAXIMUM HOUR TRAFFIC	
	AM	PM	AM	PM		AM	PM		AM	PM
AD (L)	14	28	0%	0%	0%	14	28	14%	16	33
AB (T)	0	2	0%	0%	0%	0	2	0%	0	2
AC (R)	113	96	0%	0%	1%	114	97	17%	132	112
BC (L)	5	5	0%	0%	0%	5	5	20%	6	6
BA (T)	3	0	0%	0%	0%	3	0	0%	3	0
BD (R)	25	20	0%	0%	0%	25	20	16%	29	23
CA (L)	145	108	0%	0%	1%	146	109	17%	169	126
CD (T)	690	917	3%	3%	1%	695	923	17%	805	1069
CB (R)	6	11	0%	0%	0%	6	11	17%	7	13
DB (L)	6	14	0%	0%	0%	6	14	17%	7	16
DC (T)	562	841	3%	3%	1%	566	847	17%	655	981
DA (R)	59	71	0%	0%	0%	59	71	17%	69	83
TOTAL A	334	305				336	307		389	356
TOTAL B	45	52				45	52		52	60
TOTAL C	1521	1978				1532	1992		1774	2307
TOTAL D	1356	1891				1365	1903		1581	2205



PROPOSED PHASING

PHASE	1		2		3		4		5		6		CYCLE LENGTH
	YELLOW	RED	YELLOW	RED	YELLOW	RED	YELLOW	RED	YELLOW	RED	YELLOW	RED	
GREEN TIME IN SECONDS	AM 1.2	3.6	1.8	4.4	0.0	0.0	46.4	3.6	1.8	1.0	2.8	2.7	100 SEC.
	PM 2.4	3.6	1.8	2.3	0.0	0.0	55.7	3.6	1.8	1.1	2.8	2.7	110 SEC.

PROP. CURVE CRT_PAL01_16
 PI STA. = 162+87.13
 $\Delta = 30^\circ 48' 05''$ (RT)
 $D = 6^\circ 11' 39''$
 $R = 925.00'$
 $T = 254.80'$
 $L = 497.27'$
 $E = 34.45'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 P.C. STA. = 160+32.33
 P.T. STA. = 165+29.60

PROJECT BEGINS AT STA. 11 + 68.25

BEGIN IMPROVEMENTS STA. 800+75.00

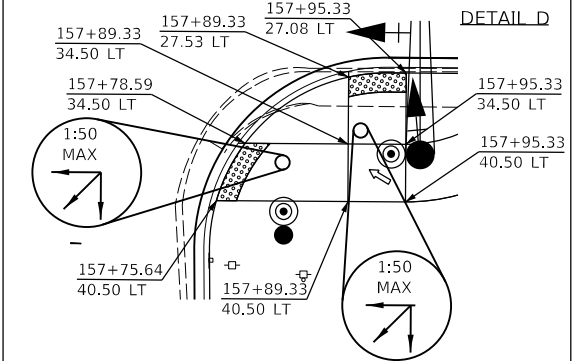
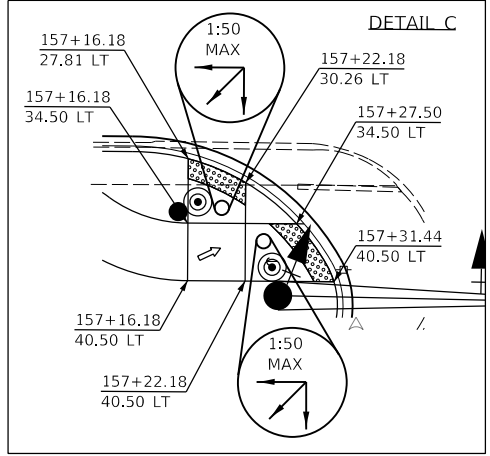
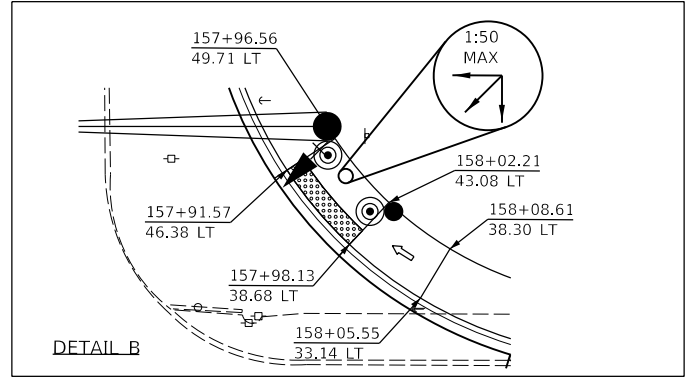
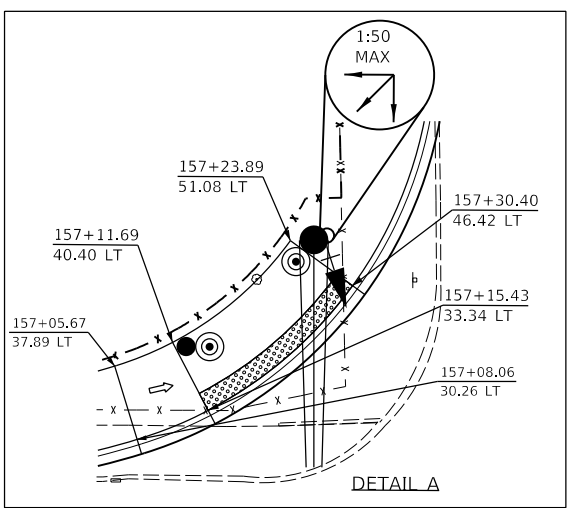
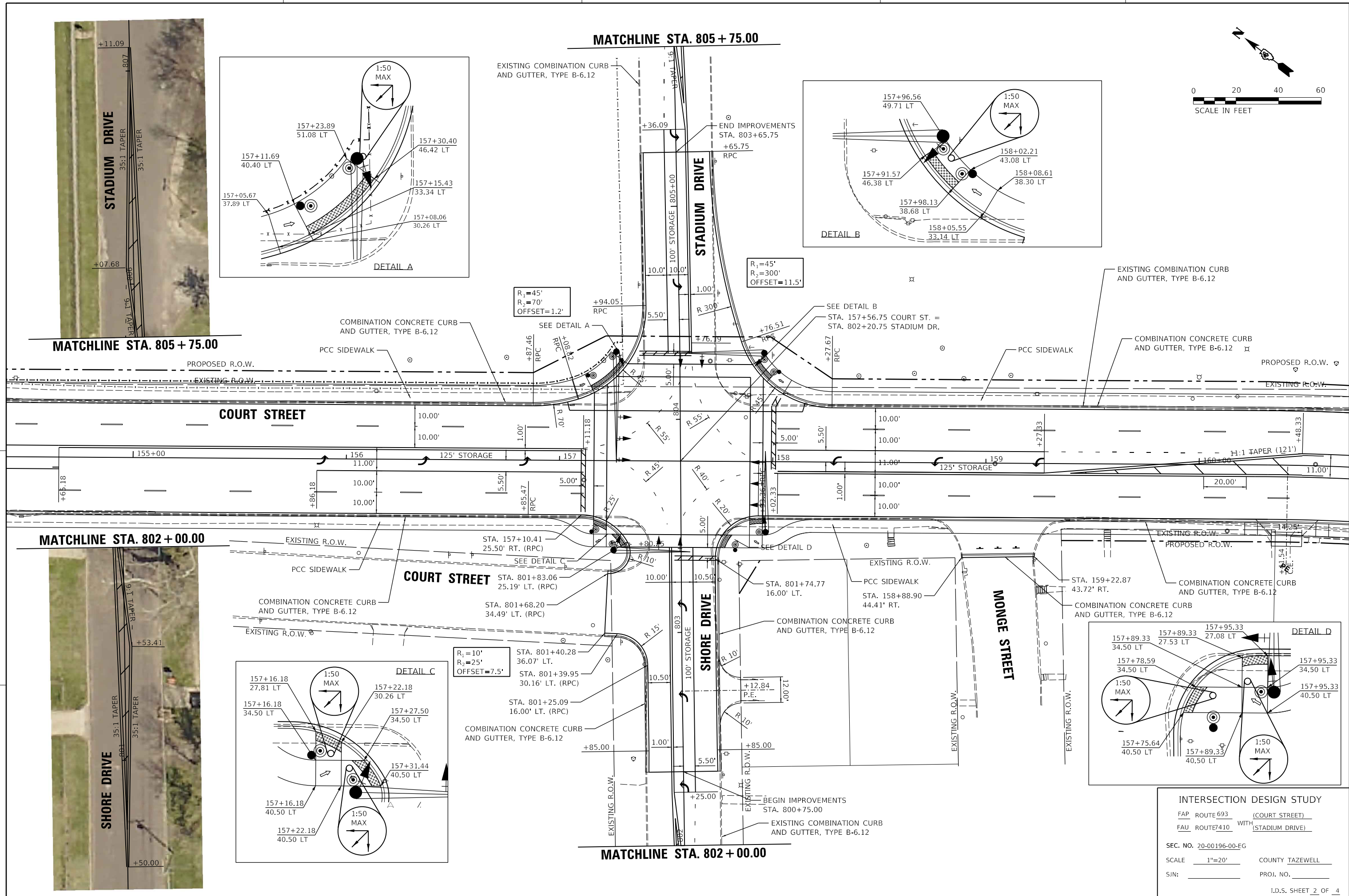
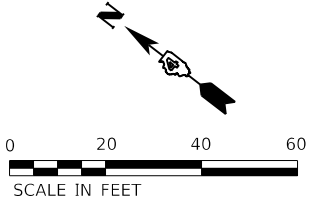
BEGIN IMPROVEMENTS STA. 803+65.75

PROJECT CONTINUES TO STA. 202 + 65.14

INTERSECTION DESIGN STUDY

FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 7410 (STADIUM DRIVE)
 SEC. NO. 20-00196-00-EG PROJ. NO.
 SCALE 1"=50' COUNTY TAZEWELL
 SIN: REV. NO.
 DESIGNED BY HANSON NADA NAFFAKH DATE 6/6/2022
 SATISFACTORY *[Signature]* DISTRICT GEOMETRICS ENGINEER DATE 6/8/22
 SATISFACTORY *[Signature]* DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE 06-08-22
 SATISFACTORY *[Signature]* DISTRICT OPERATIONS ENGINEER DATE 4/8/22
 APPROVED *[Signature]* REGIONAL ENGINEER DATE 06/08/22
 CADD FILE NAME: I.D.S. SHEET 1 OF 4

PLOT DATE: 2/20/2022
 FILE NAME: R:\33084\33010177ACAD\Road\Sheet\Traffic\Cid-stadium.dgn
 PLOT SCALE: 40.00' / 1" =
 USER NAME: noffod1973



INTERSECTION DESIGN STUDY

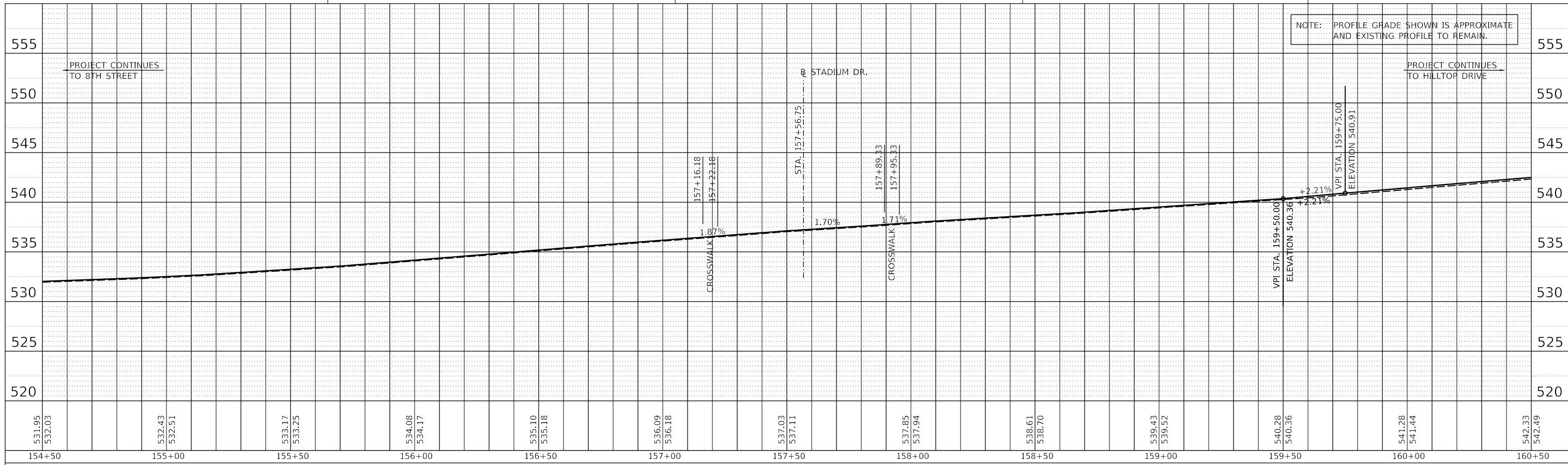
FAP ROUTE 693	(COURT STREET)
FAU ROUTE 7410	WITH (STADIUM DRIVE)

SEC. NO. 20-00196-00-EG
 SCALE 1"=20'
 SIN: _____

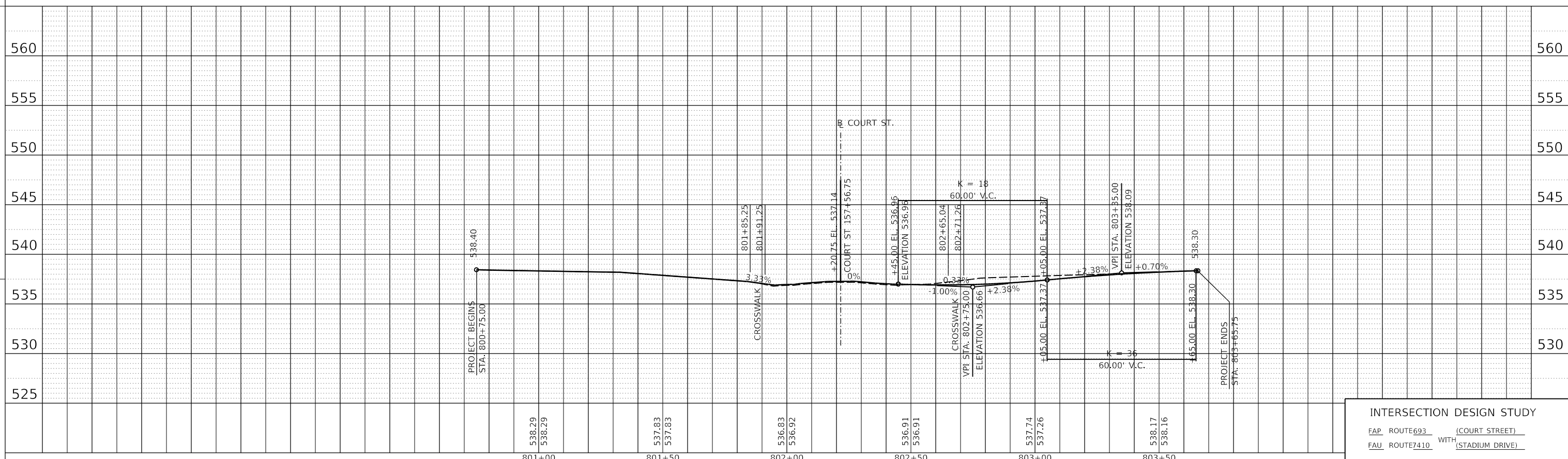
COUNTY TAZEWELL
 PROJ. NO. _____

I.D.S. SHEET 2 OF 4

PLOT DATE: 2/20/2022
 FILE NAME: R:\330651310177ACADRoad\SheetTraffic\Ctd-stadium.dgn
 PLOT SCALE: 40.00' / in.
 USER NAME: nrfac1973



COURT STREET



STADIUM DRIVE

INTERSECTION DESIGN STUDY

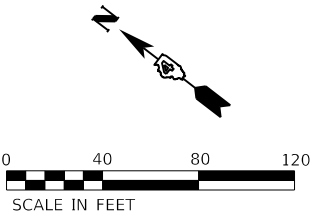
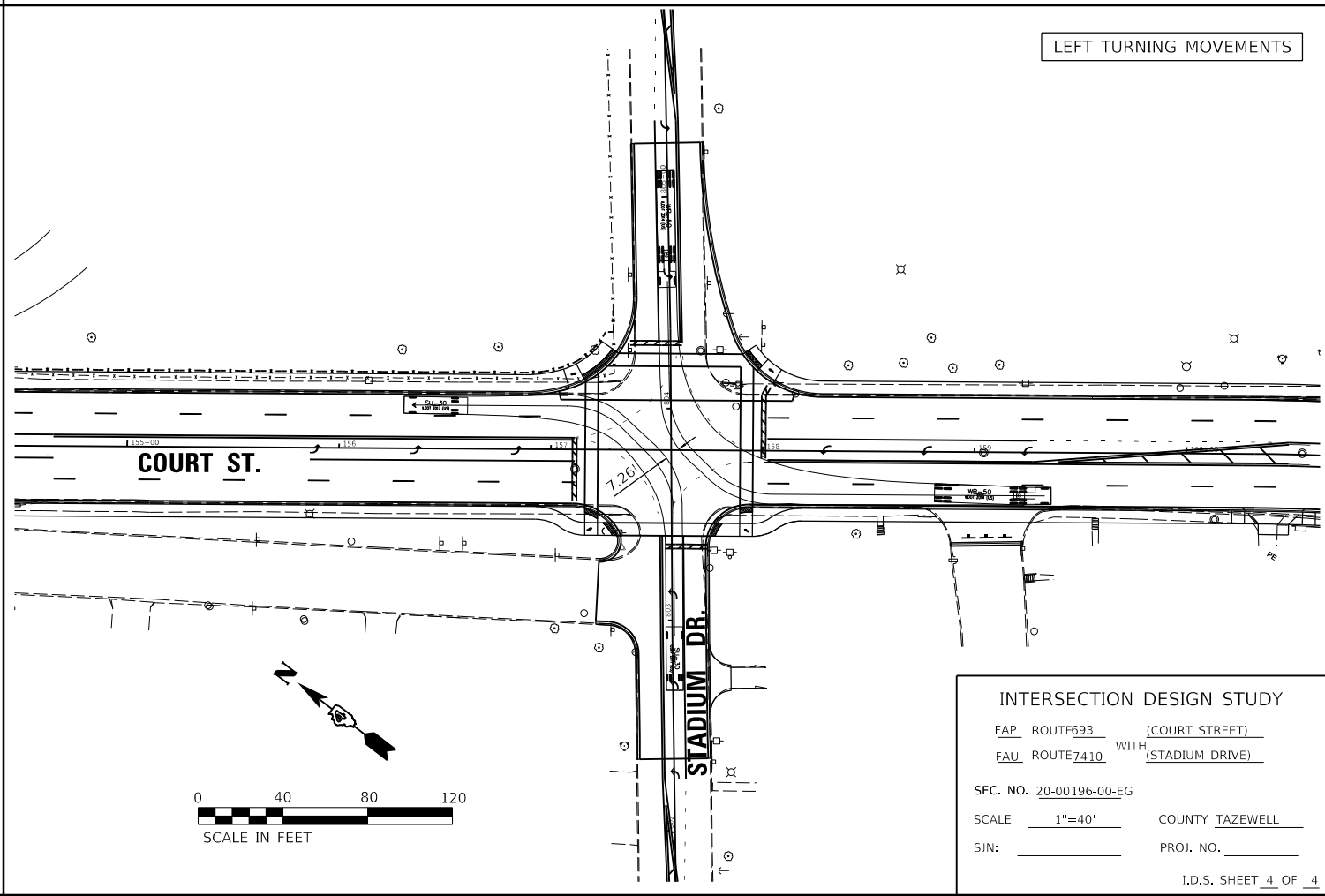
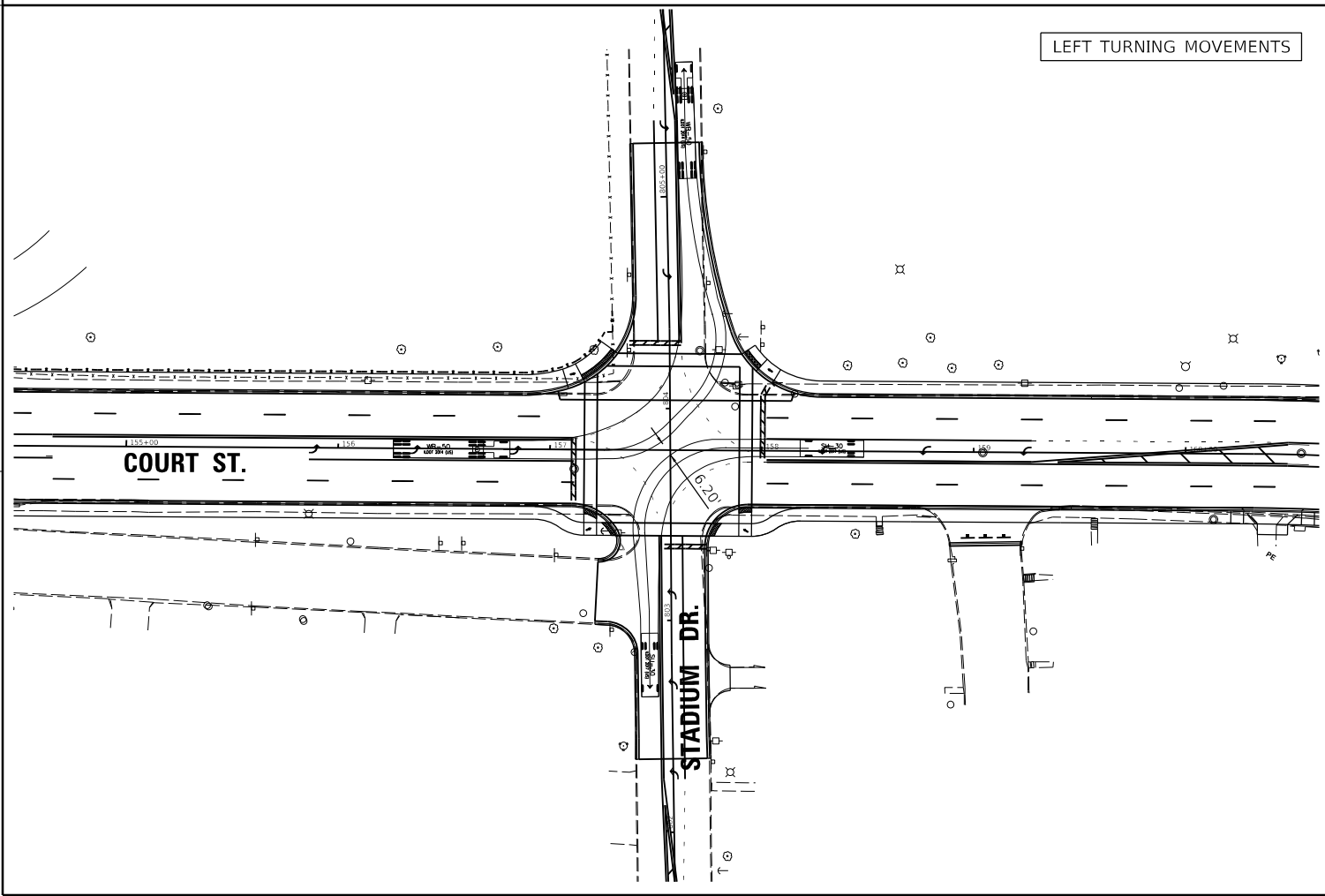
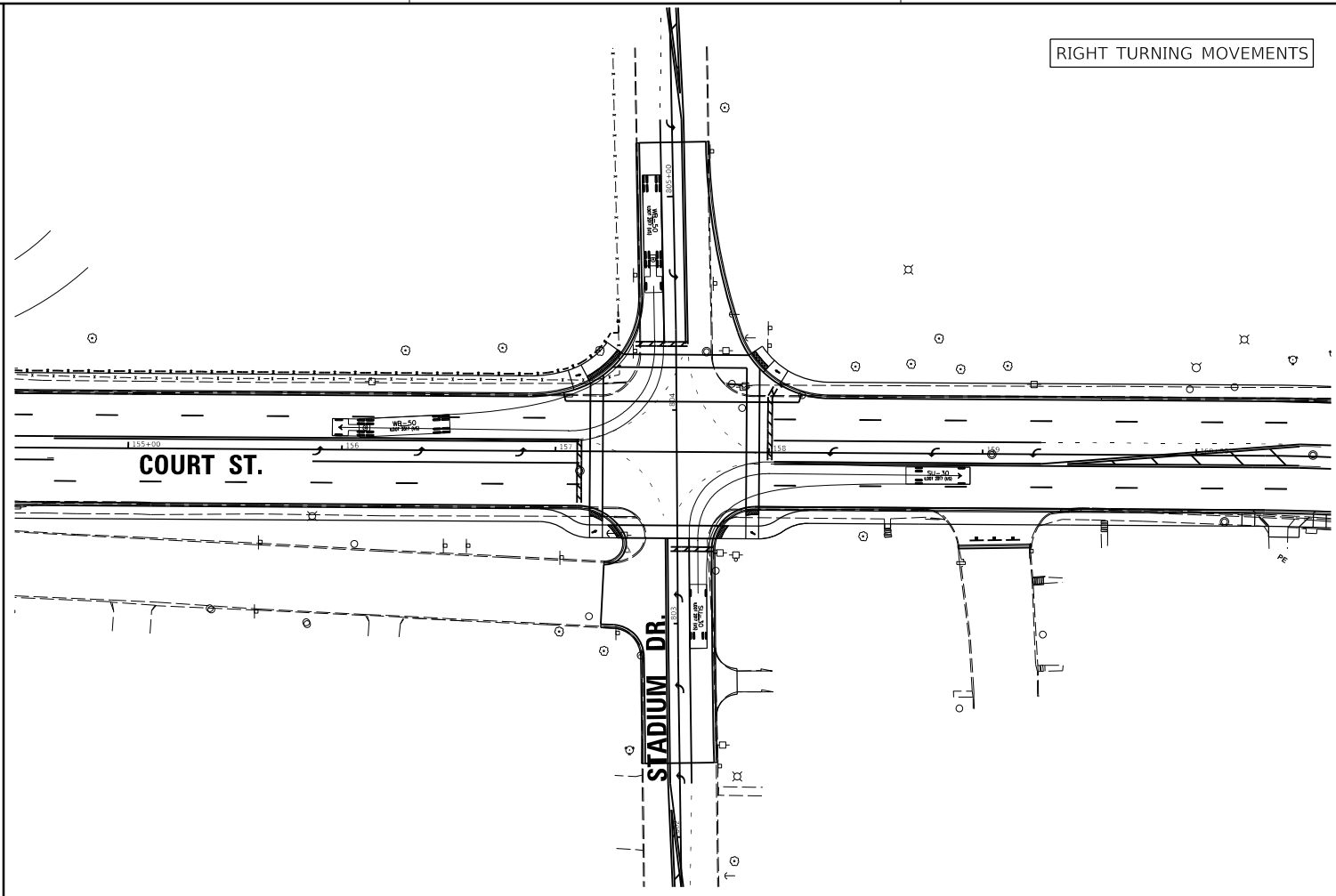
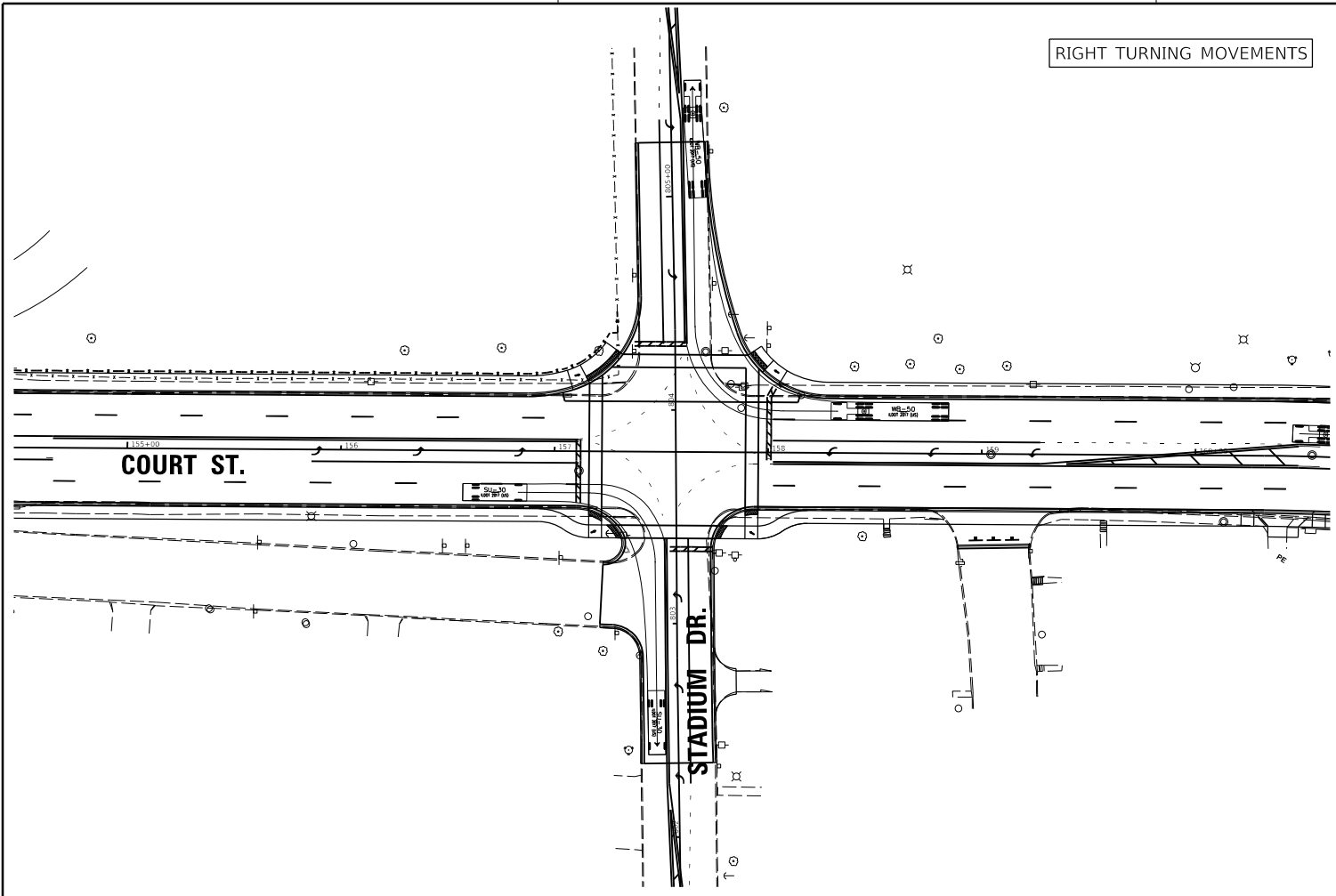
FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 7410 WITH (STADIUM DRIVE)

SEC. NO. 20-00196-00-EG
 SCALE HORIZ. 1"=20'
 VERT. 1"=5' COUNTY TAZEWELL

SIN : _____ PROJ. NO. _____

I.D.S. SHEET 3 OF 4

PLOT DATE: 2/20/2022
 FILE NAME: \\B:\3\36\361310177\ACAD\Road\Sheet\Traffic\C-ldr-stadium.dgn
 PLOT SCALE: 80.00' / 1" =
 USER NAME: noffco1973



INTERSECTION DESIGN STUDY
 FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 7410 WITH (STADIUM DRIVE)
 SEC. NO. 20-00196-00-EG
 SCALE 1"=40' COUNTY TAZEWELL
 SIN: _____ PROJ. NO. _____
 I.D.S. SHEET 4 OF 4

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS VERSION: 7.9.5 SIGNAL TYPE: Actuated-Coordinated AREA TYPE: Other
NUMBER OF PHASES: (A.M.) 4 (P.M.) 4 CYCLE LENGTH: (A.M.) 100 SEC. (P.M.) 110 SEC. PHF: (A.M.) 0.92 (P.M.) 0.92
INTERSECTION DELAY/LEVEL-OF-SERVICE (A.M.) 29.3 SEC. LOS C (P.M.) 32.1 SEC LOS C

Table with columns for Approach, Lane Group, and various traffic metrics like Volume, Saturation, and Delay. Rows include Court Street (C), Court Street (D), Sunset Drive (B), and Parkway Drive (A).

TRAFFIC DATA

Table showing traffic data for movements AD(L), AB(T), AC(R), BC(L), BA(T), BD(R), CA(L), CD(T), CB(R), DB(L), DC(T), DA(R), and totals for approaches A, B, C, and D.

PROP. CURVE PRK_PAL_3 PI STA. = 900+91.96
PROP. CURVE PRK_PAL_4 PI STA. = 904+32.00
Delta = 29° 29' 20" (RT)
Delta = 3° 11' 27" (RT)
D = 19° 05' 55"
D = 0° 36' 11"
R = 300.00'
R = 9,500.00'
T = 78.95'
T = 264.59'
L = 154.40'
L = 529.04'
E = 10.22'
E = 3.68'

PROJECT BEGINS AT STA. 11 + 68.25

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

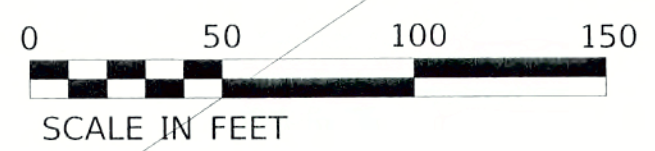
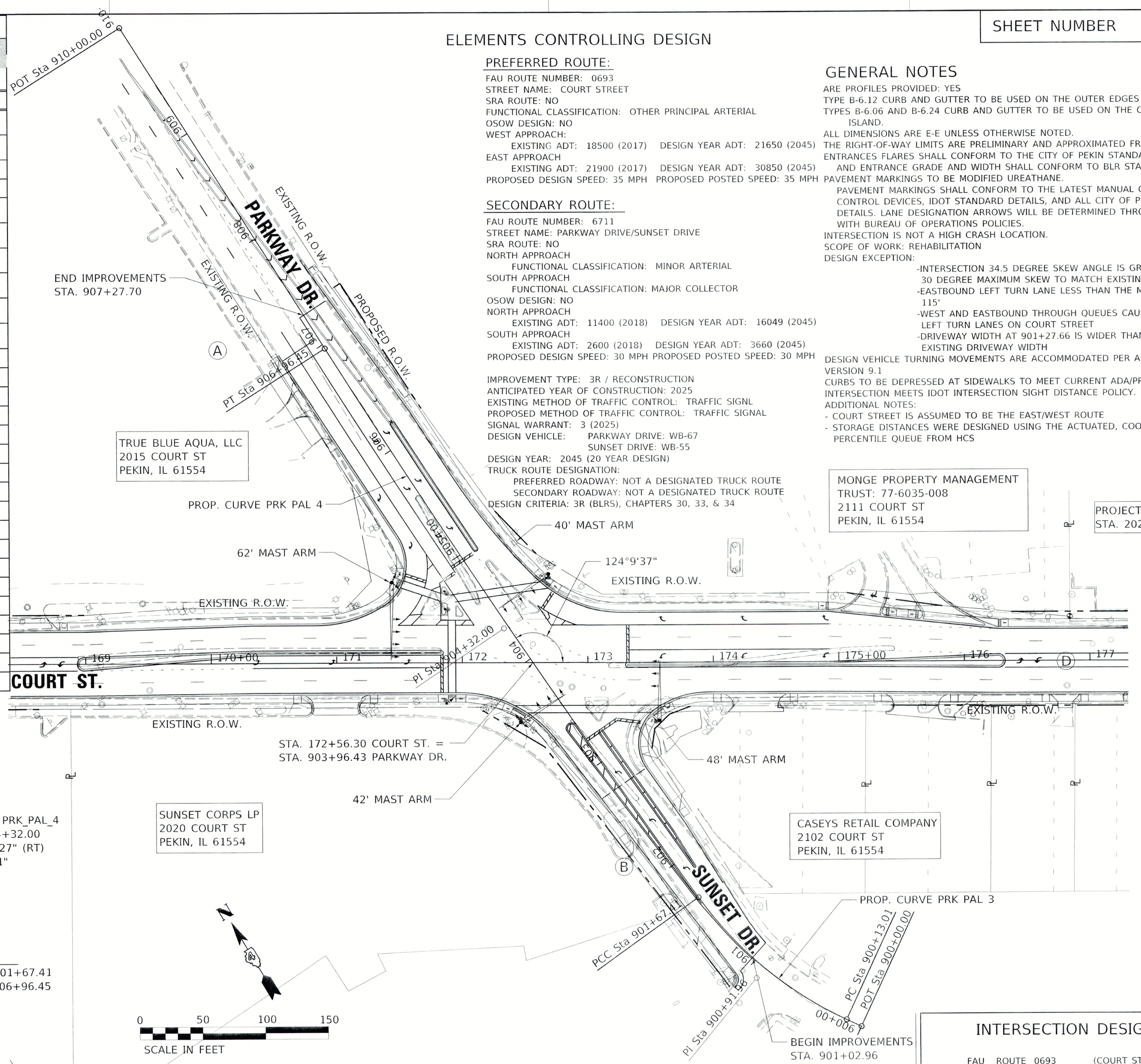
FAU ROUTE NUMBER: 0693
STREET NAME: COURT STREET
SRA ROUTE: NO
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
OSW DESIGN: NO
WEST APPROACH: EXISTING ADT: 18500 (2017) DESIGN YEAR ADT: 21650 (2045)

SECONDARY ROUTE:

FAU ROUTE NUMBER: 6711
STREET NAME: PARKWAY DRIVE/SUNSET DRIVE
SRA ROUTE: NO
NORTH APPROACH: FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL
SOUTH APPROACH: FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR

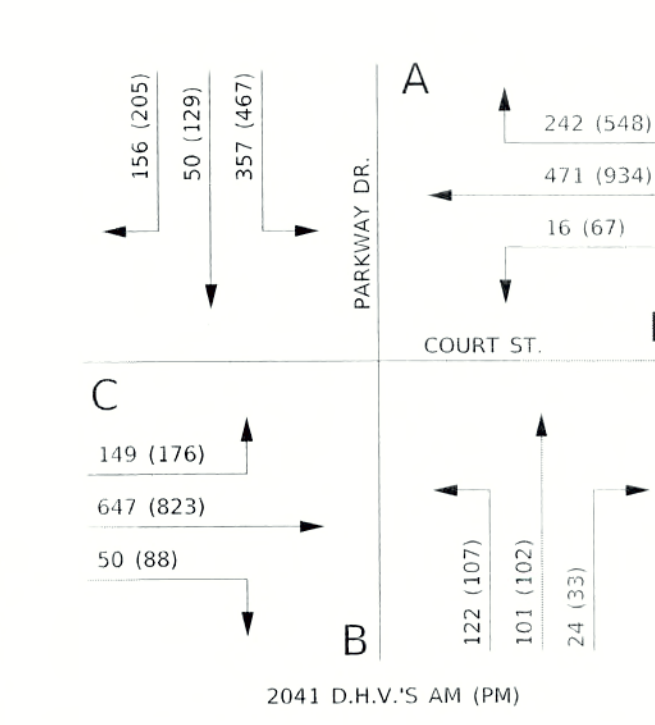
GENERAL NOTES

ARE PROFILES PROVIDED: YES
TYPE B-6.12 CURB AND GUTTER TO BE USED ON THE OUTER EDGES OF PAVEMENT.
ALL DIMENSIONS ARE E-E UNLESS OTHERWISE NOTED.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATED PER AUTOTURN SOFTWARE, VERSION 9.1



PROPOSED PHASING

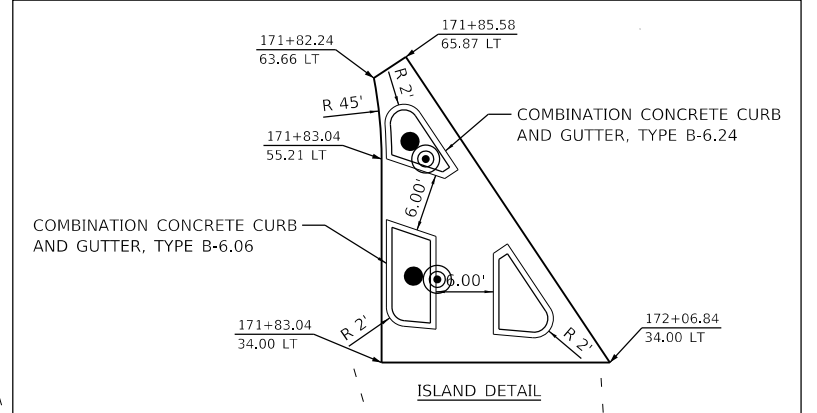
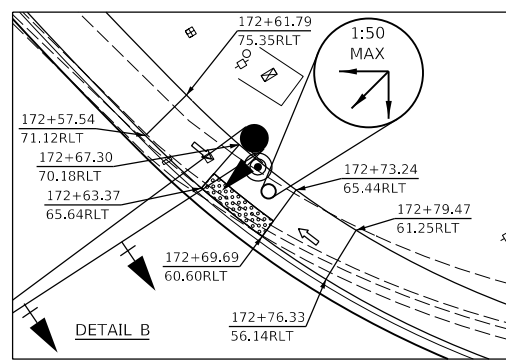
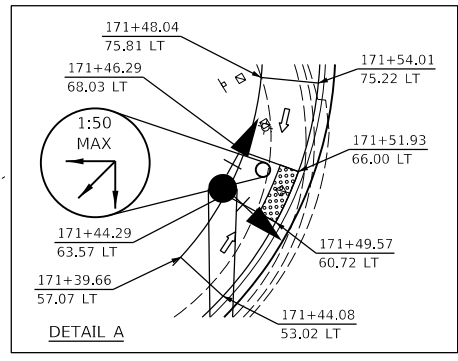
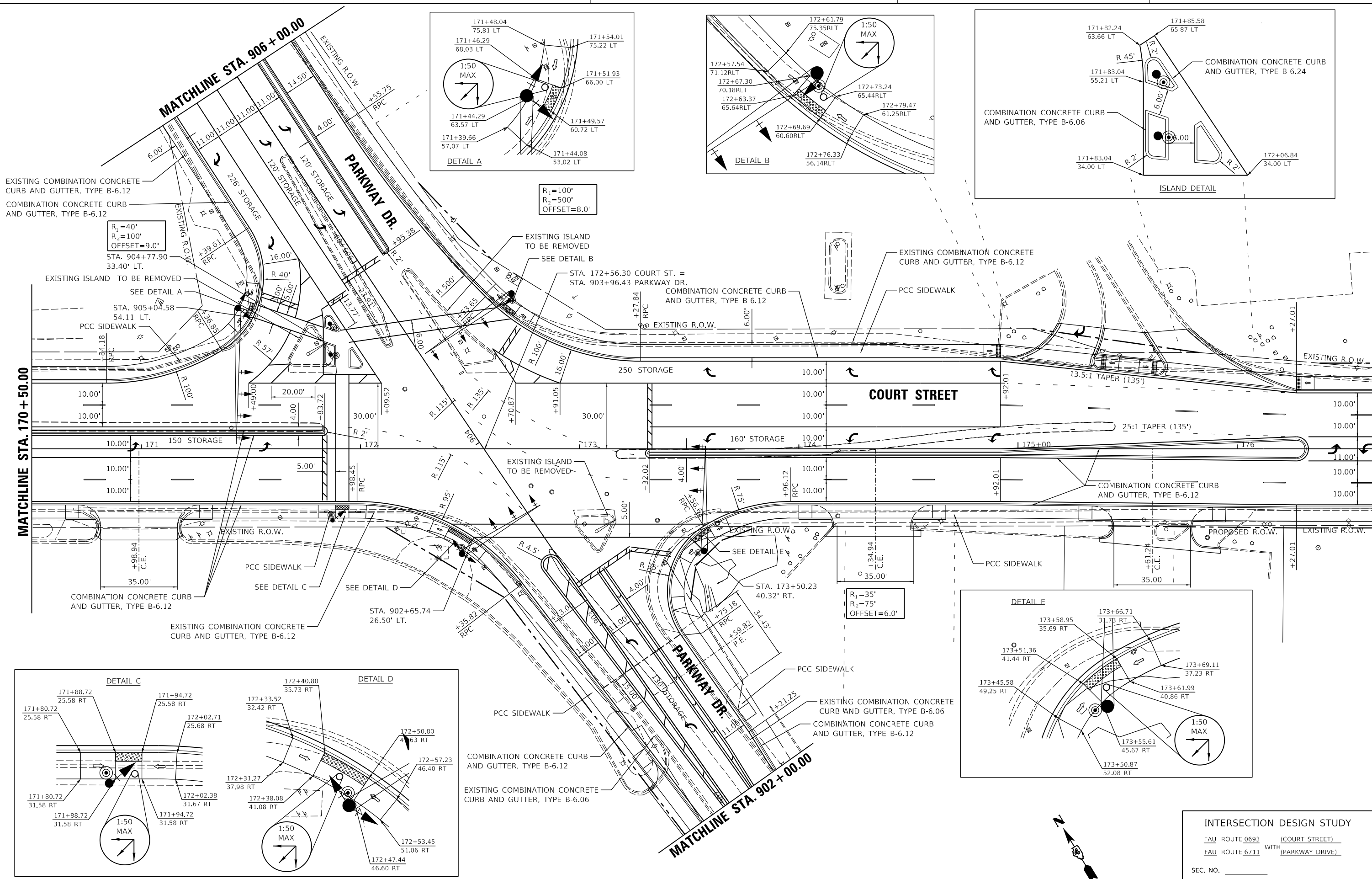
Table showing proposed phasing for 6 phases. Columns include Phase, Green Time in Seconds (AM/PM), and Cycle Length (100/110 SEC).



INTERSECTION DESIGN STUDY

FAU ROUTE 0693 (COURT STREET) WITH FAU ROUTE 6711 (PARKWAY DRIVE)
SCALE 1"=50' COUNTY TAZEWELL
DESIGNED BY HANSON NADA NAFFAKH DATE 6/6/2022
SATISFACTORY Karen S. Droney DATE 6/8/22

PLOT DATE: 3/21/2023
 FILE NAME: R:\336045\336045\77ACADRoadSheetTraffic\IC-4dr-parkway.dgn
 PLOT SCALE: 40.00' / 1" = 160.00'
 USER NAME: andr00846



R₁ = 100'
 R₂ = 500'
 OFFSET = 8.0'

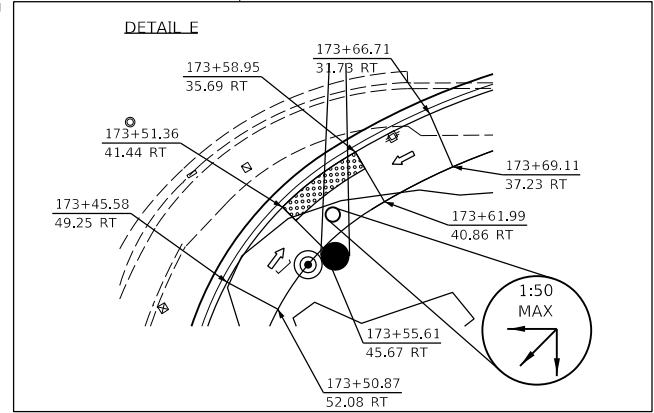
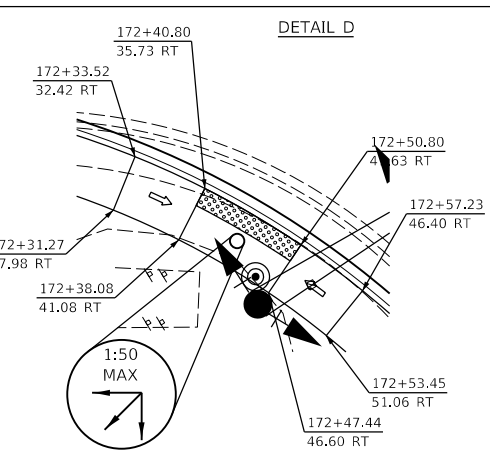
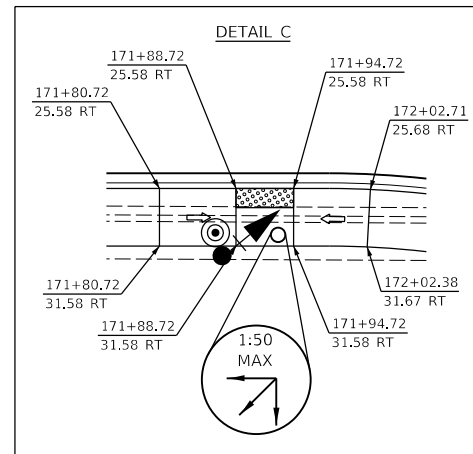
R₁ = 35'
 R₂ = 75'
 OFFSET = 6.0'

R₁ = 40'
 R₂ = 100'
 OFFSET = 9.0'

MATCHLINE STA. 170 + 50.00

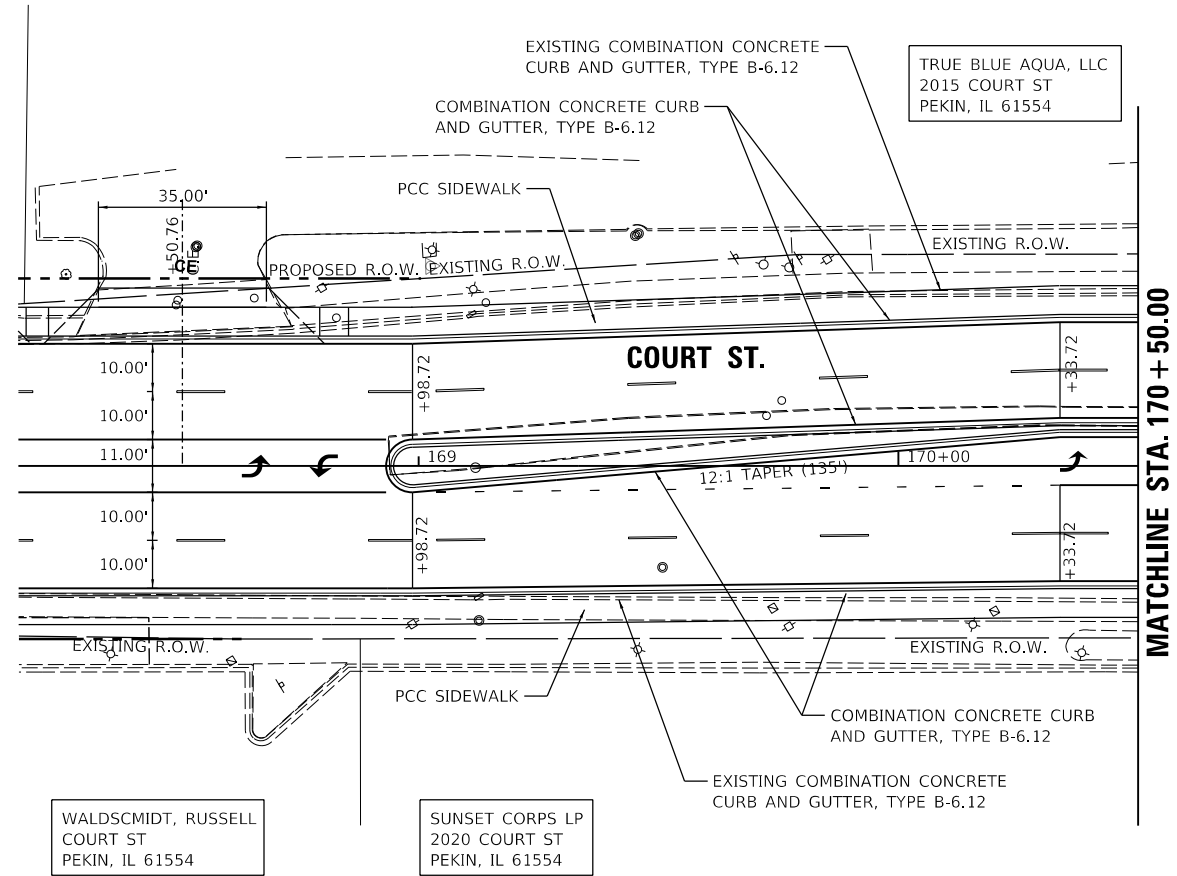
MATCHLINE STA. 906 + 00.00

MATCHLINE STA. 902 + 00.00



INTERSECTION DESIGN STUDY
 FAU ROUTE 0693 (COURT STREET)
 FAU ROUTE 6711 WITH (PARKWAY DRIVE)
 SEC. NO. _____
 SCALE: 1" = 20' COUNTY TAZEWELL
 SIN: _____ PROJ. NO. _____
 I.D.S. SHEET 2 OF 5

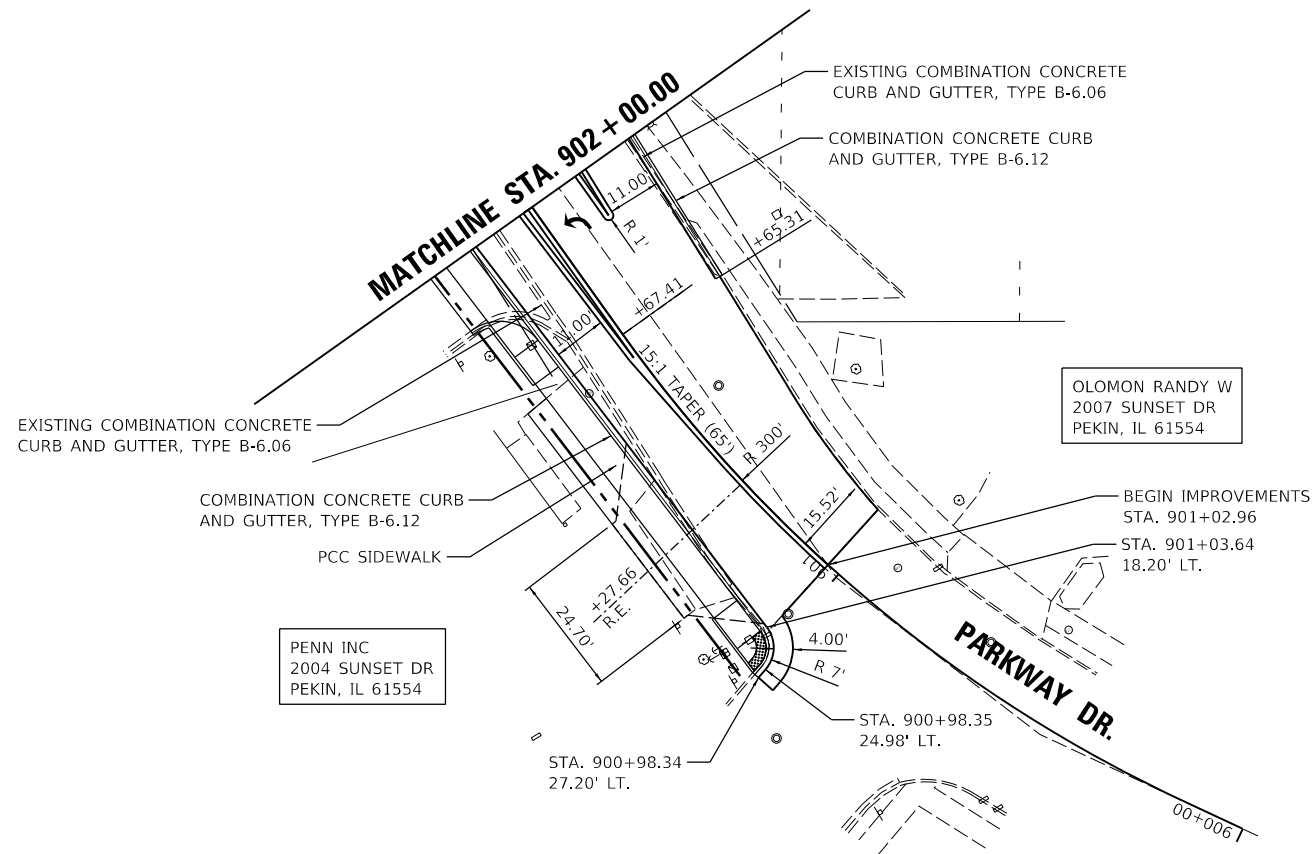
PLOT DATE: 3/21/2023
 FILE NAME: R:\336045\330177\ACAD\Road\Sheet\Traffic\IC-Idr-parkway.dgn
 PLOT SCALE: 40.00' / 1" = 40.00'
 USER NAME: andr00846



WALDSCMIDT, RUSSELL
 COURT ST
 PEKIN, IL 61554

SUNSET CORPS LP
 2020 COURT ST
 PEKIN, IL 61554

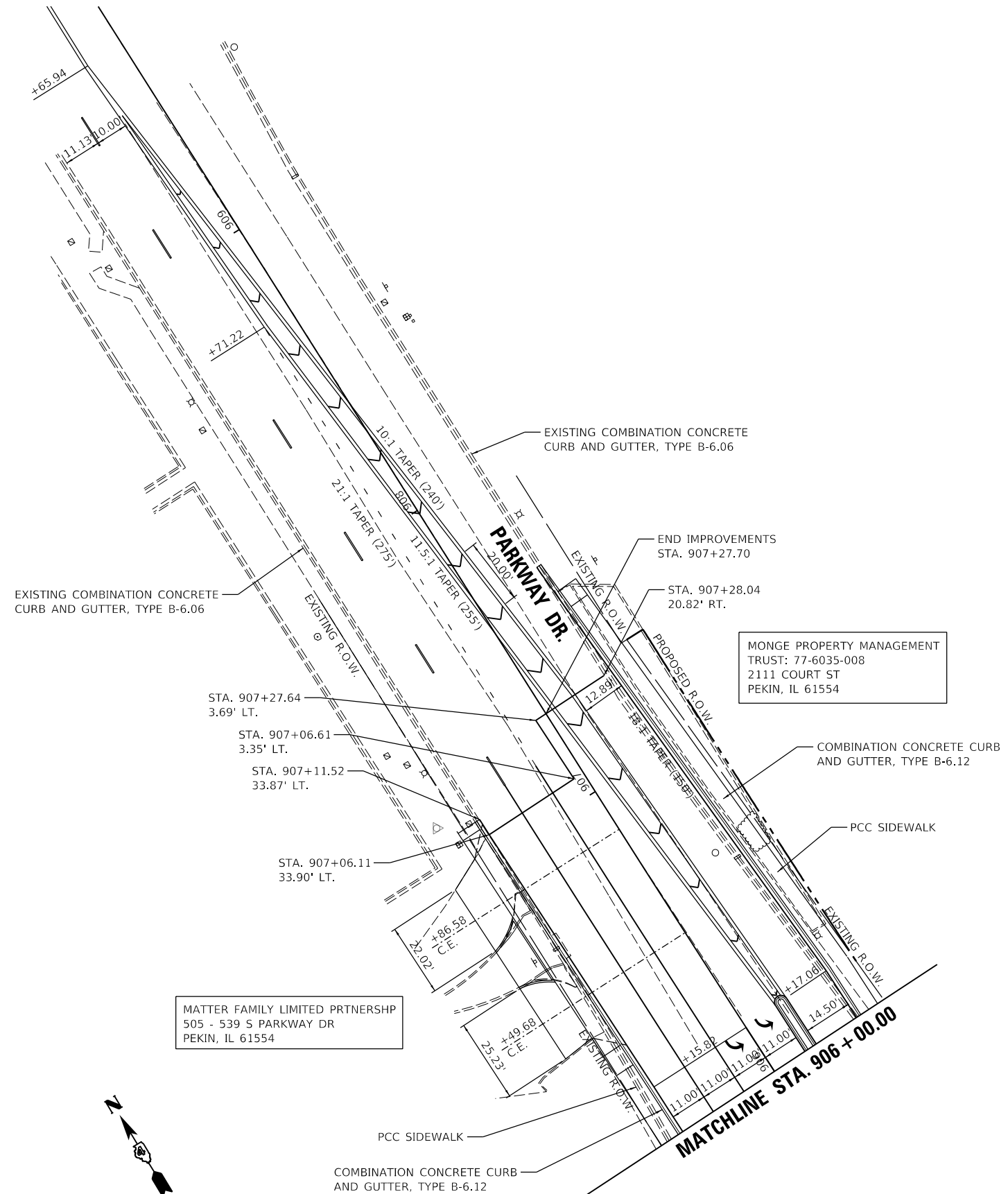
TRUE BLUE AQUA, LLC
 2015 COURT ST
 PEKIN, IL 61554



PENN INC
 2004 SUNSET DR
 PEKIN, IL 61554

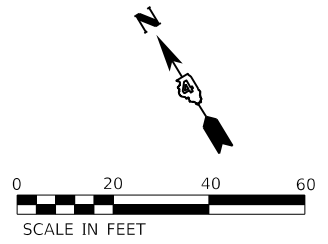
OLOMON RANDY W
 2007 SUNSET DR
 PEKIN, IL 61554

BEGIN IMPROVEMENTS
 STA. 901+02.96
 STA. 901+03.64
 18.20' LT.



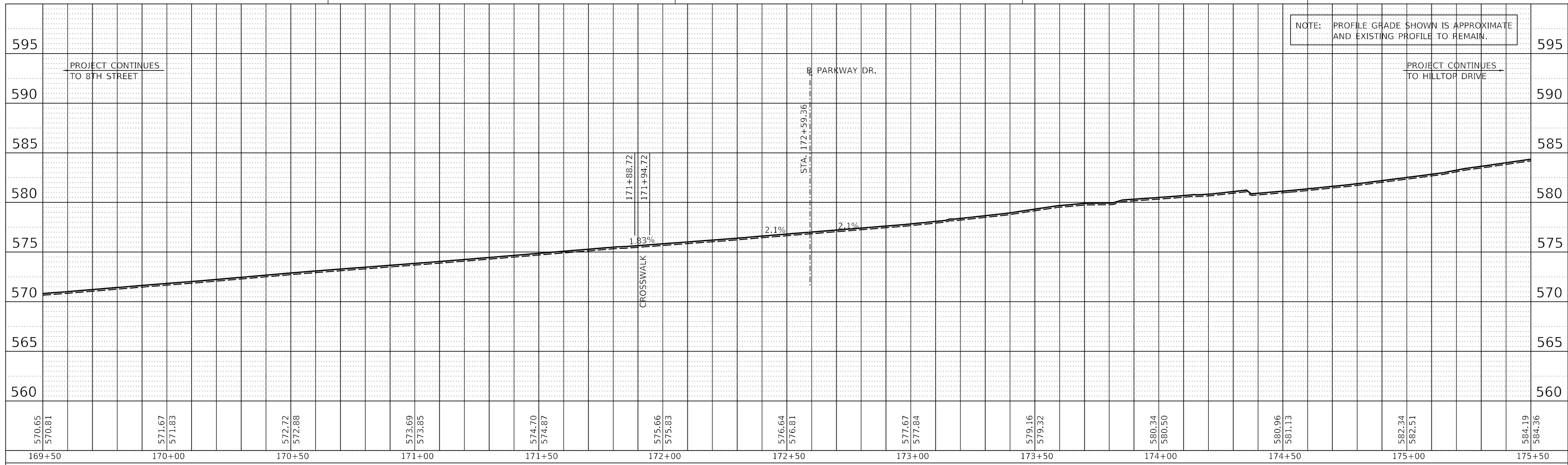
MATTER FAMILY LIMITED PARTNERSHIP
 505 - 539 S PARKWAY DR
 PEKIN, IL 61554

MONGE PROPERTY MANAGEMENT
 TRUST: 77-6035-008
 2111 COURT ST
 PEKIN, IL 61554

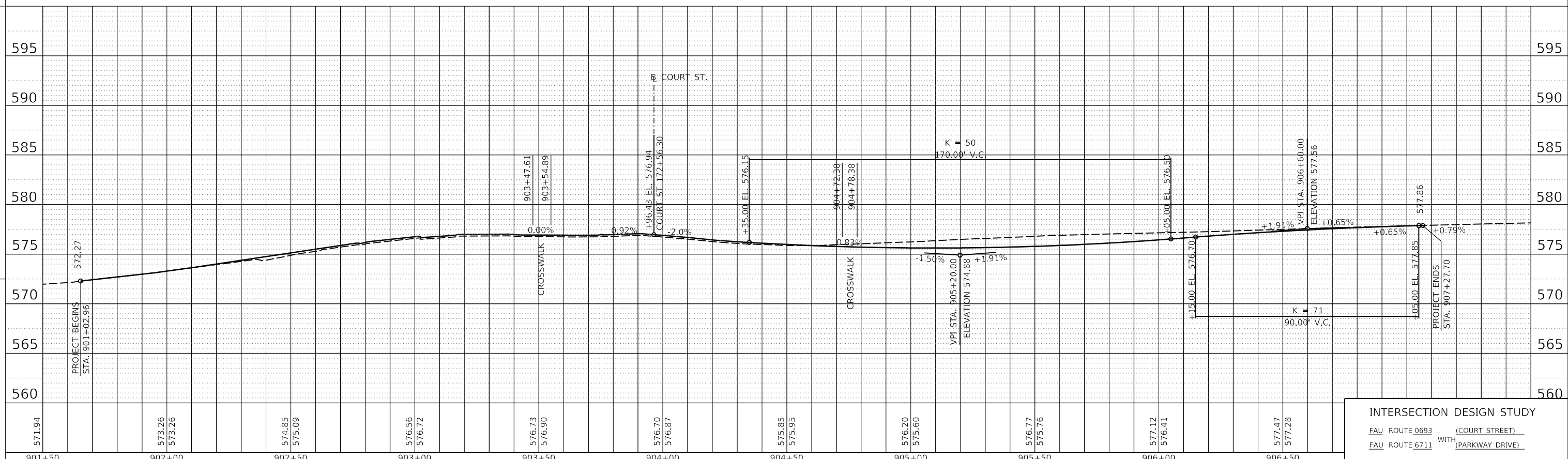


INTERSECTION DESIGN STUDY
 FAU ROUTE 0693 (COURT STREET)
 FAU ROUTE 6711 WITH (PARKWAY DRIVE)
 SEC. NO. _____
 SCALE 1"=20' COUNTY TAZEWELL
 SIN: _____ PROJ. NO. _____
 I.D.S. SHEET 3 OF 5

PLOT DATE: 3/21/2023
 FILE NAME: R:\36565\3610177ACADRoadSheetTraffic\Cdr-parkway.dgn
 PLOT SCALE: 40.00' / in.
 USER NAME: andr00846



COURT STREET



PARKWAY DRIVE

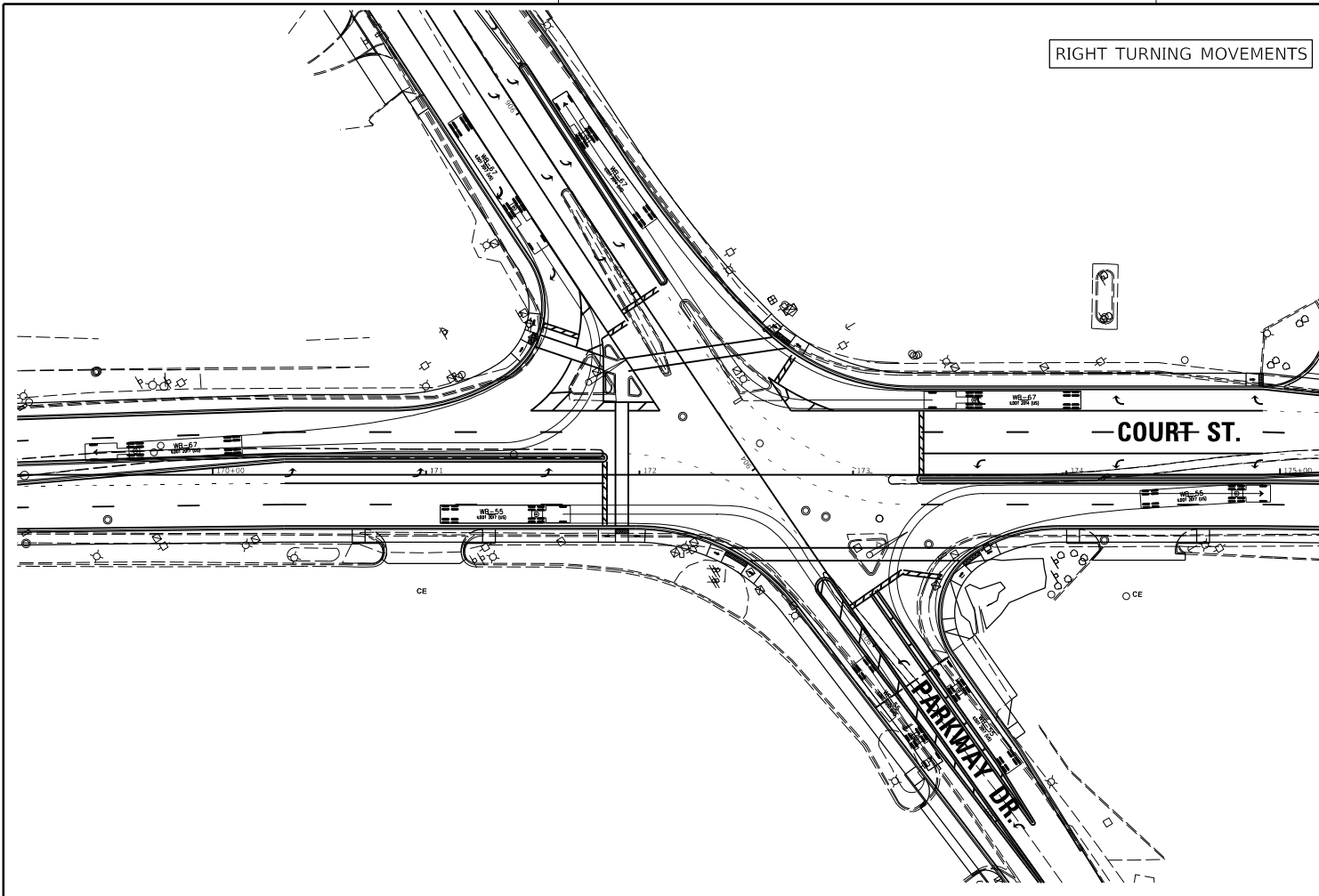
NOTE: PROFILE GRADE SHOWN IS APPROXIMATE AND EXISTING PROFILE TO REMAIN.

INTERSECTION DESIGN STUDY
 FAU ROUTE 0693 (COURT STREET)
 FAU ROUTE 6711 WITH (PARKWAY DRIVE)

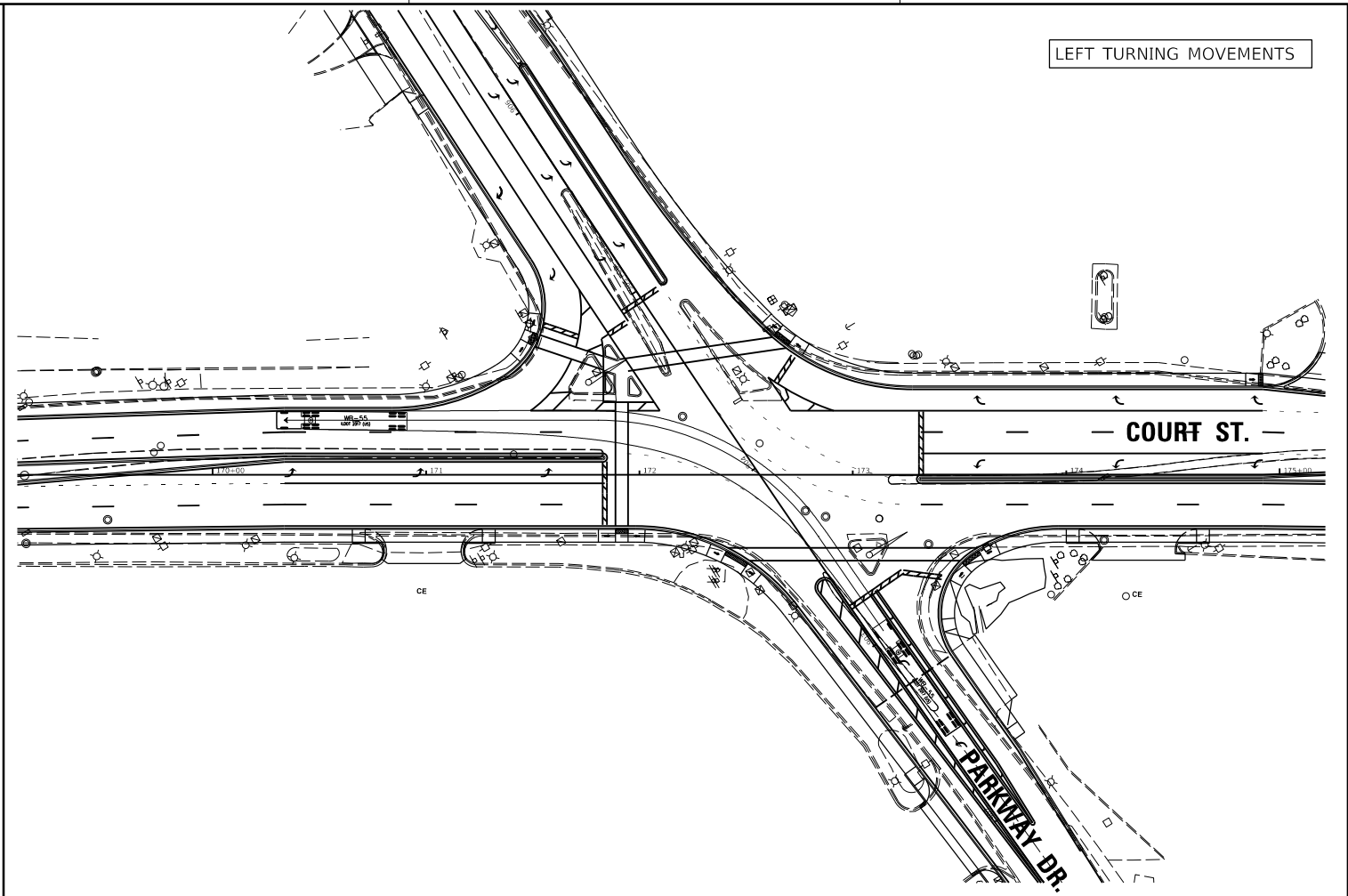
SEC. NO. _____
 SCALE: HORIZ. 1"=20'
 VERT. 1"=5' COUNTY TAZEWELL
 SJN: _____ PROJ. NO. _____

PLOT DATE 3/21/2023
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 PLOT SCALE 80.00' / 1" =
 USER NAME andr00846

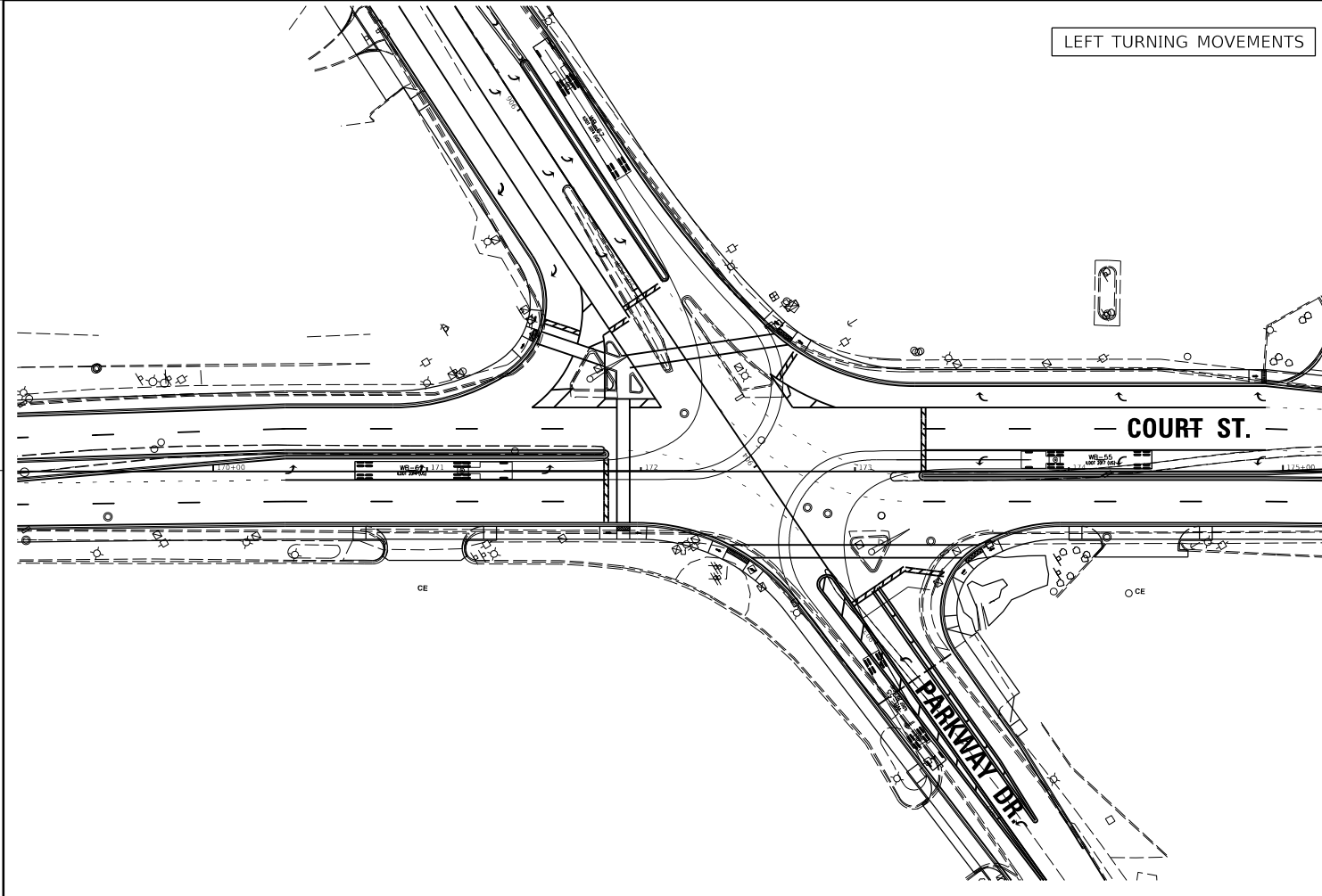
RIGHT TURNING MOVEMENTS



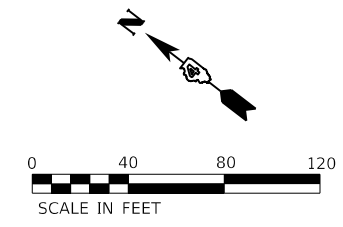
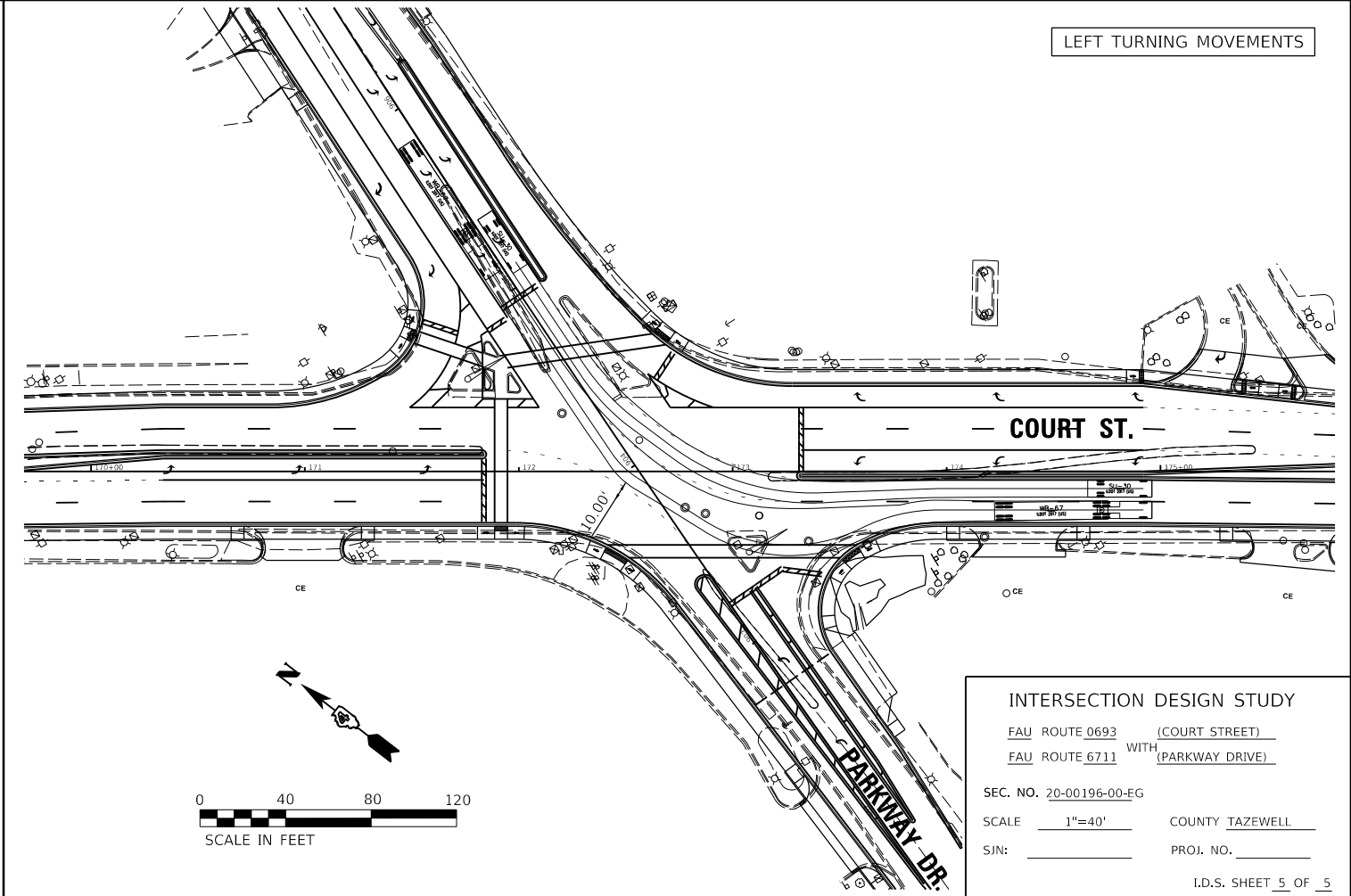
LEFT TURNING MOVEMENTS



LEFT TURNING MOVEMENTS



LEFT TURNING MOVEMENTS



INTERSECTION DESIGN STUDY
 FAU ROUTE 0693 (COURT STREET)
 FAU ROUTE 6711 WITH (PARKWAY DRIVE)
 SEC. NO. 20-00196-00-EG
 SCALE 1"=40' COUNTY TAZEWELL
 SJN: _____ PROJ. NO. _____
 I.D.S. SHEET 5 OF 5

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS VERSION: 7.9.5 SIGNAL TYPE: Other AREA TYPE: Other
 NUMBER OF PHASES: (A.M.) 5 (P.M.) 5 CYCLE LENGTH: (A.M.) 100 SEC. (P.M.) 110 SEC. PHF: (A.M.) 0.92 (P.M.) 0.92
 INTERSECTION DELAY/LEVEL-OF-SERVICE (A.M.) 9.8 SEC. LOS A (P.M.) 21.2 SEC LOS C

APPROACH	Court Street (C)		Court Street (D)		0 (B)		Allentown Road (A)	
LANE GROUP	EBL	EBT	WBTR				SBL	SBR
NUMBER OF LANES	1	2	1				1	1
2045 30TH MAX. HOUR TRAFFIC (VEH/H)	AM 115 PM 54	902 1220	740 1297	33 21			20 106	53 301
BASE SATURATION FLOW RATE (VEH/H)	1900	1900	1900	1900			1900	1900
LANE WIDTH (FT)	10	10	10	0			11	11
VOLUME OF RIGHT TURN ON RED (VEH/HR)	AM 0 PM 0	0 0	AM 0 PM 0	0 0	AM 0 PM 0	0 0	AM 0 PM 0	0 0
PEDESTRIANS/HOUR (PED/H) COUNT	AM 0 PM 0	0 0	AM 0 PM 0	0 0	AM 0 PM 0	0 0	AM 0 PM 0	0 0
ARRIVAL TYPE	3		3				3	
LANE UTILIZATION ADJUSTMENT FACTOR	1.00	1.00	1.00	1.00			1.00	1.00
GREEN TIME (SECONDS)	AM 69.8 PM 68.5	69.8 68.5	58.8 58.3	58.8 58.3			18.7 30.0	18.7 30.0
GREEN Ratio (g/C)	AM 0.66 PM 0.59	0.70 0.62	0.59 0.53	0.59 0.53			0.19 0.27	0.19 0.32
CAPACITY (c)	AM 443 PM 182	2467 2200	1090 984	1074 978			338 494	301 508
vc	AM 0.210 PM 0.273	0.296 0.511	0.388 0.730	0.388 0.731			0.064 0.233	0.191 0.644
RATIO (X)								
STORAGE QUEUE FEET	AM 27.9 PM 28.3	89.4 291.5	218.0 529.9	210.6 516.4			19.4 106.3	52.8 296.8
LANE GROUP DELAY (SECONDS/VEHICLE)	AM 8.4 PM 22.8	4.7 12.4	12.1 24.6	12.1 24.6			33.5 31.2	34.4 33.1
LANE GROUP LEVEL-OF-SERVICE	AM A PM C	A B	B C	B C			C C	C C
APPROACH DELAY (SECONDS/VEHICLE)	AM 5.1 PM 12.8		12.1 24.6				34.2 32.6	
APPROACH LEVEL-OF-SERVICE	AM A PM B		B C				C C	

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

FAP ROUTE NUMBER: 693
 STREET NAME: COURT STREET
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
 OSOW DESIGN: NO
 WEST APPROACH:
 EXISTING ADT: 21900 (2017) DESIGN YEAR ADT: 30850 (2045)
 EAST APPROACH:
 EXISTING ADT: 17600 (2020) DESIGN YEAR ADT: 30850 (2045)
 PROPOSED DESIGN SPEED: 35 MPH PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

FAU ROUTE NUMBER: 6765
 STREET NAME: ALLENTOWN ROAD
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: MINOR COLLECTOR
 OSOW DESIGN: NO
 NORTH APPROACH:
 EXISTING ADT: 2050 (2018) DESIGN YEAR ADT: 2870 (2045)
 PROPOSED DESIGN SPEED: 30 MPH PROPOSED POSTED SPEED: 30 MPH

IMPROVEMENT TYPE: 3R

ANTICIPATED YEAR OF CONSTRUCTION: 2025
 EXISTING METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL
 PROPOSED METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL
 SIGNAL WARRANT: 3 (2045)
 DESIGN VEHICLE: WB-50 (WB-55 WITH ENCROACHMENT)
 DESIGN YEAR: 2045 (20 YEAR DESIGN)
 TRUCK ROUTE DESIGNATION:
 PREFERRED ROADWAY: NOT A DESIGNATED TRUCK ROUTE
 SECONDARY ROADWAY: NOT A DESIGNATED TRUCK ROUTE
 DESIGN CRITERIA: 3R (BLRS) CHAPTERS 30.

GENERAL NOTES

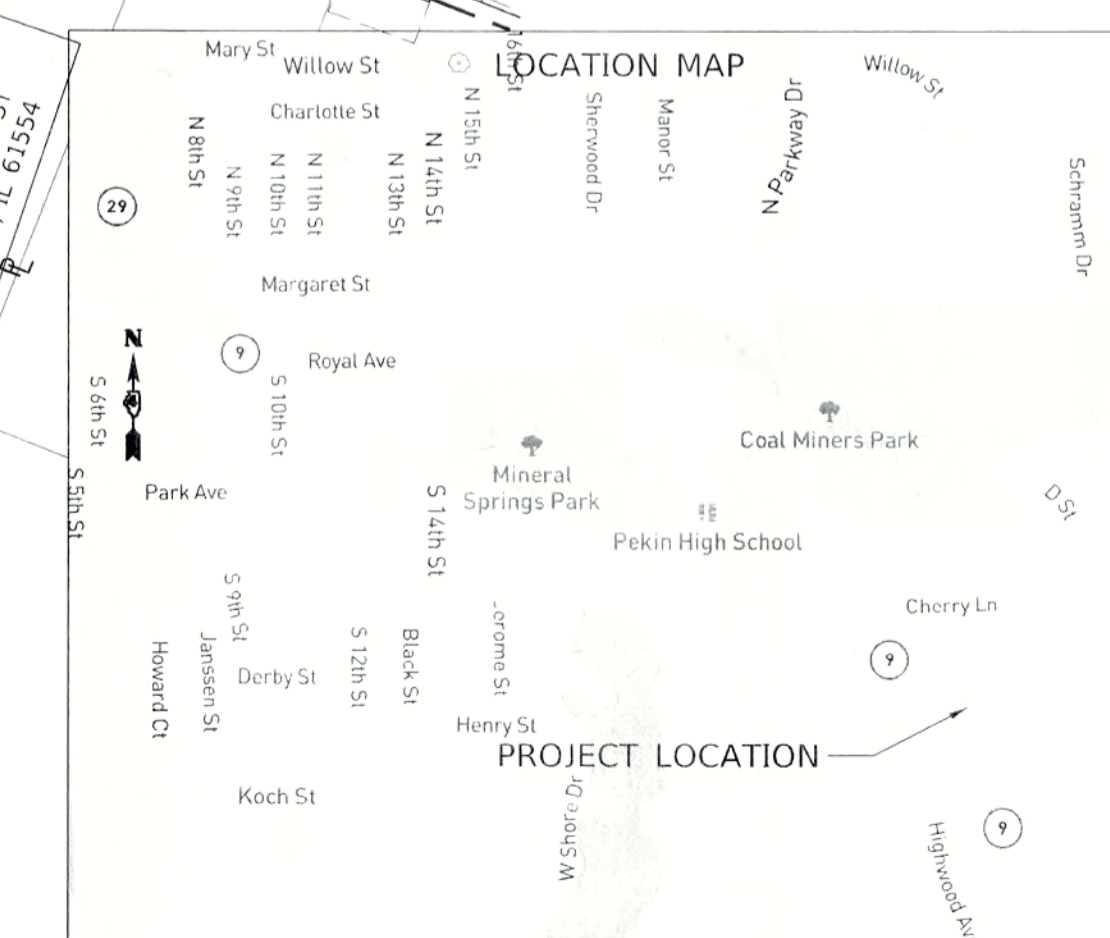
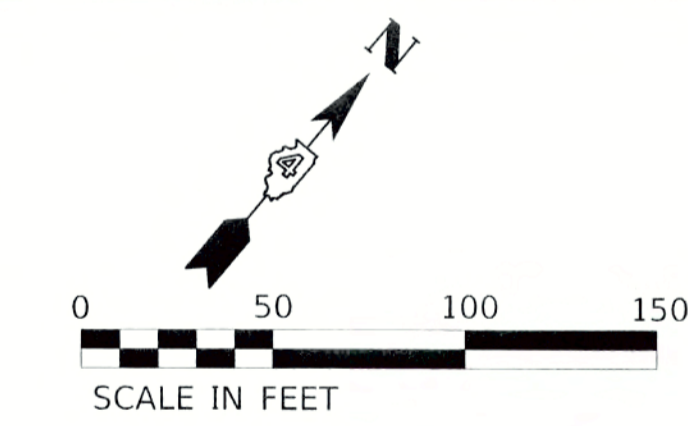
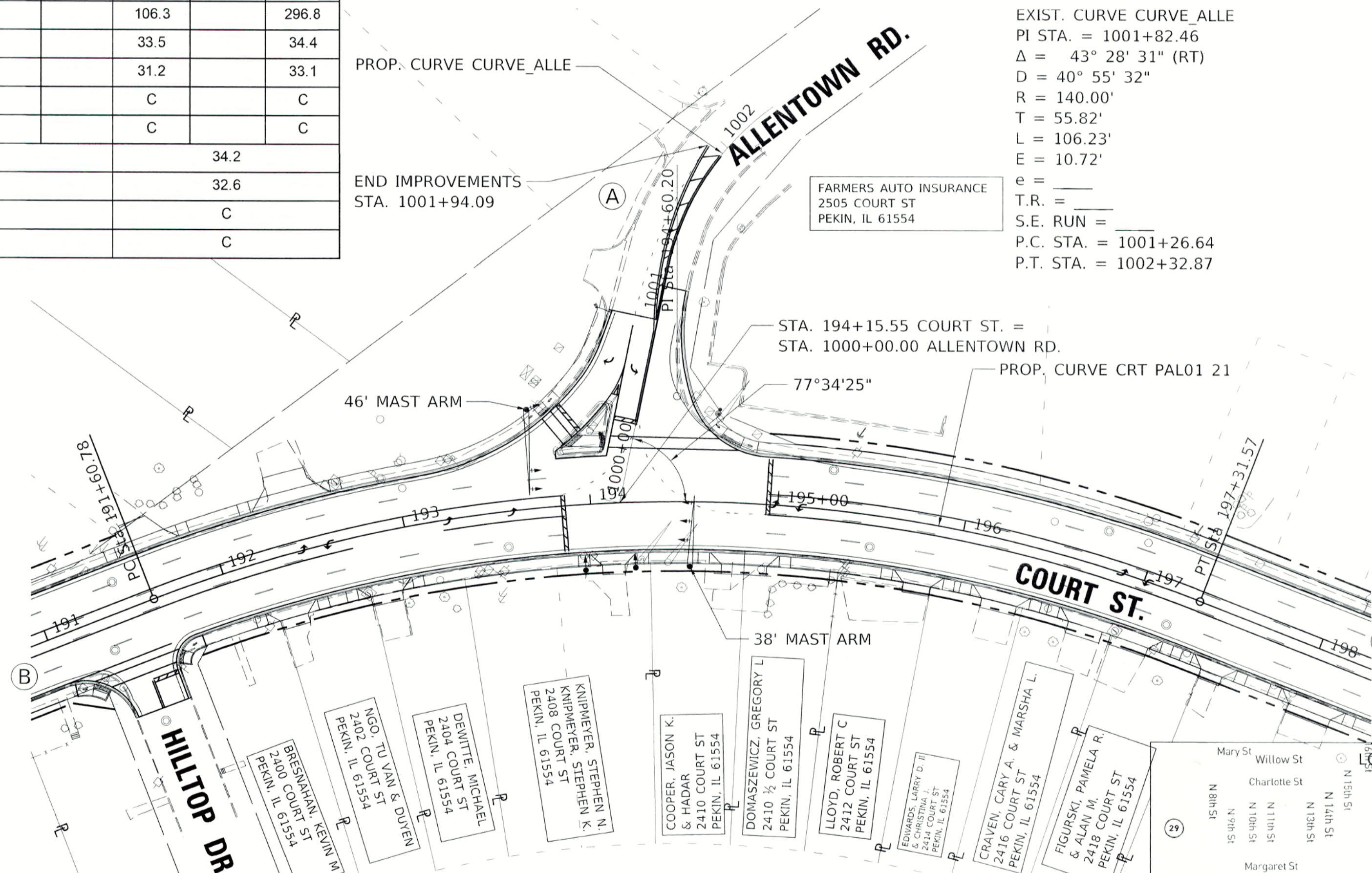
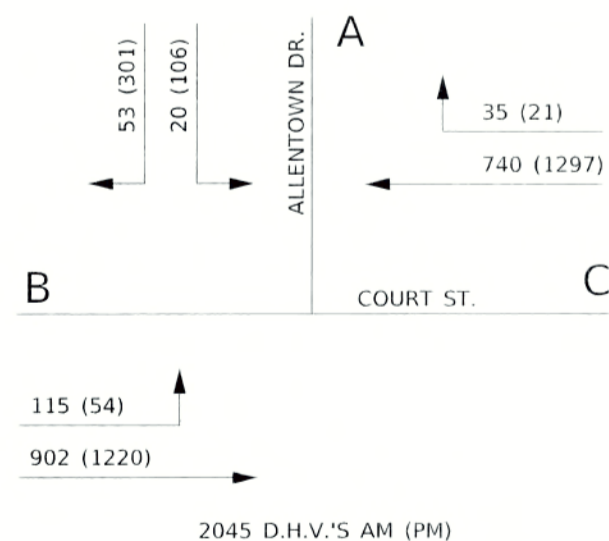
ARE PROFILES PROVIDED: YES (EXISTING TO REMAIN)
 TYPE B-6.12 CURB AND GUTTER TO BE USED ON THE OUTER EDGES OF PAVEMENT.
 TYPE B-6.06 AND B-6.24 CURB AND GUTTER TO BE USED ALONG THE CHANNELIZED ISLAND.
 ALL DIMENSIONS ARE E-E UNLESS OTHERWISE NOTED.
 THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY AND APPROXIMATED FROM GIS
 ENTRANCES FLARES SHALL CONFORM TO THE CITY OF PEKIN 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 PEKIN STANDARD DETAILS. LANE DESIGNATION ARROWS WILL BE DETERMINED THROUGH COORDINATION WITH BUREAU OF OPERATIONS POLICIES.
 A W1-1L LEFT TURN SIGN WITH A 25 MPH ADVISORY SPEED PLAQUE (W13-1P) UNDERNEATH WILL BE PLACED AT THE START OF THE ALLENTOWN CURVE AS IS RECOMMENDED BY THE MUTCD
 INTERSECTION IS NOT A HIGH CRASH LOCATION.
 SCOPE OF WORK: REHABILITATION
 DESIGN EXCEPTION: -SOUTHBOUND AND EASTBOUND LEFT TURN LANE STORAGE LENGTHS ARE LESS THAN 115' DUE TO SPACE CONSTRAINTS. THIS IS A COMMON URBAN CONDITION
 -WB-50 DESIGN VEHICLE USED DUE TO SPACE CONSTRAINTS CAUSED BY THE ANGLE OF THE INTERSECTION (WB-55 ABLE TO MAKE IT WITH ENCROACHMENT)
 -SOUTHBOUND AND EASTBOUND THROUGH QUEUES CAUSE BLOCKING TO THE LEFT TURN LANES DUE TO VOLUME AND SPACE CONSTRAINTS
 -THE EAST LEG STOP BAR IS GREATER THAN 30' FROM THE EOP TO ACCOMMODATE THE DESIGN VEHICLE TURNING MOVEMENTS
 DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATED PER AUTOTURN SOFTWARE, VERSION 9.1
 CURBS TO BE DEPRESSED AT SIDEWALKS TO MEET CURRENT ADA/PROWAG STANDARDS.
 INTERSECTION MEETS IDOT INTERSECTION SIGHT DISTANCE POLICY.
 ADDITIONAL NOTES:
 - COURT STREET IS ASSUMED TO BE THE EAST/WEST ROUTE
 - STORAGE DISTANCES WERE DESIGNED USING THE ACTUATED, COORDINATED 95TH PERCENTILE QUEUE FROM HCS

TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		% TRUCK TRAFFIC IN 30TH MAXIMUM HOUR		EST. % INCREASE BY 2025	YEAR 2025 30TH MAXIMUM HOUR TRAFFIC		EST. % INCREASE BY 2045	YEAR 2045 30TH MAXIMUM HOUR TRAFFIC	
	AM	PM	AM	PM		AM	PM		AM	PM
AC (L)	14	73	0%	0%	0%	14	75	43%	20	106
AD (T)										
AB (R)	38	216	0%	0%	3%	39	223	39%	53	301
DB (L)										
DA (T)										
DC (R)										
BA (L)	86	40	0%	0%	3%	89	41	34%	115	54
BC (T)	672	909	3%	3%	3%	694	938	34%	902	1220
BD (R)										
CD (L)										
CB (T)	531	931	3%	3%	3%	548	961	39%	740	1297
CA (R)	24	15	0%	0%	4%	25	15	38%	33	21
TOTAL A	162	344				167	354		221	482
TOTAL B	1327	2096				1370	2163		1810	2872
TOTAL C	1241	1928				1281	1989		1695	2644

PROJECT BEGINS AT STA. 11 + 68.25

PROJECT CONTINUES TO STA. 202 + 65.14



PROPOSED PHASING

PHASE	1		2		3		CYCLE LENGTH	
	YELLOW	RED	YELLOW	RED	YELLOW	RED		
GREEN TIME IN SECONDS	AM 5.5 PM 4.7	3.5 2.0	58.8 58.3	4.0 2.0	18.7 30.0	3.5 2.0	100 SEC. 110 SEC.	

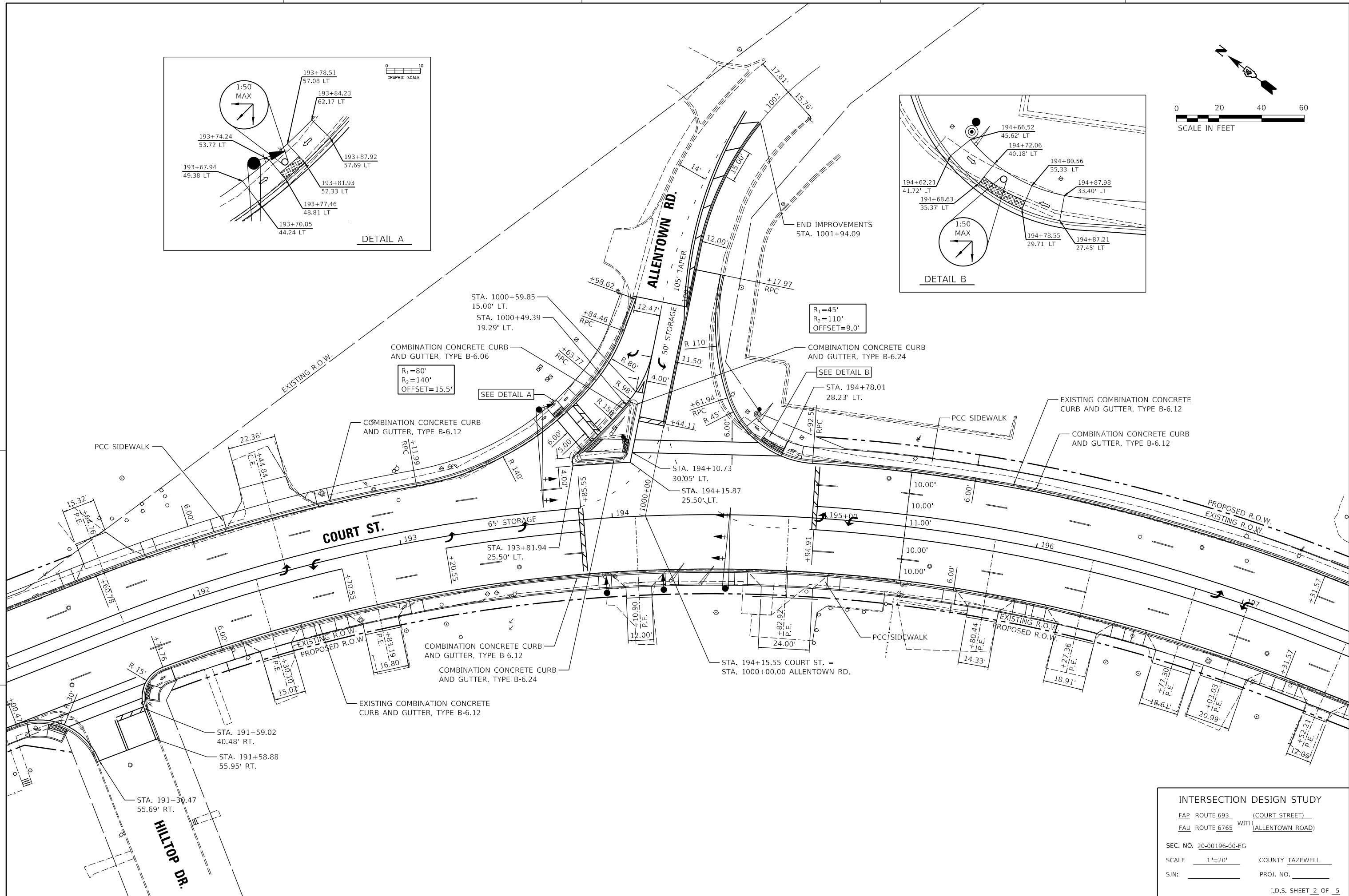
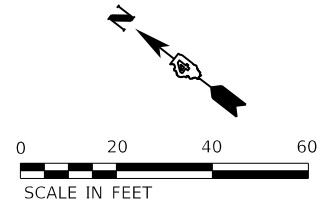
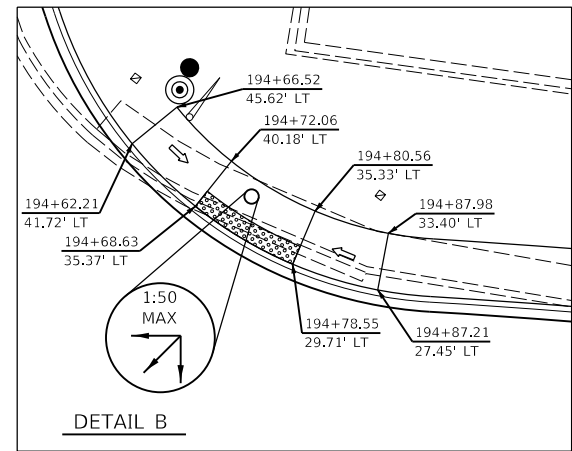
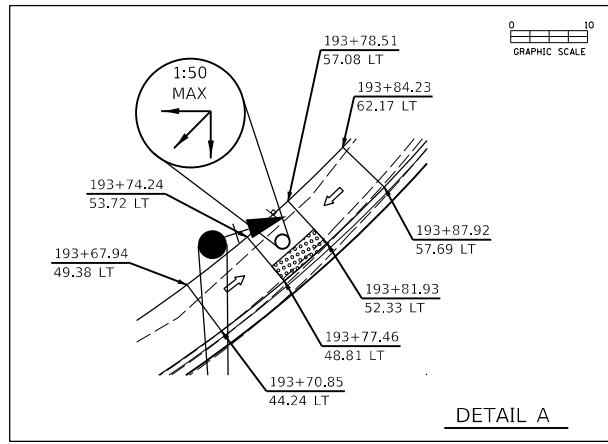
PROP. CURVE CRT_PAL01_21
 PI STA. = 194+60.20
 $\Delta = 42^\circ 45' 03''$ (RT)
 D = 7° 29' 23"
 R = 765.00'
 T = 299.42'
 L = 570.80'
 E = 56.51'
 e = 2% (ESTIMATED FROM EXISTING SURFACE)
 T.R. = _____
 S.E. RUN = _____
 P.C. STA. = 191+60.78
 P.T. STA. = 197+31.57

INTERSECTION DESIGN STUDY

FAU ROUTE 0693 (COURT STREET)
 WITH
 FAU ROUTE 6765 (ALLENTOWN ROAD)
 SEC. NO. 20-00196-00-EG PROJ. NO. _____
 SCALE 1"=50' COUNTY TAZEWELL
 SIN: _____ REV. NO. _____
 DESIGNED BY HANSON NADA NAFFAKH DATE 6/6/2022
 SATISFACTORY *[Signature]* DISTRICT GEOMETRICS ENGINEER DATE 6/8/22
 SATISFACTORY *[Signature]* DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE 06-08-22
 SATISFACTORY *[Signature]* DISTRICT OPERATIONS ENGINEER DATE 6/8/22
 APPROVED *[Signature]* REGIONAL ENGINEER DATE 6/8/22
 CADD FILE NAME: _____ I.D.S. SHEET 1 OF 5

PLOT DATE = 6/6/2022
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 USER NAME: naffoo1973



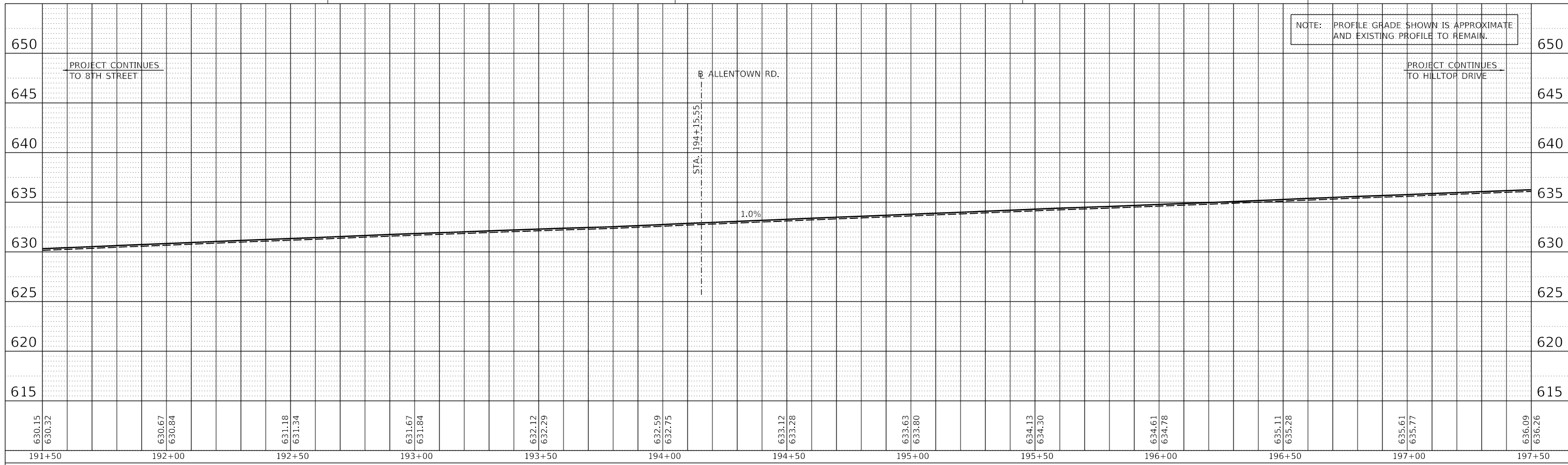
INTERSECTION DESIGN STUDY

FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 6765 WITH (ALLENTOWN ROAD)

SEC. NO. 20-00196-00-EG
 SCALE 1"=20' COUNTY TAZEWELL
 SIN: _____ PROJ. NO. _____

I.D.S. SHEET 2 OF 5

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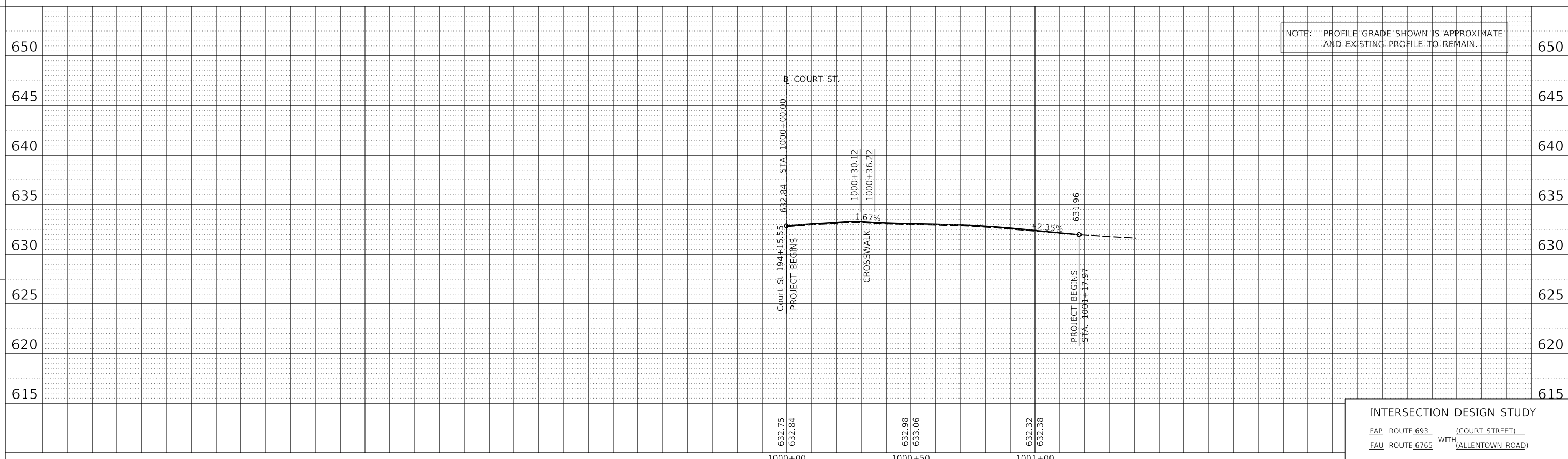


NOTE: PROFILE GRADE SHOWN IS APPROXIMATE AND EXISTING PROFILE TO REMAIN.

PROJECT CONTINUES TO 8TH STREET

PROJECT CONTINUES TO HILLTOP DRIVE

COURT STREET



NOTE: PROFILE GRADE SHOWN IS APPROXIMATE AND EXISTING PROFILE TO REMAIN.

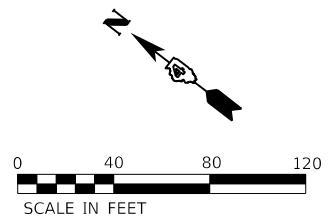
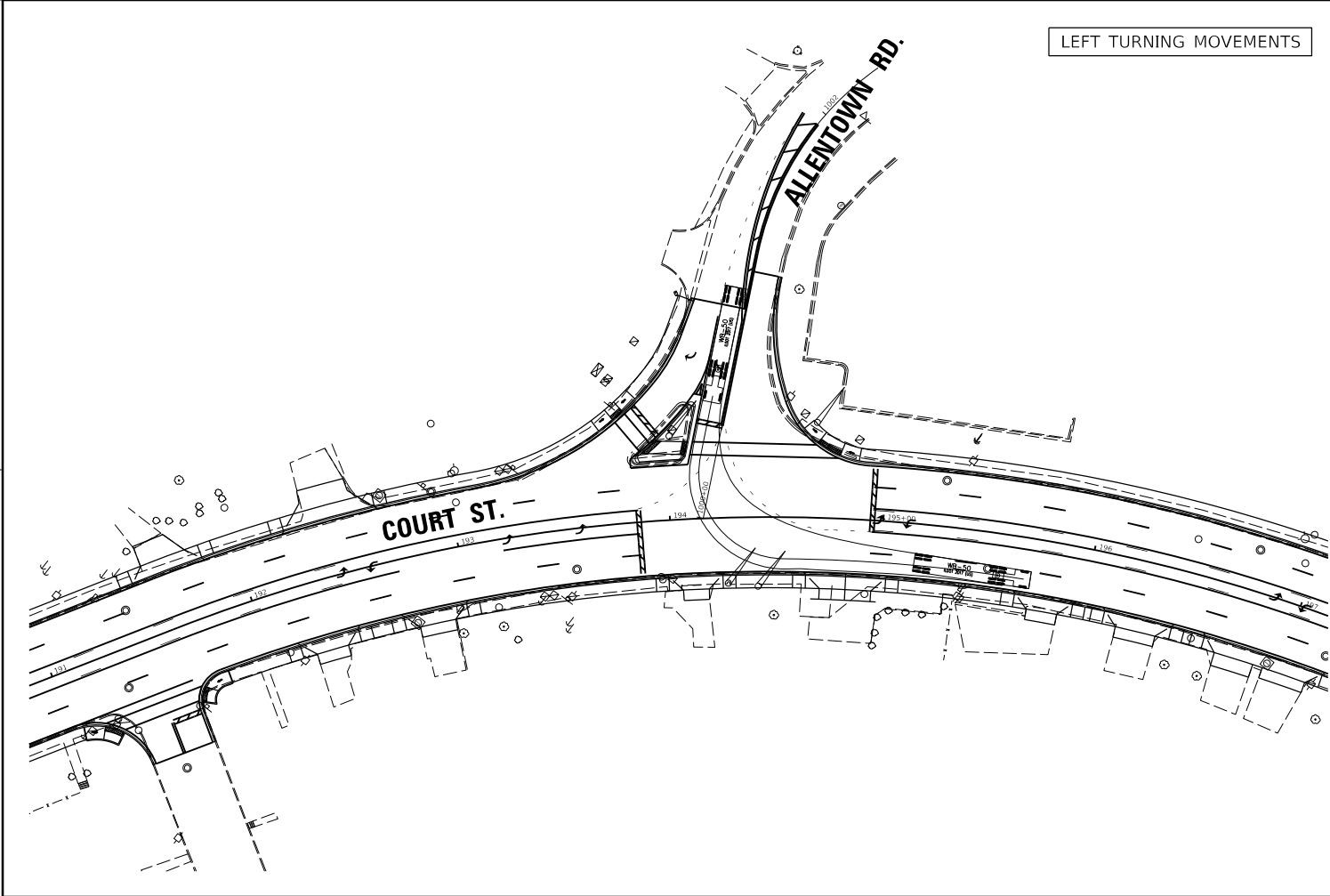
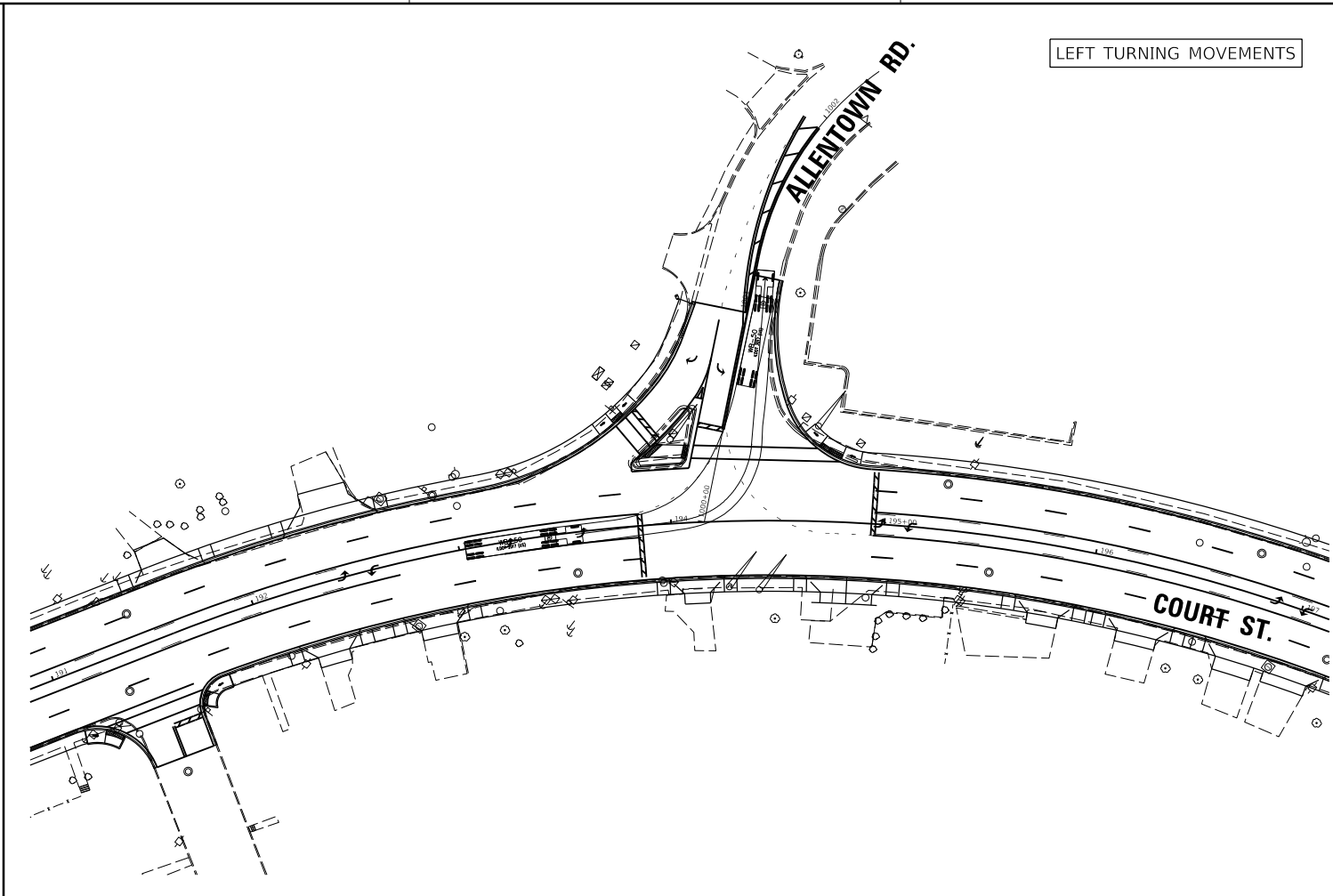
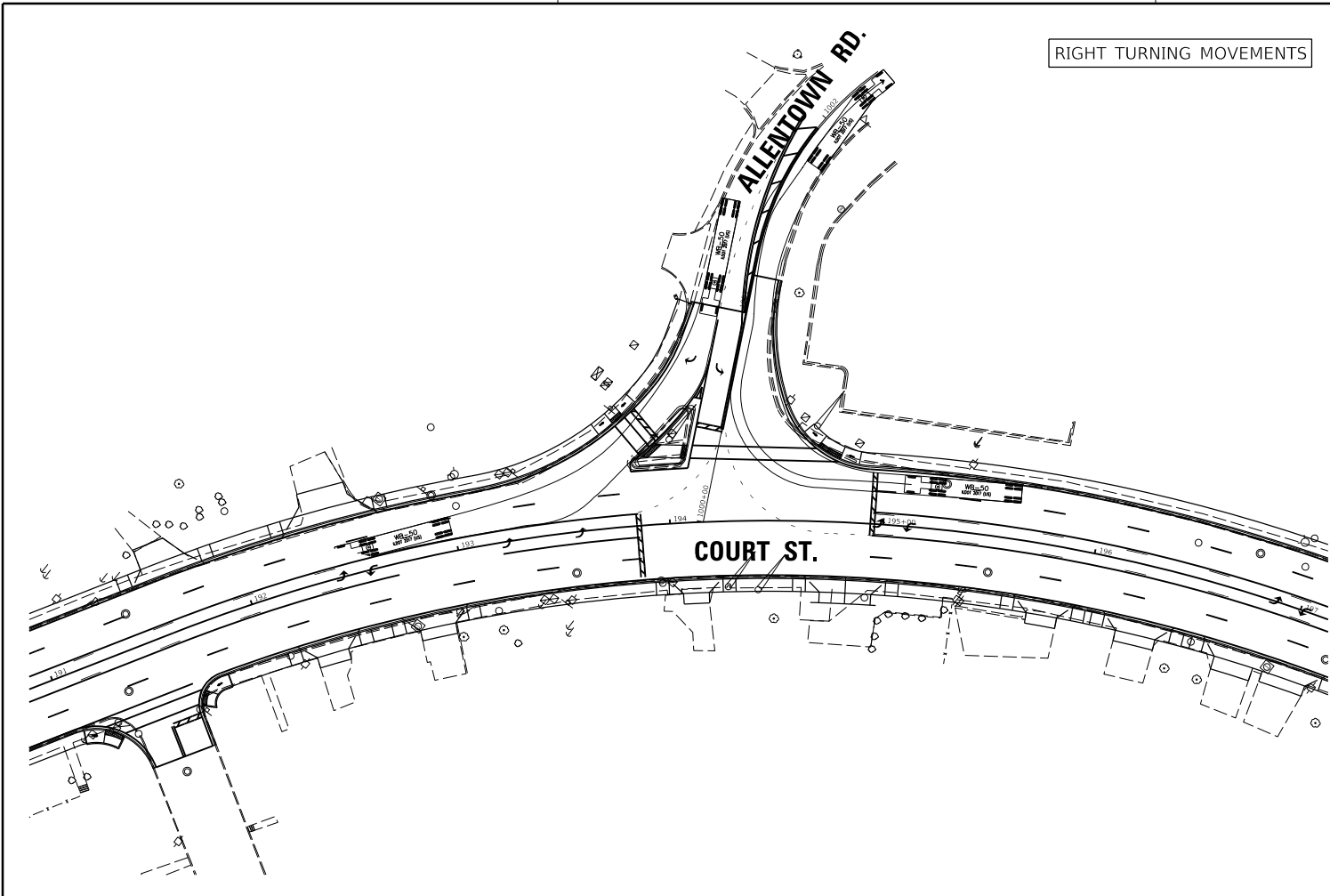
COURT ST.

ALLENTOWN DRIVE

INTERSECTION DESIGN STUDY
 FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 6765 WITH ALLENTOWN ROAD

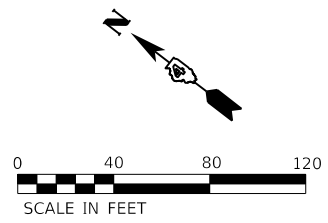
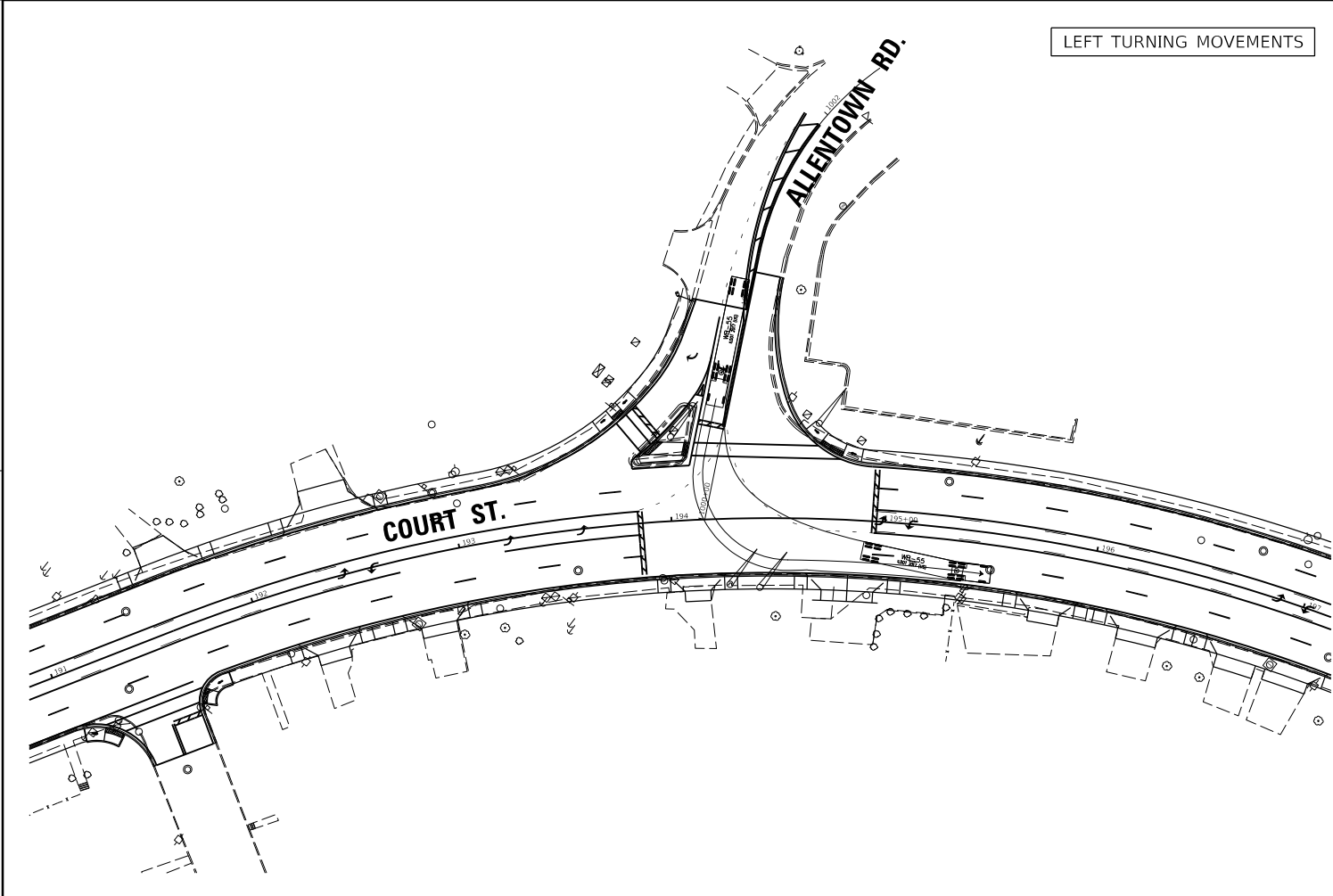
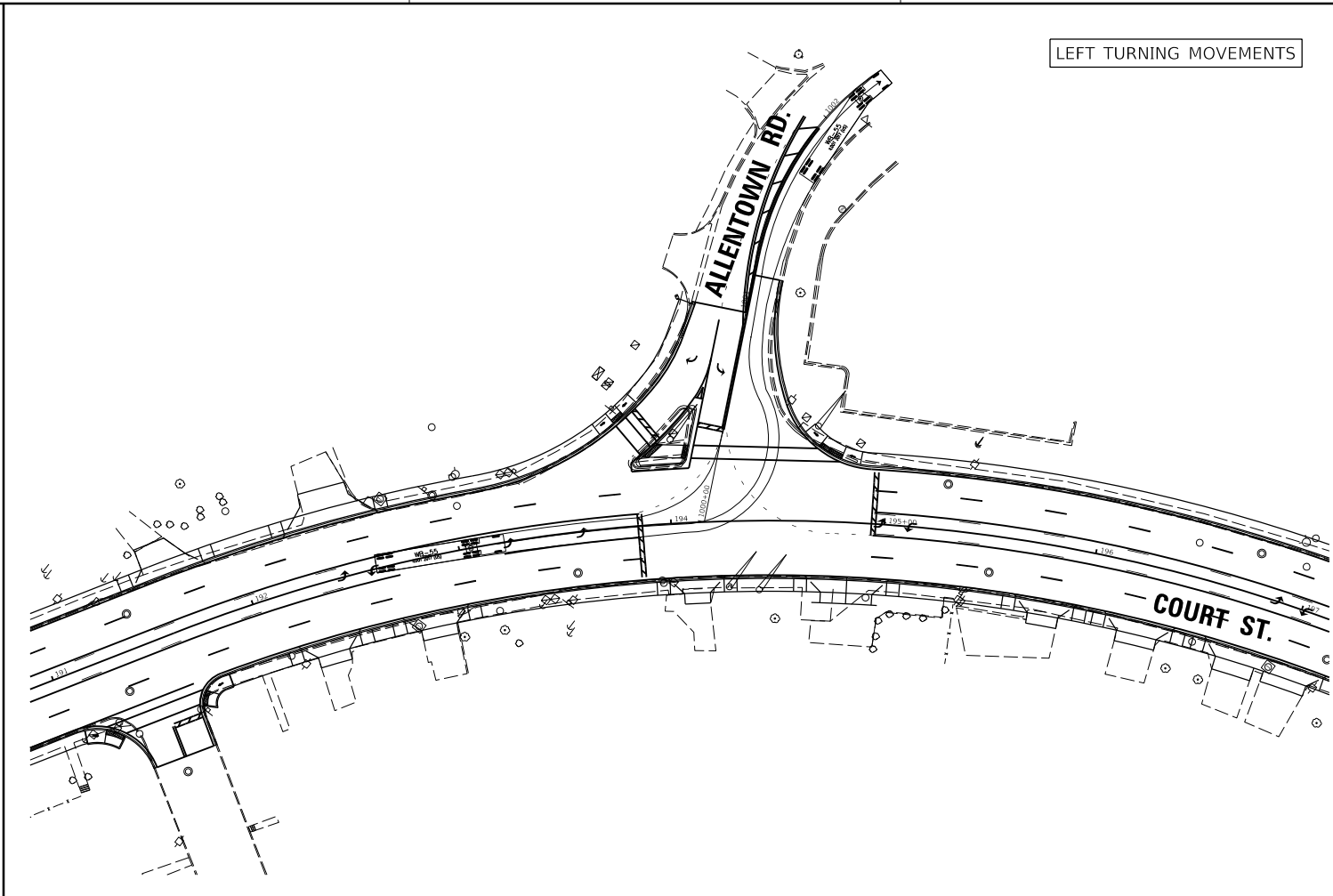
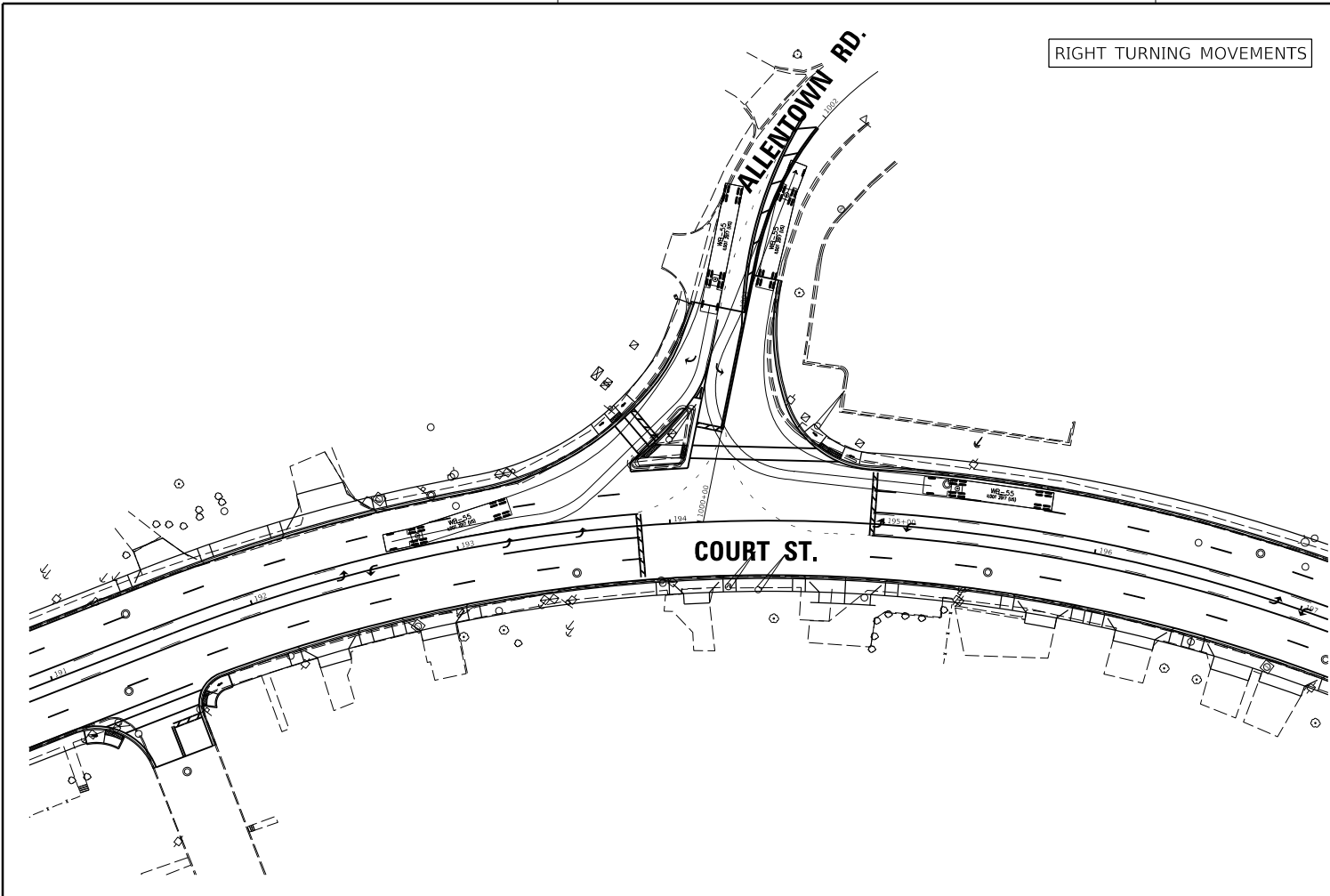
SEC. NO. 20-00196-00-EG
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 VERT. 1"=5' COUNTY TAZEWELL
 SIN: PROJ. NO.

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INTERSECTION DESIGN STUDY
 FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 6765 WITH (ALLENTOWN ROAD)
 SEC. NO. 20-00196-00-EG
 SCALE 1"=40' COUNTY TAZEWELL
 SIN: _____ PROJ. NO. _____
 I.D.S. SHEET 4 OF 5

PLOT DATE: 2/20/2022
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INTERSECTION DESIGN STUDY
 FAP ROUTE 693 (COURT STREET)
 FAU ROUTE 6765 WITH (ALLENTOWN ROAD)
 SEC. NO. 20-00196-00-EG
 SCALE 1"=40' COUNTY TAZEWELL
 SIN: _____ PROJ. NO. _____
 I.D.S. SHEET 5 OF 5



Illinois Department of Transportation

Office of Highways Project Implementation / Region 3 / District 4
401 Main Street / Peoria, Illinois 61602-1111

April 26, 2021

STUDIES AND PLANS
Intersection Design Study
Final IDS Review
FAU 693 (Court Street)
FAU 6695 (Valle Vista Boulevard)
Section: 20-00196-00-EG
Tazewell County

Mrs. Cindy Loos, P.E.
Hanson Professional Service Inc.
7625 North University Street, Suite 200
Peoria, Illinois 61614

Dear Mrs. Loos:

We have completed our review of the *Intersection Design Study* submitted to this office on April 8, 2021 for the intersections of Court Street and Valle Vista Boulevard in the city of Pekin in Tazewell County. Upon review, we find the geometrics satisfactory.

If you have any questions or need additional information, please contact Mr. Leonel Crespo, Geometrics Engineer, at 671-3456.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kensil A. Garnett'.

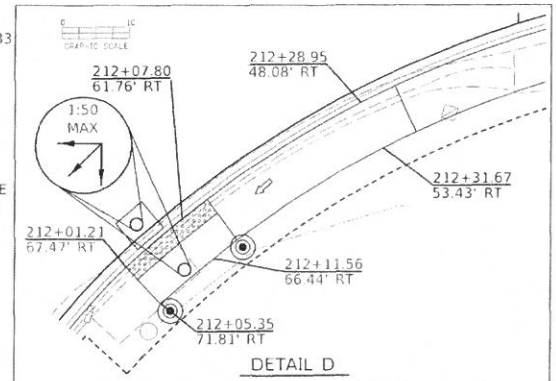
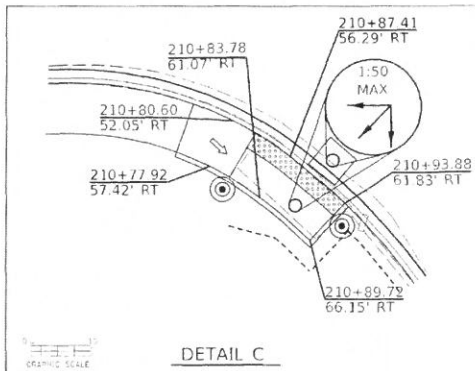
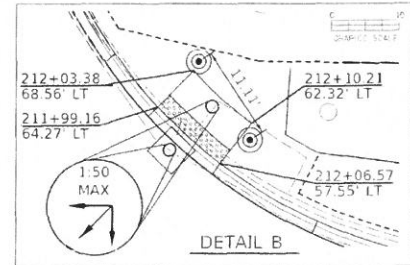
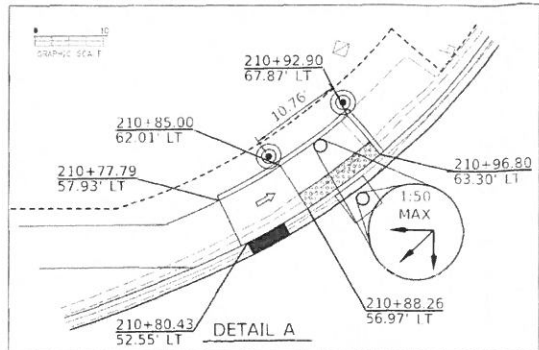
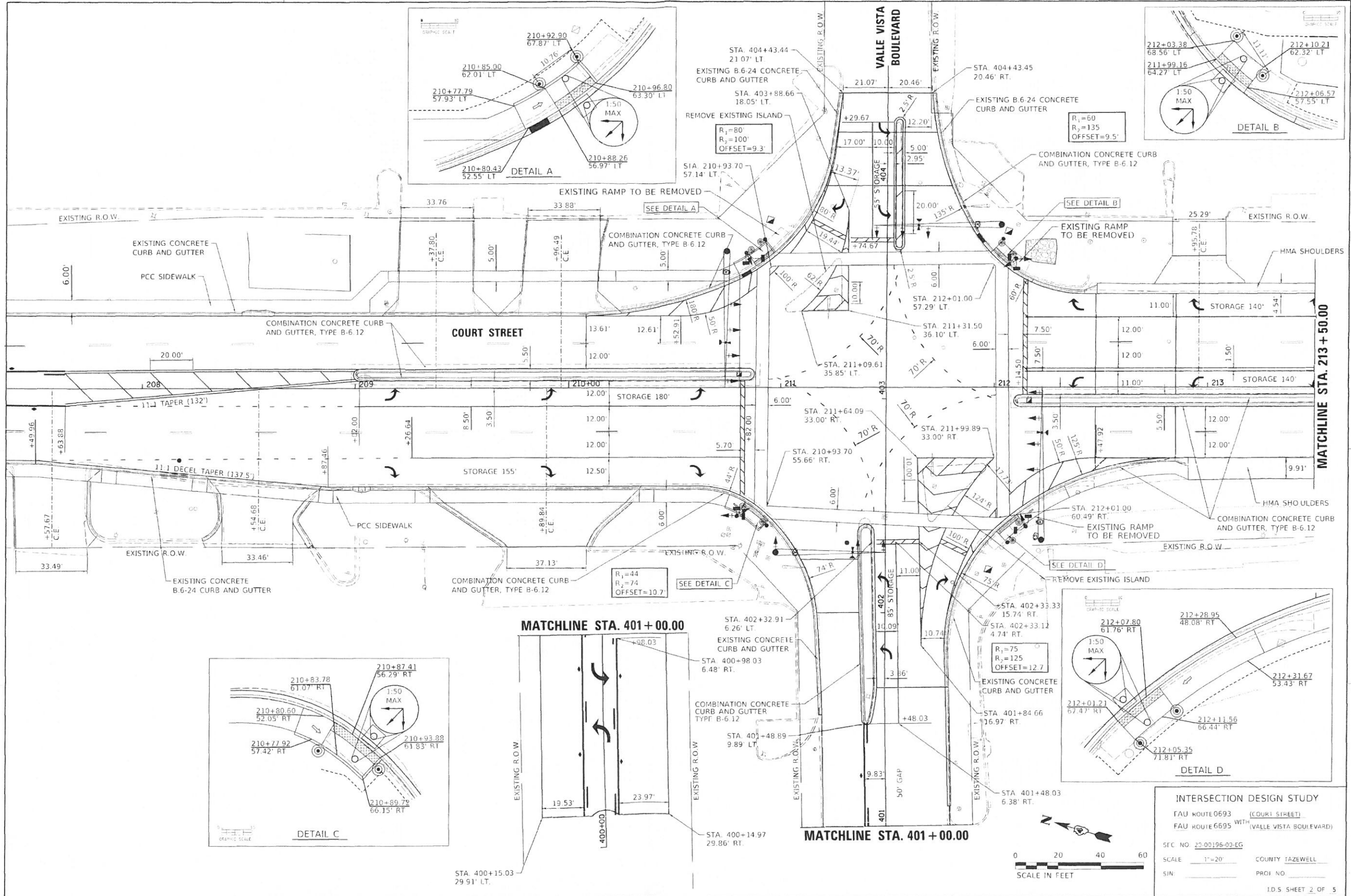
Kensil A. Garnett, P.E.
Region Three Engineer

LCE:tdp\lc022_fau 693-court st_fau 6695-valle vista blvd_hanson professional services inc-cindy loos_lr-tsassine-salwan.docx

Enclosure

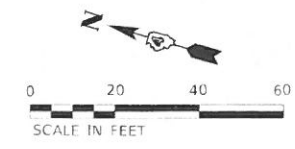
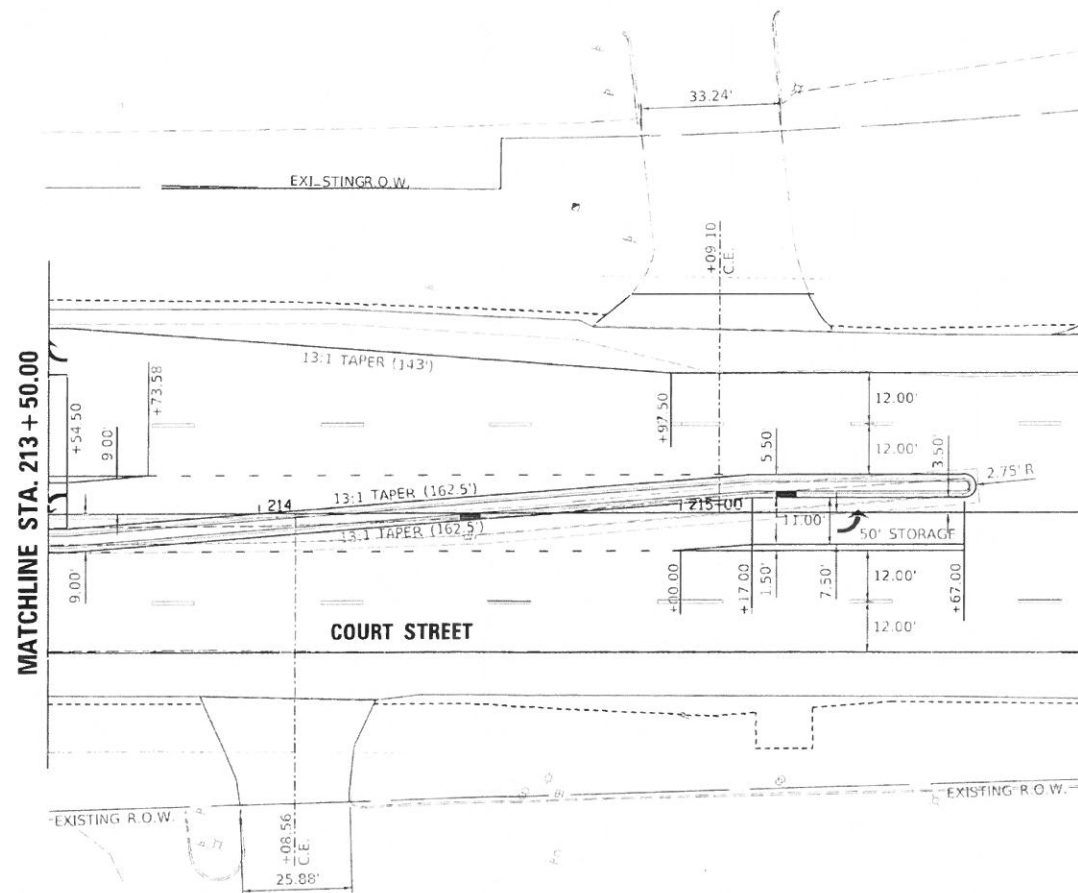
cc: Geometrics File (L. Crespo)
Local Roads (T. Sassine/S. Alwan)
Program Development Engineer (K. Dvorsky)
Studies & Plans Engineer (M. Otten)

PLOT DATE = 8/20/2021
 PLOT SCALE = 1/4"=20'-0"
 USER NAME = JSP/011713



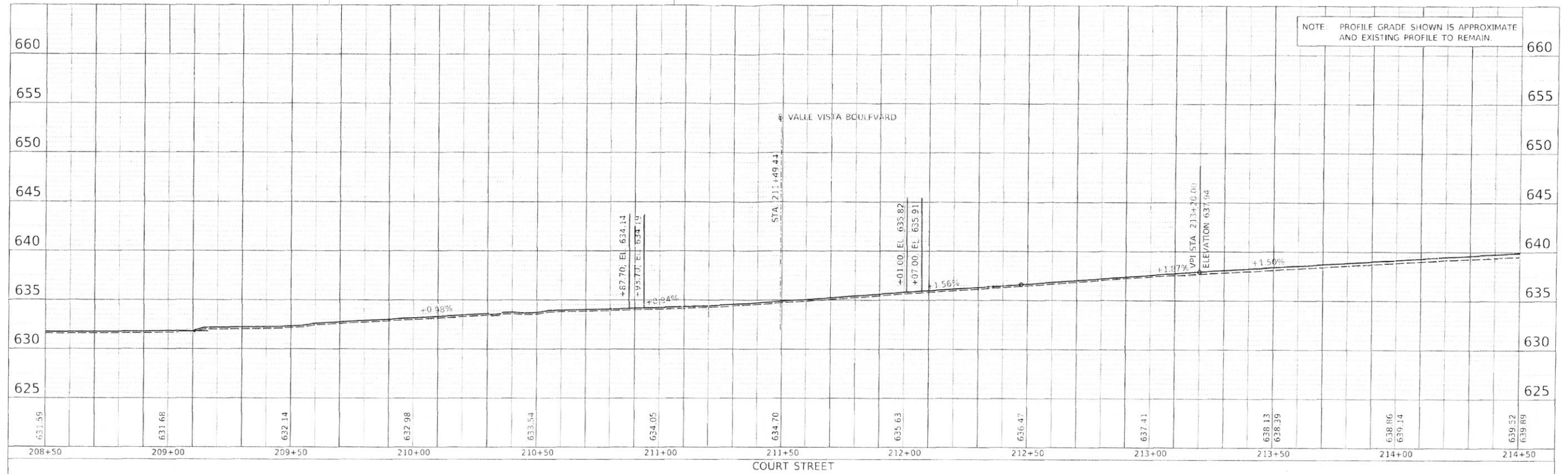
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FAU ROUTE 6695	(VALLE VISTA BOULEVARD)
SFC NO. 23-00196-03-EG	
SCALE 1"=20'	COUNTY TAZEWELL
SIN	PROJ. NO.
I.D.S. SHEET 2 OF 5	

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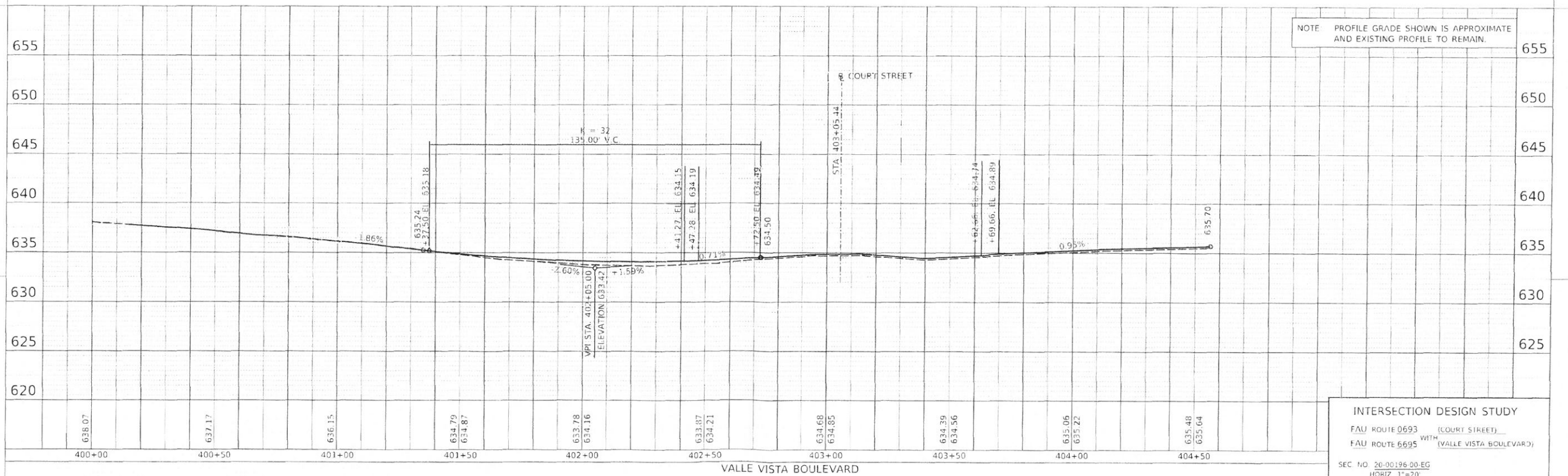


INTERSECTION DESIGN STUDY
 FAU ROUTE 0693 (COURT STREET)
 FAU ROUTE 6695 WITH VALLE VISTA BOULEVARD
 SEC. NO. 20-00196-03-EG
 SCALE 1"=20' COUNTY TAZEWELL
 SIN. _____ PRG. NO. _____
 I.D.S. SHEET 3 OF 5

P:\062021
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 PLOT SCALE 40' 00" = 1" = 1600
 USER NAME



NOTE: PROFILE GRADE SHOWN IS APPROXIMATE AND EXISTING PROFILE TO REMAIN.

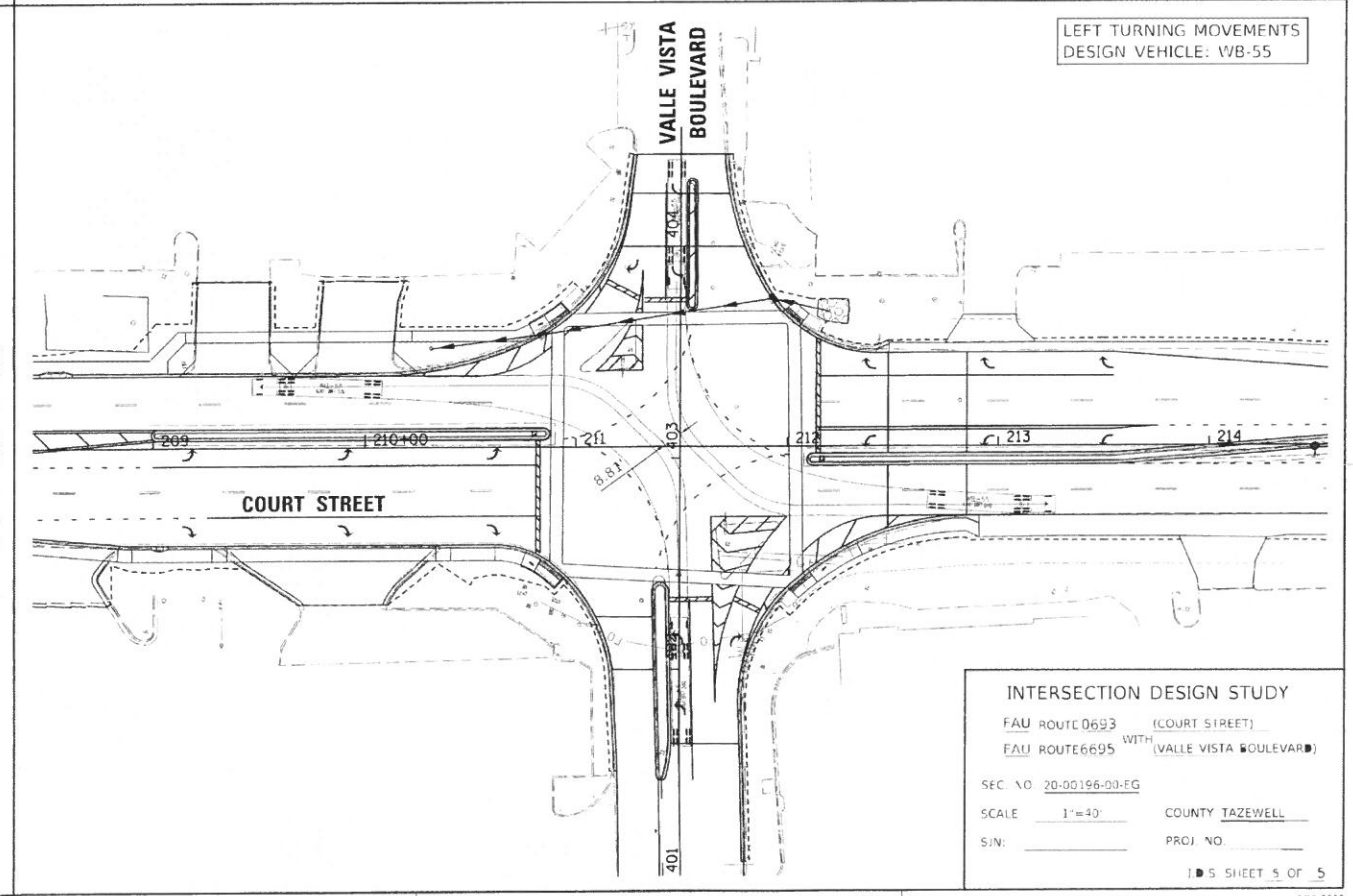
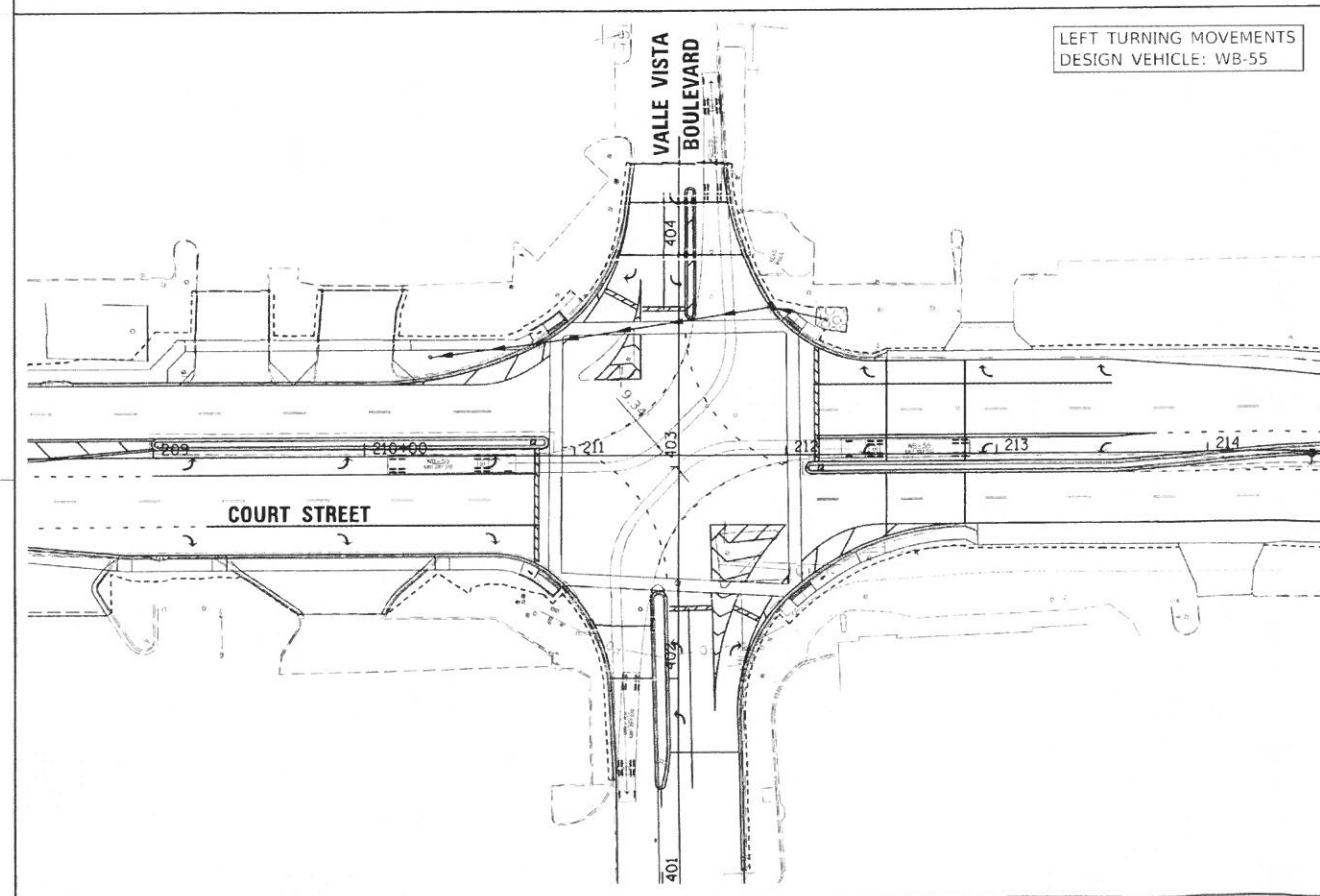
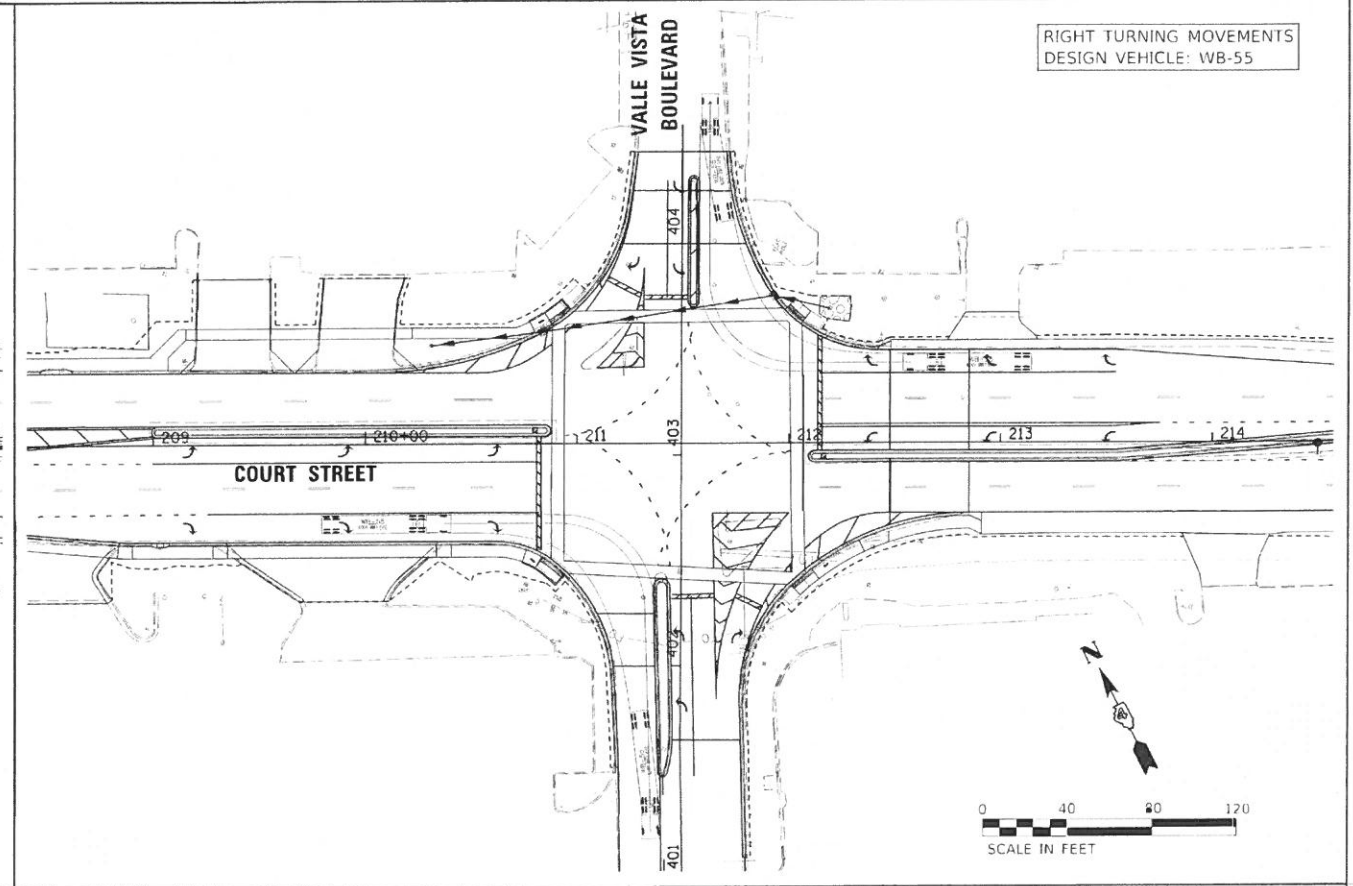
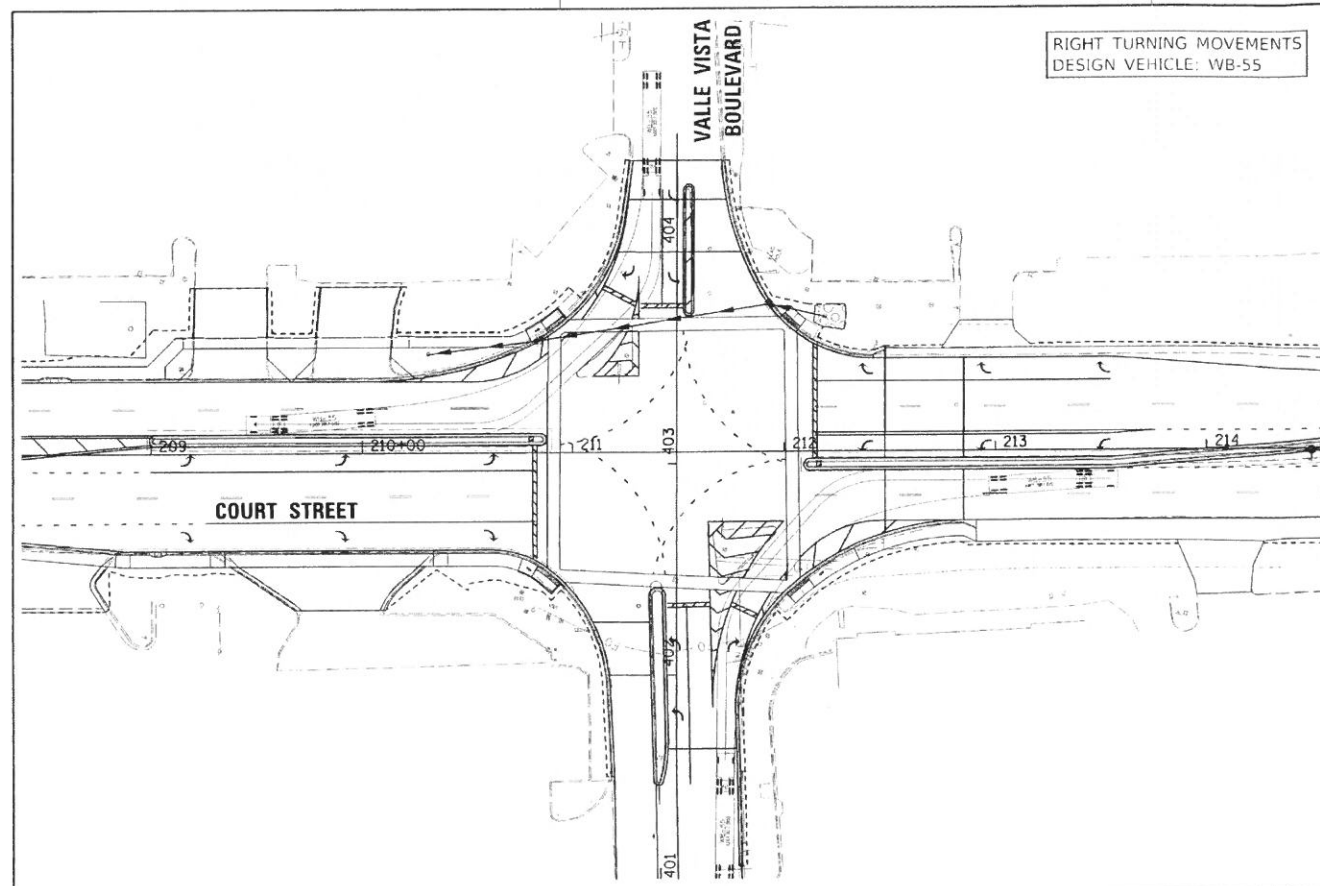


NOTE: PROFILE GRADE SHOWN IS APPROXIMATE AND EXISTING PROFILE TO REMAIN.

INTERSECTION DESIGN STUDY
 FAU ROUTE 0693 (COURT STREET)
 FAU ROUTE 6695 WITH (VALLE VISTA BOULEVARD)
 SEC. NO. 20-00196-00-EG
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 SCALE VERT. 1"=5'
 COUNTY TAZEWELL
 PROJ. NO.
 I.D.S. SHEET 4 OF 5

BCE 9909

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INTERSECTION DESIGN STUDY
 FAU ROUTE 0693 (COURT STREET)
 FAU ROUTE 6695 WITH (VALLE VISTA BOULEVARD)
 SEC. NO. 20-00196-00-EG
 SCALE 1"=40' COUNTY TAZEWELL
 PROJ. NO. _____
 1 OF 5 SHEET 5 OF 5

Attachment 9

Spot Map/Collision Diagram





MEMORANDUM

TO: City of Pekin

FROM: Audrey Hawkins E.I.T., Nada Naffakh E.I.T.

DATE: June 10, 2021

SUBJECT: Court Street Crash Analysis

This memorandum presents the findings of a crash analysis for the Court Street Improvement in Pekin, Illinois. The project limits include Court Street from 8th Street to Valle Vista Boulevard. Each intersection was analyzed separately with records provided by Tazewell County from the most recent five years of crash data (2016-2020). The data was summarized by intersection to help identify crash patterns and how any countermeasures that will be implemented can improve safety.

The proposed design along this corridor includes intersection and signal timing improvements. The changes should increase capacity and safety along Court Street within the project limits. Additionally, some high crash locations will have specific countermeasures to reduce crashes.

The proposed improvements for this corridor include:

- upgrading traffic signals to have flashing yellow arrows, which has been shown to reduce left turn crashes by 14.3% (Schattler, 2015);
- adding retroflective yellow backplates to all signal heads to improve signal recognition, which can reduce all intersection crashes by 15% (Sayed, 2005);
- implementing an appropriately timed yellow change interval, which has been shown to reduce red light running by 36-50% depending on the quality of the existing signal timing of the intersection (McGee, 2012)

Illinois average crash rates were used as a comparison for the Court Street intersection crash rates. The statewide average crash rate for all crash types in 2017 at urban signalized intersections was 104.943 crashes per HMEV. The statewide average crash rate for all crash types in 2017 at urban minor leg stop controlled intersections was 28.511 crashes per HMEV. Intersection crash rates were calculated as follows.

HMEV = Hundred Million Entering Vehicles

TEV = Total Entering Vehicles

McGee, H., SR., Moriarty, K., Eccles, K., Lie, M., Gates, T., and Retting, R., "Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections." NCHRP Report 731, Washington, D.C., (2012)
 Sayed, T., Leur, P., and Pump, J., "Safety Impact of Increased Traffic Signal Backboards Conspicuity." 2005 TRB 84th Annual Meeting: Compendium of Papers CD-ROM, Vol. TRB#05-16, Washington, D.C., (2005)
 Schattler, K.L., C.J.Gulla, T.J. Wallenfang, B.A.Burdett, and J.A.Lund. "Safety effects of traffic signing for left turn flashing yellow arrow signals". Accident Analysis and Prevention, Vol. 75, (2015) pp.252-263.

$$\text{Rate per HMEV} = \frac{\sum \text{number of crashes} * 100,000,000}{\sum \text{TEV} * \text{number of crash years} * 365}$$

The IDOT Bureau of Local Roads Manual (BLRM) was used to complete this crash analysis in accordance with the format laid out in Section 22-2.11(b)(9) of the manual.

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.**
- 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.**
- c) **Describe proposed countermeasures.**

Hanson performed the crash analysis for a total of 25 intersections and 15 segments within the project limits of 8th Street and Valle Vista Boulevard. These intersections are listed below.

Crash Locations

- Court Street / 8th Street
- Midblock on Court Street between 8th Street and 9th Street
- Court Street / 9th Street
- Court Street / 10th Street
- Midblock on Court Street between 10th Street and Kenmore Court
- Court Street / Kenmore Court
- Court Street / 11th Street
- Midblock on Court Street between 11th Street and 12th Street
- Court Street / 12th Street
- Court Street / 13th Street
- Midblock on Court Street between 13th Street and 14th Street
- Court Street / 14th Street
- Midblock Court Street between 14th Street and Park Avenue
- Court Street / Park Avenue
- Court Street / Pavilion Road
- Court Street / Coal Car Drive
- Midblock on Court Street between Coal Car Drive and 18th Street
- Court Street / 18th Street
- Midblock on Court Street between 18th Street and W Shore Drive
- Court Street / W Shore Drive
- Court Street / E Shore Drive
- Court Street / Monge Street

- Midblock on Court Street between Monge Street and Audubon Drive
- Court Street / Audubon Drive
- Midblock on Court Street between Audubon Drive and Parkway Drive
- Court Street / Parkway Drive
- Midblock on Court Street between Parkway Drive and Cottage Grove Avenue
- Court Street / Cottage Grove Avenue
- Midblock on Court Street between Cottage Grove Avenue and Forest Drive
- Court Street / Forest Drive
- Midblock on Court Street between Forest Drive and Reservoir Road
- Court Street / Reservoir Road
- Midblock on Court Street between Reservoir Road and Hilltop Drive
- Court Street / Hilltop Drive (W)
- Midblock on Court Street between Hilltop Drive (W) and Allentown Road
- Court Street / Allentown Road
- Midblock on Court Street between Allentown Road and Sharon Avenue
- Court Street / Sharon Avenue
- Court Street / Hilltop Drive (E)
- Court Street / Valle Vista Boulevard

Each intersection was analyzed separately with crash data records provided by the Illinois Department of Transportation (IDOT) and covers the last five years (January 1, 2016 through December 31, 2020).

Crash Types

The analysis of the intersections and roadway segments showed that the three predominate crash types were rear ends (39.7%), turning (24.5%), and angle crashes (16.4%). Together, these crash types accounted for 80.6% of the total crashes. Of the total crashes, 91.0% occurred at intersections while 9.0% occurred on segments.

Crash Patterns

Injuries and Fatalities

Of the 653 total crashes experienced within the project limits, 119 were injury crashes with a resulting 167 injuries. Of the injury crashes, eighteen (18) were A-injury, forty-four (44) were B-injury, and fifty-seven (57) were C-injury,

There were no fatalities within the project limits during the analysis period.

Wet Weather Cluster Sites

A wet weather analysis showed that 88 (18.8%) occurred on wet pavement while 18 (3.8%) occurred on icy or snowy pavement. No wet weather cluster site was identified for the project area during the

analysis period. Although wet or icy pavement may have contributed to several crashes there is no evidence that high or abnormal concentrations of these accidents exist within the project limits.

Lighting Improvements

Within the project limits, a total of 102 (21.7%) crashes occurred in darkness. There is no evidence that poor lighting is causing safety issues along the corridor.

High Crash Rate Intersections

Within the project limits, the following intersections experienced crash rates that were above the state average:

- Signalized
 - Court Street & 8th Street (106.50 crashes per HMEV)
 - Court Street & Parkway Drive (122.88 crashes per HMEV)
 - Court Street & Valle Vista Boulevard (124.11 crashes per HMEV)

- Unsignalized
 - Court Street & 9th Street (34.35 crashes per HMEV)
 - Court Street & Park Avenue (52.69 crashes per HMEV)
 - Court Street & W Shore Drive (31.19 crashes per HMEV)
 - Court Street & Stadium Drive (30.10 crashes per HMEV)
 - Court Street & Audubon Drive (35.54 crashes per HMEV)

Proposed Countermeasures

The proposed improvements for this corridor include adjusting the signal timing at each signalized intersection. The safety benefit will be improved traffic flow along the corridor, which may reduce the number of rear end collisions within the project limits. Additionally, the yellow and all-red intervals for each movement will be calculated based on the specific layout of the intersections. Adjusting the yellow change interval is one of the 20 proven safety engineering countermeasures according to the FHWA. It has been shown to reduce red light running by up to 36-50%, total crashes by 8-14%, and injury crashes by 12%. One more improvement to the signal timing will be the addition of a protected left turn phase for all approaches with a dedicated left turn lane. This will improve safety for all left turning vehicles at signalized intersections and may decrease the number of turning collisions.

With the three predominate crash types being rear end, turning, and angle, these proposed signal improvements should show a decrease in the number of accidents at signalized intersections.

Court Street & 8th Street

Of the 31 crashes experienced at the Court Street and 8th Street intersection during the analysis period, the predominate crash type was angle (14). The remaining crash types were turning (5), rear end (4), sideswipe same direction (3), fixed object (2), other object (2), and front to rear (1). An analysis of the police crash report narratives showed that a majority of the angle collisions (12) occurred between EB and NB traveling vehicles due to red light running.

Many of the proposed safety countermeasures at this intersection; including improved signal timing including appropriate yellow-change intervals, yellow flashing arrows, and protected/permissive left turn phasing, may help reduce angle crashes. Therefore, this intersection may experience a reduction in the number of angle collisions. Additionally, the flashing yellow arrow phase will improve the safety for left-turning vehicles and may cause a reduction in the number of turning collisions. Lastly, the implementation of retroreflective signal backplates will improve signal visibility and may reduce the risk of a red-light running vehicle and rear end crashes.

Court Street & 9th Street

Of the 9 crashes experienced at the Court Street and 9th Street intersection during the analysis period, the predominate collision type was angle (6). The remaining collision types were fixed object (1), sideswipe same direction (1), and turning (1). An analysis of the police crash report narratives indicated that the angle collisions were caused by NB and SB vehicles attempting to cross Court Street at the two-way stop-controlled intersection. At each instance, the NB and SB vehicles failed to properly negotiate the oncoming traffic and hit either an EB or WB traveling vehicle. Coordinating the traffic signals along Court Street could encourage platooning and help make the NB and SB movements at this intersection safer.

Court Street & 10th Street

Of the 19 crashes that occurred at the Court Street and 10th Street intersection during the analysis period, the predominate crash types were angle (8), turning (6), and rear end (5). Many of the proposed safety countermeasures at this intersection; including improved signal timing including appropriate yellow-change intervals, yellow flashing arrows, and protected/permissive left turn phasing, may help reduce angle and turning crashes. Implementing improved yellow-change intervals is an FHWA-approved safety countermeasure that has been shown to reduce red light running vehicles. Therefore, this may result in a reduction in the number of angle collisions at this intersection. A retaining wall at the southwest corner currently causes sight distance obstructions for the northbound to eastbound right turn movement. A no right-turn on red restriction will be implemented to the northbound right turning movement to reduce risk of turning crashes. Additionally, the flashing yellow arrow phase will improve the safety for left-turning vehicles. This improvement will include a protected left turning phase for each movement and may result in a reduction in the number of turning collisions. Lastly, the implementation of retroreflective signal backplates will improve signal visibility and may reduce the risk of a red-light running vehicle and rear end crashes.

Along with the proposed signal improvements, a retaining wall located on the eastbound approach of the intersection will be replaced. It currently causes sight distance problems for northbound right turning vehicles. This retaining wall will be reconstructed with a shifted alignment to improve visibility.

Court Street & 14th Street

Of the 43 crashes that occurred at this intersection during the analysis period, the predominate collision type was rear end (28). The remaining collision types were turning (6), angle (4), fixed object (2), pedestrian (1), front to front (1), and pedalcyclist (1). The directional distribution of the rear end collisions was eleven (11) NB, five (5) SB, six (6) EB, and six (6) WB traveling vehicles. The predominance of NB rear end collisions could be due to the queue lengths and delay at the south leg of the intersection. Approximately 300' south of the intersection is a signalized intersection at Park Avenue. The congestion at this short segment between the intersections may increase the likelihood of a rear-end collision.

One of the major safety countermeasures at this intersection is improved signal timing including appropriate yellow-change intervals, yellow flashing arrows, and protected/permissive left turn phasing. Implementing improved yellow-change intervals is an FHWA-approved safety countermeasure that has been shown to reduce red light running vehicles. Therefore, this may result in a reduction in the number of turning and angle collisions at this intersection. Improving the signal timings and coordination along Court Street will also encourage platooning and help reduce long queues at the intersection. Additionally, the flashing yellow arrow phase will improve the safety for left-turning vehicles. This improvement will include a protected left turning phase for each movement and may result in a reduction in the number of angle and turning collisions. Lastly, the implementation of retroreflective signal backplates will improve signal visibility and may reduce the risk of a red-light running vehicle and rear crashes.

Court Street & Park Avenue

Of the 20 crashes that occurred at the Court Street and Park Avenue intersection during the analysis period, the predominate collision type was rear end (12). The remaining collision types were sideswipe same direction (2), turning (2), angle (1), pedalcyclist (1), fixed object (1), and sideswipe opposite direction (1).

An analysis of the police crash report narratives showed that 6 of the rear end collisions were between NEB traveling vehicles while the other 6 were between EB traveling vehicles. The collisions between the NEB vehicles were caused by vehicles who mistakenly thought the vehicle in front of them had taken the turn onto EB Court Street and consequently moved forward and rear ended the vehicle while looking at oncoming traffic. The main cause of the rear end collisions between EB traveling vehicles was due to a right turning vehicle at Park Avenue or left turning vehicle at the Pekin Park entrance causing traffic to stop abruptly. No other trends were identified at this intersection.

The island on Park Avenue is being redesigned. This will improve the turning radii for the northbound right turning vehicles which should reduce the risk of rear ends.

Court Street & West Shore Drive

Of the 11 crashes that occurred at this intersection during the analysis period, the predominate collision types were sideswipe same direction (3), turning (3), and rear end (2). The remaining collision types were angle (1), animal (1), and head on (1). An analysis of the police crash report narratives at this intersection showed no identifiable crash trend.

Court Street & Stadium Drive

Of the 11 crashes that occurred at this intersection during the analysis period, the predominate collision types were fixed object (5) and rear end (3). The remaining collision types were angle (1), animal (1), and sideswipe same direction (1). An analysis of the police crash report narratives showed that the fixed object collisions were due to drivers who were either driving while extremely fatigued or under the influence and were unable to negotiate the curve while passing the intersection, therefore crashing into a utility pole or another roadside object. No other patterns were seen at this intersection.

This intersection is currently a two-way stop-controlled intersection. Due to existing traffic volumes, signal coordination, and desired pedestrian access, it is being reconstructed as a signalized intersection.

Court Street & Audubon Drive

Of the 12 crashes that occurred at this intersection during the analysis period, the predominate crash type was rear end (5). The remaining collision types were angle (2), sideswipe same direction (2), turning (2), and other-object (2). An analysis of the police crash report narratives showed no identifiable crash pattern.

Court Street & Parkway Drive

Of the 61 crashes that occurred at the intersection of Court Street and Parkway Drive during the analysis period, the predominate crash types were turning (23) and rear end (25). The remaining collision types were angle (7), fixed object (2), other non-collision (2), pedalcyclist (1), and sideswipe same direction (1).

A majority of the turning collisions occurred between EB left turning and WB through vehicles. An analysis of the police crash report narratives indicated a visibility issue for EB left turning drivers. Due to this safety issue, a narrow median design was implemented to reduce the negative offset of the left turn lanes. The width of the west median was reduced by 5' 4" and the east median was reduced by 3' 1".

The directional distribution of the rear end collisions was two (2) NB, three (3) SB, eleven (11) EB, and nine (9) WB traveling vehicles. The predominance of EB and WB traveling vehicles may be due to the congestion and queue lengths experienced on Court Street or sudden lane change maneuvers made to avoid spill back queues at the intersection.

One of the major safety countermeasures at this intersection is improved signal timing including appropriate yellow-change intervals and protected/permissive left turn phasing with yellow flashing arrows. Implementing improved yellow-change intervals is an FHWA-approved safety countermeasure

that has been shown to reduce red light running vehicles. Therefore, this may result in a reduction in the number of angle collisions at this intersection. Improving the signal timings and coordination along Court Street will also encourage platooning and help reduce long queues at the intersection. Additionally, the flashing yellow arrow phase will improve the safety for left-turning vehicles. This improvement will include a protected left turning phase for each movement and may result in a reduction in the number of turning collisions. Lastly, the implementation of retroreflective signal backplates will improve signal visibility and may reduce the risk of a red-light running vehicle.

Along with the proposed signal improvements, this intersection will undergo some geometric changes. Primarily, the southbound left and through-left lanes will become dual left turn lanes. This will reduce the risk of rear ends caused by congestion and queueing by improved efficiency created by removing the split phase signal timing. The island in the southeast corner of the intersection is being removed. This will improve the turning radii for the northbound right turning vehicles. The island on the northwest corner of the intersection is being redesigned. This will improve the turning radii for the southbound right turning vehicles which should reduce the risk of rear ends. This island will also be used as a pedestrian refuge to increase safety for pedestrians and bicyclists.

Court Street & Allentown Road

Of the 9 crashes that occurred at this intersection during the analysis period, the predominate crash type was rear end (7). The remaining collision types were animal (1) and sideswipe same direction (1). No crash pattern was identified at this location.

One of the major safety countermeasures at this intersection is improved signal timing including appropriate yellow-change intervals and retroreflective signal backplates. Implementing improved yellow-change intervals is an FHWA-approved safety countermeasure that has been shown to reduce red light running vehicles. Therefore, this may result in a reduction in the number of angle collisions at this intersection. Additionally, the implementation of retroreflective signal backplates will improve signal visibility and may reduce the risk of a red-light running vehicle.

Court Street & Valle Vista Boulevard

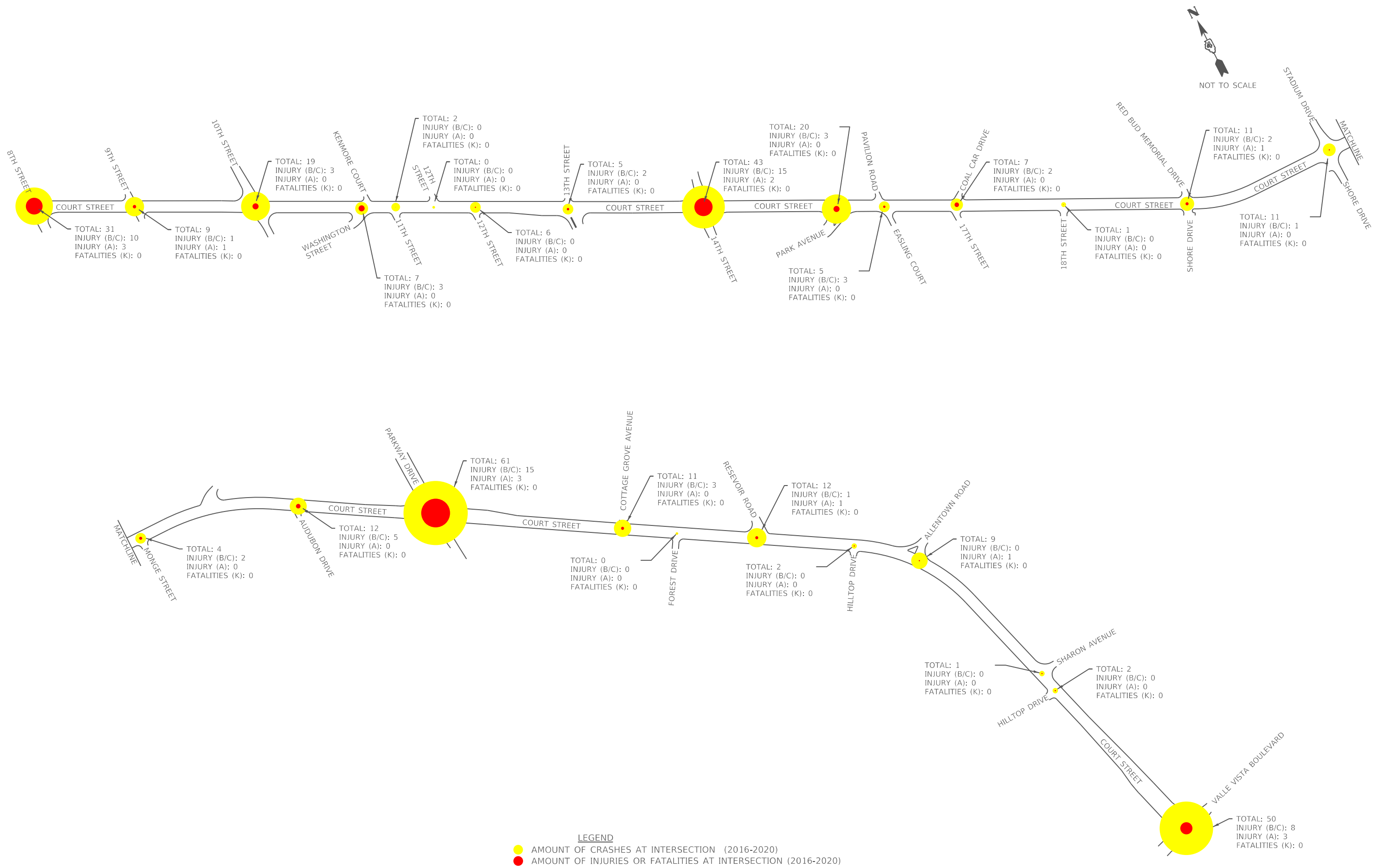
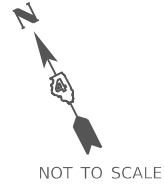
Of the 50 crashes that occurred at the Court Street and Valle Vista intersection during the analysis period, the predominate collision types were rear end (22) and turning (17). The remaining collision types were sideswipe same direction (5), angle (4), pedalcyclist (1), and fixed object (1).

The directional distribution of the rear end collisions was one (1) NB, one (1) SB, eleven (11) EB, and nine (9) WB traveling vehicles. The predominance of EB and WB vehicles may be due to the higher traffic volumes and longer vehicle queues on Court Street. An analysis of the police crash report narratives indicated that a majority of the rear end collisions were due to congestion while a few of them were due to a vehicle stopping traffic suddenly to turn into a parking lot.

The police crash report narratives indicated an access management problem at the Thortons gas station. A total of 7 crashes occurred due to a vehicle turning out of Thortons. The reports showed that 4 of

these collisions were between a vehicle exiting the gas station and an EB vehicle while 3 were between an exiting vehicle and a NB vehicle. However, the sight circulation does not allow for the closure of either of these entrances. Therefore, the existing conditions will be maintained.

One of the major safety countermeasures at this intersection is improved signal timing including appropriate yellow-change intervals, yellow flashing arrows, and protected/permissive left turn phasing. Implementing improved yellow-change intervals is an FHWA-approved safety countermeasure that has been shown to reduce red light running vehicles. Therefore, this may result in a reduction in the number of angle collisions at this intersection. Improving the signal timings and coordination along Court Street will also encourage platooning and help reduce long queues at the intersection. Additionally, the flashing yellow arrow phase will improve the safety for left-turning vehicles. This improvement will include a protected left turning phase for each movement and may result in a reduction in the number of turning collisions. Lastly, the implementation of retroreflective signal backplates will improve signal visibility and may reduce the risk of a red-light running vehicle.



LEGEND
 ● AMOUNT OF CRASHES AT INTERSECTION (2016-2020)
 ● AMOUNT OF INJURIES OR FATALITIES AT INTERSECTION (2016-2020)

LAYOUT	DESIGNED	DATE
DRAWN	DRAWN	DATE
REVIEWED	CHECKED	DATE

FILE NAME =	USER NAME = naff01973	DESIGNED - #DESIGN#	REVISED -
		DRAWN - #DRAWN#	REVISED -
		CHECKED - #CHECKED#	REVISED -
		DATE - #DATE1#	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

COURT STREET SPOT MAP	
SCALE: #SCALE1#	SHEET OF SHEETS
STA. #STA1#	TO STA. #STA2#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	20-00196-00-EG	#COUNTY#	#STOT#	#SNUM#
CONTRACT NO. #CNTRC#				

Attachment 12

Environmental Clearances

- A. FIRM pg1-4
- B. Biological pg 5-7
- C. 4f pg 8-32
- D. Local PESA pg 33-40



National Flood Hazard Layer FIRMMette



89°38'29"W 40°34'8"N



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
GENERAL STRUCTURES		Area of Undetermined Flood Hazard <i>Zone D</i>
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		20.2 Cross Sections with 1% Annual Chance
MAP PANELS		17.5 Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
OTHER AREAS		Profile Baseline
		Hydrographic Feature
		Digital Data Available
OTHER AREAS		No Digital Data Available
		Unmapped
MAP PANELS		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 **5/3/2021 at 4:30 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.

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National Flood Hazard Layer FIRMMette



89°37'57"W 40°33'55"N



PROJECT AREA

17179C0160E
eff. 2/17/2017

17179C0180E
eff. 2/17/2017

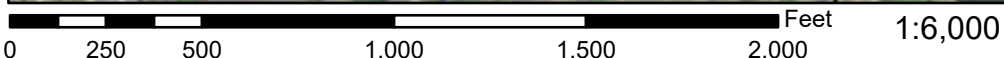
City of Pekin
170654
AREA OF MINIMAL FLOOD HAZARD
Zone X

T24N R5W S1

T24N R5W S2

17179C0175E
eff. 2/17/2017

17179C0200E
eff. 2/17/2017



89°37'19"W 40°33'28"N

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

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		NO SCREEN 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		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
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

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National Flood Hazard Layer FIRMMette



89°37'20"W 40°33'45"N



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
GENERAL STRUCTURES		Area of Undetermined Flood Hazard <i>Zone D</i>
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance
		17.5 Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
MAP PANELS		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		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.



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National Flood Hazard Layer FIRMMette



89°36'54"W 40°33'30"N



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
		17.5 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

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0 250 500 1,000 1,500 2,000 Feet 1:6,000

89°36'17"W 40°33'3"N



Illinois Department of Transportation

Memorandum

To: Greg S. Lupton Attn: Mark Reitz
From: Jack A. Elston By: Shawn Wilcoxson
Subject: Natural Resources Review -Update
Date: June 21, 2022 *Shawn Wilcoxson*

Court Street
Section 20-00196-00-EG
T24N/R5W/S2
Tazewell County
Seq. #23201

The proposed project involves widening and rehabilitation of Court Street in Pekin, Illinois. Improvements include structural overlay, curb and gutter replacement, intersection improvements, new sidewalks, and ADA ramp updates.

There will be 4.4 acres of land acquisition. There will not be in-stream work required. There will be no tree removal required. Land cover in the vicinity of the proposed improvement is primarily residential housing in Pekin, IL

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 does not show wetlands in the vicinity of the project location. The soils are mapped as Sparta Loamy fine sand and Disco sandy loam which are both well-drained non-hydric soils. We conclude absence

of wetlands within the limits of the proposed improvement. **Therefore, the wetland review under Part 1090 is terminated.**

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), decurrent false aster, lakeside daisy 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 proposed improvement be modified or new information indicate listed or proposed species may be affected, consultation or additional coordination should be initiated.

VH

Sequence #: 23201

Court Street, Pekin, IL

Resource in Vicinity of Project Polygon

*Ducks Unlimited Wetlands

*National Wetlands Inventory

INAI & NP w/in 1 mile

*none found

No Resource Found

*INAI

*T&E

*Nature Preserve

*INHS Wetland

*Roadside Prairie Inventory

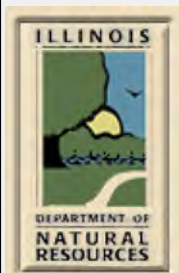
County: TAZEWELL

Section(PLSS): 3 24N5W1

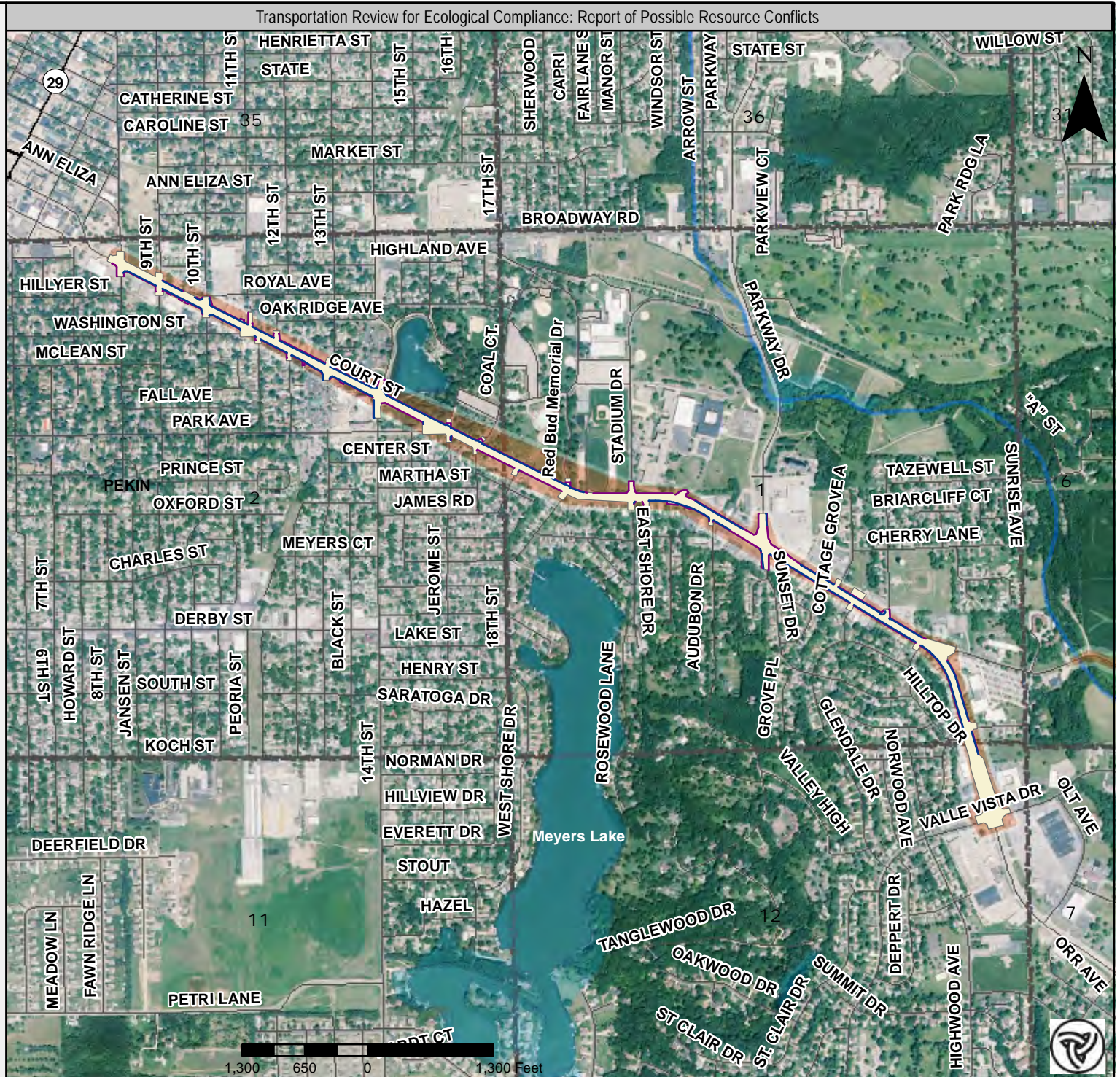
Area: -0.12646 sq. miles = -80.93268 acres

Report created by Vincent Hamer

-  Threatened & Endangered Species (T&E)
-  Nature Preserve (NP)
-  Illinois Natural Areas Inventory (INAI)
-  Wetlands
-  INHS Wetland
-  Roadside Prairie Inventory



Include as additional documentation with permit applications (USACE).



Reitz, Mark A

From: Graham, Susan (FHWA) <susan.graham@dot.gov>
Sent: Thursday, May 12, 2022 10:06 AM
To: Reitz, Mark A
Subject: [External] RE: Tazewell County City of Pekin 20-00196-00-EG Court Street 4(f) De Minimis

The Court Street Rehabilitation project in Pekin will result in the use of Mineral Spring Park, a Section 4(f) resource. FHWA hereby makes a de minimis impact finding for this use as it will not adversely affect this resource's activities, features and attributes. The de minimis impact finding is based upon the impact avoidance, minimization, and mitigation or enhancement measures detailed in the documentation submitted on May 11, 2022.

Sue Graham, P.E.

Transportation Engineer – Districts 4 & 5
Federal Highway Administration – Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703
Phone: 217.492.4282
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susan.graham@dot.gov

From: Reitz, Mark A <Mark.Reitz@illinois.gov>
Sent: Thursday, May 12, 2022 9:21 AM
To: Graham, Susan (FHWA) <susan.graham@dot.gov>
Subject: Tazewell County City of Pekin 20-00196-00-EG Court Street 4(f) De Minimis

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Tazewell County
City of Pekin
Section 20-00196-00-EG
Court Street

Ms. Graham,

As stated in the attached 4(f) documentation, the subject project will result in an impact to Mineral Springs Park, a 220 acre park under the jurisdiction of the Pekin Park District. The park qualifies as a Section 4(f) resource. Approximately 1.17 acres of proposed right-of-way and temporary easement will be required from the park district property. The FHWA found the provided Section 4(f) De Minimis Impact Determination Documentation acceptable in your mail of May 11, 2022.

Based on the project's impacts to Mineral Springs Park, the efforts made to avoid, minimize and mitigate these impacts, the public comments, and the concurrence from the Pekin Park District of no adverse effect, IDOT has determined that

the project will result in no adverse effect to Mineral Springs Park, and requests an FHWA finding of a Section 4(f) *de minimis* impact determination.

Let me know if you have any questions. Thanks.

Mark A. Reitz, P.E.

Project Development Engineer

Illinois Department of Transportation / Bureau of Local Roads & Streets

2300 South Dirksen Parkway / Springfield, IL 62764

Office 217.785.2798 / Cell 217.685.0181

Mark.Reitz@illinois.gov

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Section 4(f) *De Minimis* Impact Determination Documentation for Use of Mineral Springs Park

Court Street Reconstruction Pekin, Tazewell County, Illinois

1. Project Description

Project Number: Section No. 20-00196-00-EG

Official Project Name: Court Street Reconstruction

Project Location: The project is at Court Street from 8th Street to Valle Vista Boulevard (see the attached Location Map).

Project Type: Road reconstruction, road widening, intersection improvements

Project Size: 1.98 miles along Court Street

NEPA Class of Action: Federal Approved Categorical Exclusion (CE)

NEPA Purpose and Need Summary: The purpose of the project is to increase the levels of safety for all modes of transportation, rehabilitate the existing pavement to maintain the existing pavement structure, and provide improved pedestrian accessibility along the corridor. The project is needed to extend the life of the existing pavement structure with a structural HMA overlay and improve traffic mobility and accessibility with updated traffic signals and timings.

Project Status: This Section 4(f) *de minimis* impact determination documentation is being submitted with the Local Project Development Report (PDR) for Group II CEs and Design Approval for review by IDOT and FHWA.

2. Section 4(f) Resource

Resource Type: Public Park

Resource Name: Mineral Springs Park

Officials with Jurisdiction (OWJ): Pekin Park District

Description of Role/Significance in the Community: Mineral Springs Park is a 220-acre park featuring a playground, water park, lagoon with paddle boats and fishing, skate park, bike trail, dog park, mini-golf tennis courts, softball/baseball fields, basketball courts, sand volleyball, picnic areas and shelters, fitness center, and arena with ice rink and program space. The park is bounded by Court Street/Park Avenue, 14th Street, Royal Avenue, and Red Bud Memorial Drive (see the attached Location Map). The park is publicly owned and is open to the general public.

3. Description of Intended Section 4(f) Resource Use

Acres to Be Taken and/or Impacted: Approximately 1.17 acres of permanent right-of-way and temporary easement would be required from the park property adjacent to the north side of Court Street (see the attached plans).

Type of Impact: ROW acquisition and temporary easements. Some park signs and lights at several entrances will be relocated and some trees will be removed.

Existing Function of Impacted Areas: Existing land use of this right-of-way is lawn with interspersed trees.

Relationship of Impacted Areas to Section 4(f) Function and Significance to Resource: The impacted areas do not have recreational function other than to serve as park's south perimeter. Signage occurs at several entrances to the park.

Resulting Function of Impacted Areas: The function of the impacted areas will be wider sidewalks for pedestrians and park users and relocated utility poles.

4. Description of Efforts to Avoid, Minimize, and Mitigate or Enhance Resource

Avoidance and Minimization Efforts Made and Benefits to the Resource: It was determined that use of Mineral Springs Park could not be avoided due to the scope of the project and the need to widen the roadway corridor for sidewalk expansion and utility pole relocations. Urban land use along the south side of Court Street prevented further minimizing use of Mineral Springs Park.

Commitments for Mitigation or Enhancement: In coordination with the Pekin Park District, the City of Peoria commits to the following measures:

- The project will provide wider sidewalks at a minimum width of six feet. The existing sidewalk is narrow, ranging from 3.5 to 5.0 feet on the north side of the roadway. The sidewalk along Court Street ranges from fair to poor condition with the exception of two locations that have new sidewalk. In addition, the handicapped ramps at the intersections will be replaced to meet ADA/PROWAG requirements.
- Disturbed areas of park will be reestablished and signage needing relocation will be reinstalled.

5. Evidence of Opportunity for Public Review and Comment

Type of Public Availability: A public meeting was held for the project on March 8, 2022, at the Pekin Public Library to present the Phase I design results and preliminary plans. Roll plots and presentation boards were on display, and the Phase I plans and interim draft Preliminary Design Report were available for review. The public notice for the meeting was advertised in the *Peoria Journal Star* on February 18, 2022, and March 4, 2022. The publication requested the public's views on the proposed use of Mineral Springs Park and on the FHWA's intent to make a Section 4(f) *de minimis* impact determination.

Date of Action: The public had the opportunity to ask questions and provide written and verbal comments at the public meeting on March 8, 2022. Comments could also be submitted after the public meeting until end of the comment period on March 22, 2022.

Summary of Comments: Thirteen households signed into the meeting, one comment was received from the public in support of the project, and one comment was received regarding coordination of landscaping activities on a residential parcel.

Notification of Officials of Public Availability and Summary of Comments: The Pekin Park District attended the public meeting. No comments regarding the use of Mineral Springs Park were received from the public.

6. Evidence of Coordination with Officials with Jurisdiction

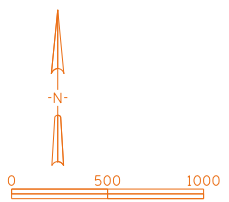
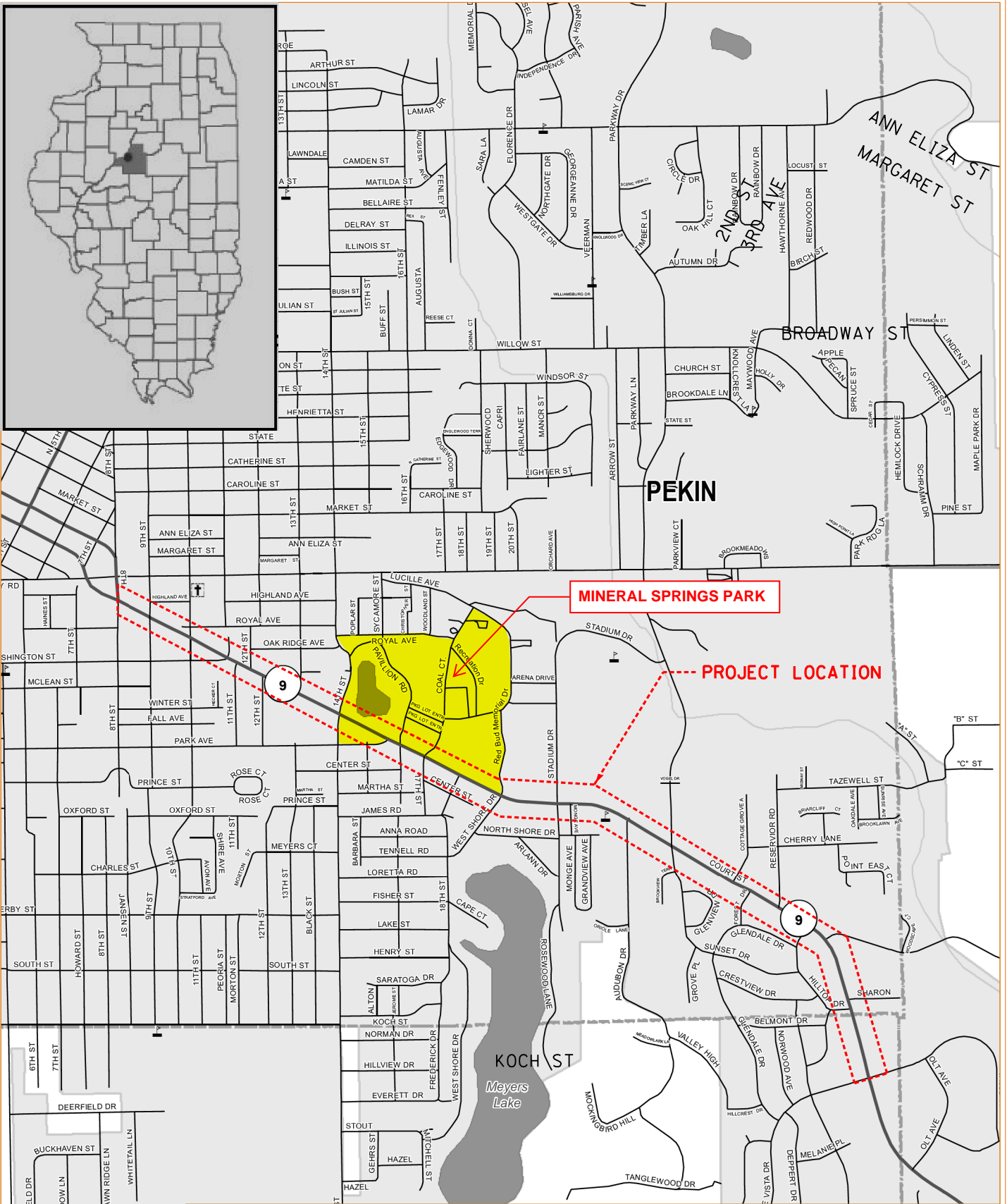
Meeting Minutes and Agendas: The City of Pekin and Hanson Professional Services Inc. (Hanson) presented the project to the Pekin Park District on August 26, 2021, at a regular board meeting. On September 9, 2021, the Pekin Park District Board of Commissioners approved Resolution 21-0 “A Resolution Giving Verbal Concurrence to the City of Pekin Regarding Their Court Street Improvement Project – Mineral Springs Park”. See the attached meeting minutes and resolution.

OWJ Written Concurrence with a “No Adverse Effect” Determination: The City of Pekin requested written concurrence of a no adverse effect determination from the Pekin Park District on April 15, 2022. The Pekin Park District concurred in writing on April 19, 2022. See the attached concurrence letter.

7. Supporting Documentation

Map of Project Area Indicating Relationship of Project to Resource: See attached plan and profile sheets.

Supporting Photographs of Resource: See attached photos.



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LOCATION MAP

**COURT STREET IMPROVEMENTS
PEKIN, ILLINOIS**

HANSON NO. 13L0177A ATTACHMENT 1

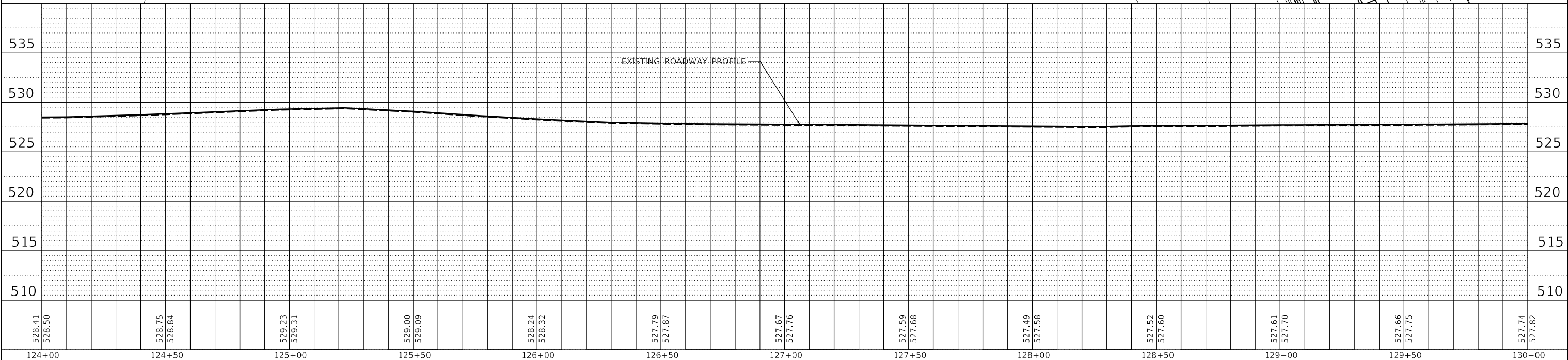
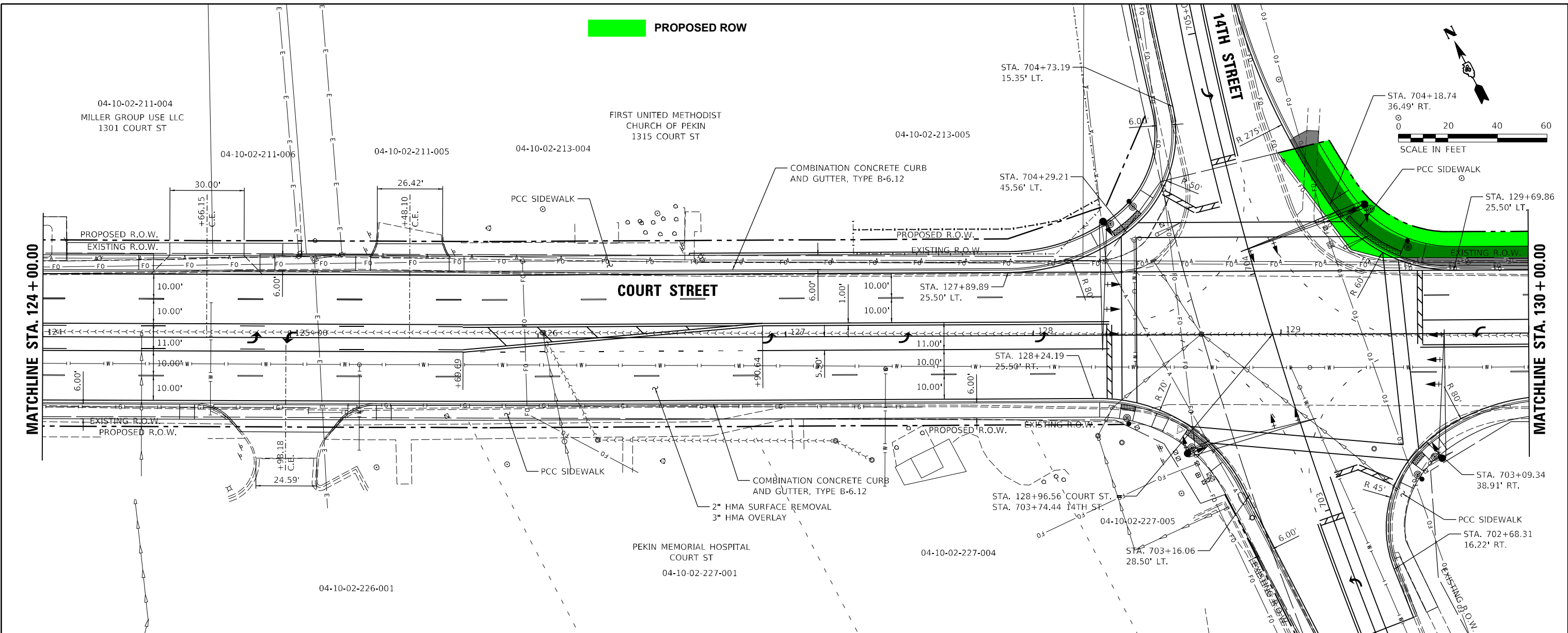
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© Copyright Hanson Professional Services Inc. 2022
HANSON
Hanson Professional Services Inc.

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C.J.G.	10/03/11
RLA	4/30/15
MGD	4/14/21
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**COURT STREET
PLAN AND PROFILE**

SCALE: 1"=20' SHEET OF SHEETS STA. 124+00.00 TO STA. 130+00.00

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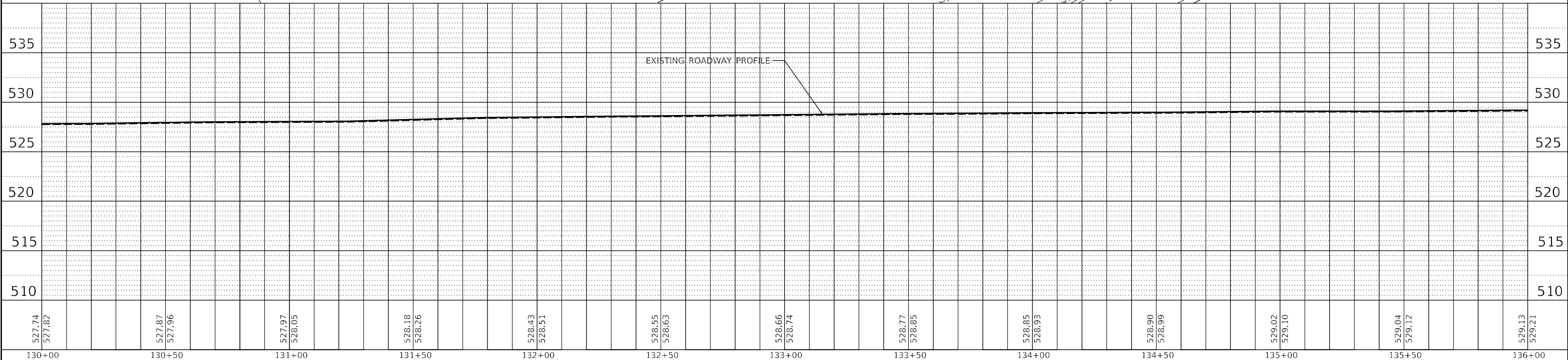
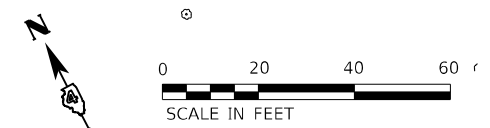
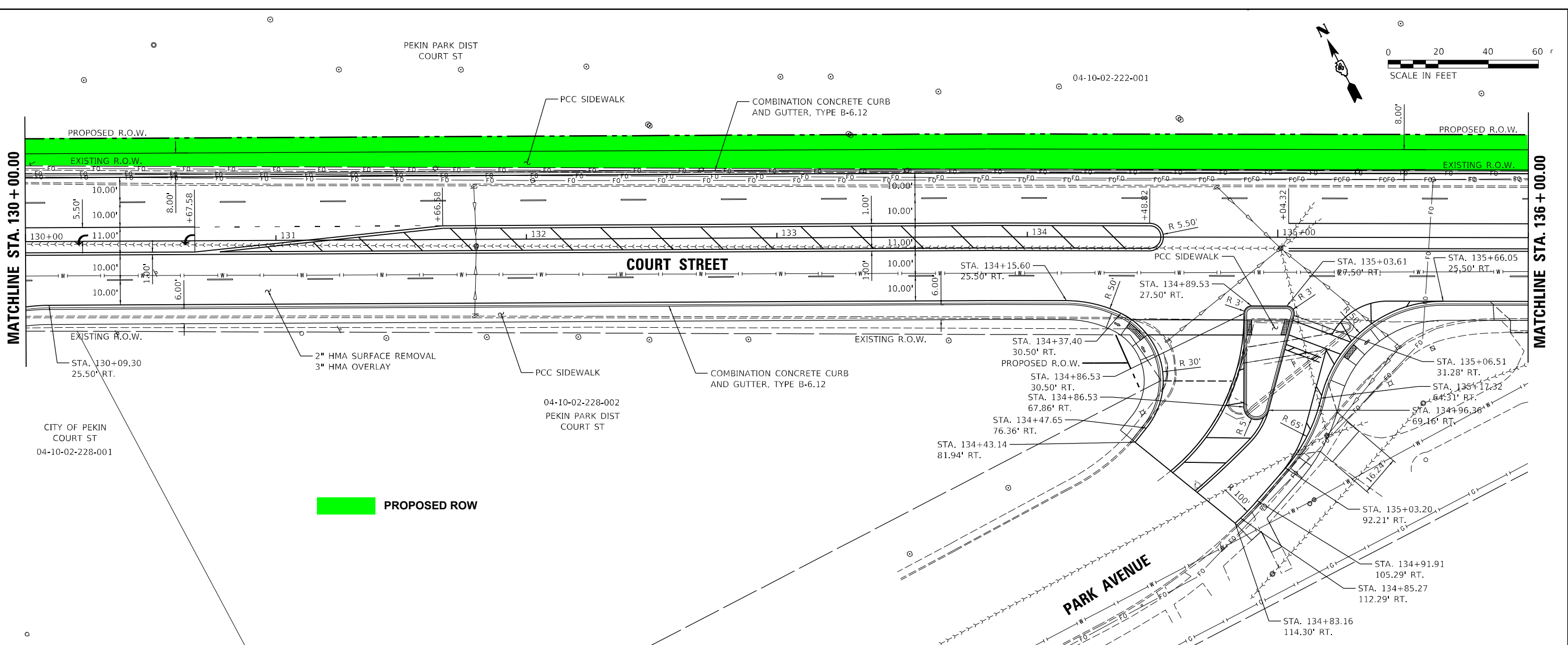
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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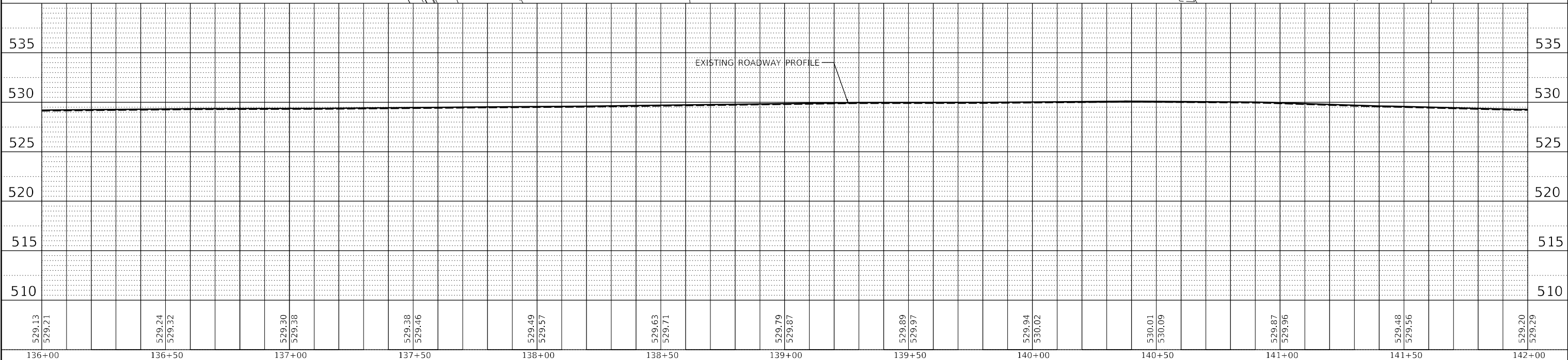
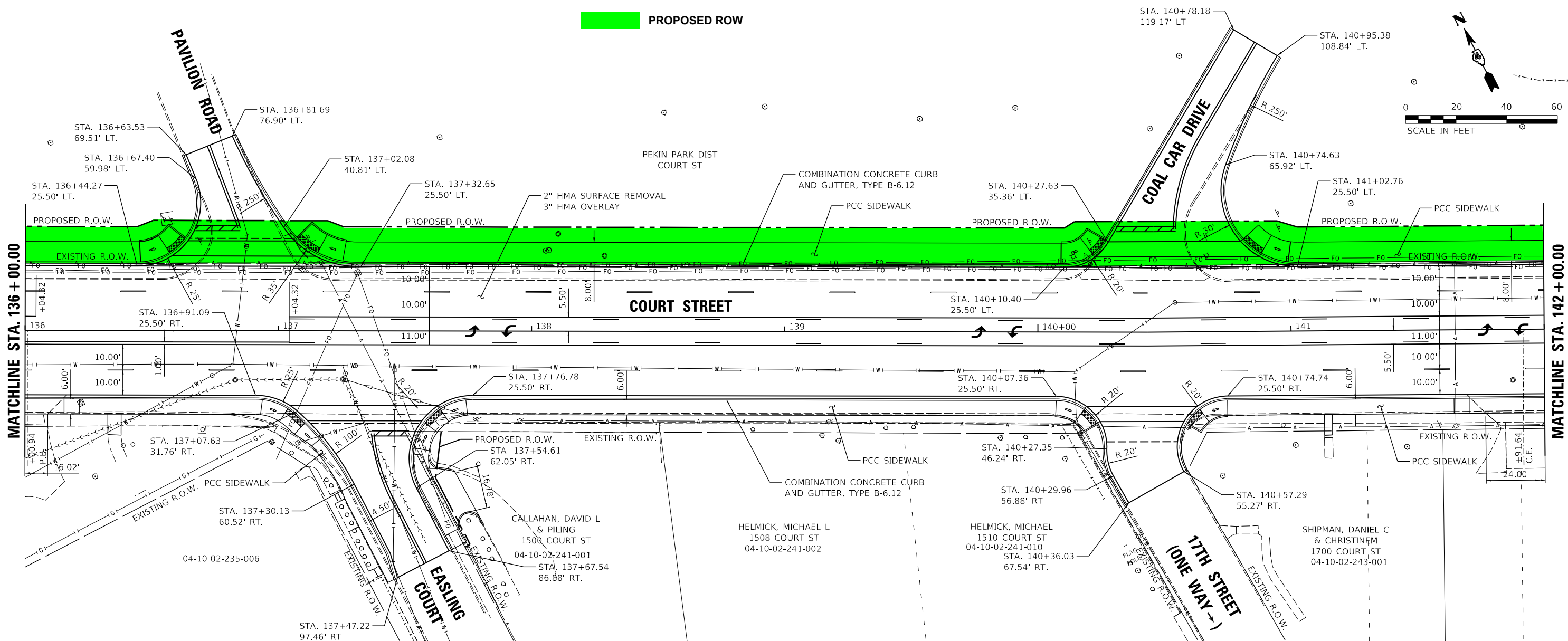
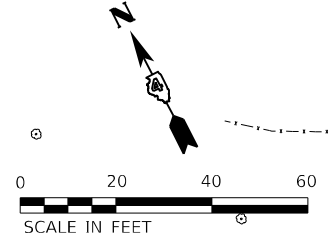
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. 136+00.00 TO STA.142+00.00

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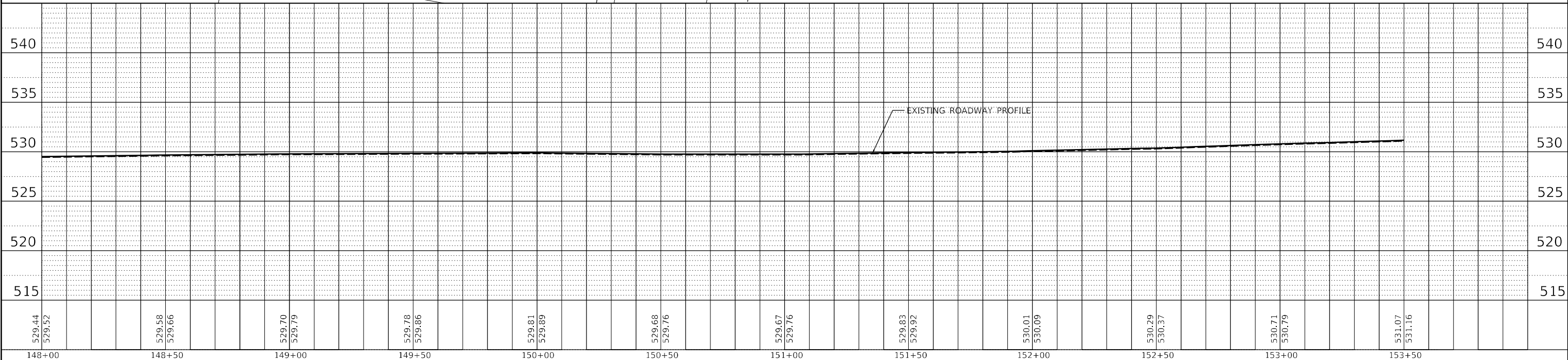
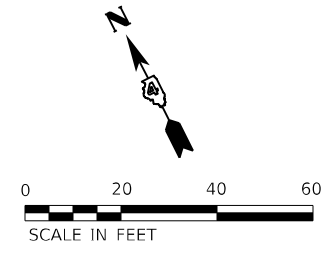
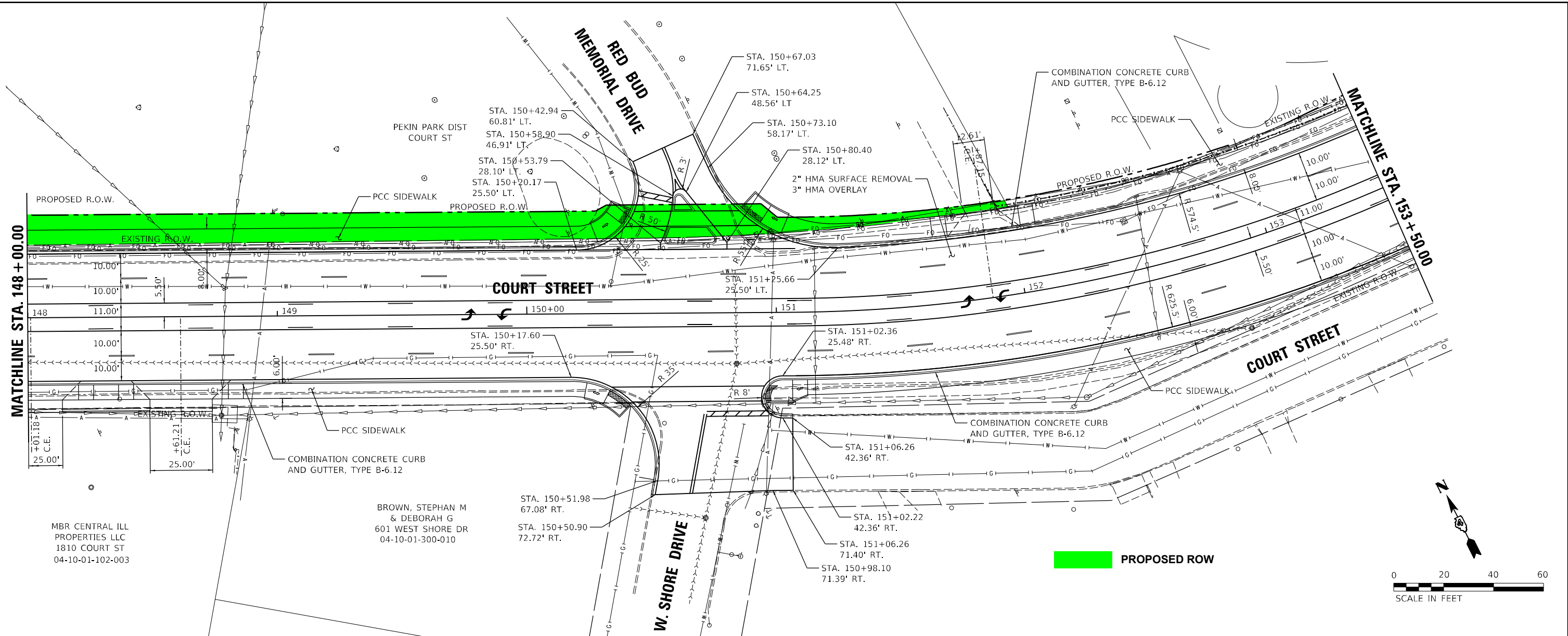
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURT STREET
PLAN AND PROFILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.				

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PEKIN PARK DISTRICT
MINUTES OF
THE REGULAR BOARD MEETING OF PARK COMMISSIONERS
6:00 p.m. Thursday, August 26, 2021
At the Mineral Springs Park Robert N. Blackwell Administration Building
1701 Court Street, Pekin, IL 61554

1. Call to Order:

President Brown called the meeting to order at 6:00 p.m. and all stood to recite the Pledge of Allegiance.

2. Roll Call:

The following commissioners were present: Marv Brown, Kyle Cain, Paula Helm, Gary Gillis, Sue McMillan, and Greg Ranney. Absent was Commissioner Kristen Walraven. Also in attendance were; Cameron Bettin, Executive Director; Dori Smith, Asst. to the Executive Director's/Board Secretary; Michael Seghetti, Park District Attorney; Scott Clausen, Superintendent of Parks; Cory Proehl, Director of Golf; Shawn Powers, Superintendent of Recreation; Chip Hill, Business Manager; and Alisha Dault; Miller Center Administrator and Luke VonDerHeide, Chief of Park Police. Staff absent Keith Knox; Parkside Fitness Manager.

3. Additions to and/or Deletions from the Agenda, if any: None

4. Comments from the public: None

5. Consent Agenda and Approval of the same:

A. Approval of Minutes from the August 12, 2021 meeting.

Approval of bills paid from 8/10/21 through 8/23/21 in the amount of \$55,089.80

B. Approval of bills to be paid 8/27/21 in the amount of \$27,857.55

C. Approval of the August Treasurer's Report.

Move to accept the Consent Agenda

Motion: Greg Ranney 2nd: Gary Gillis

All ayes by a voice call vote – motion carried

6. Motion to pass the items of business listed in the Consent Agenda:

Move to pass the business items in the Consent Agenda by omnibus vote.

Motion: Gary Gillis 2nd: Kyle Cain

All ayes by a roll call vote – motion carried.

7. Court Street Improvements presentation by Hanson Professional Services, Inc. –

A representative from Hanson Professional Services, Inc. gave a presentation regarding the City of Pekin's proposed Court Street improvements along Mineral Springs Park. A representative from the City of Pekin was also in attendance. The representative from Hanson Professional Services, Inc. stated that IDOT had deemed the project an "F4 Impact", which indicates the City of Pekin will need to have the Park District in agreement with the project to go forward. She explained the full scope of the project and the potential impact to Mineral Springs Park and answered questions. Cameron Bettin, Executive Director indicated he would ask for a formal vote endorsing the project at the Park Board meeting September 9, 2021 meeting.

8. Pekin Sports Complex presentation and discussion by Farnsworth Group -

Amy Wilson of the Farnsworth Group reviewed a conceptual plan for additional developments at the Pekin Sports Complex on 19 acres of undeveloped park property. The plan includes; a Recreation Complex Building, outdoor basketball courts, soccer/lacrosse fields, concession/restroom building, maintenance facility, playground, parking, lighting, and a trail system that would tie-in with the existing trail system. She indicated the next step is to put costs to the plan. Amy and Cameron Bettin answered questions. Cameron Bettin indicated that he had heard from the donor and the donor would like to receive information by September 15th.

9. Budget Performance Summary Report: July 2021 – No report

10. IRVSRA Representative Report:

Commissioner Ranney stated no meeting – no report

11. Fair Board Representative Report:

Commissioner McMillan stated no meeting – no report, the next scheduled meeting is September 14th.

12. Pekin Park Foundation Report:

Cameron Bettin noted they had a short meeting due to the fact that 3 individuals were absent. He reported the Foundation approved additional funding for the Pavilion porch and stairs, and brick work at the sundial. He also noted they spoke briefly about the website (PayPal/Web Services). He also indicated that they were getting ready to start a capital campaign and they would be hiring a marketing firm to run the campaign.

13. Executive Director's Report: (ED) No Report

14. Attorney's Report:

Mike Seghetti reported he had attended a conference call regarding the upcoming rollover bond issue.

15. Staff Reports:

Alisha Dault reported someone had reported an issue with gambling at the Miller Center to Senator Koehler and Representative Luft and that she wanted the board to be aware. She noted it was a simple issue with card playing. She announced September 1st as Papa Murphy night for Walk for a Ride and stated that September 21st would be the walkathon for Walk for a Ride.

17. Commissioner Comments:

Commissioner Gillis complimented Luke VonDerHeide for assisting someone who had a flat tire after a fender bender.

Commissioner Helm reported she was on the Winter Wonderland Committee and they are having a hard time finding lights for the trees.

18. Unfinished Business: None

19. New Business:

1. Golf Course equipment and irrigation discussion -

Cameron Bettin asked the board to recall the extensive report Cory Proehl and Greg Funk put together explaining all the issues with the outdated irrigation system at Lick Creek, the aging system at Parkview and extremely outdated equipment. He also noted that he spoke with Aaron Gold of Speer Financial regarding the upcoming and future bond issues. He reported that Aaron is going to work up a model. He also noted that trying to work in funding for

an irrigation system in the current bond model would adversely tie up the District and we would lose capital money. He noted if Golf Fund money was used they would have their hands tied completely. He reported he talked with Cory about a Tourism Grant through DCEO and noted that golf courses were included. He indicated that through the budget process they would be looking at what could be done regarding equipment. He also indicated they would be approaching the Park Foundation with a similar request as Keith and Luke. He noted that Replacement Tax last year was \$985,000 and this year's estimate is 1.1 million and that it may be possible to use some of the money, but will need to be very careful. Cory Proehl added please remember an irrigation system lasts an average of 23 years and Lick Creek's is 46 years old. He also noted that Greg Funk and Steve Funk are the only two left around that know the system. He also noted that Lick Creek is a 160 acres and Parkview is a 110 acres to take care of and that approximately 20 hours a week is spent on irrigation system repairs.

20. Adjourn:

Move to adjourn this meeting.

Motion: Gary Gillis 2nd: Greg Ranney

All ayes by a voice call vote – motion carried

Time: 7:30 p.m.

Respectfully Submitted,

Dori K. Smith, Secretary
Board of Commissioners
Pekin Park District

PEKIN PARK DISTRICT BOARD OF COMMISSIONERS
MINUTES OF MEETING
6:00 p.m. Thursday, September 9, 2021
At the Mineral Springs Park Robert N. Blackwell Building
1701 Court Street, Pekin, IL 61554

1. Call to Order:

President Brown called the meeting to order at 6:00 p.m. and all stood to recite the Pledge of Allegiance.

2. Roll Call:

The following Commissioners were present: Marv Brown, Kyle Cain, Gary Gillis, Sue McMillan, Greg Ranney and Kristen Walraven. Absent was Commissioner Paula Helm. Also in attendance were; Cameron Bettin, Executive Director; Dori Smith, Board Secretary/Asst. to the Executive Director; Scott Clausen, Superintendent of Parks (audio attendance); Shawn Powers, Superintendent of Recreation; Keith Knox, Parkside Fitness Manager; Chip Hill, Business Manager and Luke VonDerHeide, Chief of Police. Absent was Cory Proehl, Director of Golf and; Alisha Dault, Miller Center Administrator.

3. Additions to and/or Deletions from the Agenda, if any: None

4. Public Comments: None

5. Consent Agenda and Approval of the same:

- A. Approval of Regular Meeting Minutes of August 26, 2021
- B. Approval of bills paid from 8/24/21 through 9/7/21 in the amount of \$110,150.56
- C. Approval of bills to be paid 9/10/21 in the amount of \$51,07577

Move to accept the Consent Agenda as presented.
Motion: Greg Ranney 2nd: Gary Gillis
All ayes by a voice call vote – motion carried

6. Move to pass all items of business listed in the Consent Agenda by omnibus vote.

Motion: Gary Gillis 2nd: Kyle Cain
All ayes by a roll call vote – motion carried

7. Budget Summary Report: July 2021

The ED reviewed the July 2021 Budget Summary Report and noted a few highlights as follows: the first installment of Property Taxes was received, Replacement Taxes are estimated at a little over 1.1 million, need to adjust Parks Dept. and Pekin Sports Complex overtime salary line items, vehicle repairs in General Fund is down due to new leased vehicles and the next order of trucks will be placed in a few days, trees will end up being over spent, and Pekin Sports Complex concession salaries need to be adjusted (employees are clocking in under the wrong facility). In the Recreation Fund processing fees will be separated out so they won't affect Administration expenses, Brochure advertising revenue is being billed, Miscellaneous Non-Program Revenue is down – waiting on Cures Act reimbursement of \$46,492, Arena contractual services are up due to Dehumidification Maintenance Contract, Arena R & M ice related is over due to unexpected cooling tower repairs, Water Park admissions/passes are up (great season), there were some unexpected repairs to be made (pool lights and some to buildings), SRA received Cures Act funding, Day Camp was well attended and revenue is over budget, Day Camp salaries are up due to attendance and necessary staffing ratios. Golf doing well. Parkside Fitness is to receive \$12,148 in Cures Act funding.

8. Executive Director's Report: (ED)

The ED reported we received a thank you noted from Barb Harmon and family for flowers sent in honor of Bill Harmon.

The ED reported that Bonnie Noble, former Executive Director of the Peoria Park District passed away this morning.

9. Staff Reports: None

10. Commissioner Comments:

Commissioner Gillis noted he was confused on masking. He noted we are all 6' apart and still masking. Cameron Bettin noted he was just following Governor Pritzker's mandate.

Marv Brown reminded everyone on the Marigolden Pancake breakfast at the Miller Center this Sunday from 8:00 a.m. to 10:00 a.m. for \$5.00.

11. Unfinished Business: None

12. New Business:

1. Adoption of Resolution 21-9 -

Move to approve Resolution 21-9 “A Resolution Giving Verbal Concurrence to the City of Pekin Regarding Their Court Street Improvement Project – Mineral Springs Park”.

Motion: Greg Ranney 2nd: Gary Gillis

All ayes by a voice call vote – motion carried

2. Pekin Sports Complex Presentation of Estimated Costs -

The ED reviewed the Pekin Park District Sports Complex Phase II Master Plan provided by Amy Wilson of the Farnsworth Group. He reported Area 1 (3 acres) could include a Recreation Complex, two outdoor basketball courts, and parking lot at an estimated cost of approximately \$12,465,510. Area 2 (16 acres) could include parking lot, playground, restroom/storage building, challenge course/fitness area, sports fields, lighting, maintenance building and restroom at an estimated cost of approximately \$6,469,737. Also presented was the possibility of lighting the current soccer and football field areas and overlaying the existing trail system with asphalt. The total overall project total was estimated at \$24,437,925. Also discussed was the addition of shade structures over all (8) sets of bleachers currently located in the softball/baseball quads. It was noted no plant materials were included in the estimating. It was noted the Park District could apply for an OSLAD Grant for funding. The ED also noted that Dori Smith had obtained a quote to move the Dugout concession stand to the Pekin Sports Complex.

13. Adjourn:

Move to adjourn this meeting.

Motion: Gary Gillis 2nd: Kyle Cain

All ayes by a voice call vote – motion carried

Time: 6:55p.m.

Respectfully Submitted,

Dori K. Smith, Secretary
Board of Commissioners
Pekin Park District

Pekin Park District
Resolution 21-9

A RESOLUTION GIVING VERBAL CONCURRENCE TO
THE CITY OF PEKIN REGARDING THEIR
COURT STREET IMPROVEMENT PROJECT – MINERAL SPRINGS PARK

Whereas, the Pekin Park District, Tazewell and Peoria Counties, Illinois, is a unit of local government organized and existing under the Illinois Park District Code, (70ILSC 1205/5et seq.).

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF PARK COMMISSIONERS OF THE PEKIN PARK DISTRICT, TAZEWEILL AND PEORIA COUNTIES, ILLINOIS, AS FOLLOWS:

Section 1. The Pekin Park District Board of Commissioner's heard a presentation on August 26, 2021 by Hanson Professional Services, Inc. on behalf of the City of Pekin regarding the scope of work on the Court Street Improvement Project and how it may affect Mineral Springs Park.

Section 2. The Pekin Park District Board of Commissioners does hereby recognize and reaffirm that they have reviewed the impacts and that they are "on-board" with the project enough to allow the project to go to a public meeting.

Adopted this 9th day of September, 2021 by the Pekin Park District Board of Commissioners, Peoria and Tazewell Counties, Illinois.

Ayes Brown, Cain, Gillis, McMillan, Ranney, + Walraven

Nays

Absent Helm



President, Pekin Park District
Board of Commissioners



Secretary, Pekin Park District
Board of Commissioners

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PROOF OF PUBLICATION

Hanson Professional Services, I
Hanson Professional Services, Inc.
7625 N. UNIVERSITY ST., #200
PEORIA IL 61614

STATE OF ILLINOIS, COUNTY OF PEORIA

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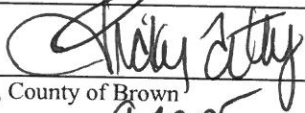
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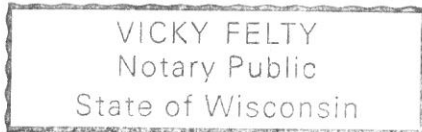
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PO #: Meeting 3/8/22

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FOR IMMEDIATE
RELEASE

PEKIN: The City of Pekin will hold a Public Informational Meeting regarding the proposed improvements to Court Street from 8th Street to Valle Vista Boulevard. The informational meeting will be held at Pekin Public Library Community Room, 301 S. 4th Street, Pekin, on Tuesday, March 8th from 4:30 p.m. to 6:30 p.m. All persons interested in this project are invited to attend this meeting. Persons with a disability planning to attend this meeting should contact one of the individuals listed below by March 3, 2022, if special accommodations are required. The meeting room is accessible to persons with a disability.

The proposed improvements include pavement rehabilitation, curb & gutter, sidewalks, and traffic signals. The pavement will be reconstructed from 8th Street to 10th Street.

The proposed project would involve use of land from Mineral Springs Park, which is owned and operated by the Pekin Park District. Approximately 1.17 acres of permanent right-of-way and temporary easement would be required from Mineral Springs Park adjacent to the north side of Court Street. The majority of the right-of-way is required for providing wider sidewalks and space for utility pole relocations needed to improve the roadway corridor. Because wider sidewalks are being provided and disturbed areas of park will be reestablished, the project will not adversely affect the park's activities, features or attributes that make the property eligible for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966. Through publication of this notice, the City of Pekin is requesting the public's views on the proposed use of Mineral Springs Park, and on the Federal Highway Administration's intent to make a Section 4(f) de minimis impact determination.

The meeting will be conducted on an informal open house basis. Representatives of the City of Pekin and Hanson Professional Services, the city's engineering consultant, will be available to discuss the project. Representatives will answer individual questions and record comments offered by those in attendance. Verbatim comments will not be recorded. Preliminary plans will be available for viewing the entire time.

For additional information, contact
Josie Esker
City of Pekin
111 S. Capitol St.
Pekin, IL 61554
jaesker@ci.pekin.il.us
(309) 477-2300

Cindy Loos
Hanson Professional
Services Inc.
7625 N. University St.,
Suite 200
Peoria, IL 61614
cloos@hanson-inc.com
(309) 713-1402



Department of Public Works

April 15, 2022

Mr. Cameron Bettin, Executive Director
Pekin Park District
1701 Court Street
Pekin, IL 61554

Re: Court Street Improvement Project – 8th Street to Valle Vista Boulevard
City of Pekin
Pekin, Tazewell County, IL
Section 20-00196-00-EG; Route FAP 693

Dear Mr. Bettin:

As part of our continuing coordination with the Pekin Park District regarding the Court Street improvement project, the City of Pekin is requesting concurrence from the Pekin Park District that the proposed project will not adversely affect the activities, features and attributes that qualify Mineral Springs Park for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966. As the official representative of Mineral Springs Park, the Pekin Park District is considered the Official with Jurisdiction of the Section 4(f) property. The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) of 2005 established the *de minimis* finding process, in which determinations are made regarding 4(f) resources when no adverse effect would occur.

As you are aware, the proposed project would involve use of land from Mineral Springs Park. Approximately 1.17 acres of permanent right-of-way and temporary easement would be required from the park property adjacent to the north side of Court Street. The majority of the right-of-way is required for providing wider sidewalks and space for utility pole relocations needed to improve the roadway corridor. Existing land use of this right-of-way is lawn with interspersed trees. Park signs and lights at several entrances will need to be relocated and some tree removal will be necessary.

Our office and Hanson Professional Services have coordinated the park's involvement with the Pekin Park District to receive input and resolve any concerns you may have. We first presented the project to the Pekin Park District at your August 26, 2021 board meeting. That presentation resulted in the Pekin Park District Board of Commissioners adopting Resolution 21-9 on September 9, 2021, recognizing and reaffirming that they were on-board with the project enough to allow the project to proceed to a public meeting. The City released a public notice in the *Peoria Journal Star* on February 18, 2022 and March 4, 2022, advertising a public informational meeting on March 8, 2022, at the Pekin Public Library. This notice and subsequent public meeting served as a request for the public's views on the proposed use of Mineral Springs Park, and on the Federal Highway Administration's intent to make a Section 4(f) *de minimis* impact determination. No comments specifically on the project's use of Mineral Springs Park were received from the public during the public meeting or during the public comment period.

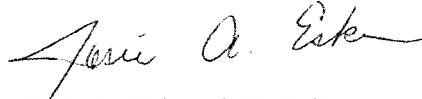
Because wider sidewalks are being provided and disturbed areas of park will be reestablished, we believe that the impacts to Mineral Springs Park are considered *de minimis*. Based on this assessment, the Federal Highway Administration intends to make a Section 4(f) *de minimis* impact finding. If the Pekin Park District concurs with a determination that there will be no adverse effect to the activities,

Josie A. Esker, P.E., City Engineer
111 South Capitol Street, Pekin, IL 61554
Phone (309) 477-2300 * Fax (309) 346-2095 * Email: jaesker@ci.pekin.il.us

features and attributes that qualify Mineral Springs Park for protection under Section 4(f), please sign one copy of this letter and return it to our office and keep the second copy for your files.

Should you have questions regarding this matter, please contact me at jaesker@ci.pekin.il.us or (309) 478-5399.

Sincerely,



Josie A. Esker, S.E., P.E.
City Engineer

Concurrence of *de minimis* finding from Pekin Park District:



Signature

EXECUTIVE DIRECTOR

Title

4-19-22

Date

Photo 1 Mineral Springs Park along north side of Court Street, viewing northwest, 9/23/2020



Photo 2 Mineral Springs Park along north side of Court Street, viewing southeast, 9/23/2020



Photo 3 Mineral Springs Park at Pavilion Drive, viewing southeast, 7/16/2020



Photo 4 At south side of Court Street viewing northeast toward Mineral Springs Park, 7/16/2020



Preliminary Environmental Site Assessment (PESA)

Court Street Reconstruction Project Pekin, Tazewell County, Illinois

IDOT Section No. 20-00196-00-EG

Prepared for:
City of Pekin

&

Illinois Department of Transportation

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

October 2020

Executive Summary

Hanson Professional Services Inc. (Hanson) has performed a Preliminary Environmental Site Assessment (PESA) on behalf of the City of Pekin and the Illinois Department of Transportation (IDOT) for the proposed Court Street reconstruction project limits located in Pekin, Tazewell County, Illinois. The proposed project involves the widening and rehabilitation of Court Street, which will include structural overlay, curb and gutter replacement, intersection improvements, new sidewalks and ramp updates.

The project limits are generally located along Court Street between 8th Street and Valle Vista Drive. The project also involves smaller portions of streets intersecting Court Street between 8th Street and Valle Vista Drive. Developed residential and commercial properties adjoin the majority of the project limits. Figures showing the project location are included in Appendix A.

The following sites were identified within environmental databases for the Court Street improvement 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). Because REC sites were found, a Preliminary Site Investigation (PSI) is required.

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
720 – 722 Court Street	1	Former dry-cleaning business	None	Commercial
1000 Court Street	7	Former filling station	None	Commercial
1022 – 1024 Court Street	10	Former filling station	None	Commercial
1201 Court Street	12	Former and current filling station, documented LUST release	RCRA-SQG, UST, BOL, LUST, EDR Hist Auto	Commercial
1224 – 1226 Court Street	15	Former filling station	None	Commercial

1225 – 1227 Court Street	16	Former filling station and auto service business	EDR Hist Auto, UST	Commercial
1300 – 1306 Court Street	17	Former filling station and auto service business	None	Commercial
1710 – 1712 Court Street	23	Former filling station	EDR Hist Auto, SPILLS	Commercial
1800 Court Street	24	Former filling station, documented LUST release	BOL, UST, LUST, EDR Hist Auto	Commercial
1804 Court Street	25	Active auto service center	None	Commercial
2020 Court Street	29	Former filling station, documented LUST release	RCRA NonGen, UST, LUST, EDR Hist Auto	Commercial
2102 -2108 Court Street	30	Current and former filling station with documented LUST release	BOL, UST, SPILLS, LUST, EDR Hist Auto	Commercial
2101 - 2111 Court Street	31	Current and former filling station	FINDS, ECHO, EDR Hist Auto, RCRA NonGen, UST	Commercial
2115 Court Street	33	Documented LUST release	BOL, LUST, SPILLS, UST	Commercial
2206 Court Street	34	Documented LUST release, former filling station	EDR Hist Auto, UST, LUST	Commercial
2208 Court Street	35	Former filling station	None	Commercial

2820 Court Street	41	Current and former filling station	UST, LUST, EDR Hist Auto	Commercial
2811 Court Street	42	Former filling station	UST, LUST, 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
711 Court Street	2	Potential ACM and lead paint	None	Church
800 – 818 Court Street	4	Potential ACM and lead paint	None	Commercial/ Undeveloped
900 – 910 Court Street	5	Potential ACM and lead paint	RCRA-LQG	Commercial
901 – 915 Court Street and 905 – 913 Royal Avenue	6	Potential ACM and lead paint	None	Residential
1010 – 1016 Court Street	8	Potential ACM and lead paint	None	Commercial/ Residential
1013 Court Street, 1 – 7 Kenmore Court, 1029 – 1113 Court Street	9	Potential ACM and lead paint	None	Commercial/ Residential
1024 Washington Street, 1030 – 1112 Court Street	11	Potential ACM and lead paint	None	Commercial/ Residential
1211 – 1215 Court Street	13	Potential ACM and lead paint	None	Commercial
1200 – 1222 Court Street	14	Potential ACM and lead paint	None	Residential

1301 – 1315 Court Street	18	Potential ACM and lead paint	None	Commercial/Church
1314 Court Street/600 South 13 th Street	19	Potential ACM and lead paint	BOL, HWAR, FINDS, RCRA-LQG, MLTS, ECHO	Commercial
1440 – 1450 Park Avenue, 1500 – 1708 Court Street	21	Potential ACM and lead paint	None	Residential/Commercial
1701 Court Street	22	Database listings	NPDES, UST, FINDS, ECHO, SPILLS	Park property
600 – 601 West Shore Drive and 1810 – 1912 Court Street	26	Potential ACM and lead paint	None	Commercial/Residential
320 Stadium Drive, 1901 – 1903 Court Street	27	Potential ACM and lead paint, database listings	UST, FINDS, ASBESTOS RCRA NonGen	School Property
1901 and 1922 Court Street, 2001 and 2015 Court Street	28	Potential ACM and lead paint, database listing	FINDS	Commercial
2112 – 2202 Court Street and 2111 – 2113, 2139 - 2207 Court Street	32	Potential ACM and lead paint	None	Commercial/Residential
2210 – 2312 Court Street, 2207 – 2307 Court Street	36	Potential ACM and lead paint	None	Commercial/Residential
2400 – 2508 Court Street	37	Potential ACM and lead paint	None	Residential

2403 – 2513 Court Street	38	Potential ACM and lead paint	None	Commercial
2800 – 2818 Court Street	39	Potential ACM and lead paint	None	Commercial
2801 Court Street	40	Potential ACM and lead paint	None	Commercial
2900 – 2901 Court Street	43	Potential ACM and lead paint, database listing	EDR Hist Auto	Commercial

Table 3 - Non REC Sites

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

Property Address	Site #	Regulatory Database	Land Use
101 South 9 th Street (between 8 th and 9 th Street adjoining northern border of Court Street)	3	None	Park (James Park)
551 South 14 th Street and 725 South 14 th Street, 1410 Park Avenue	20	None	Park (Mineral Springs Park, Sunken Gardens Fountain and Pekin Sundial)

Table 4 - Adjoining Sites

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

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

1. Introduction

This report presents the findings of a PESA conducted for the Court Street improvement project limits located in Pekin, Tazewell County, Illinois. The PESA was conducted for the City of Pekin and IDOT to identify RECs in connection with the project limits. The proposed project involves the widening and rehabilitation of Court Street, which will include structural overlay, curb and gutter replacement, intersection improvements, new sidewalks and ramp updates.

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.

TO: Jeff Bushur

FROM: Ryan Lawless

DATE: August 15, 2022

SUBJECT: Preliminary Environmental Site Assessment (PESA) Validation
Court Street Roadway Improvement Project, Pekin, Illinois
Section 20-00196-00-EG
Tazewell County, Illinois
Hanson No. 13L0177A

Hanson Professional Services Inc. (Hanson) re-evaluated the proposed Court Street Roadway Improvement project limits in Pekin, Tazewell County, Illinois. This PESA validation specifically covers the project limits starting at 8th Street to Hilltop Drive. The re-evaluation was conducted to validate the findings of a Preliminary Environmental Site Assessment (PESA) completed by Hanson in October 2020 for the Court Street Roadway Improvement project limits. The October 2020 PESA revealed multiple recognized environmental conditions of concern in connection with the project limits. The re-validation was completed in accordance with the Illinois Department of Transportation (IDOT) Bureau of Local Roads and Streets Manual, Section 20-12, Special Waste Procedures.

Hanson conducted a site reconnaissance of the Court Street project limits on August 11, 2022. No significant changes to the land use on or adjoining the project corridor that would result in the identification of new recognized environmental conditions were observed.

An August 15, 2022, review of an updated environmental records database report prepared by Environmental Data Resources, Inc. (EDR) did not indicate any new sites, releases, or hazardous material incidents that would be considered recognized environmental conditions. Therefore, the October 2020 PESA conclusions are considered valid through February 2023 unless new reported releases or new land uses of concern are identified.

Attachment 13

Correspondence with Property Owners

A. Comments from March 8, 2022 Public Meeting, pg 1-3



**City of Pekin
Court Street**

Public Informational Meeting
March 8, 2022

Your Thoughts About the Court Street Alternatives

Name (please print): Susan McCabe
Address: 1407 Glendale
Phone and/or e-mail address: 309 472 7682 jmsm228@gmail.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.

Garden across from Stadium on Court St.
 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 meet with me to determine what
needs to be done to adjust garden
area in consideration of construction
Hope w. to save as much garden space
as possible and definitely to remove
plants/bulbs from area instead of
losing them.

(OVER)

Cindy Loos

From: rkriegsman <rkriegsman@kmi-kriegsman.com>
Sent: Wednesday, March 9, 2022 11:26 AM
To: Cindy Loos
Cc: Josie A. Esker
Subject: Court Street

EXTERNAL SENDER STOP.THINK.QUESTION If this is unexpected, verify before you click links or open attachments.

Ladies, this will be my formal opportunity to weigh in on the improvements to be made on Court Street. I can thank Carol Shields for planting the notion of buried utilities. And she is correct, in particular when it comes to the Pekin Park District, a major part of the positive aesthetics in our community. Court Street is THE main road in Pekin. I don't know what the traffic counts are at the various portions, but for people who come to our town for the various events, Pekin shows very well . . . we need to be sure that this opportunity to add to the luster of our community is not missed.

Best regards,

Rich Kriegsman

MINUTES DATE: May 6, 2022	MINUTES BY: Cindy Loos
---------------------------	------------------------

PROJECT NO.: 13L0177A

PROJECT NAME: Court Street Rehabilitation

MEETING LOCATION: East Shore Drive & Court Street

MEETING DATE: May 3, 2022	MEETING TIME: 2:00
---------------------------	--------------------

PARTICIPANTS: Cindy Loos – Hanson; Josie Esker – City of Pekin; Susan McCabe

DISTRIBUTION: All 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 are noted in bold (including persons responsible for taking actions):

The City and Hanson met with Susan McCabe on-site to review the current garden location at the corner at East Shore Drive and Court Street. Susan was concerned about how the project will impact the gardens she maintains. We discussed the improvements to the southwest corner radii. The intersection widens in the proposed condition, but do not encroach onto the garden. The large rocks will be moved back and remain on-site. Susan requested a curb be installed along the back of the sidewalk on Court Street to act as a barrier/edge to the garden. The city agreed.

The City plans to continue coordination as design for the project is finalized.

Attachment 14

Public Information Meeting

A. Materials from March 8, 2022 Public Meeting, pg 1-10



LOCALiQ

JournalStar | Journal-Standard
Rockford Register Star

PO Box 631200 Cincinnati, OH 45263-1200

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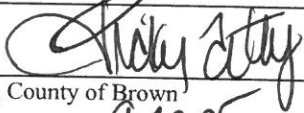
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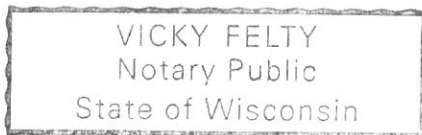
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FOR IMMEDIATE
RELEASE

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The meeting will be conducted on an informal open house basis. Representatives of the City of Pekin and Hanson Professional Services, the city's engineering consultant, will be available to discuss the project. Representatives will answer individual questions and record comments offered by those in attendance. Verbatim comments will not be recorded. Preliminary plans will be available for viewing the entire time.

For additional information, contact
Josie Esker
City of Pekin
111 S. Capitol St.
Pekin, IL 61554
jaesker@ci.pekin.il.us
(309) 477-2300

Cindy Loos
Hanson Professional
Services Inc.
7625 N. University St.,
Suite 200
Peoria, IL 61614
cloos@hanson-inc.com
(309) 713-1402

**COURT STREET PUBLIC INFORMATIONAL MEETING
MARCH 8, 2022**

ATTENDEES	
1.	<p>NAME: DAVID MUTTER ADDRESS: 1700 HOPE CT CITY/STATE/ZIP: PEKIN IL PHONE: 842 7519</p>
2.	<p>NAME: Lawrence Farlin Jr. ADDRESS: 13644 HURT RP. CITY/STATE/ZIP: PEKIN IL PHONE:</p>
3.	<p>NAME: Jim Boyd ADDRESS: 37 Rosewood Lane CITY/STATE/ZIP: Pekin IL PHONE: 309-349-5643</p>
4.	<p>NAME: Jack Steger ADDRESS: 818 Court St CITY/STATE/ZIP: Pekin, IL 61554 PHONE: 309-241-0906</p>
5.	<p>NAME: John & Susan McLite ADDRESS: 1409, Kendall CITY/STATE/ZIP: Pekin IL 61554 PHONE: 309 472 1652</p>
6.	<p>NAME: CAMERON BETTIN ADDRESS: PEKIN PARK DIST. 1701 CT, ST. CITY/STATE/ZIP: PEKIN 61554 PHONE: 309-353-4328</p>
7.	<p>NAME: Meghan Innis ADDRESS: 1218 Oak Ridge Ave CITY/STATE/ZIP: PEKIN, IL 61554 PHONE: 309-202-7819</p>
8.	<p>NAME: Kendra Burling ADDRESS: 1510 Norwood Ave CITY/STATE/ZIP: Pekin, IL 61554 PHONE: 309-202-0862</p>
9.	<p>NAME: Becky Clay ADDRESS: 1900 Quail Hollow Rd CITY/STATE/ZIP: PEKIN IL PHONE: 309-202-7323</p>
10.	<p>NAME: MIKE RUSSELL ADDRESS: 2111 GRANDST CITY/STATE/ZIP: PEKIN PHONE:</p>

COURT STREET PUBLIC INFORMATIONAL MEETING

MARCH 8, 2022

ATTENDEES	
11.	NAME: <u>A. RICHARD KRIEGBARTH</u> ADDRESS: <u>#3 MARION LN.</u> CITY/STATE/ZIP: <u>PEKIN, IL 61554</u> PHONE: <u>309 347-5511</u>
12.	NAME: <u>MICHAEL HUDELSON</u> ADDRESS: <u>2821 CHESAPEAKE LN</u> CITY/STATE/ZIP: <u>BLOOMINGTON, IL 61704</u> PHONE: _____
13.	NAME: <u>Sue McMillan</u> ADDRESS: <u>PO BOX 1917 Quail Hollow</u> CITY/STATE/ZIP: <u>PEKIN, IL 61554</u> PHONE: _____
14.	NAME: _____ ADDRESS: _____ CITY/STATE/ZIP: _____ PHONE: _____
15.	NAME: _____ ADDRESS: _____ CITY/STATE/ZIP: _____ PHONE: _____
16.	NAME: _____ ADDRESS: _____ CITY/STATE/ZIP: _____ 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: _____

**City of Pekin
Court Street**

Public Informational Meeting
March 8, 2022

Your Thoughts About the Court Street Alternatives

Name (please print): _____

Address: _____

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:

(OVER)

CITY OF PEKIN COURT STREET PLANNING STUDY

Open House Public Information Meeting

Tuesday, March 8, 2022

4:30 to 6:30 p.m.

Pekin Public Library Community Room
301 S. 4th Street
Pekin, Illinois



City of Pekin
111 S. Capitol Street
Pekin, Illinois 61554



TRUSTED PARTNERS. PROVEN RESULTS.

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

Welcome to this Public Informational Meeting for the Planning Study of Court Street.

Staff members from the City of Pekin and their consultant, Hanson Professional Services Inc., are here to discuss alternatives for improving Court Street between 8th Street and Valle Vista Boulevard.

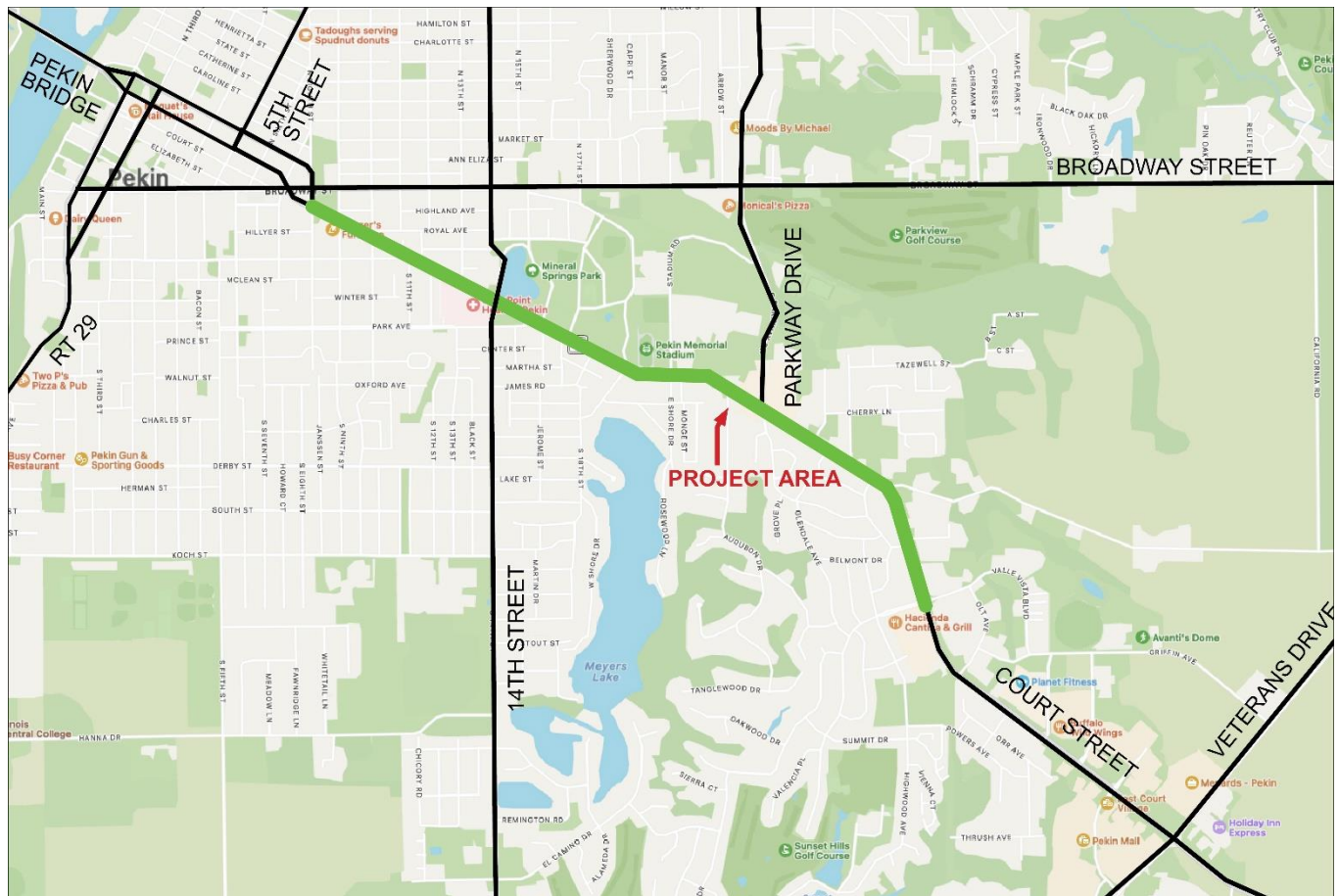
The roadway corridor was recently jurisdictionally transferred to the City of Pekin when IL Route 9 moved to Veterans Drive. The proposed typical roadway sections are displayed. An overlay has been added to the aerial photograph of the study area to show the proposed improvements.

Public meetings are held to encourage citizen participation in the planning of the improvement,

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

Court Street is an arterial street that serves the heart of Pekin. The proposed roadway improvements are to rehabilitate the pavement and upgrade the sidewalks to meet accessibility guidelines. In addition, traffic signals will be updated and the improvements will provide better access to Pekin High School.



Proposed Improvement

The proposed improvement maintains the existing five lane cross section while rehabilitating the pavement. A new traffic signal is proposed at Stadium Drive. Improved sidewalks are proposed on both sides of the street from 8th Street to Valle Vista Boulevard to provide ADA accessibility. Build and no-build alternatives are being evaluated for the proposed project. For the build alternative, proposed typical sections are displayed in the meeting area.

At this time, the city has funding for the section from Stadium Drive to Valle Vista Boulevard. Construction is planned to begin in 2023. Additional funding is being sought to complete the project to 8th Street. The plan is to begin construction on that segment in 2025.

Future Needs

After tonight's meeting, the City of Pekin and Hanson Professional Services Inc. will review the comments received from the public. The study team will then consider changes to the proposed improvements as appropriate and prepare the final project report for approval. Land acquisition will begin later this spring once the Design Report is approved by IDOT.

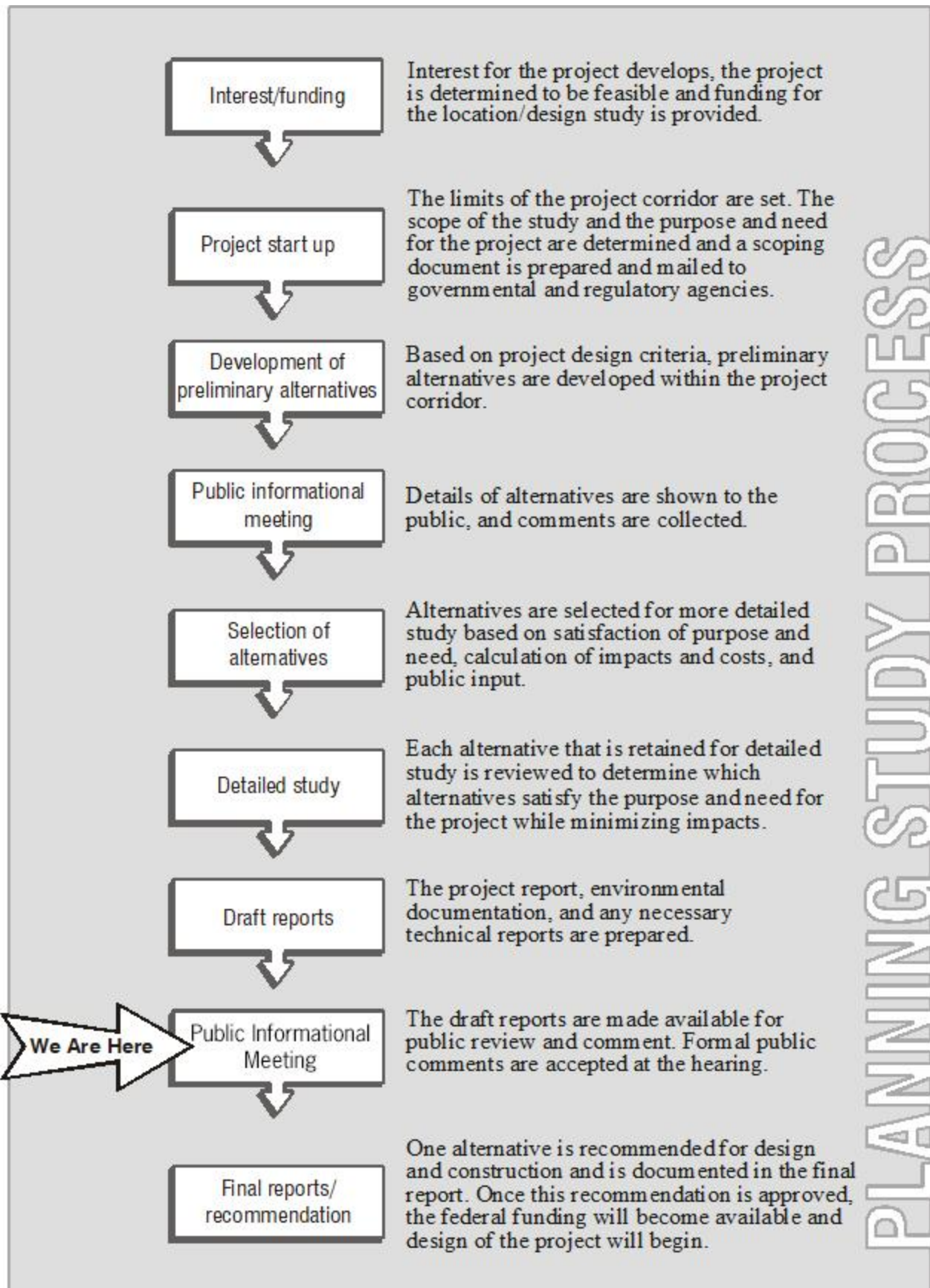
Public Involvement

The City of Pekin invites public involvement in the process of the Court Street Planning Study. Please provide your feedback or any specific concerns after this meeting. You may also request an individual meeting to discuss your specific concerns.

Please Direct Your Comments
Or Questions To:

Ms. Josie Esker
City Engineer
City of Pekin
111 S. Capitol St.
Pekin, IL 61554
(309) 478-5399

Ms. Cindy Loos, P.E.,
Hanson Professional Services Inc.
7625 N. University Street, Suite 200
Peoria, IL 61614
(309) 713-1402



Attachment 15

Bimonthly Coordination Meeting Minutes



DATE: 12/2/2020

Time: 10:30 A.M.

MINUTES BY: Nada Naffakh

PROJECT NO.: 13L0177A

PROJECT NAME: Court Street Rehabilitation

PROJECT MEETING LOCATION: Virtual via Webex

MEETING DATE: 12/2/2020 at 10:30 A.M.

PARTICIPANTS: Hannah Martin, Josie A Esker - City of Pekin
Ken Park, AlBarrae Shebib, Tony Sassine - IDOT D4 Local Roads
Mark Reitz - IDOT CBLR&S
Sue Graham - FHWA
Cindy Loos, Nada Naffakh – Hanson

DISTRIBUTION: All participants, file

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 are noted in bold (including persons responsible for taking actions):

Local Public Agency: City of Pekin

Section Number: 20-00196-00-EG

Court Street (FAP 673): 8th Street (FAU 6691: Mile Sta 0.91) to Valle Vista Boulevard (FAU 6695: Mile Sta 3.03)

A Bi-Monthly Coordination Meeting was held virtually on December 2, 2020, to discuss the Court Street Rehabilitation project.

The City of Pekin began the meeting with an introduction of the project. Court Street is a major arterial through Pekin. It was jurisdictionally transferred to Pekin after IL Route 9 moved to the Veterans Road Corridor. The Court Street Rehabilitation Project will include new sidewalk and curb, new surface structural overlays, replacement of existing traffic signals, and adjustments to intersection geometry.

The City of Pekin has secured Federal STBG Funding for Stadium Drive to Parkway Drive in FY 2023 (Section 20-00196-00-RS). In addition, they received \$20 million in the State Capital Bill. The City recently received a Rebuild Illinois Fast-Track Grant for the section from Hilltop Drive (just west of Valle Vista) to Veterans Road. As additional funds will be required to complete the rehabilitation, the city is also trying to secure additional funds. These include:

- Federal EDA
- IDOT EDP
- TARP
- TIFF

The existing road cross section is five lanes with narrow sidewalks that have power poles in the middle of them. The proposed typical section is five lanes with new curb and gutter and six-foot sidewalks at the back of curb. New right-of-way will be required along the length of the project to widen the sidewalk and create space for the utilities to relocate.

Hanson proposed 8th Street to Valle Vista Boulevard as the logical termini for this project. IDOT questioned if Valle Vista is a federal route. Hanson responded that the leg south of Court Street is a major

collector, but the leg north of Court Street is not. IDOT and FHWA agreed to the proposed termini at Valle Vista.

Because federal funds will only be used for construction between Parkway Avenue and Valle Vista Boulevard, Hanson asked if the PDR should cover the entire route or just the segment affected by the federal funds. IDOT stated that the PDR would only need to extend to the logical termini around the federally funded roadway segment, from 14th Street to Valle Vista Boulevard. *(Subsequent to the meeting, Hanson and Pekin decided to keep the logical termini from 8th Street to Valle Vista Boulevard so the city has an opportunity to secure federal funds for additional sections of the project.)*

Hanson proceeded to describe the state of the environmental clearances. The biological and cultural clearances have been received, the special waste PESA report was sent to IDOT in October 2020. The city, high school, and park district have discussed adding a wider sidewalk along Mineral Springs Park from 14th Street to Stadium Drive. This proposal would require the loss of a few trees on park district property. Hanson asked what processing would be required to get this approved. IDOT CBLR&S requested a separate submittal be prepared for the 4(f) processing. This submittal should include discussion about the triangular parcel on the south side of Court Street from 14th Street to Park Ave. IDOT CBLR&S said to also include the impacts to the school property, especially near the stadium. An agreement will be needed between IDOT and the park district for the potential impact. ***Hanson will prepare a separate submittal for the 4(f) processing.***

Hanson continued the meeting by discussing land acquisition. Right-of-Way (ROW) and temporary easements will be required from approximately 140 parcels. Three parcels on the north side of the roadway may need to be relocated: two commercial properties across from Forest Drive and one near 9th Street. Parts of the existing buildings are either over the existing ROW or adjacent to the existing ROW and in conflict with the proposed sidewalk. To avoid moving large retaining walls and paying the subsequent damages, the alignment between Easling Court and 17th Street and near the CVS parking lot was shifted to the north. IDOT CBLR&S asked about disruption to the High School property near the track. Hanson stated that the alignment was shifted so as not to affect the school's track.

To improve the visual appeal of the city's central urban area, coordination with utilities is underway to reduce the number of poles along the corridor. Hanson and the city have had discussions with Ameren to look at options for reducing the number of poles. Ameren is looking at the following options:

- use composite poles to reduce the number of poles required,
- Place utilities on the south side of the roadway underground
- Place all of the utilities underground

Additional ROW will need to be purchased to allow space for utilities to relocate. FHWA questioned if Ameren would be paying for all the costs associated with the utility relocation. The City stated that Ameren will pay for the base cost of all the utility updates, but the City of Pekin will bear the cost of any additional upgrades as well as all necessary ROW. This will avoid any conflicts with private utility easements in the future.

The requirements for public involvement were discussed next. Hanson held public meetings during the beginning stages of this project in 2014 and 2015. At least one more public meeting will be held once the PDR is preliminarily completed. Hanson asked if another public meeting would be required before the PDR is complete. IDOT CBLR&S confirmed that the input from the previous public meetings is sufficient and that an additional meeting is not required. However, coordination with the adjacent property owners should occur. ***The project team will hold one public meeting after comments are received on the preliminary project report.***

Hanson asked IDOT if this project would be a federally approved CE. IDOT confirmed that it would.

IDOT D4 Local Roads asked for clarification of the construction sections.

- Hilltop Drive to Veterans Road (Section 20-00193-00-RS): Fast-Track DCEO funds in 2021
- Stadium Drive to Valle Vista Boulevard (Section 20-00196-00-RS): FY 2023 (Federal funding for section from Stadium to Parkway)
- 8th Street to Stadium Drive (Section 20-00196-01-RS): 2024 or 2025

IDOT D4 Local Roads asked about IDS locations. The following intersections with Court Street require IDS:

- 8th Street
- 10th Street
- 14th Street
- Stadium Drive – adding a signal
- Parkway Drive – realign intersection
- Allentown Road
- Valle Vista Boulevard (*During the meeting Hanson requested a quick turn around on review of this IDS to add the signal work to the Hilltop to Veterans plans. After discussions with DCEO, the signal work will not be included in the Hilltop to Veterans plans. It will be included in the Stadium to Valle Vista plans.*)

FHWA and IDOT CBLR&S concurred with the logical termini, 8th Street (FAU 6691) to Valle Vista Boulevard (FAU 6695).

FHWA and IDOT CBLR&S concurred with the Federally Approved CE processing. BLR Form 22210 will be used for the PDR.

Attachment 16

BLR 22120 Design Variance Form





Illinois Department of Transportation

Office of Highways Project Implementation / Region 3 / District 4
401 Main Street / Peoria, Illinois 61602-1111

May 24, 2022

Ms. Josie Esker, City Engineer
City of Pekin
111 South Capitol Street
Pekin, Illinois 61554

City of Pekin
Tazewell County
Section No.: 20-00196-00-EG
FAP 693 (Court Street) 8th Street to Valle Vista BLVD

Dear Ms. Esker :

Attached is your *Approval of Design Variance* (BLR 22120) for the subject project. The Level II design variances are accepted based on the justification provided by Hanson Professional Services and concurred by the City.

If you have any questions or comments, please contact Mr. Michael Hudelson at (309) 671-3696.

Sincerely,

Kensil A. Garnett KSD

Kensil A. Garnett, P.E.
Region Three Engineer

MEH/jjs

s:\gen\winword\blrs\staff\hudelson\inbox\design variance blr 22120\pekin_courtst_variance_level ii_20-00196-00-eg.docx

Attachments

cc: Mr. Mark Reitz, Central Bureau of Local Roads & Streets
Ms. Cindy Loos, Hanson Professional Services
File



Project Identification

Local Agency: City of Pekin County: Tazewell

(County, Municipality, Road District / Township)

Section No.: 20 - 00196 - 00 - EG Route: FAP 693

Street/Road Name: Court Street

Project Limits: 8th Street to Hilltop Drive

Project Length: 1.98 mi Functional Classification: Other Principal Arterial

Design Year: 2045 Design Traffic: [] DHV [x] ADT 30,850

Existing Structure No.: N/A Proposed Structure No.: N/A

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 [x] MFT/State Assistance [x] Federal
d. Type of Work [] New Construction [] Reconstruction [x] 3R
e. Design Guidelines [] Urban [] Suburban [] Rural [x] 3R [] Other

f. Provide a brief project description (major construction elements):

The Court Street rehabilitation project consists of hot mix asphalt surface removal, HMA overlay, PCC pavement, median improvements, traffic signals, and associated work items. Improvements include median removal, PCC base course widening, pavement patching, concrete sidewalk and entrances, drainage improvements, and landscaping.

District Coordination Meetings

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

Dates: 12/4/2020

Level One Design Variance Approval

Local Agency: City of Pekin

Section No.: 20-00196-00-EG

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance		Summary of Variance and Justification
		Yes	No	
1. Design Speed: <u>35 mph</u>	30-40 mph	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Level of Service (Mainline): <u>C</u>	D	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Lane Widths				
a. Through Lanes: <u>10</u> feet	10' min.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Turn Lanes: <u>10-12</u> feet	10' min.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Parking Lanes: <u>N/A</u> feet	11' TWLTL 8'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
d. Bike Lanes: <u>N/A</u> feet	6'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Through Travel Lane Cross Slopes				
Inside Lane: <u>1.5 or Exist.</u> %	1.5% - 2.0%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Outside Lane: <u>2.0% or Exist.</u> % (if more than 2 lanes)	2.0%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Shoulder Widths: <u>N/A</u> feet				
6. Horizontal Curvature (Minimum Radius)				
<u>600'</u> feet	495'	<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>N/A</u> %	4.0%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
List curves for which e does not meet criteria				
<u>PI Sta.</u> <u>Radius</u> <u>e</u> <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>Exist.</u> %				
9. Minimum Intersection Sight Distance				
<u>390</u> 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>Exist.</u> feet	250'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
a. Crest Vertical Curves – Min. K value <u>Exist.</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 Pekin

Section No.: 20-00196-00-EG

<p>b. Sag Vertical Curves – Min. K value <u>Exist.</u> List curves not meeting the criteria</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>VPI Sta.</u></th> <th style="text-align: left;"><u>Sight Distance</u></th> <th style="text-align: left;"><u>Design Speed</u></th> <th style="text-align: left;"><u>Curve Length</u></th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table> <p>c. Inside of Horizontal Curves List curves not meeting the criteria</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Sta.</u></th> <th style="text-align: left;"><u>Sight Distance</u></th> <th style="text-align: left;"><u>Design Speed</u></th> <th style="text-align: left;"><u>Radius</u></th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	<u>VPI Sta.</u>	<u>Sight Distance</u>	<u>Design Speed</u>	<u>Curve Length</u>													<u>Sta.</u>	<u>Sight Distance</u>	<u>Design Speed</u>	<u>Radius</u>													49	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<u>VPI Sta.</u>	<u>Sight Distance</u>	<u>Design Speed</u>	<u>Curve Length</u>																																	
<u>Sta.</u>	<u>Sight Distance</u>	<u>Design Speed</u>	<u>Radius</u>																																	
11. Clear Roadway Bridge Widths:																																				
<u>N/A</u> feet	28'	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																	
12. Freeboard Above Design High Water:																																				
<u>N/A</u> feet	1'	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																	
13. Vertical Clearances:																																				
<input type="checkbox"/> Over Roadway/RR <u>N/A</u> feet	14'	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																	
<input type="checkbox"/> Under Structure <u>N/A</u> feet	17' 3"	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																	
14. Accessibility Criteria for Disabled Persons List any feature not meeting ADA Criteria																																				
	PROWAG	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																	
15. Roadside Clear Zone:																																				
a. Tangent <u>> 1.5</u> feet	1.5'	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																	
b. Outside of Curve <u>> 1.5</u> feet	1.5'	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																	
List criteria for each radius																																				
<u>Radius (ft)</u>	<u>Clear Zone (ft)</u>	<input type="checkbox"/>	<input type="checkbox"/>																																	
		<input type="checkbox"/>	<input type="checkbox"/>																																	
		<input type="checkbox"/>	<input type="checkbox"/>																																	
		<input type="checkbox"/>	<input type="checkbox"/>																																	
16. Intersection(s) Level of Service:																																				
<u>8th - C</u>	C	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																	
<u>10th - B</u>	C	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																	
<u>14th - C</u>	C	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																	
<u>Stadium - C</u>	C	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																	
<u>Parkway - C</u>	C	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																	
<u>Allentown - A</u>	C	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																	

Level One Design Variance Approval

Local Agency: City of Pekin Section No.: 20-00196-00-EG

17. Warrants for Stop Signs or Signals				
<u>Cross Road</u>	<u>Warrant</u>			
8th St	6	MUTCD	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10th St	3	Signal	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14th	3	Warrants	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Allentown	3	3, 6, 7	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stadium	3		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parkway	3		<input type="checkbox"/>	<input checked="" type="checkbox"/>
18. Pavement Design (list any variance to policy)				
N/A		N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Prepared By: Hanson Professional Services Date: 3/29/2022
Designer (Consultant)

When Prepared by Consultant
 Local Agency Concurrence: *Josie A. Ekan* Date: 3/30/22

Kensel A Garnett RSO 05-25-22
IDOT Regional Engineer Concurrence Date Central BLR&S Approval Date

Level Two Design Variance Approval

Local Agency: City of Pekin

Section No.:

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance		Summary of Variance and Justification
		Yes	No	
1. Design Period: 20 years	20 years	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Horizontal Alignment (Mainline)				
a. Minimum Superelevation Transition Lengths: <u>N/A</u> feet	N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Superelevation Distribution Between Tangent and Curve: <u>N/A</u>	2/3 : 1/3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Vertical Alignment (Mainline)				
a. Minimum Grade of Urban Cross Section <u>>0.3%</u>	0.3%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Minimum Length of Vertical Curves <u>N/A</u> feet	120'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Maximum K value of Vertical Curves <u>N/A</u> (for curbed facilities)	167	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Cross Section Elements (Mainline)				
a. Design of Parking Lanes				
• Cross Slope: <u>N/A</u> %	N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Design of Sidewalks				
• Width <u>6 ft.-Arterial / 4 ft.-Local</u>	6/4 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Buffer <u>0</u> feet	0 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Distance:	Sidewalk at Back of Curb			
• Cross Slope: 1.0 %	2% max.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Longitudinal Grades: <u>≤5</u> %	5% max.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Median				
• Type: <u>Raised Curb</u>	Raised Curb	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Width <u>Existing</u> feet	Existing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
d. Shoulder Cross Slopes: <u>N/A</u> %	4%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
e. Rollover Factor <u>N/A</u> %	8%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
f. Curb and Gutter Type <u>B-6.12</u>	B-6.12	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
g. Roadway Element				
• Steepest Front Slopes: <u>1:3</u> (H:V)	1:3 (H:V)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Steepest Back Slopes: <u>1:3</u> (H:V)	1:3 (H:V)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Drainage (Flood Frequency)				
a. Pavement: <u>10</u> years	10	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Structure: <u>N/A</u> years	N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Storm Sewer: <u>Existing</u>	10	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Level Two Design Variance Approval

Local Agency: City of Pekin

Section No.:

6. Intersections

a. Level of Service for Individual Movement:

8th St

- Through Lanes: C
- Turn Lanes: D

D	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D	<input type="checkbox"/>	<input checked="" type="checkbox"/>

10th St

- Through Lanes: C
- Turn Lanes: C

D	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D	<input type="checkbox"/>	<input checked="" type="checkbox"/>

14th St

- Through Lanes: D
- Turn Lanes: D

D	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Stadium

- Through Lanes: C
- Turn Lanes: C

D	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Parkway

- Through Lanes: D
- Turn Lanes: D

D	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Allentown

- Through Lanes: C
- Turn Lanes: D

D	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b. Skew Angle:

Parkway Dr. 55°50'23"

60°	<input checked="" type="checkbox"/>	<input type="checkbox"/>
-----	-------------------------------------	--------------------------

Intersection skew is less than 60° to match existing conditions.

c. Approach Grades: 1.5 % or Existing

5%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
----	--------------------------	-------------------------------------

d. Design Vehicle:

8th Street Intersection WB-67 North
WB-50 South

WB-55	<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------	-------------------------------------	--------------------------

Existing intersection skew does not permit the larger WB-55 to make the NBR and WBL turns without encroachment.

10th Street Intersection WB-50
WB-40 (WBL)

WB-50	<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------	-------------------------------------	--------------------------

Existing intersection skew does not permit the larger WB-50 to make the WBL turn without encroachment.

Level Two Design Variance Approval

Local Agency: City of Pekin

Section No.:

Kenmore Ct. (Private Road)	<u>P + SU with encroachment</u>	SU + WB50 w/ encroach.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Private road that doesn't accommodate an SU currently without encroachment. Improving will move new curb line and sidewalk within feet of existing homes on both sides of the street and impact steps to one home.
W Shore Drive	<u>SU + WB50 with encroachment</u>	WB-55	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Road is classified as a Collector but serves a residential area with no truck generators. Existing intersection only accommodates an SU.
Allentown Road	<u>WB-50</u>	WB-55	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Existing right of way is very tight to the existing roadway on the east side. Accommodating a WB-55 will require right of way acquisition to increase the size of the intersection. Approx. a ¼ mile from the intersection Allentown becomes very rural
e. Turning Radius for Design Vehicle:	<u>41'</u>	41'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
f. Minimum Corner Island Size:	<u>85.1 sq ft</u>	50 sq ft	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Level Two Design Variance Approval

Local Agency: City of Pekin

Section No.:

g. Minimum Turn Lane Length

8th Street WB Left Turn 100'

115'



The provided storage length accommodates the 95th % queue

10th Street SB Left Turn 55'

115'



The turn lane matches existing and is limited by the entrances near the intersection. The provided storage length accommodates the 95th % queue

10th Street NB Left Turn 50'

115'



The northbound lane markings are limited by the project boundaries. The approach volumes are relatively low, the level of service is a C, and the approach queues do not impact the adjacent intersection.

14th Street NB Left Turn 80'

115'



The turn lane matches existing and is limited by the entrances near the intersection.

Stadium Drive NB/ SB Left Turns 100'

115'



The turn lanes' storage lengths are less than 115' to provide enough space for the approach and bay tapers to develop without affecting the adjacent intersections. The storage lengths accommodate the 95th % queue.

Allentown Rd. EB Left Turn 65'

115'



The storage length is limited by the entrances near the intersection. However, the left turn lane is abutted by a two way left turn lane which can help accommodate the 95th % queue

Allentown Rd. SB Left Turn 50'

115'



The storage length is limited by the entrance near the intersection. However, it sufficiently accommodates the 95th % queue.

- Approach Taper: N/A feet
- Departure Taper: N/A feet
- Bay Taper: 11:1

215 or 330 ft (40:1 Taper)
215 or 330 ft (40:1 Taper)
11:1 (35 mph)



Level Two Design Variance Approval

Local Agency: City of Pekin

Section No.:

h. Entrances		Min. Width (ft.)	Max. Grade(%)	
<u>Entrance Type</u>	<u>Max. Width (ft.)</u>			
104+87.61 RT Commercial	<u>11.2%</u>	10% Max	<input checked="" type="checkbox"/> <input type="checkbox"/>	900 Court Street Existing entrance is sloped at 7.3% but flattening the sidewalk area to 1% and the proposed profile is ~2" below existing to avoid impacting the park across the street.
106+22.08 RT Commercial	<u>12.9%</u>	10% Max	<input checked="" type="checkbox"/> <input type="checkbox"/>	900 Court Street Existing entrance is sloped at 9.5-10% but flattening the sidewalk area to 1% and the proposed profile is ~2" below existing to avoid impacting the park across the street.
110+56.89 RT Commercial	<u>35.13'</u>	35.0' Max.	<input checked="" type="checkbox"/> <input type="checkbox"/>	1013 Court Street Existing entrance serves a McDonalds restaurant and is less than 0.5 feet over the criteria width measured at the proposed ROW line.
110+76.91 RT Commercial	<u>45.23'</u>	35.0' Max.	<input checked="" type="checkbox"/> <input type="checkbox"/>	101 Court Street Existing entrance provides access to straight in parking and an access drive for the apartment complex for this property.
112+25.16 RT Commercial	<u>17.2%</u>	10% Max	<input checked="" type="checkbox"/> <input type="checkbox"/>	1016 Court Street Existing driveway slopes from edge of pavement at approximately 12.4% including the existing sidewalk. Introducing a 6' wide sidewalk at 1.0% results in the driveway being steeper. Flattening the grade to reach 10% would impact a large portion of the existing parking lot and the sidewalk along the building. A secondary and flatter entrance is available on the back side of the property from Washington Street.

Level Two Design Variance Approval

Local Agency: <u>City of Pekin</u>	Section No.:			
112+81.33 LT Commercial	<u>41.34'</u>	35.0' Max.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
160+40.37 RT Residential	<u>16.1%</u>	15% Max.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sunset Drive 901+06.18 Commercial	<u>38.9'</u>	35.0' Max.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1013 Court Street Entrance serves a McDonalds restaurant and based on turning movements needs to be this wide to accommodate a WB-65 turning into the property. 1904 Court Street Existing driveway is 11.0% with a steep sidewalk and the slope does not flatten. Changing to a 1% sidewalk increases the slope and the new driveway is chasing existing up the slope. 2020 Court Street Delivery vehicles enter the property from Audubon to the west and proceed along the back of the building before existing to Sunset Drive. Based on turning movements the driveway needs to be the width shown to allow for a WB-55 to exit the property.</p>				
7. RR Crossings	N/A			
a. Type of Railroad Protection: <u>N/A</u>	N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Crossing Width (at 90° angle) <u>N/A</u> feet	N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Lighting	N/A			
a. Illuminance <u>Exist</u> lux	N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Uniformity Ratio <u>Exist</u>	N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Other Items				
<u>Queue Blockages</u>				
<u>8th Street- WBL Lane Blocked by WBR Queue</u>	No Blockage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Demand and space constraints cause the 95th percentile westbound right turn queue to block the left turn lane storage.

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Local Agency: City of Pekin

Section No.:

<p style="text-align: center;"><u>10th Street- EBL Lane Blocked by EBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<p style="text-align: center;"><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The eastbound left turn lane is blocked by the eastbound through queue in the PM peak hour. The left turn lane storage length is limited by the entrances near the intersection. The eastbound left turn volume is relatively much lower than the eastbound through volume and the blockage does not have a major impact on the level of service of the approach.</p>
<p style="text-align: center;"><u>10th Street- WBL Lane Blocked by WBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<p style="text-align: center;"><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Demand and space constraints cause the 95th percentile westbound and eastbound through queues to block the left turn lane storage. To prevent blocking the left turn lane storage would have to be extended by over 10 times the 95th percentile queue length. However, the left turn lane is abutted by a two way left turn lane which can help mitigate any delays caused by blocking.</p>
<p style="text-align: center;"><u>10th Street- NBL Lane Blocked by NBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<p style="text-align: center;"><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The northbound lane markings are limited by the project boundaries. The approach volumes are relatively low, and any added delay caused by the blockage does not negatively impact the adjacent intersection.</p>
<p style="text-align: center;"><u>10th Street- SBL Lane Blocked by SBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<p style="text-align: center;"><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The southbound lane markings match existing conditions. The approach volumes are relatively low, and any added delay caused by the blockage does not negatively impact the adjacent intersection.</p>

Level Two Design Variance Approval

Local Agency: City of Pekin

Section No.:

<p style="text-align: center;"><u>14th Street- EBL Lane Blocked by EBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The storage length is limited by the entrances near the intersection. The two-way left turn lane will allow vehicles to bypass the queue and enter into the left turn lane.</p>
<p style="text-align: center;"><u>14th Street- WBL Lane Blocked by WBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The through traffic volumes are relatively much higher than the left turn volumes making turn lane blocking unavoidable. However, the east leg of the intersection has no entrances which would be blocked by the through queue and the level of service for the approach is maintained at or below a "C".</p>
<p style="text-align: center;"><u>14th Street- NBL Lane Blocked by NBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The turn lane matches existing and is limited by the entrance near the intersection.</p>
<p style="text-align: center;"><u>14th Street- SBL Lane Blocked by SBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The turn lane matches existing to limit construction impacts, the storage length is limited by the entrance near the intersection.</p>
<p style="text-align: center;"><u>Stadium Drive - EBL Lane Blocked by EBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The through traffic volumes are relatively much higher than the left turn volumes making turn lane blocking unavoidable. However, the west leg of the intersection has no entrances which would be blocked by the through queue and the level of service for the approach is maintained at or below a "C".</p>
<p style="text-align: center;"><u>Stadium Drive - WBL Lane Blocked by WBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The storage length is limited by the adjacent intersection. The connected two-way left turn lane will allow vehicles to bypass the queue and enter the left turn lane.</p>

Level Two Design Variance Approval

Local Agency: City of Pekin

Section No.:

<p style="text-align: center;"><u>Stadium Drive - SBL Lane Blocked by SBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The left turn lane markings match the existing condition. The blockage does not negatively affect level of service of the approach nor access to any nearby entrances.</p>
<p style="text-align: center;"><u>Parkway Drive- EBL Lane Blocked by EBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The left turn lane storage length matches existing and is limited by adjacent entrances. Due to the high through movement volume, blockage is unavoidable. The level of service of the approach is maintained at an acceptable level.</p>
<p style="text-align: center;"><u>Parkway Drive - WBL Lane Blocked by WBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The left turn lane storage length is greater than existing and is limited by adjacent entrances. Due to the high through movement volume, blockage is unavoidable. The level of service of the approach is maintained at an acceptable level.</p>
<p style="text-align: center;"><u>Parkway Drive - NBL Lane Blocked by NBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The storage length is limited by the location of the adjacent intersection. The level of service of the approach is maintained at a level C or below.</p>
<p style="text-align: center;"><u>Allentown Road- EBL Lane Blocked by EBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The storage length is limited by nearby entrances. The connected two-way left turn lane will allow vehicles to bypass the queue and enter the left turn lane.</p>
<p style="text-align: center;"><u>Allentown Road- SBL Lane Blocked by SBT Queue</u></p>	<p style="text-align: center;">No Blockage</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The left turn lane matches existing conditions and is limited by the existing alignment and configuration of the road. The level of service of the approach is maintained at an acceptable level.</p>

Level Two Design Variance Approval

Local Agency: City of Pekin

Section No.:

<u>Stop Bar Offsets</u>	<u>(Measurements taken from center of stop bar)</u>				
	<u>8th Street East Leg- 31'</u>	30 feet from edge of pavement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The stop bar is set back 1 foot from policy to accommodate the design vehicle turning movement and a shorter crosswalk.
	<u>10th Street North Leg- 39'</u>	30 feet from edge of pavement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Due to the skew of the intersection, the stop bar distances from the edge of pavement are variable. The stop bars are set further back to accommodate design vehicle turning movements and crosswalk locations. The right turn movements, curb radii, and stop bar locations are designed to provide shorter pedestrian crossing distances and individual ramps for each crosswalk where possible. The sight distance is not obstructed for any of the intersection approaches.
	<u>10th Street East Leg-44'</u>				
	<u>10th Street South Leg-40'</u>				
	<u>10th Street West Leg-46'</u>				
	<u>14th Street North Leg- 47'</u>	30 feet from edge of pavement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	<u>14th Street East Leg-41'</u>				
	<u>14th Street South Leg-52'</u>				
	<u>14th Street West Leg-47'</u>				
	<u>Parkway Drive North Leg- 52'</u>	30 feet from edge of pavement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	<u>Parkway Drive East Leg-46'</u>				
	<u>Parkway Drive South Leg-46'</u>				
	<u>Parkway Drive West Leg-50'</u>				
	<u>Allentown Drive East Leg- 51'</u>	30 feet from edge of pavement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The right turning design vehicle requires a long curb return radius which sets the stop bar 51 feet from the edge of pavement. The sight distance of the westbound vehicles is not affected by the stop bar offset.

Level Two Design Variance Approval

Local Agency: City of Pekin Section No.:

Prepared By: Hanson Professional Services
Designer (Local Agency or Consultant)

Date: 3/29/2022

When Prepared by Consultant
Local Agency Concurrence:

Justie A. Esk

Date: 3/30/22

Kensel A Garnett KSD
IDOT Regional Engineer Concurrence

05-25-22
Date

Central BLR&S Approval

Date

Attachment 17

Cost Estimate





**Illinois Department
of Transportation**

Project Court Street Rehabilitation
 Route FAP 693
 Section 20-00196-00-EG
 County TAZEWELL

Estimate of Cost

Location of Improvement: West of Stadium Drive to Hilltop

For a total distance of _____ Net Improvement of _____
 Type _____ Width _____ Thickness _____
 Shoulders _____ Average Haul _____ Maximum Grade _____

Code Number	Item	Unit of Measure	Quantity	Unit Price	Total Cost
20200100	EARTH EXCAVATION	CU YD	3,500	\$30.00	\$105,000.00
	TREE REMOVAL	EACH	1	\$300.00	\$300.00
31100100	SUBBASE GRANULAR MATERIAL, TYPE A	TON	2,159	\$30.00	\$64,770.00
35100100	AGGREGATE BASE COURSE, TYPE A	TON	1,834	\$30.00	\$55,020.00
35400300	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 8"	SQ YD	3,229	\$75.00	\$242,175.00
40603535	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N5	TON	6,562	\$140.00	\$918,680.00
40701866	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9 1/4"	SQ YD	2,729	\$80.00	\$218,320.00
42000306	PORTLAND CEMENT CONCRETE PAVEMENT 8 1/4" (JOINTED)	SQ YD	0	\$80.00	\$0.00
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	2,546	\$80.00	\$203,680.00
42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	46,524	\$10.00	\$465,240.00
44000100	PAVEMENT REMOVAL	SQ YD	7,001	\$10.00	\$70,010.00
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	27,812	\$10.00	\$278,120.00
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	2,564	\$12.00	\$30,768.00
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	10,985	\$12.00	\$131,820.00
44000600	SIDEWALK REMOVAL	SQ FT	32,456	\$4.00	\$129,824.00
44003100	MEDIAN REMOVAL	SQ FT	4,936	\$5.00	\$24,680.00
44200124	PAVEMENT PATCHING, TYPE III, 10 INCH	SQ YD	2,781	\$100.00	\$278,100.00
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	13,031	\$40.00	\$521,240.00
67100100	MOBILIZATION	L SUM	1	\$250,000.00	\$250,000.00
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	\$150,000.00	\$150,000.00
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	\$75,000.00	\$75,000.00
X6640306	CHAIN LINK FENCE TO BE RELOCATED	FOOT	249	\$20.00	\$4,980.00
	DRAINAGE	L SUM	1	\$820,000.00	\$820,000.00
	LIGHTING	L SUM	1	\$562,996.50	\$562,997.00
	SIGNALS	EACH	3	\$300,000.00	\$900,000.00
	CONTINGENCY				\$1,279,145.00
TOTAL ESTIMATED COST OF WORK INCLUDING ALL LABOR, MATERIALS AND PROFITS.					\$7,674,869.00

Made By: RDH
 Checked By: _____

Date: 4/15/2021
 Date: _____

Examined: _____
 Regional Engineer



**Illinois Department
of Transportation**

Project Court Street Rehabilitation
 Route FAP 693
 Section 20-00196-00-EG
 County TAZEWELL

Estimate of Cost

Location of Improvement: 8th Street to Stadium Drive

For a total distance of _____ Net Improvement of _____
 Type _____ Width _____ Thickness _____
 Shoulders _____ Average Haul _____ Maximum Grade _____

Code Number	Item	Unit of Measure	Quantity	Unit Price	Total Cost
20200100	EARTH EXCAVATION	CU YD	3700	\$ 30.00	\$111,000.00
	TREE REMOVAL	EACH	19	\$ 300.00	\$5,700.00
31100100	SUBBASE GRANULAR MATERIAL, TYPE A	TON	2548	\$ 30.00	\$76,440.00
35100100	AGGREGATE BASE COURSE, TYPE A	TON	6015	\$ 30.00	\$180,450.00
35400300	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 8"	SQ YD	3816	\$ 75.00	\$286,200.00
40603535	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	5305	\$ 140.00	\$742,700.00
40701866	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9 1/4"	SQ YD	0	\$ 75.00	\$0.00
42000306	PORTLAND CEMENT CONCRETE PAVEMENT 8 1/4" (JOINTED)	SQ YD	8950	\$ 100.00	\$895,000.00
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	1756	\$ 80.00	\$140,480.00
42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	70965	\$ 9.00	\$638,685.00
44000100	PAVEMENT REMOVAL	SQ YD	13069	\$ 10.00	\$130,690.00
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	27949	\$ 10.00	\$279,490.00
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1703	\$ 12.00	\$20,436.00
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	13045	\$ 12.00	\$156,540.00
44000600	SIDEWALK REMOVAL	SQ FT	52251	\$ 4.00	\$209,004.00
44003100	MEDIAN REMOVAL	SQ FT	927	\$ 5.00	\$4,635.00
44200124	PAVEMENT PATCHING, TYPE III, 10 INCH	SQ YD	2795	\$ 100.00	\$279,500.00
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	13609	\$ 40.00	\$544,360.00
67100100	MOBILIZATION	L SUM	1	\$ 300,000.00	\$300,000.00
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	\$ 175,000.00	\$175,000.00
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	\$ 75,000.00	\$75,000.00
X6640306	CHAIN LINK FENCE TO BE RELOCATED	FOOT	150	\$ 20.00	\$3,000.00
	DRAINAGE	L SUM	1	\$ 1,000,000.00	\$1,000,000.00
	LIGHTING	L SUM	1	\$ 577,724.40	\$577,724.40
	SIGNALS	EACH	3	\$ 300,000.00	\$900,000.00
	CONTINGENCY				\$1,524,207.00
TOTAL ESTIMATED COST OF WORK INCLUDING ALL LABOR, MATERIALS AND PROFITS.					\$9,145,241.00

Made By: RDH
 Checked By: _____

Date: 4/15/2021
 Date: _____

Examined: _____
 Regional Engineer

Attachment 18

Transportation Management Plan





MEMORANDUM

TO: Josie Esker, City of Pekin

FROM: Nada, E.I.
Kurt Bialobreski, P.E., PTOE

DATE: July 26, 2021

SUBJECT: Court Street TMP- 8th Street to Hilltop Drive, Pekin, IL

This Transportation Management Plan (TMP) was prepared in accordance with the Illinois Department of Transportation (IDOT) Bureau of Design and Environment Manual (BDE) Chapter 13: Work Zone Transportation Management Plans and Safety Engineering Policy 3-07. The TMP details how construction and lane reconfigurations for this project will be staged on Court Street, which is a red route. Construction will be performed in two sections, from 8th Street to Stadium Drive and from Stadium Drive to Hilltop Drive. Each of these sections will be performed in three stages. The goal of this TMP is to provide a potential plan that manages the traffic as efficiently and safely as possible during construction while also minimizing work zone and user impacts.

In accordance with the BDE and Illinois State Standards, this plan concludes that the following rules can be met during construction:

- Adequate buffers must be maintained between the work zone and the travel way
- Delays caused by work zones will not exceed more than five (5) minutes per mile of project length with a maximum of thirty (30) minutes above the normal recurring traffic delay; and
- Queues caused by work zones will be no more than 1.5 miles beyond pre-existing queues.

The construction staging detailed below ensures that two-way traffic will be maintained throughout the project as well as enough space for 2-foot barrels and a 2-foot buffer between the work zone and travel way. It also ensures that there is sufficient space to park construction vehicles and equipment outside of the travel way in the vicinity of each work zone. Temporary signals will be required at certain locations. Queuing and delay analyses were performed using Synchro microsimulation software for all temporary roadway reconfigurations.

Court Street from 8th Street to Stadium Drive

The first three stages of this phase will address the full reconstruction of Court Street from 8th Street to 10th Street. The first two stages will include the reconstruction of the outside lanes as well as the sidewalks and curb and gutter, while the third stage will include the reconstruction of the inside lanes including the two-way left turn lane.

The fourth and fifth stages of work will address the remaining section of Court Street from 10th Street to Stadium Drive. These stages will include the mill and overlay of the pavement as well as the reconstruction of the sidewalks and curb and gutter. The fourth and fifth stages of work can be executed concurrently with the first, second, and third stages.

Stage 1

- To allow for reconstruction of the westbound outside lane between 8th Street and 10th Street, the five lane section will be reduced to a three lane section with one lane in each direction and a two way left turn lane.
- Within the existing 52-foot cross section, the existing 10-foot lane widths will be maintained, leaving a 12' buffer between the traffic and construction zone.
- The outside EB through lane west of the 8th Street intersection will need to be closed to constrict the EB traffic to one lane prior to entering the work zone. The outside WB lane east of the 10th Street intersection will need to be closed to constrict the WB traffic to one lane prior to entering the work zone.
- The southbound right turns on 10th street will not be channelized to remove the northwest corner island.
- One temporary signal will be required for the northwest corner of the 10th and Court Street intersection as its existing location will be disrupted by the removal of the corner island.
- Signal retimings will be necessary to provide more capacity to Court Street.
- The businesses and homes located on Court Street within the construction limits will need to use alternative access points during stage one. Temporary aggregate access will be provided to locations with singular access points that will be blocked by construction.

Stage 2

- The same conditions as Stage 1 will be applied in Stage 2 to allow for reconstruction of the eastbound outside lane between 8th Street and 10th Street. One lane in each direction and a two way left turn lane will remain open.
- Two temporary signals will be required for the southwest and southeast corners of 10th and Court Street as their existing locations will be disrupted by the readjustment of corner radii.

Stage 3

- To allow for the reconstruction of the inside lanes, Court Street will be reduced to one lane in each direction between 8th Street and 10th street.
- The inside EB through lane before the 8th Street intersection will need to be closed to constrict the EB traffic to one lane prior to entering the work zone. The inside WB lane before the 10th Street intersection will also need to be closed to constrict the WB traffic to one lane prior to entering the work zone.

Stage 4

- During stage four, Court Street will undergo a 2" mill and 3" overlay as well as sidewalk and curb reconstruction between 10th Street and Stadium Drive.
- The outside lanes between 10th Street and Stadium Drive will be closed to allow for the reconstruction of the sidewalks and curb and gutters. One 10' through lane in each direction and a 10' two-way left turn lane will remain operational at all times.
- The outside EB through lane west of the 10th Street intersection will need to be closed to constrict the EB traffic to one lane prior to entering the work zone. The outside WB lane east of the Stadium Drive intersection will need to be closed to constrict the WB traffic to one lane prior to entering the work zone.
- Two temporary signals will be required for the northwest and northeast corners of the 14th and Court Street intersection as the existing locations of these signals will be disrupted by the readjustment of corner radii.
- The businesses and homes located on Court Street within the construction limits will need to use alternative access points during this stage. Temporary aggregate access will be provided to locations with singular access points that will be blocked by construction.

Stage 5

- The last stage of work will include the mill and overlay of the inside lanes between 10th and Stadium.
- This stage will require temporary daytime closures, but no long-term closures. At least one lane in each direction will be maintained at all times, and full access to all lanes will be maintained for a majority of the time.

Court Street from Stadium Drive to Hilltop Drive

The second phase of work includes the Court Street segment from Stadium Drive to Hilltop Drive. This phase will involve the mill and overlay of Court Street, the reconstruction of curb and gutter as well as sidewalk along Court Street, and the realignment/reconstruction of Parkway Drive and Sunset drive. This phase will be accomplished in three stages. The first stage will address the segment of Court Street from Stadium Drive up to, and including, the east side of the Parkway and Sunset Drive intersection. The second stage will resume from the east side of the Parkway intersection and continue to Hilltop Drive. To maintain service on Parkway Drive at all times, these stages cannot be constructed at the same time. The third stage will complete the mill and overlay for the inside lanes from Stadium to Hilltop.

Stage 1

- This stage will address the removal of medians on all four legs of the intersection. To accomplish this, the left turn lanes on the north, east, and west legs will be closed and the south leg receiving lane will be reduced from 14' wide to 10' wide.
- Left turning movements will be temporarily restricted at this intersection. Left turning vehicles will be detoured to the surrounding intersections, primarily 14th Street.
- The signal for Stadium Drive will also be installed during this stage to help with coordination of traffic in the subsequent phases.

Stage 2

- During this stage, the outside eastbound lane between Stadium Drive and Hilltop Drive will be closed to allow for the reconstruction of the sidewalks and curb and gutters along the south side of Court Street. One 10' through lane in the eastbound direction and a 10' two-way left turn lane will remain operational at all times.
- To reconstruct the curb and gutter on the south leg of Sunset Drive, the northbound left/through/ right lane and the south leg receiving lane will be narrowed to 11' each. This leaves a 4.5' buffer on either side of Sunset Drive.
- A temporary signal will be required for the southeast corner of the Sunset and Court Street intersection because the existing signal sits on the corner island which is to be removed.
- During this stage, trucks will not be able to turn northbound right off Sunset Drive. Trucks making this turn are almost exclusively coming from the Walgreens or the gas station, both of which have alternate access points which the trucks can be rerouted to.
- The outside EB through lane west of the Stadium Drive intersection will need to be closed to constrict the EB traffic to one lane prior to entering the work zone. The outside WB lane east of the Hilltop Drive intersection will need to be closed to constrict the WB traffic to one lane prior to entering the work zone.
- Signal retiming may be needed at Stadium and at Parkway, to prevent the queue at Parkway Drive and Court Street from

Stage 3

- During this stage, the outside westbound lane between Stadium Drive and Hilltop Drive will be closed to allow for the reconstruction of the sidewalks and curb and gutters along the north side

of Court Street. One 10' through lane in the westbound direction and a 10' two-way left turn lane will remain operational at all times.

- The southbound right turn lane at Parkway Drive will be closed, leaving a 10' through and 10' left turn lane, to allow for the reconstruction of the west side sidewalk and curb and gutter and the northwest corner island.
- The outside north leg receiving lane at Parkway Drive will be closed, leaving a single receiving leg, to allow for the removal of the northeast corner island and the reconstruction of the curb and gutter, sidewalk, and median.
- Two temporary signals will be required for the northeast and northwest corners of the Parkway and Court Street intersection as their existing locations will be disrupted by the removal and reconstruction of the corner islands.
- While the outside westbound leg is closed the north leg of Allentown Road will have reduced lane widths from 16' to 12' each. This will provide a minimum 4 foot buffer on each side of the island to be reconstructed.
- One temporary signal will be needed for the northwest corner of the Allentown and Court Street intersection due to the reconstruction of the corner island which accommodates the existing signal.
- The Allentown signal will need to be adjusted to restrict right turns on red. This will ensure that side streets between Allentown and Parkway have sufficient gaps to be able to turn.
- The businesses and homes located on the south side of Court Street within the construction limits will need to use alternative access points during Stage 2. Temporary aggregate access will be provided to locations with singular access points that will be blocked by construction.

Stage 4

- To allow for the reconstruction of the inside lanes, Court Street will be reduced to one lane in each direction between 8th Street and 10th street.
- The inside EB through lane before the 8th Street intersection will need to be closed to constrict the EB traffic to one lane prior to entering the work zone. The inside WB lane before the 10th Street intersection will also need to be closed to constrict the WB traffic to one lane prior to entering the work zone.

Traffic Demand Model

The regional traffic demand model was run for the two phases of construction in the build year (2025). The no-build, construction year conditions were also run in the model and the resultant Average Daily Traffic (ADTs) from the models were compared.

Although each phase will be constructed in multiple stages, only discernable lane configurations were modeled separately. The following describes the lane configurations of each model run.

- 1.1 Three lane section from 8th Street to Stadium Drive
- 2.1 No left turns at Parkway Drive and Court Street Intersection
- 2.2 Single lane in eastbound direction from Stadium Drive to Hilltop Drive
- 2.3 Single lane in westbound direction from Stadium Drive to Hilltop Drive

The ADTs output by the Traffic Demand Models Can be seen in the Appendix of this report.

By analyzing the ADTs in the first phase of work (8th Street to Stadium Drive), it is revealed that a portion of the vehicles will reroute from the affected portions of Court Street to adjacent east/west roadways including Broadway Avenue, Park Avenue, and Derby Street. Most turning movement volumes in this phase are minimally affected by the rerouting. At 8th Street and 10th Street the turning movement distributions stayed relatively the same. At 14th Street, the eastbound right ADT decreased by 12%, the northbound through ADT increased by 13%, and the southbound left ADT increased by 25%.

During the first stage of phase two (model run 2.1), restricting left turns at Parkway and Court caused substantial rerouting. From 8th Street to 10th Street the reroutes had a negligible effect on the turning movement ADTs, with all values staying within 10% of their original projections. However, 14th Street being the closest major road near Parkway Drive received most of the vehicle reroutes and saw substantial increases in certain turning movement volumes. Eastbound left increased by 28%, southbound left increased by 212%, northbound through increased by 63%, and westbound right increased by 128%. Comparatively, the eastbound left movement at Allentown increased by 67%, the southbound right increased by 23%, the southbound left increased by 90%, and the eastbound through decreased by 14%.

The second stage of phase two (model run 2.2) showed similarly negligible changes in turning movement distributions to phase 1 from 8th Street to 10th.

To obtain projections for the design hour volumes during construction, the percent difference of the ADTs in the no-build condition vs the construction condition was calculated and applied to the construction year design hour volumes. The obtained DHVs were then used in all further Synchro analyses.

Capacity

Synchro models were run for four separate construction conditions corresponding to the four traffic demand models described previously.

The model analyses showed that the longest queue for any proposed stage of construction was 0.23 miles, or 0.16 miles greater than the existing queue length. None of the queue buildup in either phase causes spillbacks into major intersections. However, during phase two the queues off of Parkway sometimes block the two-way left turn lane used to access certain entrances. This is not a major issue as the queues dissipate after only a few minutes, and all the affected businesses have secondary entrances not along Court Street.

The time it took to travel through the entire project area, did not increase much through any of the construction phases, with the highest increase from any model in either direction being 18.5 seconds.

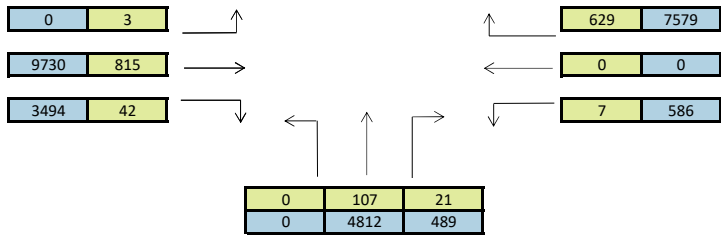
A summary of the queue and travel time results can be seen in the tables below.

	Maximum Queue (ft)																			
	No-Construction				Model 1_1				Model 2_1				Model 2_2				Model 2_3			
	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
8th	268	146	62		328	43	80		353	211	163		334	236	148		334	224	117	
10th	232	107	91	114	338	336	111	138	314	222	157	155	292	255	157	155	291	141	157	150
14th	312	74	308	244	466	320	284	332	344	269	414	469	359	202	332	464	378	180	343	306
Parkway	385	214	134	199	332	241	134	200	209	121	158	167	1222	196	243	378	298	845	465	248
Allentown	74	140		72	92	165		193	242	307		303	116	640		272	138			545

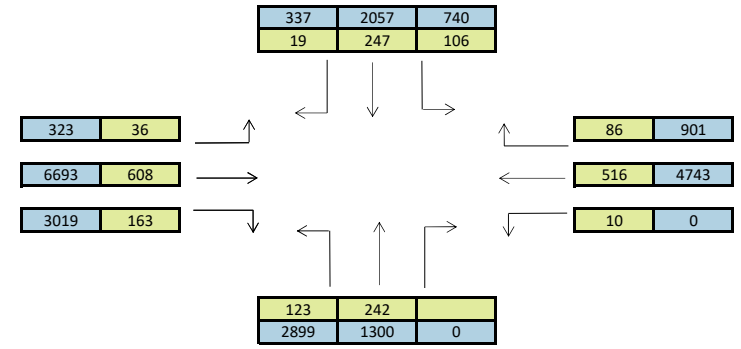
	Average Travel Time (s)									
	No-Construction		Model 1_1		Model 2_1		Model 2_2		Model 2_3	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
Court Street	376	340.5	373.1	350.8	345.5	331.1	389	324.2	347	359

Traffic Demand Model ADTs

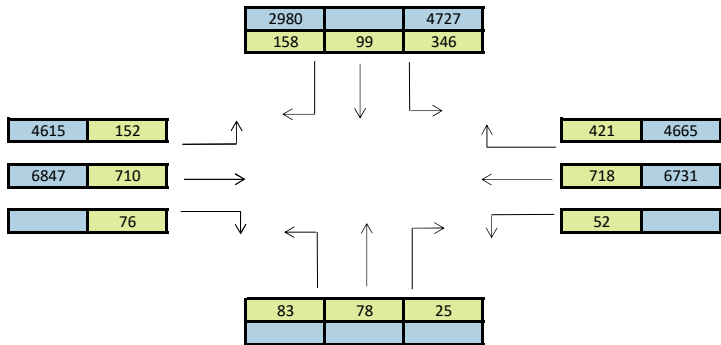
8th Street



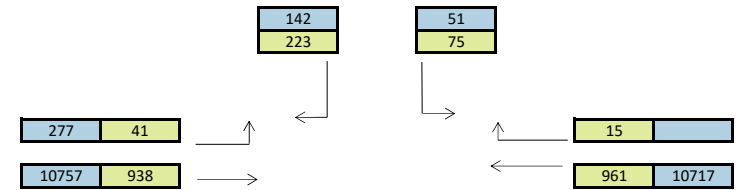
14th Street



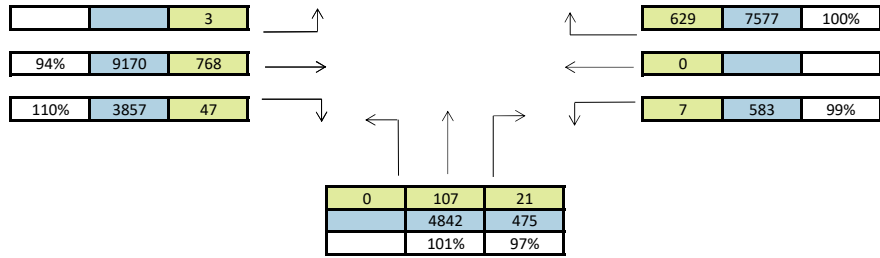
Parkway Drive



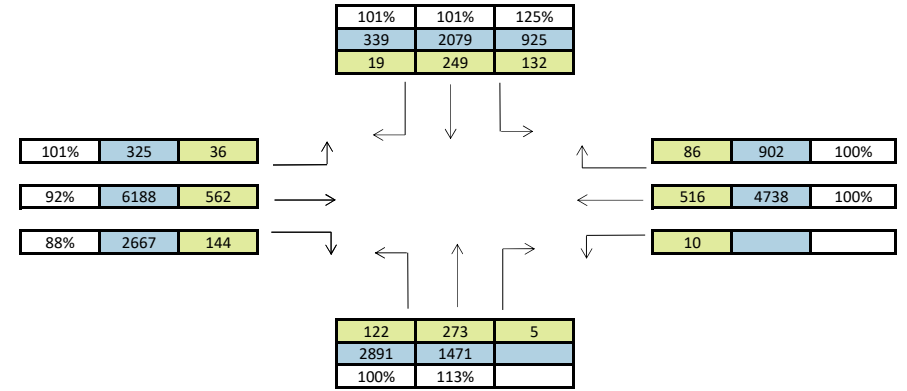
Allentown Road



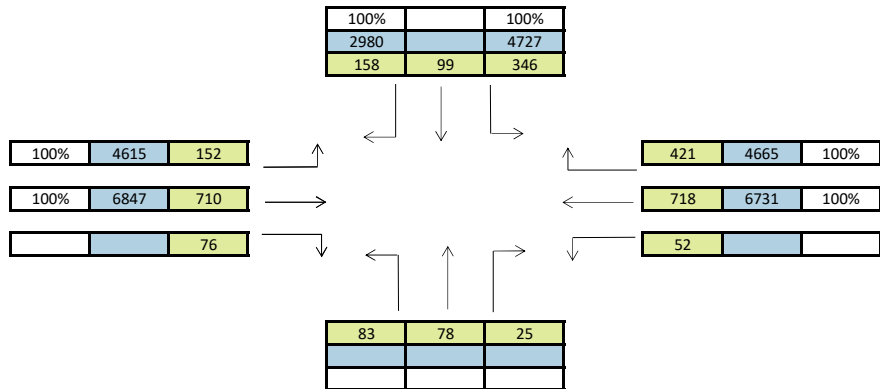
8th Street



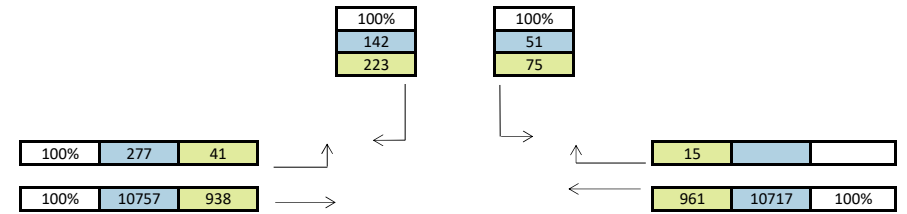
14th Street



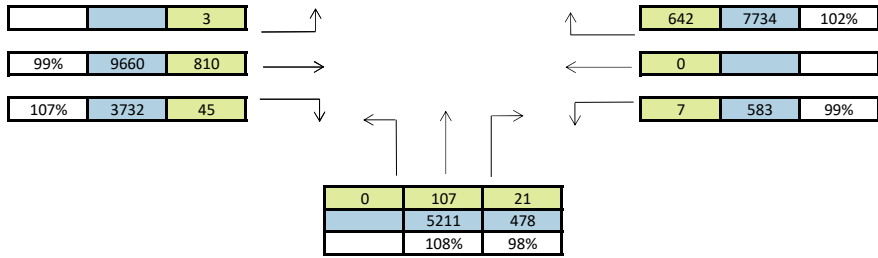
Parkway Drive



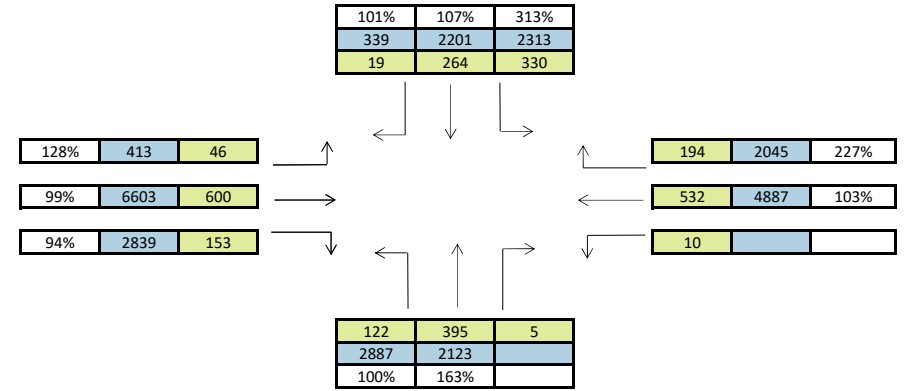
Allentown Road



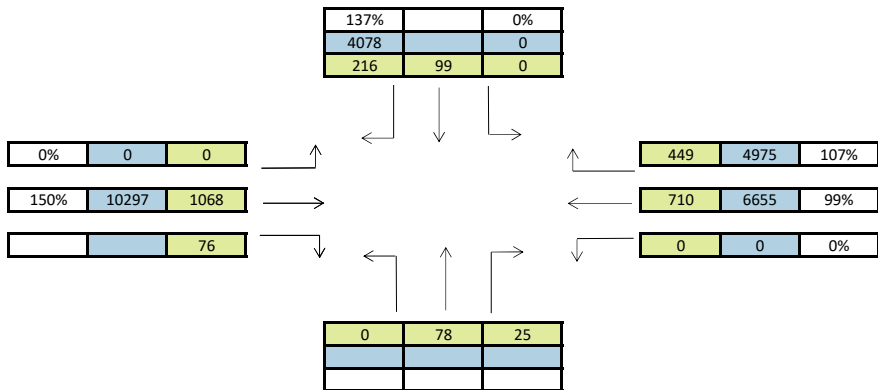
8th Street



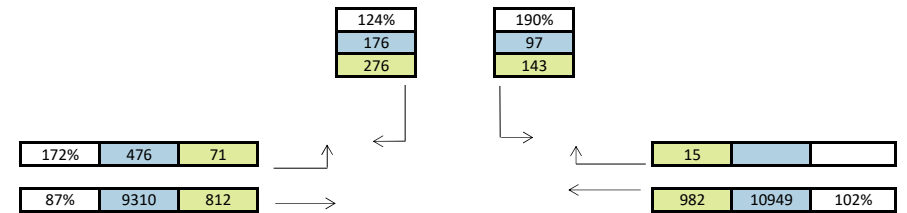
14th Street



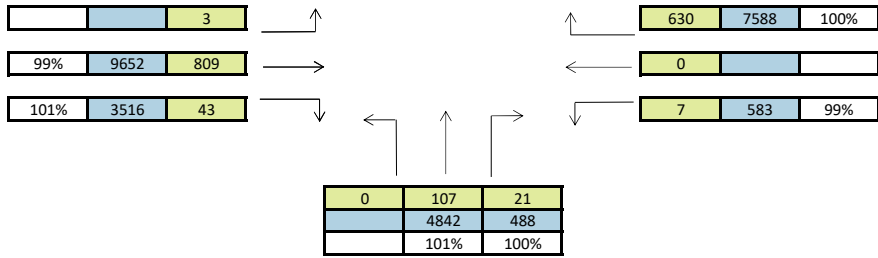
Parkway Drive



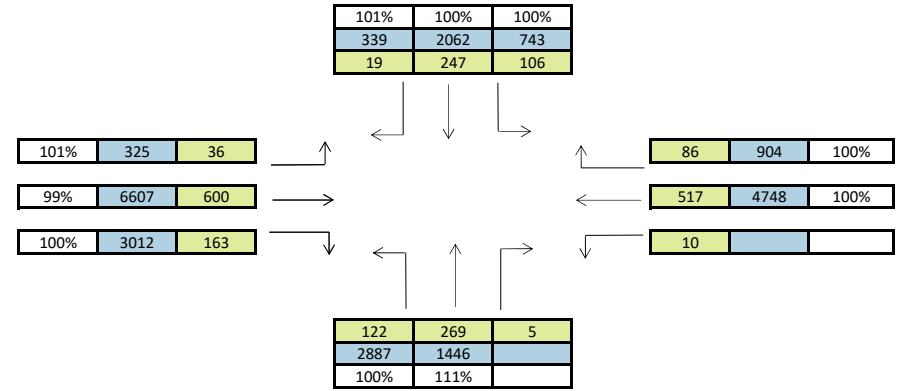
Allentown Road



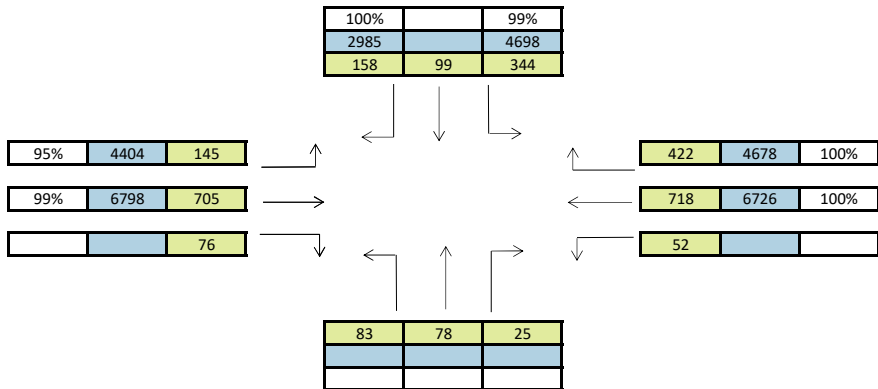
8th Street



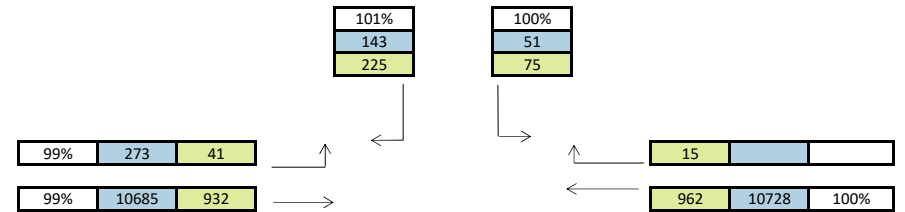
14th Street



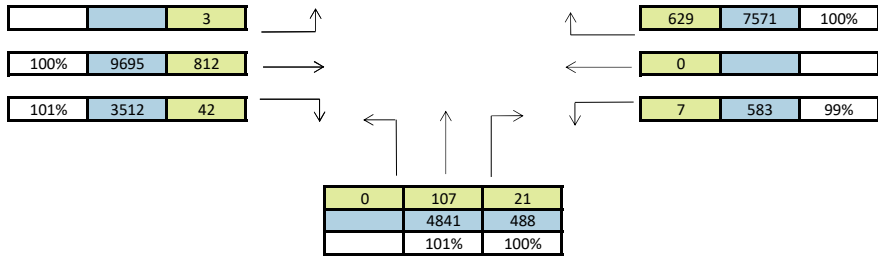
Parkway Drive



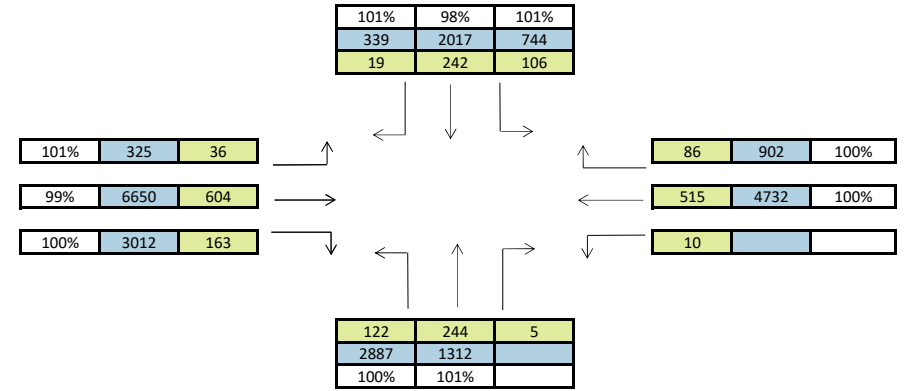
Allentown Road



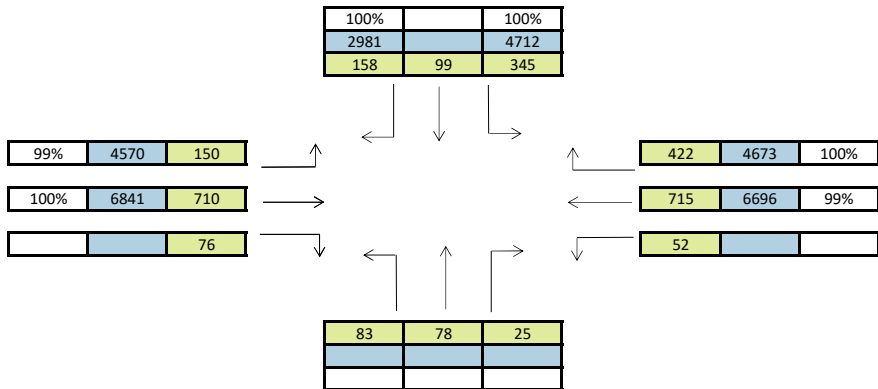
8th Street



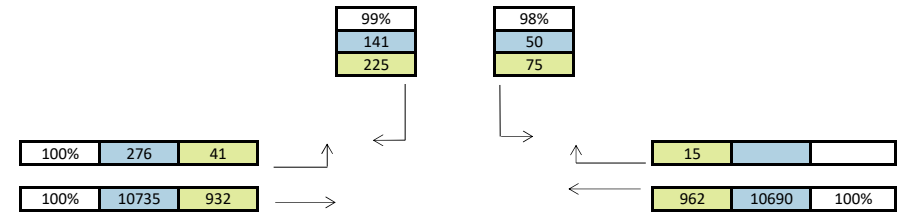
14th Street



Parkway Drive



Allentown Road



Attachment 19

Pekin Park Trail Map



Pekin Park Trail



Welcome... Skateboards, Bikes, Roller Blades, Strollers, Dogs on Leashes, Joggers, Cross Country Skiers, & Walkers!

- * Be Courteous
- * Keep Right
- * Pass on Left
- * When Passing Use Verbal Signals
- * Please Clean Up Litter & Messes Left by Your Pets
- * Motor Vehicles Not Allowed
- * Some areas between the river and 14th St. are on city sidewalks. Follow regulatory trail signage & arrows.

Mileage traveled on trail may be calculated by 1/4 mi, 1/2 mi, & 1 mi, markers on pavement.

- * River to 14th St.: 1.3 Miles
- * 14th St. to Parkway: .8 Miles
- * Parkway to Allentown: 1.1 Miles

Trail Questions

- * Emergency contact 911
- * Maintenance issues contact 346-3810
- * Recreation Reception Office 34R-PARK

* Map Not to Scale

- Parking
- Restrooms
- Bike Trail - Total 4.3 Miles
- Stoplights

Attachment 20

Environmental Justice Analysis



Environmental Justice Analysis

Court Street Rehabilitation – 8th Street to Valle Vista Boulevard

Section 20-00196-00-EG

City of Pekin

The City of Pekin (City) conducted a Phase I Study to consider transportation improvements in the vicinity of Court Street (FAP 693) from 8th Street to Valle Vista Boulevard in Pekin, Tazewell County, Illinois. The purpose of the proposed transportation improvement is to enhance the safety of all modes of transportation, correct roadway deficiencies and enhance pedestrian accessibility along the corridor. The transportation improvement is not a capacity project. The project study area is recognized fully urban built-out. The transportation study analyzed alternatives to improve mobility for motorists, pedestrians, and emergency responders. In addition to serving the motoring public, the proposed action also would support existing and future mobility needs of the adjacent communities while minimizing social, economic, and environmental impacts.

Executive Order (EO) 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations (59 FR 7629; 1994) directs Federal agencies to address disproportionately high and adverse human health or environmental effects on low-income populations and minority populations. Federal guidance has the Federal Highway Administration (FHWA) address EJ during the National Environmental Policy Act (NEPA) review. EO 12898 supplements FHWA Technical Advisory 6640.8A, which provides guidance for documenting the potential social, economic, and environmental impacts considered in the selection and implementation of highway projects.

Recent equity and climate focused legislation include both EO 13895 and EO 14008.

EO 13985: Advancing Racial Equity and Support for Underserved Communities through the Federal Government (86 FR 36531; 2021) directs the Federal Government to pursue a comprehensive approach to advance equity for all, including people of color and others who have been historically underserved, marginalized and adversely affected by persistent poverty and inequity.

EO 14008: Tackling the Climate Crisis at Home and Abroad (86 FR 7619; 2021) will aim to integrate climate resilience into Federal Highway Administration (FHWA) policy and guidance. Furthermore, the Bipartisan Infrastructure Law which is the largest federal investment for transportation projects in decades will encourage readdressing current transportation-related federal policies, programs, and activities to ensure underserved communities are provided with equitable transportation services.

As part of the review of the Court Street Rehabilitation Project, a review of EJ populations was conducted within the project study area. EJ populations were identified within the project study area, therefore necessitating EJ analysis to be conducted.

The purpose of this analysis is to evaluate the distribution of benefits and burdens associated with the transportation project; and evaluate if disproportionately high and adverse effects will be borne by the EJ population.

The project includes 2.98 acres of permanent right-of-way (a narrow strip from 115 parcels). This is needed to move the utility poles out of the existing sidewalk and improve accessibility with wider curblined sidewalks. Two parcels have structures that encroach on the existing right-of-way and sidewalk, whose building faces lie less than 10 feet from the edge of pavement. The structures will need to be at least partially removed to accommodate the improvements. The two displacements are rental properties. 2211 Court Street is a residence with a potential business. 2213 Court Street has three apartments. According to the owner, neither the owner nor the renters are minorities. See attached August 31, 2022 phone memo with the owner.



2211 Court Street



2213 Court Street

The two displacements are within an area of high low-income population (67 percent of the 675 population). See the attached U.S. Environmental Protection Agency EJScreen map. This information is derived from the U.S. Census Bureau's 2015-2019 American Community Survey (ACS) data. Although the renters were determined to not be minority, they are likely low-income based on the EJScreen map. As stated previously, the two properties would be displaced and therefore, the project would cause an adverse impact to these low-income persons.

The next step in this EJ analysis is to determine if there would be a disproportionately high and adverse effect to this low-income population. After reviewing the impacts of the proposed improvements and their relative effects to the involved communities, the project will not cause disproportionately high and adverse effects to the low-income population for the following reasons:

- The amount of right-of-way needed from the two low-income properties are similar to the other 113 parcels and not disproportionately high and adverse.
- The two low-income properties would be displaced because their structures encroach on the existing right-of-way, being closer to the roadway than any other structures along the corridor.
- The project is a reconstruction of an existing roadway, requiring right-of-way from both sides of the street. Urban development on each side of the street eliminates the ability to avoid property takes from just one side.

The purpose of the project is to provide more accessible pedestrian accommodations. Therefore, the benefit to the low-income population is greater than the burden placed on these two properties. Based on these benefits and determination that the impact to the low-income properties is not disproportionately high or adverse, the City of Pekin requests that the project be processed as a Categorical Exclusion.

Environmental Justice analysis has been completed for the project. The two displacements are due to creating accessible sidewalks to provide better access to EJ populations. Therefore, IDOT requests the project to be processed as a Categorical Exclusion as the conditions in 23 CFR 771.117(d) and Chapter 23 of IDOT's *Bureau of Design and Environmental Manual* are met.

Date: 8/31/2022 8:45 am

Person Called: John Delmastro

Person Calling: Rhonda Searle

Project No.: 13L0177A

Project Name: Court Street Rehabilitation

Subject: Relocation for parcels at 2211 and 2213 Court Street

Copy to File, Others: City of Pekin, IDOT

John Delmastro is one of the Trustees for the properties at 2211 and 2213 Court Street. I called to discuss the Court Street project in Pekin. I briefly explained that Hanson is working with the City of Pekin to rehabilitate Court Street and replace the existing sidewalks. Mr. Delmastro did not attend the public meeting and was not aware of the project. He resides in Michigan.

I told Mr. Delmastro that the existing building encroach on the existing right-of-way and the project requires additional right-of-way for the new sidewalk. This will require wither the buildings to be completely removed or the front parts of the buildings to be removed and a new front wall to be constructed. He will discuss these options with his property manager.

When asked, Mr. Delmastro stated that he is not a minority. He said there is one person living in 2211 Court St. He said he does reside in the structure along with the possibility of using it as a business space. He is not a minority. The other structure at 2213 has three residential tenants, none of which are minority.

I told him we will be working on property appraisals soon and will be in contact with additional information. I told him I would follow-up with an email that includes a project plan showing his properties and the proposed right-of-way and easement lines.

Cindy Loos

From: Rhonda Searle
Sent: Wednesday, August 31, 2022 9:46 AM
To: johndelmastro@gmail.com
Cc: Cindy Loos
Subject: Court St.
Attachments: Property.pdf

John,

Thank you for speaking with me this morning regarding the Court St. project in Pekin, IL. I have attached the areial overlay of the proposed City of Pekin improvements along Court St.. As we discussed the appraisal process is currently underway. In the attached drawing, you will notice the proposed Right of Way will affect the front of the two structures located at 2211 & 2213 Court St. The proposals are either the City of Pekin may purchase the entire structure and remove it or you may remove the front walls and rebuild it behind the new Right of Way. The current plan is to leave the remaining property in your ownership. Let me know if you would like me to meet with your property manager to clarify. If you make a trip back to Pekin, I would like the opportunity to meet with you.

Let me know what questions you may have and how I can assist. I look forward in working with you.

Regards,



Rhonda Searle | Land Acquisition Specialist
[Hanson Professional Services Inc.](#) | 7625 N. University St. Suite 200 | Peoria, IL 61614
w 309-966-4908 | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

COTTAGE GROVE AV

RESERVOIR ROAD

DELMASTRO, ALBINO F & EDITH E
2201 COURT ST

DELMASTRO, ALBINO F & EDITH E
2205 COURT ST

DELMASTRO, ALBINO F & EDITH E
2207 COURT ST

DELMASTRO, ALBINO F & EDITH E
2211 COURT ST

DELMASTRO, ALBINO F & EDITH E
2213 COURT ST

SANGALLI, JACK S
COURT ST

SANGALLI, JACK S
2217 COURT ST

PI Sta 181+10.87

181 182 183 184 185+00 186 187

EVCEL8
MANAGNT CO INC
2128 COURT ST

KALMAN, PETER & RITA
2200 COURT ST

HUSKISSON-CATES,
COLLETTE L
2202 COURT ST

BIG RAYS EXPRESS
2206 COURT ST

FOREST DRIVE

EVANS, RICHARD E
2210 COURT ST

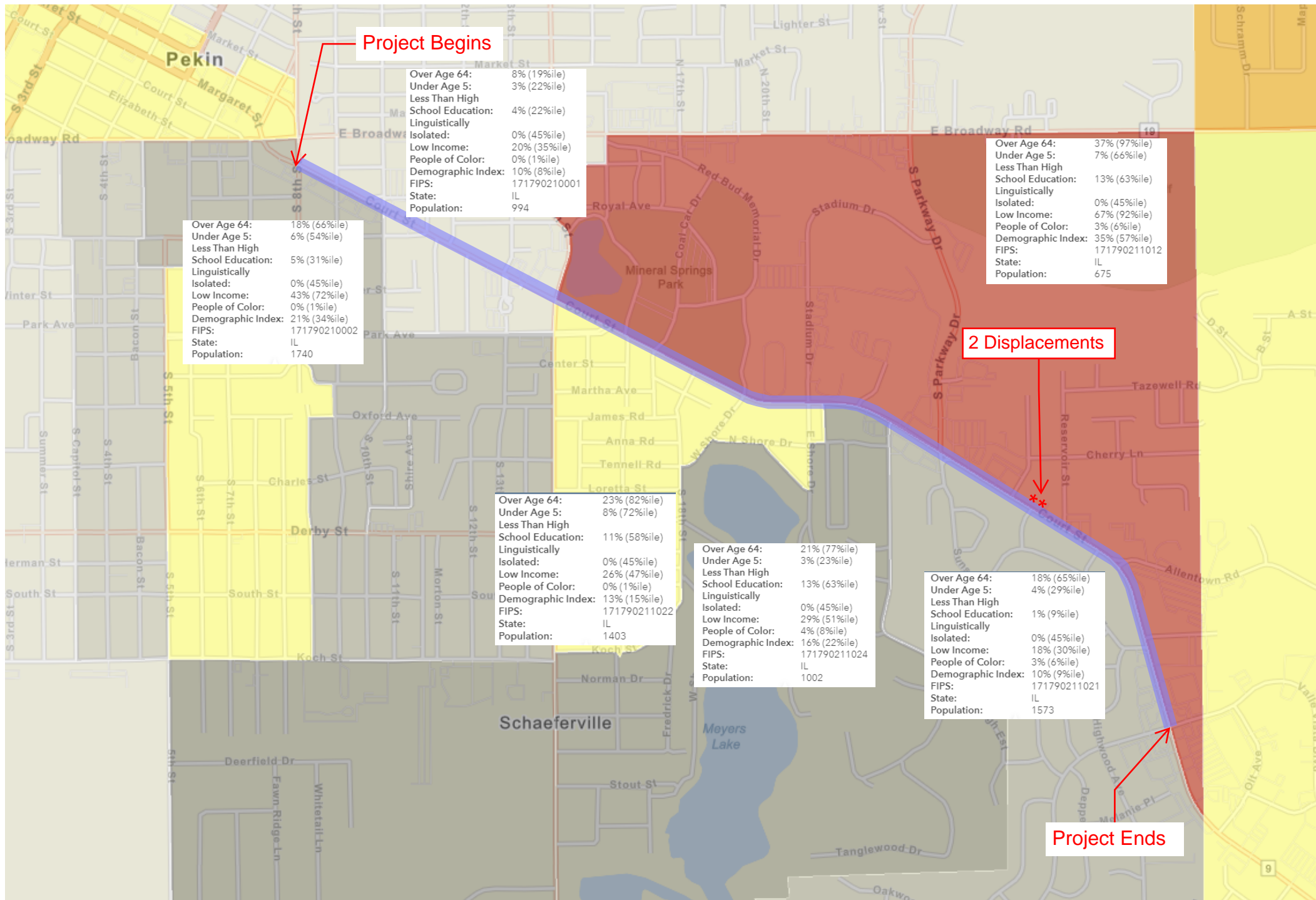
JANSEN, GREGORY T & CHARLENE S
2214 COURT ST

JANSEN, GREGORY T & CHARLENE S
2218 COURT ST

WALKER, JIMMY L
2220 COURT ST

WALKER, JIMMY L
2222 COURT ST

HARPER, JEFFERY A
2224 COURT ST



Court Street Rehabilitation Project
Environmental Justice Indicators

From: Brinkerhoff, Andrew (FHWA) <andrew.brinkerhoff@dot.gov>
Sent: Tuesday, September 20, 2022 3:22 PM
To: Reitz, Mark A <Mark.Reitz@illinois.gov>
Cc: Graham, Susan (FHWA) <susan.graham@dot.gov>
Subject: [External] RE: Tazewell County City of Pekin Section 20-00196-00-EG Court St Federal Approved CE

Mark,

Thank you for the detailed submittal and the phone call yesterday providing background on this project.

We reviewed the EJ Analysis Memo and have no issues or questions with it; ultimately finding it acceptable.

Based upon the information provided, FHWA has determined that this project will not have any significant impacts on the human environment and approves its designation as a Federal Categorical Exclusion on September 20, 2022.

If you have any questions or concerns, please do not hesitate to contact Sue.

Thanks,



Andy Brinkerhoff, P.E.

Field Engineering Team Leader, Team B

IL Division, FHWA | 3250 Executive Park Dr, Springfield, IL 62703

phone: 217-492-4630 | email: andrew.brinkerhoff@dot.gov

From: Reitz, Mark A <Mark.Reitz@illinois.gov>
Sent: Tuesday, September 20, 2022 12:44 PM
To: Graham, Susan (FHWA) <susan.graham@dot.gov>
Cc: Brinkerhoff, Andrew (FHWA) <andrew.brinkerhoff@dot.gov>
Subject: Tazewell County City of Pekin Section 20-00196-00-EG Court St Federal Approved CE

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Tazewell County
City of Pekin
Section 20-00196-00-EG / 20-00196-00-RS
Job No. C-94-025-21
Project No. EMYF(921)
BDE SEQ #23201
Court Street from 8th Street to Valle Vista Boulevard
Federal Approved Categorical Exclusion Concurrence

Ms. Graham,

The City of Pekin proposes to rehabilitate Court Street from 8th Street to Valle Vista Boulevard, a distance of approximately 2 miles. See attached location map. Court Street is a 5 lane, two-way urban arterial (two lanes in each direction with a two-way left turn lane). The project, using 3R guidelines, will consist of new curb and gutter, pavement resurfacing, and new sidewalks to improve pedestrian accessibility. Traffic signals and signal timing will be updated to improve safety and traffic mobility. The Stadium Drive intersection will be improved as a new signalized intersection.

The City has secured federal funding for the portion of the project from Stadium Drive to Parkway Drive and is included in the TIP (PEK-23-01). The City recently reconstructed Court Street from Hilltop Drive to Veterans Drive using a Rebuild Illinois Fast-Track Grant (non-federal funds). The city proposes to use a variety of funds to complete the remaining portions of the project as funding opportunities become available.

This project includes potential business/residential displacements. This unusual circumstance requires the project be processed as a Federal Approved Categorical Exclusion per the Programmatic Agreement Regarding the Processing of Actions Classified as Categorical Exclusions for Federal-aid Highway Projects in Illinois, dated October 1, 2020. We request FHWA grant Categorical Exclusion for the subject project. Below are pertinent items and dates for the project:

- Coordination Meeting: An LPA/IDOT/FHWA coordination meeting was held December 2, 2020. Minutes are attached.
- Natural Resources Review: Approved June 21, 2022. No potential impacts were identified.
- Wetlands: None
- Cultural Resources Review: Approved May 27, 2020. No historic properties are affected.
- Section 404: This project does not impact waters regulated by Section 404.
- Noise: This project meets the criteria for a Type III project and does not require a noise analysis.
- Special Waste: A PESA was prepared in October 2020. REC sites were identified; a PSI will be performed during Phase II.
- Air Quality: No issues.
- NPDES: SWPPP required (soil disturbance greater than one acre).
- Proposed ROW: Approximately 3 acres of proposed ROW is required from multiple owners (115 parcels). The majority of the ROW is a narrow strip for the new, wider sidewalk.
- Displacements: Two parcels (2211 and 2213 Court Street) have structures that encroach on the existing right of way and sidewalk. The buildings lie less than 10 feet from the edge of pavement. The structures will need to be at least partially removed to accommodate the improvements. See attached Environmental Justice Analysis.
- Public Involvement: A public meeting was held on February 5, 2015. As a result of comments received at this meeting, the scope of work and project limits were refined. An additional public meeting presenting the current scope and logical termini was held on March 8, 2022. No comments of opposition to the project were received at/after the March 8, 2022 public meeting.
- ADA: New (wider) sidewalk is proposed along the roadway and will meet ADA, PROWAG, and IDOT policies and guidelines.
- Bicycle Accommodations: The proposed project does not provide bike lanes or a shared-use path, however, the Pekin Park District Trail provides access for bicyclists to connect with all cross streets along Court Street.

- Maintenance of Traffic – Lane closures and shifts will be utilized in stages so that road closures/detours will not be required. Court Street is a Significant Route and a TMP has been prepared which meets mobility and queueing goals. Local access will be provided at all times.
- Design Variances: Minor variances (Level Two) have been granted as necessary for driveway reconstructions and intersection improvements.
- Section 4(f): The project will require ROW from Mineral Spring Park, a Section 4(f) resource, for construction of new sidewalk. FHWA made a de minimis impact finding on May 12, 2022.

Based on the above information, it is the opinion of this office that the project will not have any significant impacts on the human environment and we seek your concurrence that the project be processed as a Categorical Exclusion. Let us know if a Categorical Exclusion is granted by FHWA. Additional documentation can be provided upon request.

Let me know if you have any questions. Thanks.

Mark A. Reitz, P.E.

Project Development Engineer

Illinois Department of Transportation / Bureau of Local Roads & Streets

2300 South Dirksen Parkway / Springfield, IL 62764

Office 217.785.2798 / Cell 217.685.0181

Mark.Reitz@illinois.gov

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