

# Hamilton Road Connection Project



BUILD Grant Application

July 2019

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## Executive Summary

Bloomington is at the crossroads of 3 major interstate corridors, connecting with Indianapolis and the Quad Cities on Interstate 74, Chicago to St. Louis on Interstate 55, and Interstate 39 to Madison Wisconsin. Bloomington is a community in transition. The City is rooted in its agricultural foundation as the home to the Illinois Farm Bureau, the Illinois Soybean Association and Country Insurance and Financial Services, but has grown due to its proximity to Illinois State University and State Farm Insurance Company Headquarters (#36 on the 2019 Fortune 500). Bloomington's neighbor, Normal has been on the leading edge of transforming how medium sized cities think about transportation and the most efficient, environmentally friendly and cost-effective way for people to travel. That thinking is a regional mindset that has helped Bloomington-Normal attract Rivian, the producer of all electric vehicles and a pioneer in autonomous vehicle production and technology.

Hamilton Road is the east-west arterial corridor along the south side of the City of Bloomington. When completed, the corridor will be comprised of a 7.2 miles of four-lane roadway that has been three decades in the making. Over the course of three decades, the City has invested \$45 million in the corridor in order to provide constituents improved safety, better connections, and more efficient transit operations as well as significantly increased economic opportunities. Hamilton Road connects the region to its economic engine, State Farm Insurance, and will provide critical links to the West for Rivian, residents, and suppliers.

The project will also connect pieces of Constitution Trail, a multiuse facility. The multiuse trail will provide health benefits for users by improving pedestrian and bicycling connections for area residents, improving quality of life via recreation, and providing options for non-motorized transportation opportunities for residents and visitors. The City is requesting \$5.325 million from BUILD to provide funding to complete the 3,000-foot segment that connects already completed portions of the corridor. The City has committed to fund \$2.325 million, or 30%, of the project costs by leveraging a portion of the increased funds from the state motor fuel tax or issue bonds for the local share. Another \$100,000 will come from state funds from the Illinois Commerce Commission.

The existing portions of the corridor have been built in phases using City funds, including the City's distribution of state motor fuel taxes and other locally generated monies, matched with Federal Aid Urban STP funds distributed through the area Metropolitan Planning Organization. As part of the proposed project, Bloomington will leverage new funds made available by the Illinois Capital, bill passed in May 2019, which doubles the Illinois motor fuel tax. The distribution to Bloomington will increase 68% and will be adjusted annually for inflation and changes in fuel consumption.



On March 25, 2019, the City took the bold step of doubling its own local motor fuel tax to generate funds for critical maintenance and needed improvements to the City owned transportation system. This ensures an ongoing commitment to maintain and operate its system of roads and streets, including the proposed Hamilton Road project.

With the opening of this Hamilton Road (Bunn Street to Commerce Parkway) link, the city-wide travel demand model (TDM) shows that traffic will immediately migrate to Hamilton Road. The completion of the arterial street will benefit area travelers by saving an estimated 19,710 hours and 530,710 miles each year. Safety on the surrounding roadway network will be improved with the closure of the Rhodes Lane and Morrissey Drive (U.S. Route 150) intersection, which has been on the 5% high crash location issued by the Illinois Department of Transportation. The improvement of the roadway network will provide better access to additional land area between the Norfolk Southern Railroad, Bunn Street, and Rhodes Lane. The improved access will promote infill development in lieu of urban sprawl. Finally, the closure of the 3,000-foot gap in the Constitution Trail will provide a safe connection of a multi-modal trail between a major center of employment (State Farm Insurance) and existing park and residential areas. **Taking into account these factors and the 7% discount rate, the benefit-cost ratio is 1.53.**

Elements of the Hamilton Road Connection Project, Bunn Street to Commerce Parkway includes:

- An at-grade railroad crossing at the intersection with Norfolk Southern Railway (NSR) tracks. The City has agreed to close two at grade-crossings elsewhere in order to build the at-grade crossing.
- Three slightly used railroad sidings will be removed from the project site.
- Closing Rhodes Lane near its current intersection with U.S. 150. The U.S. 150/Rhodes/NSR intersection is among the more dangerous in Bloomington. Rhodes Lane will end as a cul-de-sac because it no longer needs to connect to US 150 (Morrissey Drive).
- The NSR crossing at U.S. 150 currently is un-gated because of its proximity to Rhodes Lane. While not part of the proposed project, the closure of Rhodes Lane at the intersection will make the improvements feasible.
- Constructing the Constitution Trail link that connects a network of 7.2 miles of trail parallel to Hamilton Road.

Project advantages will include:

- o Safer, easier roadway travel, especially at the U.S. 150/Rhodes Lane/NSR confluence.
- o Reduced traffic load on the Interstate 55 Business (Veterans Parkway).
- o More efficient transit connections
- o Expanded transportation options from completing the Constitution Trail

connections

- o New links to recreational facilities and parks
- o Increased economic development opportunities
- o Enhanced future access opportunities for rural residents

## Project Description

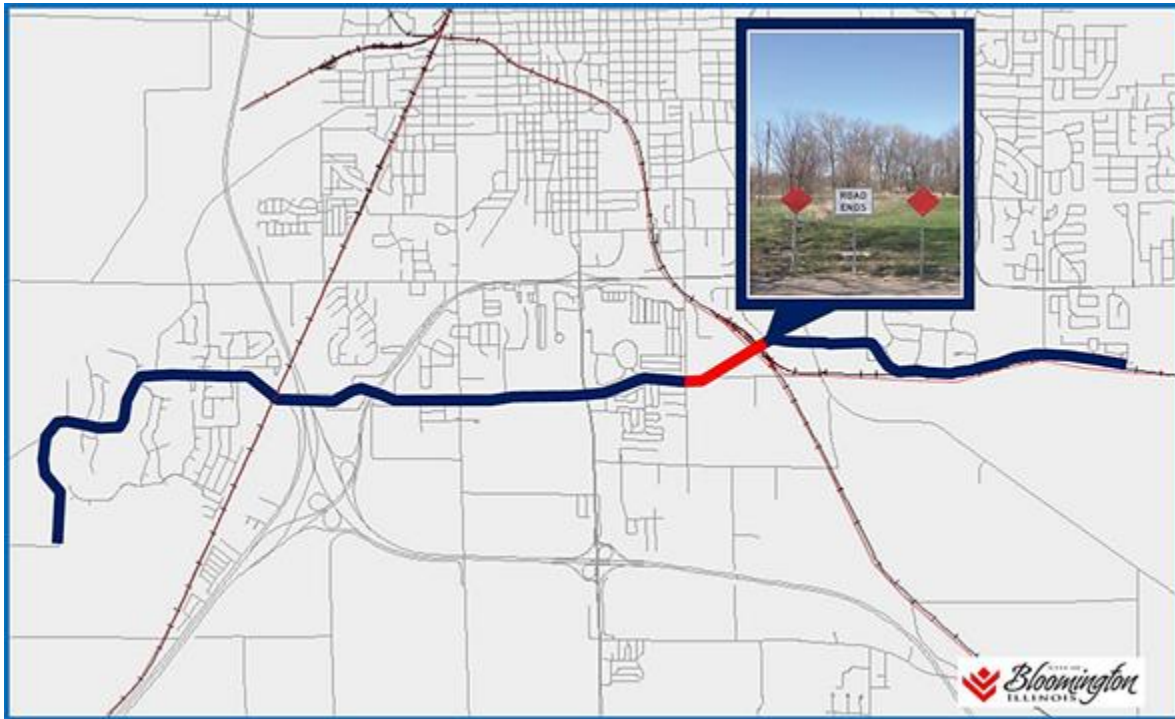
The City of Bloomington will use BUILD funding, combined with innovative local funding, to cross the Norfolk Southern Railroad and complete a 7.2 mile, four-lane, east/west arterial roadway on the south side of the city. See Figure 1 for the project location. Historically, the existing Norfolk Southern Railroad storage facility and associated right-of-way have been a barrier to completing the connection. With the relocation of the storage facility and construction of this section of Hamilton Road, east/west mobility will be improved by providing better route continuity. Hamilton Road will connect homes located on the southwest side of the city and rural communities south of the city with a more direct and safer route to State Farm campuses, parks, schools, and other places of business along Commerce Parkway and Hamilton Road.

Multi-modal transportation will be improved by constructing a branch of Constitution Trail. The proposed branch of Constitution Trail connects sections of the trail system that follow existing sections of Hamilton Road and trails that meander through the State Farm South Campus to park facilities.

Building the 3,000 feet of arterial street and crossing the Norfolk Southern Railroad will also promote more sustainable infill development, reduce traffic volumes on nearby congested streets that would otherwise require widening, and allow for the closure of the intersection of Rhodes Lane and Morrissey Drive (US 150) near the Morrissey Drive at-grade crossing with Norfolk Southern Railroad.



Figure 1 – Project Location



The project is located in:

- City of Bloomington,
- County of McLean,
- State of Illinois,
- Census-defined Urbanized Area of Bloomington-Normal, 2014 population of 133,324, and
- With the 18th Congressional District, and adjacent to the 13th Congressional District.



## The Challenge

### Insufficient Roadway Capacity

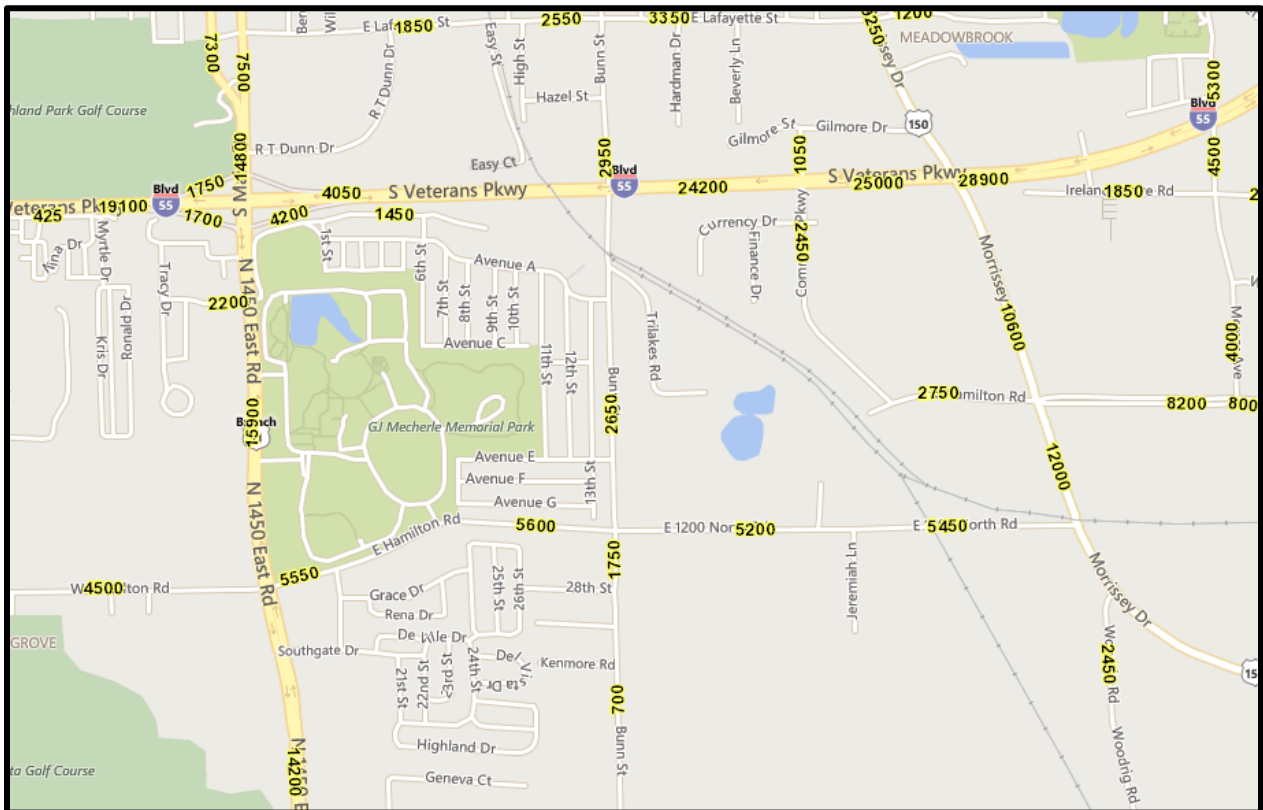
The existing roadway network has insufficient capacity to convey the existing east/west traffic volumes because of a lack of route continuity between Bunn Street and Commerce Parkway. For this reason, Hamilton Road (between I-55 Business and Bunn Street) is an under-utilized four-lane arterial street and only carries 5,600 vehicles per day. East of Bunn Street, Hamilton Road terminates and becomes Rhodes Lane. Rhodes Lane is a two-lane roadway that continues to the east from Bunn Street to Morrissey Drive (U.S.



Route 150) and carries between 5,450 vehicles per day (See Figure 2). Rhodes Lane was not constructed to urban arterial standards and cannot support current traffic levels let alone convey much more traffic given its current condition. Additionally, Rhodes Lane does not provide direct access to State Farm Corporate South Campus and commuters using Rhodes Lane are forced to meander and turn across the Morrissey Drive (US 150) at-grade crossing, which is not a gated crossing.

State Farm Insurance is the primary traffic generator in this area. A significant portion of the employee traffic accesses the facility from Hamilton Road on the south side of the campus. This traffic generally uses Veterans Parkway (I-55 Business), Morrissey Drive, and the combination of Rhodes Lane and eastern sections of Hamilton Road. The sections of Veterans Parkway (I-55 Business) and Morrissey Drive are nearing or over capacity; the two-lane section on Rhodes Lane creates a bottleneck; and the lack of acceptable gaps in Morrissey Drive (US 150) traffic at Rhodes Lane encourages frustrated drivers to use unsafe gaps in opposing traffic to turn onto Morrissey Drive. An additional benefit from connecting Hamilton Road is a predicted reduction in traffic on Woodrig Road, a substandard rural road carrying approximately 2,450 vehicles per day.

**Figure 2 – Existing Traffic Volumes**

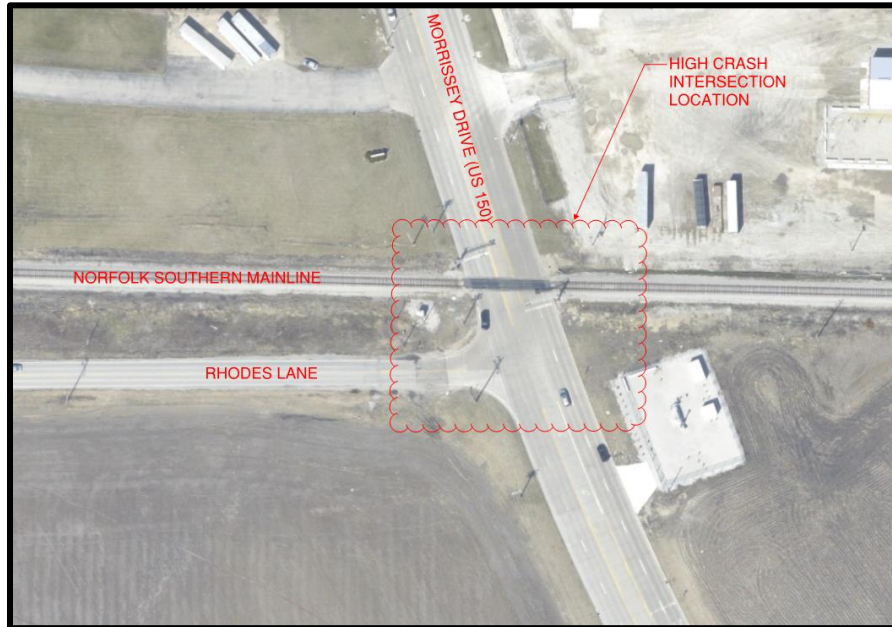




### Roadway Safety

In general, over capacity roadways are inherently less safe than uncongested roadways, and the characteristics (access control, wider lanes, more frequent maintenance, greater sight distances, and curb and gutter) of an urban/suburban arterial street reduce crash frequency and severity as compared to collector and local streets. Additionally, the east terminus of Rhodes Lane intersects with Morrissey Drive (US 150) within 50 feet of the at-grade crossing of Morrissey Drive and the Norfolk Southern Railroad (See Figure 3). The resulting intersection is one of the more dangerous in the City because the location of the intersection does not allow for the installation of barrier median and crossing gates.

**Figure 3 – Morrissey Drive and Rhodes Lane Intersection**



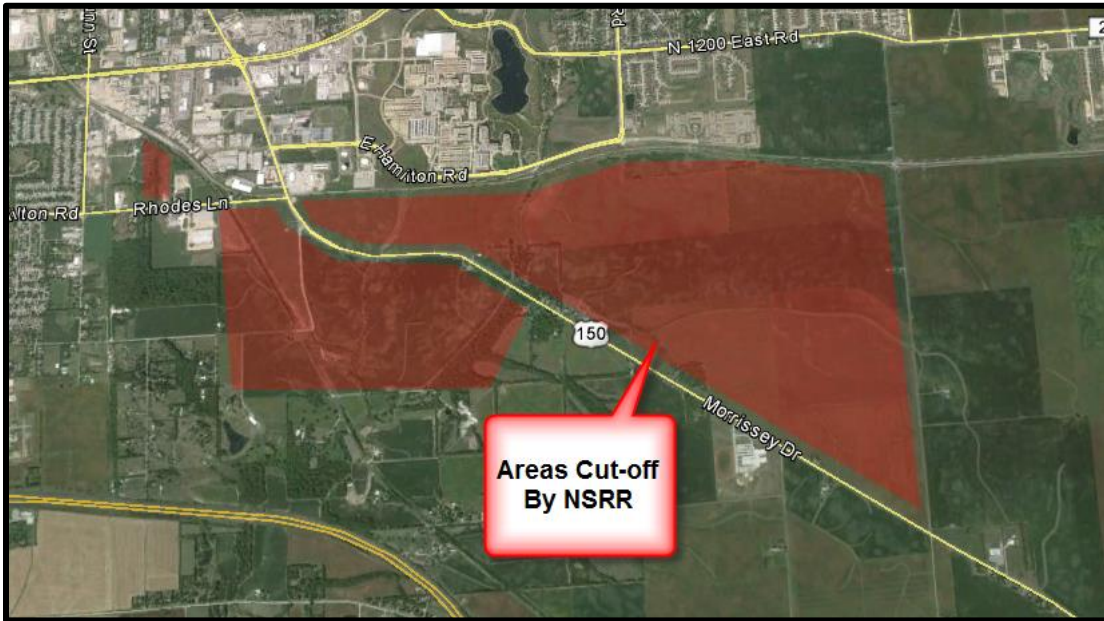
### Existing Barriers to Development

The city's Comprehensive Plan 2035 identifies the area that is surrounded by the Norfolk Southern Railroad, Bunn Street, and Rhodes Lane as land targeted for light industrial development. In lieu of urban sprawl and development moving into the adjacent fertile farm fields, infill development is prioritized in the Comprehensive Plan. The promotion of infill development over greenfield development is intended to leverage prior municipal investment in gravity sewer and water mains in the area. Currently, several barriers to development exist in this area of the city (See Figure 4):

- the Norfolk Southern railroad; two main lines and three sidings exist at the proposed Hamilton Road crossing

- the existence of inadequate access to the transportation system
- an unsafe intersection at Rhodes Lane and Morrissey Drive (US 150)

**Figure 4 – Barriers to Development**



**Multi-Modal Transportation Continuity**

Constitution Trail is an important asset to the City of Bloomington and throughout McLean County. The Constitution Trail provides pedestrian and bicycle connectivity between the entire region’s businesses and education and recreational assets. Providing an interconnected system of parks, greenways and trails is explicitly stated as a goal in the City’s Comprehensive Plan. Currently, a 3,000 foot gap exists in Constitution Trail between a major center of employment (State Farm Corporate South Campus) and residential neighborhoods and park lands (See Figure 5).

**Figure 5 – Constitution Trail**



## The Solution

For the past 20 years, the City of Bloomington has been aware of the transportation challenges that exist in the southern section of the City. As the regional employment and economic impact of State Farm Insurance have increased, so have the transportation needs in the area. Safe and efficient access to:

- State Farm facilities
- Evans Junior High,
- Normal Community High,
- our nearby elementary schools, and
- Other commercial areas

is dependent upon east/west arterial street route continuity and direct access between residential areas, schools, and jobs. Over the past decade, the City has expended significant municipal resources to addressing the challenge.

Currently, Veterans Parkway (I-55 Business), between Hamilton Road and Morrissey Drive (US 150), is over capacity because commuters migrate away from Hamilton Road due to its lack of direct access to employment centers. With the opening of the Hamilton Road (Bunn Street to Commerce Parkway) link, the city-wide travel demand model (TDM) shows that traffic will immediately migrate to Hamilton Road, causing the existing average daily traffic volumes to double on day one.

The City has pro-actively invested funds to determine the cause and the most cost effective solution of the roadway capacity challenges. The TDM was used as a tool to replicate existing and forecast future travel demands throughout the City. In 2011, the City used the TDM to prepare the “Southeast Bloomington Railroad Crossing and Transportation Study”. The study reviewed six separate alternatives for increasing mobility and promoting a safer transportation system. ***The recommendation of this study was to give Hamilton Road (Bunn Street to Commerce Parkway) high priority*** as it cost effectively improved mobility and promoted safety.

Because the Hamilton Road project would need to cross the Norfolk Southern Railroad, a portion of the study compared the relative cost effectiveness of crossing the Norfolk Southern Railroad mainline and the storage tracks either at-grade or with a grade separation. Costs to relocate the existing storage facility were included in the calculations. The study found that the added costs of the grade separation outweighed the realized benefits of increased mobility and safety if an at-grade separation was constructed. Based on this data, an at-grade crossing between Hamilton Road and the Norfolk Southern mainline, with the storage facility relocated, was the recommended solution.

Included in this study were interviews with the area project stakeholders. The interviews were aimed at obtaining qualitative data regarding the needs of the individual stakeholders looking to invest in the area or frequently traveling through the area. The end result of the report was that the construction of Hamilton Road from Bunn Street to Commerce Parkway would provide the intended benefits of more efficient and safe roadways, improved access to developable areas in this corridor, and connection of multi-modal transportation from areas of business to parks, residential and rural areas, and schools.

Three (3) TDM scenarios were completed to estimate the improvements that this project would have on the congestion being experience on the street network. The proposed project was analyzed with existing 2010 socioeconomic data and 2035 socioeconomic data provided by the McLean County Regional Planning Commission via the East Side Highway Study. The following TDM scenarios were:

- Existing Street Network without proposed improvement (2010 Socioeconomic Data)
- Existing Street Network without proposed improvement (2035 Socioeconomic Data)
- Existing Street Network with proposed improvement (2035 Socioeconomic Data)

The proposed project was tested to determine if changes to the travel patterns adversely affect or enhance mobility for neighborhoods, businesses, and those traveling throughout the City of Bloomington. Increases and/or decreases on the existing roadways are summarized in Table 1. The 15% reduction on Veterans Parkway in the design year is significant since Veterans is the heaviest volume roadway in the Bloomington-Normal urbanized area.

**Table 1 – Roadway Capacity Improvement**

Roadway Segment	2035 No Build TDM ADT	2035 Hamilton Road TDM ADT	% Change
Hershey	37,925	35,272	-7.0%
Morrissey	23,338	21,313	-8.7%
Ireland Grove Road	23,292	21,527	-7.6%
IL 9	36,868	31,501	-14.6%
Veterans Parkway	56,824	48,101	-15.4%

Using the TDM, the amount of daily vehicle hours traveled on the Bloomington street network was calculated with and without the proposed project. The results of this analysis are shown in Table 2. The construction of the proposed improvements will provide for more efficient flow of traffic in the design year. It should be noted that 2010 socioeconomic data and existing transportation network were used to generate data for the benefit-cost analysis.



**Table 2 – Travel Time Improvement**

2035 TDM Network Scenario	Travel Time (Minutes)	% Difference
No Build	2,013,470	-
Hamilton Road (Bunn to Commerce)	2,003,480	-0.5%

The completion of the 3,000 foot Hamilton Road arterial street between Bunn Street and Morrissey Drive is benefits travelers throughout the City by saving them an estimated 9,900 minutes of travel time per day or approximately 60,773 hours per year.

**Increase Overall System Efficiency**

As noted in Table 2, the TDM has shown that constructing the proposed improvements will decrease travel time throughout the city as compared to the no-build alternative. The increased efficiency of the proposed system is a result of the route continuity and direct access that Hamilton Road would provide to the largest regional employment center (State Farm Corporate South Campus) from various community facilities (parks, schools and multi-use trails) and residential areas.

**Improve Safety**

The construction of the proposed project will re-route vehicles away from Rhodes Lane and other heavily congested roadways (i.e. Hershey Road, Morrissey Drive, Ireland Grove Road, IL 9, and Veterans Parkway). Minimizing the need for vehicles to traverse local streets (Rhodes Lanes) and congested facilities inherently reduces the potential for crashes. Improvements to Hamilton Road will include access control, more frequent maintenance, greater sight distances, traffic signals, and curb and gutter. Combined, these characteristics have the potential to reduce crashes by approximately 50% as compared to the existing Rhodes Lane cross section.

Safety on the surrounding network will be further improved with the closure of the Rhodes Lane and Morrissey Drive intersection and the construction of a cul-de-sac on Rhodes Lane. A recent three-year period showed that a total of 27 crashes with 15 injuries have occurred at this intersection. Added benefits of this intersection closure include the ability to now improve the existing Norfolk Southern and Morrissey Drive (US 150) at-grade crossing with gates and barrier median. Installing gates and a barrier median on proposed Hamilton Road is also an improvement over the existing condition because travelers using existing Rhodes Lane are now required to cross the Norfolk Southern without the added benefit of these warning devices.

**Development**

The improvement of the roadway network in this area will provide better access to some additional land between the Norfolk Southern Railroad, Bunn Street and Rhodes Lane. This ground is currently programmed in the regional comprehensive plan as light industrial. Additional economic benefits include the potential expansion of existing





businesses along Hamilton Road east of Commerce Parkway once arterial street access is continuous along the southern section of the City between Veterans Parkway and State Farm Corporate South Campus.

**Multi-Modal Connection**

The construction of the proposed improvements will allow for the 3,000 foot gap in the Constitution Trail to be closed between Bunn Street and Commerce Parkway. The closing of the gap, with added safety features like railroad crossing gates, will allow for a major center of employment to be safely connected to existing park and residential areas.

**Storage Track Relocation**

The existing storage tracks are a barrier to constructing the link connecting Hamilton Road and creating a continuous 7.2 mile arterial street. However, the tracks are a benefit to Norfolk Southern Railway as they provide an area to stage/store trains. The approximate 10,000 feet of tracks will be relocated to another location to provide comparable economic benefits to NS, while allowing the at-grade crossing to be constructed.

**Project Partners**

The City of Bloomington will be the lead agency for the project and the recipient of the BUILD grant. The City’s Department of Public Works has extensive experience in managing large construction projects that include significant federal dollars. Recent examples of the City’s related experience are shown in Table 3.

**Table 3 – Experience Managaging Federally Funded Project**

Project	Program Year	Total Cost	Federal Cost
Hamilton Road – Cabintown to Greenwood	2003	\$9,541,000	\$3,529,200
Fell Avenue Bridge Replacement	2005	\$1,438,000	\$501,000
Main Street Beautification – Front to Washington	2006	\$205,000	\$161,000
Ireland Grove Road Resurfacing – Veterans to Bridge over Little Kickapoo Creek	2009	\$570,000	\$470,000
College Avenue & Hershey Road Traffic Signals	2009	\$173,000	\$150,000
Hamilton Road – Greenwood to Timberlake	2010	\$3,757,000	\$2,386,000
Hamilton Road – Timberlake to Main	2013	\$4,189,000	\$3,019,000



The project also includes a number of community partners:

**Illinois Department of Transportation (IDOT):** While not officially party to this project, IDOT is a source of local expertise. The proposed improvements will impact IDOT as traffic volumes and access on their state-owned routes will be improved. Safety on US 150 (Morrissey Drive) could be improved as well because the closure of the Rhodes Lane intersection, a high crash location, makes it feasible for gates and lights to be added to the US 150 at-grade crossing.

**McLean County Regional Planning Commission (MCRCP):** Since 1967, MCRPC has provided regional planning services to McLean County. These services include regional projects such as metropolitan transportation planning services provided in cooperation with McLean County, the City of Bloomington and the Town of Normal, and projects which promote responsible land use management and protection of the environmental assets. MCRPC will assist with a number of the planning activities.

**Illinois Commerce Commission (ICC):** The ICC will provide funding for closing two crossings. In addition, the ICC must approve the new at-grade crossing.

**Norfolk Southern Railroad (NSR):** NSR is working cooperatively with the City to relocate the siding tracks to allow the new at-grade crossing to be constructed. If a new siding is built, it would improve NSR's operations by creating a useful storage and staging area missing along this line of track.

There are also numerous private entity stakeholders. The City of Bloomington has already engaged the following stakeholders in planning and prioritizing projects in the southeast portion of Bloomington. Coordination with these, and other, stakeholders will continue throughout the project.

- State Farm Insurance
- Snyder Companies
- Normal Community School District Unit 5
- Connect Transit

## Grant Funds and Sources

The City of Bloomington is seeking a BUILD grant in the amount of \$5,325,000. This amount represents 68.7% of the total project cost of \$7,750,000. The Illinois Commerce Commission will provide \$100,000 (1.3%) based on two at-grade crossing closures based on the agreement between the NS and the City for this project. The project local match, \$2,325,000, will be covered with proceeds from city-issued revenue bonds backed by a portion of the city's state motor fuel tax distribution. Conservative estimates indicate that the city's state motor fuel tax distribution will be \$1.3 million annually of which a portion can be used to pay off bond debt for the proposed project.



## Primary Selection Criteria; Long-Term Outcomes

### State of Good Repair

A current vulnerability in the street system in this area of the City is that the roadways operate in an over-capacity level of service. During peak hours, levels of service are not conducive to efficiently moving traffic in this corridor. The vulnerability in the system will result in quicker roadway degradation and shorter pavement life cycles.

The existing inadequacies in the roadway capacity also extend into opportunities for development in the area. If the capacities of the roadway are left un-improved, the likelihood of development in this area is limited.

The proposed project will improve the efficiency of the existing roadway network by removing capacity constraints caused by lack of lanes and comfort on Rhodes Lane and other roadways that serve State Farm Insurance. The expansion of the transportation system proposed with the Hamilton Road connection will be partially offset by taking portions of Rhodes Lane out of operation. The improvement of Hamilton Road will reduce the overall Network Travel Time by approximately 19,710 hours and 530,710 miles each year. In addition, traffic volumes on Veterans Parkway (I-55 Business), Ireland Grove Road, and Empire Street (IL 9) are expected to decrease by approximately 7-15%, which helps reduce the need for roadway widening projects on those facilities.

### Economic Competitiveness

An expected outcome of the project is to improve the long-term efficiency and reliability in terms of movement of goods and workers. As of today, State Farm Insurance employees experience significant delays during their commutes to work. The viability of State Farm Insurance and their employees is critical to the local economy of the city and the county as a whole.

In addition, increasing capacity on the roadways within the project area is critical to fostering the continued private development of this area. The area's existing transportation system inhibits development. The city's Economic Development Department estimates that by constructing this portion of Hamilton Road, over 235 acres will be better positioned for private development. In the attached project economic benefit memorandum, four sites in the vicinity of the project area are examined where development is likely being depressed because of a lack of mobility along the Hamilton Road corridor. The completion of Hamilton Road would alleviate some of the associated transportation problems. The memorandum states that development of vacant sites adjacent to the proposed Hamilton Road connection would generate additional property taxes and sales taxes. The memorandum also explains that home prices on the southwest side of Bloomington are depressed due to lack of access to retail opportunities which the proposed project may help spur to fruition.

The proposed improvements will provide multi-modal connections from centers of employment to adjacent land uses, including residential, retail, recreation, and education. The multi-modal





connections will improve economic mobility in the area which is identified by the USDA as a food desert.

### Livability

In 2015, the city adopted a new Comprehensive Plan. Several goals and policies that were part of the document were related to transportation and land use/growth that will promote livability ideals. The stated goal of transportation in the city is to provide a “system of safe, reliable and efficient modes of transportation for the movement of people and goods that is context sensitive and supports other elements.” One of the goals that the city stated for growth is that development should be “compatible with and complementary to adjacent land uses”. In addition, the Comprehensive Plan stated a policy to “promote redevelopment and infill development within the existing community”.

The proposed project will implement portions of the 2015 Comprehensive Plan on several levels. First, the increase in roadway capacity will add reliability and efficiency to the transportation system. With the completion of Constitution Trail being included in the project, an alternative mode of transportation will be facilitated and will provide a critical link between residents and key recreational assets. By increasing the capacity of the roadway network, areas of development will be opened up adjacent to the project corridor. The construction of the roadway will encourage the stated goal of redevelopment and infill development.

### Environmental Sustainability

Efficient modes of transportation are vital to providing a system that will be environmentally friendly and sustainable. The proposed project will significantly reduce congestion and thus will improve energy efficiency, reduce energy use, reduce greenhouse gas emissions and improve air quality. The TDM estimates that over 19,710 hours and 530,710 miles each year will be saved due to the improved efficiency. This travel time savings equates to reductions in CO<sub>2</sub>, NO<sub>x</sub>, and PM emissions. The table below shows the reduction in emissions.

**Table 4 – Emission Reductions**

CO <sub>2</sub> Emissions <i>(Metric Tons/Year)</i>	0.21440665
NO <sub>x</sub> Emissions <i>(Short Tons/Year)</i>	0.54347145
PM Emissions <i>(Short Tons/Year)</i>	0.02047524

The project will provide improved access to other modes of transportation and the health benefits provided to those that choose to walk and bike along Hamilton Road. The gap in the Constitution Trail between Bunn Street and Commerce Parkway will be closed and a multi-modal connection between the State Farm campus and residential and park areas will be



provided. The presence of the connected trail will provide for easier access to the trail and reduced impacts on the environment.

During the environmental documentation process, wetlands were identified near the proposed at-grade crossing with the Norfolk Southern. The project design team has identified solutions to mitigate the impact to the wetlands by maintaining the existing resource in its current condition and location.

## Safety

The proposed project will provide a safe, connected, accessible transportation system for multi-modal movement of goods and people. By increasing the continuity and capacity of Hamilton Road, the additional traffic that it can handle will consequently increase the service life on adjacent roadways (i.e. Veterans Parkway, Ireland Grove Road, and Empire Street). Hamilton Road will be designed as an arterial street with traffic signals in order to convey design level traffic and reduce traffic volumes on adjacent streets. All these factors will increase safety. The proposed improvements on Hamilton Road are the final piece of the 7.2 mile east/west arterial street that will extend from Fox Creek Subdivision to Hershey Road. The project will also connect the Constitution Trail along this segment of roadway.

An additional safety benefit of the proposed improvement is the elimination of the intersection of Rhodes Lane and Morrissey Drive. This intersection is located approximately 50 feet from the at-grade NS Railway crossing. This intersection is one of the more dangerous in the City and will no longer be necessary. This will also mitigate congestion at the Morrissey Drive (US 150) crossing by allowing travelers to cross the NS track with lights and gates.

## Secondary Selection Criteria: Innovation

Since 2007, the City of Bloomington Public Works, the City Manager and the City Council have embraced a series of “pavement preservation” methods. Newly, and recently, paved roads are being treated with Reclamite Preservation Seal, distributed and applied exclusively in this area by Corrective Asphalt Materials, LLC. This mix of petroleum oils and resins can extend asphalt pavement lifespan by 50 percent. Hamilton Road will be a part of this innovative program.

Because Hamilton Road will be a continuous arterial corridor designed to safely accommodate traffic as efficiently as possible, fiber optic communications and traffic signal timing and coordination plans will be deployed during rush hour. The communication system will also allow the pedestrian and vehicular gates at the proposed NS crossing to be incorporated in the operations of adjacent traffic signals.

The City is also being creative and proactive in their efforts to fund this project. The current Council and State Legislature have each doubled the local motor fuel tax. The City of Bloomington Council plans to use these new revenues to leverage bond financing to maintenance projects and the Hamilton Road – Bunn to Commerce connection.



## Secondary Selection Criteria: Partnership

In 2011, the City of Bloomington prepared the “Southeast Bloomington Railroad Crossing and Transportation Study” to review potential roadway alignments, provide recommendation for railroad crossing location and type, and took a cursory look at the environmental conditions in the area. One of the potential roadway alignments was Hamilton Road Improvement between Bunn Street and Commerce Parkway. An important aspect of this study was project stakeholder interviews that were held to receive feedback on the proposed project. The interviews served to understand the needs of those using the street network and to determine effects of proposed street alternatives and railroad crossing types on travel patterns and roadway capacity. In conducting these interviews, the major project stakeholders were brought into the project in a partnership manner. The three project stakeholders that were interviewed were State Farm Insurance, Snyder Companies, and Normal Community School District Unit. Each stakeholder was encouraged to express their opinions and needs for the transportation network. The result of the interviews was that each of the entities expressed their support for the project.

The City is working with the Norfolk Southern Railroad on an agreement to allow the at-grade crossing on Hamilton Road and to relocate storage tracks with increased economic development potential. Through the on-going coordination effort, the City has provided the railroad with design layouts and cost estimates for relocating the storage tracks. As part of an agreement with Norfolk Southern, the City will voluntarily close two crossings in other parts of the City to increase safety and minimize motorist delays. The Illinois Commerce Commission will approve the agreement between the City and the NS and provide funding based on the closure of the two crossings.

The City is implementing an innovative stakeholder engagement plan bringing together business, educational organizations, civic organizations, elected representatives and labor on a regular basis to discuss transportation needs and priorities. This process will ensure broad-based community support for the transportation priorities. Letters of support for this project will be sent by these stakeholders to Secretary Chao with electronic copies available through the project web site ([www.BUILDingBloomington.com](http://www.BUILDingBloomington.com)).

## Benefits-Cost Analysis

Constructing the Hamilton Road connection will cost \$7.75 million initially. The benefits consist of reducing:

- Travel time
- Vehicle miles traveled
- Emissions
- Vehicle crashes.

Benefit values used were the delta between the no-build and the build scenarios at opening day of the project. A summary of the benefits are provided in Table 5.



**Table 5 - Benefits**

	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
	Existing	Proposed	Project Benefit	Unit Value (Year \$)		GDP Deflator	Unit Value (2021 \$)	Benefit/Time	Times/Year	Annual Project Benefit (2021\$)
<b>Hamilton Road - Bunn to Commerce Improvement</b>										\$862,019.00
<b>Delay Reduction Benefits</b>										
Travel Efficiency										
<i>(Miles/Day)</i>	1,633,389	1,631,935	1,454	\$0.39 (2017)		1.074	\$0.42	\$609.00	365	\$222,286.45
<i>(Hours/Day)</i>	42,613	42,559	54	\$16.10 (2017)		1.074	\$17.29	\$933.71	365	\$340,803.16
CO2 Emissions										
<i>(Metric Tons/Day)</i>	0.65989	0.65930	0.00059	\$1.00 (2017)		1	\$1.00	\$0.00059	365	\$0.21
NOx Emissions										
<i>(Short Tons/Day)</i>	1.67267	1.67118	0.001	\$8,300.00 (2017)		1.074	\$8,913.93	\$13.27	365	\$4,844.47
PM Emissions										
<i>(Short Tons/Day)</i>	0.06302	0.06296	0.00006	\$377,800.00 (2017)		1.074	\$405,744.90	\$22.76	365	\$8,307.73
<b>Safety Benefits</b>										
PDO Crashes										
<i>(Crashes/Year)</i>	7.33	4.80	2.53	\$7,400.00 (2001)		1.429	\$10,572.73	\$26,749.02	1	\$26,749.02
Injury/Fatality Crashes										
<i>(Crashes/Year)</i>	3.03	1.89	1.15	\$158,200.00 (2001)		1.429	\$226,027.89	\$259,027.97	1	\$259,027.97

- (A) = Existing Values, calculations shown elsewhere
- (B) = Proposed Values, calculations shown elsewhere
- (C) = (A) - (B)
- (D) = Unit Values, sources in this document
- (E) = Year of Unit Values, sources in this document
- (F) = Change in GDP Deflator; Source is BUILD BCA Guidance
- (G) = (D) x (F)
- (H) = (C) x (G)
- (I) = How Many Times the Benefit Can Be Claimed Annually
- (J) = (H) x (I)

The benefit-cost analysis was completed using the Benefit-Cost Analysis Guidance for the Discretionary Grant Programs memorandum issued by the Office of the Secretary U.S. Department of Transportation in December 2018. Additional guidance for pollution rates were incorporated from:

- <http://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle>
- <http://www.bts.gov/content/estimated-national-average-vehicle-emissions-rates-vehicle-vehicle-type-using-gasoline-and>

Maintenance costs for the roadway were considered over the 30 year life cycle. These include:

- Roadway Patching
- Roadway Milling
- Roadway Resurfacing
- Other miscellaneous costs

These annual benefits and costs were escalated to account for growth using 1.8% inflation and discounted at a rate of 7% over the 30-year life cycle.



**Table 6 – Benefit Cost Ratio**

(A)	(B)	(C)		(D)	(E)		(F)	(G)		(H)
Year	Calendar Year	2021 \$			1.8 % Inflation			7% Discounted		
		Benefits	Costs		Benefits	Costs		Benefits	Costs	
0	2020	\$ -	\$ 500,000		\$ -	\$ 500,000		\$ -	\$ 500,000	
1	2021	\$ -	\$ 7,250,000		\$ -	\$ 7,250,000		\$ -	\$ 7,250,000	
2	2022	\$ 862,019	\$ -		\$ 877,535	\$ -		\$ 820,126	\$ -	
4	2023	\$ 862,019	\$ -		\$ 909,411	\$ -		\$ 742,350	\$ -	
5	2024	\$ 862,019	\$ -		\$ 925,780	\$ -		\$ 706,273	\$ -	
6	2025	\$ 862,019	\$ -		\$ 942,444	\$ -		\$ 671,950	\$ -	
7	2026	\$ 862,019	\$ -		\$ 959,408	\$ -		\$ 639,294	\$ -	
8	2027	\$ 862,019	\$ -		\$ 976,678	\$ -		\$ 608,226	\$ -	
9	2028	\$ 862,019	\$ -		\$ 994,258	\$ -		\$ 578,667	\$ -	
10	2029	\$ 862,019	\$ -		\$ 1,012,155	\$ -		\$ 550,545	\$ -	
11	2030	\$ 862,019	\$ -		\$ 1,030,373	\$ -		\$ 523,790	\$ -	
12	2031	\$ 862,019	\$ -		\$ 1,048,920	\$ -		\$ 498,334	\$ -	
13	2032	\$ 862,019	\$ -		\$ 1,067,801	\$ -		\$ 474,116	\$ -	
14	2033	\$ 862,019	\$ 1,135,329		\$ 1,087,021	\$ 1,175,718		\$ 451,075	\$ 455,964	
15	2034	\$ 862,019	\$ -		\$ 1,106,587	\$ -		\$ 429,154	\$ -	
16	2035	\$ 862,019	\$ -		\$ 1,126,506	\$ -		\$ 408,298	\$ -	
17	2036	\$ 862,019	\$ -		\$ 1,146,783	\$ -		\$ 388,455	\$ -	
18	2037	\$ 862,019	\$ -		\$ 1,167,425	\$ -		\$ 369,577	\$ -	
19	2038	\$ 862,019	\$ -		\$ 1,188,439	\$ -		\$ 351,616	\$ -	
20	2039	\$ 862,019	\$ -		\$ 1,209,831	\$ -		\$ 334,528	\$ -	
21	2040	\$ 862,019	\$ -		\$ 1,231,608	\$ -		\$ 318,271	\$ -	
22	2041	\$ 862,019	\$ -		\$ 1,253,777	\$ -		\$ 302,803	\$ -	
23	2042	\$ 862,019	\$ -		\$ 1,276,345	\$ -		\$ 288,088	\$ -	
24	2043	\$ 862,019	\$ -		\$ 1,299,319	\$ -		\$ 274,087	\$ -	
25	2044	\$ 862,019	\$ -		\$ 1,322,707	\$ -		\$ 260,767	\$ -	
26	2045	\$ 862,019	\$ 1,135,329		\$ 1,346,515	\$ 1,211,478		\$ 248,094	\$ 208,611	
27	2046	\$ 862,019	\$ -		\$ 1,370,753	\$ -		\$ 236,037	\$ -	
28	2047	\$ 862,019	\$ -		\$ 1,395,426	\$ -		\$ 224,566	\$ -	
29	2048	\$ 862,019	\$ -		\$ 1,420,544	\$ -		\$ 213,653	\$ -	
30	2049	\$ 862,019	\$ -		\$ 1,446,114	\$ -		\$ 203,270	\$ -	
31	2050	\$ 862,019	\$ -		\$ 1,472,144	\$ -		\$ 193,391	\$ -	
32	2051	\$ 862,019	\$ -		\$ 1,498,642	\$ -		\$ 183,993	\$ -	
	Residual Life	\$ 1,974,024			\$ 3,431,891			\$ 421,344		
<b>Total</b>								<b>\$ 12,914,740</b>	<b>\$ 8,414,575</b>	
<b>Benefit Cost Ratio</b>								<b>1.53</b>		

(C) = Annual Benefit

(D) = Construction Costs in 2021 \$

(E) = (C) x 1.018<sup>(A-1)</sup>, total annual benefit with a 2.5% annual inflation

(D) = Cost Already Include Inflation Contingency

(G) = (E)/(1.07<sup>(A-1)</sup>)

(H) = (F)/(1.07<sup>(A-1)</sup>)

Benefit Cost Ratio = Total (G)/Total (H)

Useful Service Life = 30 years for initial Construction

Useful Service Life = 12 years for maintenance

The Hamilton Road Extension Project benefit-cost ratio is projected to be 1.53, showing that the benefits of the project outweigh the costs. The following methods and assumptions were used:

- The discount rate was assumed to be 7%.
- Inflation was assumed to be 1.8% per year.
- The life-cycle of Hamilton Road was assumed to be 30 years.
- The TDM shows a reduction of 1,454 miles and 54 hours per day at opening day
- A reduction of 1 vehicle mile travel removes 0.404 grams of CO<sub>2</sub>
- A reduction of 1 vehicle mile travel removes 0.929 grams of NO<sub>x</sub>
- A reduction of 1 vehicle mile travel removes 0.035 grams of PM<sub>2.5</sub>
- Reductions in crashes were determined using
  - crash modification factors for a two-way left turn lane,
  - constructing curb and gutter,
  - installing a traffic signal at Bunn and Hamilton,
  - installing a one traffic signal per lane at the Morrissey (US 150) and Hamilton intersection
  - installing flashing yellow arrow traffic signals at the Morrissey (US 150) and Hamilton intersection
  - installing gates, lights, and barrier median at the new Hamilton Road Crossing,
  - installing gates and barrier median at the existing Morrissey Drive Crossing, and
  - changes of traffic patterns associated with the closure of the Rhodes Lane and Morrissey Drive intersection.

The benefits-cost analysis is provided in Attachment A.

## Project Readiness and NEPA Process

### Technical Feasibility

The City of Bloomington has expended significant funds to verify that the construction is not only feasible, but that it will deliver the intended positive impacts to the community. Per recent minutes from a coordination meeting with IDOT and FHWA, the Hamilton Road project is expected to gain NEPA approval by early August. The NEPA approval process also includes 30% design of the roadway and necessary public involvement activities. The meeting minutes are in Attachment B.

### Financial Feasibility

The City of Bloomington has been discussing this proposed improvement for many years. Through the NEPA process, a detailed scope of improvement has been determined. The estimated construction cost of the improvement has been refined and made a high priority project by the City Council. The City has secured Federal Surface Transportation Urban (STU) funds for construction document preparation and land acquisition. The contracts for these activities have been funded, approved, and work will begin immediately after formal NEPA approval. As mentioned previously, the City has committed \$2.325 million to fund the non-federal contribution through bonding that leverages a portion of the recently annualized

increase in their state motor fuel tax distribution. The Illinois Commerce Commission will provide \$100,000 from the grade crossing closure incentive program based on 2 at-grade closures elsewhere in the City per an agreement to construct a new crossing as part of this project.

Budgetary funding for potential relocation of the NSR rail storage facility adjacent to the proposed Hamilton Road corridor has been approved by the City Council. Actual cost of the relocation is still being negotiated with NSR, but the expected expense falls within a range of \$2-\$4 million.

**Project Schedule**

The Hamilton Road Improvement project is ready to begin construction document preparation and land acquisition immediately; funds are secured and the consultant has been selected. The land acquisition process is the critical path item and is expected to take a minimum of 12 months. The schedule shows these activities beginning in August 2019 to prepare for a letting scheduled for either November 2020 or January 2021.

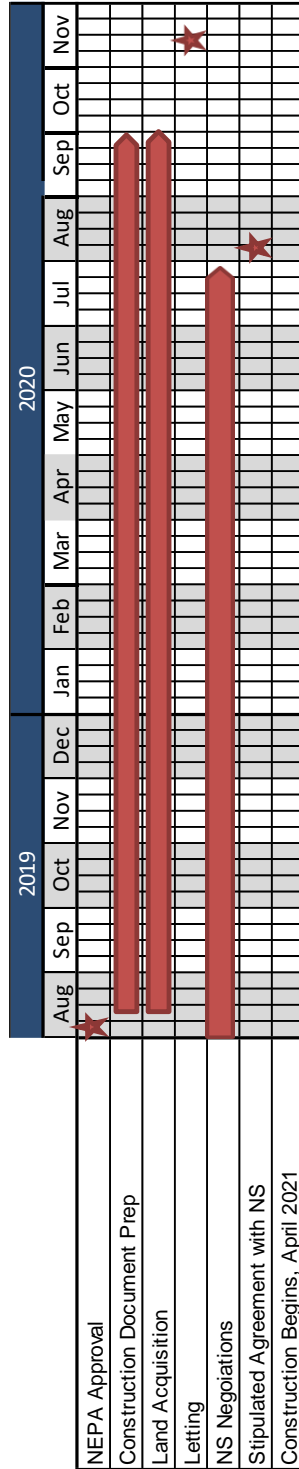
While construction plan preparation and land acquisition are happening, negotiations with NS regarding the storage yard relocation will be on-going. Meetings and correspondence between City and NS staff have been facilitated by the Illinois Commerce Commission with the goal of obtaining a agreement for the proposed at-grade crossing. The NS has provided three potential locations for relocating the storage facility, and the City of Bloomington has prepared feasibility study level layouts and cost estimates. NS staff is expected to respond anytime and final negotiations will commence immediately. A risk summary table is below.

**Table 7 – Risk Mitigation Matrix**

<b><u>Risk</u></b>	<b><u>Mitigation</u></b>
Land Acquisition	Local Federal funds have been obtained and work will begin in August 2019
Construction Documents	Local Federal funds have been obtained and work will begin in August 2019
NS Negotiations	Process is on-going and funding is committed in the City budget



Figure 6 – Project Schedule





## Federal Wage Rate Certification

The City of Bloomington will comply with the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code (Federal Wage Rate Requirements), as required by the 2014 Continuing Appropriations Act.

---

Signature



## Attachment A: Benefit-Cost Analysis



	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
	Existing	Proposed	Project Benefit	Unit Value (Year \$)		GDP Deflator	Unit Value (2021 \$)	Benefit/ Time	Times/ Year	Annual Project Benefit (2021\$)
<b>Hamilton Road - Bunn to Commerce Improvement</b>										<b>\$862,019.00</b>
<b>Delay Reduction Benefits</b>										
Travel Efficiency <i>(Miles/Day)</i>	1,633,389	1,631,935	1,454	\$0.39 (2017)		1.074	\$0.42	\$609.00	365	\$222,286.45
<i>(Hours/Day)</i>	42,613	42,559	54	\$16.10 (2017)		1.074	\$17.29	\$933.71	365	\$340,803.16
CO2 Emissions <i>(Metric Tons/Day)</i>	0.65989	0.65930	0.00059	\$1.00 (2017)		1	\$1.00	\$0.00059	365	\$0.21
NOx Emissions <i>(Short Tons/Day)</i>	1.67267	1.67118	0.001	\$8,300.00 (2017)		1.074	\$8,913.93	\$13.27	365	\$4,844.47
PM Emissions <i>(Short Tons/Day)</i>	0.06302	0.06296	0.00006	\$377,800.00 (2017)		1.074	\$405,744.90	\$22.76	365	\$8,307.73
<b>Safety Benefits</b>										
PDO Crashes <i>(Crashes/Year)</i>	7.33	4.80	2.53	\$7,400.00 (2001)		1.429	\$10,572.73	\$26,749.02	1	\$26,749.02
Injury/Fatality Crashes <i>(Crashes/Year)</i>	3.03	1.89	1.15	\$158,200.00 (2001)		1.429	\$226,027.89	\$259,027.97	1	\$259,027.97

(A) = Existing Values, calculations shown elsewhere

(B) = Proposed Values, calculations shown elsewhere

(C) = (A) - (B)

(D) = Unit Values, sources in this document

(E) = Year of Unit Values, sources in this document

(F) = Change in GDP Deflator; Source is BUILD BCA Guidance

(G) = (D) x (F)

(H) = (C) x (G)

(I) = How Many Times the Benefit Can Be Claimed Annually

(J) = (H) x (I)

(A)	(B)	(C)		(D)	(E)		(F)	(G)		(H)
Year	Calendar Year	2021 \$			1.8 % Inflation			7% Discounted		
		Benefits	Costs		Benefits	Costs		Benefits	Costs	
0	2020	\$ -	\$ 500,000		\$ -	\$ 500,000		\$ -	\$ 500,000	
1	2021	\$ -	\$ 7,250,000		\$ -	\$ 7,250,000		\$ -	\$ 7,250,000	
2	2022	\$ 862,019	\$ -		\$ 877,535	\$ -		\$ 820,126	\$ -	
4	2023	\$ 862,019	\$ -		\$ 909,411	\$ -		\$ 742,350	\$ -	
5	2024	\$ 862,019	\$ -		\$ 925,780	\$ -		\$ 706,273	\$ -	
6	2025	\$ 862,019	\$ -		\$ 942,444	\$ -		\$ 671,950	\$ -	
7	2026	\$ 862,019	\$ -		\$ 959,408	\$ -		\$ 639,294	\$ -	
8	2027	\$ 862,019	\$ -		\$ 976,678	\$ -		\$ 608,226	\$ -	
9	2028	\$ 862,019	\$ -		\$ 994,258	\$ -		\$ 578,667	\$ -	
10	2029	\$ 862,019	\$ -		\$ 1,012,155	\$ -		\$ 550,545	\$ -	
11	2030	\$ 862,019	\$ -		\$ 1,030,373	\$ -		\$ 523,790	\$ -	
12	2031	\$ 862,019	\$ -		\$ 1,048,920	\$ -		\$ 498,334	\$ -	
13	2032	\$ 862,019	\$ -		\$ 1,067,801	\$ -		\$ 474,116	\$ -	
14	2033	\$ 862,019	\$ 1,135,329		\$ 1,087,021	\$ 1,175,718		\$ 451,075	\$ 455,964	
15	2034	\$ 862,019	\$ -		\$ 1,106,587	\$ -		\$ 429,154	\$ -	
16	2035	\$ 862,019	\$ -		\$ 1,126,506	\$ -		\$ 408,298	\$ -	
17	2036	\$ 862,019	\$ -		\$ 1,146,783	\$ -		\$ 388,455	\$ -	
18	2037	\$ 862,019	\$ -		\$ 1,167,425	\$ -		\$ 369,577	\$ -	
19	2038	\$ 862,019	\$ -		\$ 1,188,439	\$ -		\$ 351,616	\$ -	
20	2039	\$ 862,019	\$ -		\$ 1,209,831	\$ -		\$ 334,528	\$ -	
21	2040	\$ 862,019	\$ -		\$ 1,231,608	\$ -		\$ 318,271	\$ -	
22	2041	\$ 862,019	\$ -		\$ 1,253,777	\$ -		\$ 302,803	\$ -	
23	2042	\$ 862,019	\$ -		\$ 1,276,345	\$ -		\$ 288,088	\$ -	
24	2043	\$ 862,019	\$ -		\$ 1,299,319	\$ -		\$ 274,087	\$ -	
25	2044	\$ 862,019	\$ -		\$ 1,322,707	\$ -		\$ 260,767	\$ -	
26	2045	\$ 862,019	\$ 1,135,329		\$ 1,346,515	\$ 1,211,478		\$ 248,094	\$ 208,611	
27	2046	\$ 862,019	\$ -		\$ 1,370,753	\$ -		\$ 236,037	\$ -	
28	2047	\$ 862,019	\$ -		\$ 1,395,426	\$ -		\$ 224,566	\$ -	
29	2048	\$ 862,019	\$ -		\$ 1,420,544	\$ -		\$ 213,653	\$ -	
30	2049	\$ 862,019	\$ -		\$ 1,446,114	\$ -		\$ 203,270	\$ -	
31	2050	\$ 862,019	\$ -		\$ 1,472,144	\$ -		\$ 193,391	\$ -	
32	2051	\$ 862,019	\$ -		\$ 1,498,642	\$ -		\$ 183,993	\$ -	
	Residual Life	\$ 1,974,024			\$ 3,431,891			\$ 421,344		
<b>Total</b>								<b>\$ 12,914,740</b>	<b>\$ 8,414,575</b>	
<b>Benefit Cost Ratio</b>								<b>1.53</b>		

(C) = Annual Benefit

(D) = Construction Costs in 2021 \$

(E) = (C) x 1.018<sup>(A-1)</sup>, total annual benefit with a 2.5% annual inflation

(D) = Cost Already Include Inflation Contingency

(G) = (E)/(1.07<sup>(A-1)</sup>)

(H) = (F)/(1.07<sup>(A-1)</sup>)

Benefit Cost Ratio = Total (G)/Total (H)

Useful Service Life = 30 years for initial Construction

Useful Service Life = 12 years for maintenance

**Attachment B: Supporting Correspondence with IDOT, FHWA, and  
Norfolk Southern Railway**



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DATE: July 8, 2019

BY: Kurt Bialobreski

---

PROJECT NO.: 15L0098

---

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

---

PROJECT MEETING LOCATION: City of Bloomington Public Works Department

---

MEETING DATE: July 3, 2019

---

PARTICIPANTS: See Sign-In Sheet

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DISTRIBUTION: Participants

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

---

A coordination meeting was held in the City of Bloomington Public Works Department front conference room to discuss the Hamilton Road Extension (16-00360-00-PV) from Bunn Street to Commerce Parkway. The intent of the meeting was to review IDOT and FHWA comments on the preliminary project development report (PDR).

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

The following comments were discussed:

- IDOT CO-BLRS asked that Hanson provide additional discussion and email correspondence in the PDR from the Office of Water Resources. The City of Bloomington and Hanson described the regional and project drainage patterns. Hanson will provide documentation that OWR does not have jurisdiction and does not need to be notified about the project. IDOT CO-BLRS asked that the drainage study for Hamilton Road, and not the drainage study completed by Hanson for this area of the City, be added to PDR. The drainage discussion should address the ditch on the west of the railroad tracks. Hanson will provide the report in the PDR. IDOT CO-BLRS asked that the District Hydraulics Engineer has the opportunity to review the project.
- IDOT CO-BLRS asked that a more complete cost estimate be provided in the PDR. Hanson will provide a breakdown of costs for the entire program and will state which parts of the project are scheduled to use federal funds and covered by the PDR.
- IDOT CO-BLRS stated the reasons ICC was not in attendance but want copied on the meeting minutes and asked that an email from ICC staff be added to the minutes.
- IDOT BSPE Rail stated that ICC has funding (\$50-\$70k) available for crossing closures. The federal program has \$7,500 match with \$7,500 from the railroad. These funds are not available for projects with federal funds because federal funds cannot be used to match federal funds. The City stated that the Roosevelt and Western at-grade crossing have been proposed for closure to the NS. The City also added that the Western at-grade closure is critical to NS because of the proximity to the UP interlocker and that public coordination to notify residents of potential closure has taken place. IDOT BSPE asked that the crossing identification numbers be added to the PDR.
- IDOT CO-BLRS asked that correspondence with NS be added to the meeting minutes.

- IDOT CO-BLRS noted that pedestrian gates will be needed for the multi-use trail and sidewalk at a cost of \$25k each.
- IDOT CO-BLRS asked about the utilities along the corridor. Hanson and the City stated that no utilities are required to cross the railroad ROW and the sanitary and water main will be added with development. The City stated that no federal funds will be used for lighting due to a franchise agreement with Ameren and Corn Belt. IDOT CO-BLRS stated that BDE will review the lighting at the US 150 intersection. It was noted that there is space to place utility poles between the sidewalk and the and back of curb along the south side of the Hamilton Road. An IDOT email regarding lighting is attached to these minutes.

IDOT District 5 BLRS noted that comments on the PDR would be sent to Hanson on July 5, 2019, and federal authorization for Phase 2 and land acquisition should happen by the end of July 2019. The City noted that Hamilton Road would be added to the City's jurisdiction during the land acquisition process.

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





## DeLong, Douglas

---

**From:** Toliver, Aaron  
**Sent:** Friday, June 28, 2019 9:46 AM  
**To:** DeLong, Douglas  
**Subject:** RE: Hamilton Street Extension

Doug,

Just based on recollection, some common costs/estimates I recall seeing on other projects with various RR's and communities around the state are:

- Signal Design/Construction w/o Ped Gates ~ \$250K-\$350K;
- Signal Design/Construction with Ped Gates ~\$350K-\$450K;
- New Crossing Surface Mat'l & Labor, Single Track, 80-100 Track Feet ~\$150K-\$250K (including new ties/track panel, ballast replacement, underdrains, etc);
- RR Right-of-Entry, Flagging + Construction Inspection ~\$25K-\$50K;
- RR Protective Liability Insurance ~\$5K-\$10K;
- RR Easement/Recording for New Public Crossing ~\$5K-\$10K;
- RR Advance Warning Signs/Pavement Markings ~\$5K-\$10K;
- Full Depth Asphalt Paving/Curb/Gutter on RR ROW (assume 100' centered on track x 4 lanes w/C&G) ~\$150K-\$250K;

So adding all of that up, I am getting a very rough range of \$940K-\$1.4Mil...I believe \$1.0Mil is a good ballpark but could go \$1.5Mil to be a little more conservative.

Aaron

---

**From:** DeLong, Douglas  
**Sent:** Friday, June 28, 2019 9:13 AM  
**To:** Toliver, Aaron <Aaron.Toliver@illinois.gov>  
**Subject:** Hamilton Street Extension

Aaron

Just to give me an idea of relative magnitude of cost...what as a ball park cost to build a crossing like the one at Hamilton Street with light gates flasher crossing surface and asphalt. It is in the \$1.0 million range? Doug

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.

## DeLong, Douglas

---

**From:** DeLong, Douglas  
**Sent:** Tuesday, July 02, 2019 2:19 PM  
**To:** Magee, Daniel A (Daniel.Magee@illinois.gov)  
**Cc:** Brian Trygg (Brian.Trygg@illinois.gov); Allen, Jeffery L (Jeffery.Allen@illinois.gov); Nelson, Robert M (Robert.M.Nelson@illinois.gov); Burkybile, David H (David.Burkybile@illinois.gov); Seppelt, Mark E (Mark.Seppelt@illinois.gov)  
**Subject:** draft Project Development Report (PDR) Comments; Hamilton Street Extension ; Section 16-00360-00-PV, City of Bloomington, McLean County

WMFT (PSD) Project Start Date 11/20/2015  
PMA Sequence # 20248  
Project # not assigned  
Project Name: Hamilton Street Extension  
Section 16-00360-00-PV  
Lead Agency: City of Bloomington  
McLean County

Dan,

I have comments listed below to be forwarded to the Local Agency. This email can serve as a list of comments from the Central Bureau of Local Roads & Streets (CBLRS) located in Springfield. Please add disposition of comments with final Design Report submittal (send document unbound for non-electronic projects). The Rail portion of this project is not addressed adequately in the report and should be described in more detail. This shall be discussing in more detail at the July 3<sup>rd</sup> FHWA coordination meeting in Bloomington. Please note that the district also has comments. Further crash analysis to be discussed at the July 3<sup>rd</sup> FHWA meeting.

### **IDOT CBLRS Recommends Project Attend additional Site FHWA Coordination Meeting**

#### **Information FHWA Meetings (Taken from BLRS Manual)**

The CBLRS Project Development Engineers have the authority to conduct some official actions in the districts and at coordination meetings. Specifically, these actions will consist of evaluating and approving, when satisfactory, requests for CE determinations and design approvals for certain projects. Direct approvals are means of expediting the processing phases. Listed below are suggested items to be presented and actions/approvals that can be taken at a Coordination meeting.

- Attend district coordination meetings early in process.
- Determination of approach limits for HBP Bridge projects For reasonable touchdown points can be reviewed and approved at meeting. A statement from the county engineer that all elements are designed to the operating speed, which does not exceed the posted or statutory speed, shall be considered sufficient documentation by both IDOT and FHWA that the touchdown points are reasonable.
- Agencies, organizations, and those who have special expertise or jurisdiction by law for any environmental impact of a proposed project should be invited to attend the coordination meeting. Information provided and received at these meetings can be documented for potential use in decision-making for environmental reports or the Project Report.
- The meeting can serve as a scoping meeting, where appropriate. The information and decisions provided can be especially well documented, including who participated, what information was provided and received, what decisions were made and who agreed and who dissented with specific determinations.
- On federal projects, when a coordination meeting with the FHWA is held, any known commitment should be discussed to ensure that all affected parties are aware of the nature and scope. Other parties affected by the commitments may be invited to the meeting.

- Federal approval shall may also be obtained at the district coordination meeting. Minutes of a coordination meeting or an email to the file, as appropriate shall document the discussions and approval by stating: *"This project will not have any significant impact on the human environment: therefore, the FHWA approves the designation of this project as a categorical exclusion on (date)."*
- The level of public involvement required and whether a public hearing or public informational meeting is required is a determination that can be obtained from the CBLRS and FHWA and can be done at a district coordination meeting.
- The goal is to coordinate planning; identify social, economic, and environmental impacts; minimize the these impacts through mediation; and develop the best overall solution to satisfy the transportation needs. FHWA usually concur with the processing of projects as categorical exclusions. The coordination meetings may result in field approvals of design exceptions and PDR's.
- Coordinating meetings should address all necessary topics such as logical termini, Environmental reports, special reports, commitments, public involvement requirements, typical sections, need for additional right-of-way, design exceptions, and the environmental processing. The scoping of environmental issues is an appropriate topic for a coordination meetings. While other agencies are present, a coordination meeting can serve as the scoping meeting.
- The request for CE approval to the FHWA may be made at a coordination meeting, through email, or other method of contact. Documentation of the CE approval will be included in the PDR.

## **CBLRS PDR Comments**

### **General/Administrative Comments**

- Sign & date cover sheet with a minimum of four (4) copies of the final PDR sign off cover sheet & one (1) copy Final PDR.
- Please provide anticipated letting date.
- Confirm that this is the latest submit set of plan & profiles with final PDR submittal.
- Provide coordination document with IDNR (Office of Water Resources) in final PDR.
- Assign Project # on cover sheet.
- The district Geometric Engineer, Jeff Allem, recently sent BDE Form 2602 to the Local Agency signifying his IDS approvals for this project. Please return signed IDS plans to Jeff Allen. Mr. Allen will let me know when he has received the four (4) signed IDS's. Also, insert them into the final PDR submittal.
- Confirm that all District comments have been addressed.

### **Proposed Lighting Improvement 2(d)-(PDR #2)**

- The project Report indicates that lighting improvements are made part of this project. The lighting design review according to BLRS Manual Section 11-2.01(c) will be performed by the BDE lighting engineer, Mark Seppelt from the Central office. An early design submittal to Mark after the calculations using AGi32 software is complete will avoid last minute changes to final plans. Add status of proposed lighting design in the disposition of comments.
- Confirm that enough ROW has been planned to satisfy the need for lighting pole installation.
- Confirm that warrants are met for planned lighting.
- Confirm that no federal funds are planned for the construction of the lighting facility.

### **Design Variances BLR 22120**

- Design variance BLR 22120 form approval will be required and inserted into the (PDR) Project Development Report.
- Confirm that no Level I Design Variances are required for this project.

### **Right-of-Way – Form LA 4194A and/or LA 4193 – (PDR # 4)**



- When right-of-Way is acquired for federal-aid projects, full compliance with Titles II and III of the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 is mandatory. Contract the district Land Acquisition Engineer for coordination of land acquisition and approval of personnel for land acquisition services.

I am sending you this information to help you understand the requirements of the Uniform Relocation Assistance and Real Property Acquisitions Policies Act otherwise know as the Uniform Act. The link to the FHWA provided video link (see Below) will be useful to learn the requirements of the Uniform Act and when they apply, The title of this You Tube is "Introduction to Right-of-Way Requirements and the Uniform Act." The Link to the uniform Act video presentation is 6:34 minutes:

<https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=rightofw>

### **Special Waste Review (for sites containing REC's) – (PDR # 9)**

- Confirm that the LPA provided PESA was prepared using the processes described in A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of transportation Infrastructure Projects. See BLRS Manual Section 20-12.04.
- If avoidance of a REC property(s) is not possible, add the following commitment to Section 20: "If a LPA prepared PSI is required, it will be completed before the project is included on a bid letting." It should be noted that since federal funds will be used, the PSI and subsequent studies must be completed prior to the acquisition of any parcel that contains a REC(s)."

### **Construction Staging & Traffic Control**

- Provide assurance that District traffic control engineer gets chance to comment on traffic control plan prior to letting.
- Provide commitment that the City of Bloomington coordinates the construction schedule with the Local community to minimize impacts to the business and other school operations.

### **Phase I Geometric Design Engineering**

- Confirm that a 1.5 ft. obstruction free clear zone exists through the project limits and a 3 ft. zone will be maintained through the intersections at the radius locations.
- Provide location of traffic signal and post location and insure a 3 ft. obstruction free zone is maintained through the intersection radius.
- Provide a commitment that the district Bike and Pedestrian coordinator, Bob Nelson, gets an opportunity to address the proposed bike & pedestrian facilities and reviews and approves intersection sign and street pavement markings for letter and symbol placement. This review may occur during Phase II Design for this project.
- Provide review comments with concept approval by the district Geometric Engineer.

### **USACE 404 Permit & IDOT Bridge office coordination , (BLRS Manual Section 7-4.02) – Section 8**

- Attach a copy of any 404 authorization and/or coordination letters with the Corps of Engineers... if not yet received from USACE, provide commitment in section 20 of this report that the required coordination will be performed during the phase II design stage and prior to going to letting.

### **Noise (BLRS Manual Section 20.6 Noise Analyses) PDR #13**

- Confirm that the requirements for a traffic noise analysis or abatement evaluation have been met using the processes described in Chapter 20 section 6 of the BLRS Manual.

- Provide documentation that the IDOT BDE Noise specialist, Janel Veille, has reviewed the noise study or the Local Agencies proposed determination that a noise study is not required and concurs with its findings.

**Bicycle & Pedestrian**

- Add detectable warning to plans at crosswalks.
- Confirm the details of Pedestrian Signal Heads. Also confirm the location of the Pedestrian Push buttons are coordinated with the District 5 traffic signal engineer and that the locations comply with ADA requirements.
- Confirm that pedestrian gates and flashers will be included at the Norfolk Southern RR proposed crossing.
- Confirm that the District Bike & Pedestrian coordinator, Bob Nelson, gets a chance to review the project. (See Comment above Phase I Geometric Engineering).
- Provide minimum 2 ft. buffer for sidewalk and 5 ft. for the shared use path. Confirm new construction meets ADA requirements in project limits. Confirm that a 1.5 ft. obstruction free clear zone exists through the project limits and a 3 ft. zone will be maintained through the intersections at the radius locations.
- Provide assurance that project is designed to be ADA compliant.

**Maintenance of Traffic (BLRS Manual Section 22-2.11(b)(9)) Construction Staging & Traffic Control –(PDR # 16)**

- Provide assurance that District traffic control engineer gets chance to comment on traffic management plan and traffic control plan prior to letting.

**Public Involvement, BLRS Manual Chapter 21 – (PDR #17)**

- Confirm that sufficient public involvement have been held to satisfy NEPA requirements.
- Documentation of public meeting with responses to comments have been adequately addressed is required prior to FHWA or IDOT Categorical Exclusion approval.
- Here is a link to the requirements for NEPA Public Involvement. <https://www.youtube.com/watch?v=XxUjentDuew>
- Review the Public Involvement requirements in Chapter 42 of the Local Roads Manual for the coordination with Local Bicycle Clubs & Advocacy Groups (see below).

**Public Coordination Bicycle Facilities (BLRS Manual Chapter 42-2.02 (PDR #17)**

Use a checklist similar to the checklist provided in Figure 42-2c to note whether those organizations have been contacted to access nearby bicycle travel or planned development of recreational trails or other bicycle generators. Include documentation of these written contacts and all applicable replies in the Project Development report.

**Organizations**

- |  |        |
|--|--------|
| • Metropolitan Planning Organization (if applicable) | Yes/No |
| • Local Municipalities                               | Yes/No |
| • Park or Forest Preserve Districts                  | Yes/No |
| • Sub-Regional Planning Council (as Appropriate)     | Yes/No |
| • Local Bicycle Clubs, Advocacy Groups               | Yes/No |
| • Ride Illinois                                      | Yes/No |
| • Illinois Department of Natural Resources           | Yes/No |
| • Trails for Illinois                                | Yes/No |

If you need any additional information or help processing this Project Development Report. Please give me a call at 217-782-3827 or email me at [Douglas.Delong@illinois.gov](mailto:Douglas.Delong@illinois.gov).

**Best Regards,**

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



## DeLong, Douglas

---

**From:** Toliver, Aaron  
**Sent:** Tuesday, July 02, 2019 4:39 PM  
**To:** DeLong, Douglas  
**Cc:** Vercruyssen, Brian; EXT Flynn, Neil; EXT Gower, Edward  
**Subject:** RE: [External] Re: Bloomington, IL - Hamilton Road Extension @ NS Rwy

Doug,

I will not be attending the Project Development meeting tomorrow, 7/3/19, in Bloomington.

After discussing further with my Supervisor, Brian, we are of the belief that it is in keeping with past norms for ICC Staff to be copied on the PD meeting minutes, and we believe that practice should continue.

If questions arise at the meeting as to ICC procedures or if ICC Staff's thoughts on other engineering/safety recommendations are desired, then those should be submitted to Brian Vercruyssen, at my attention, in a formal letter.

If questions should arise about funding assistance or eligibility for the Grade Crossing Protection Fund (GCPF), then the simple answer is that the City, as the party that is proposing the new crossing, should plan to fully fund the project with their own funds and any other available sources before asking for GCPF.

If a funding shortfall should arise, then the City can file an application with our office for GCPF consideration. This would need to include a breakdown of the project costs/funding shortfall, and a description of any public safety benefits of the project relating specifically to railroad safety.

As mentioned in the prior email, we have already facilitated a meeting between the City and Norfolk Southern engineers and attorneys, and ICC Staff gave very clear guidance to both of them at that time.

As such, we believe the ball is in the City's court to complete any negotiations with NS and then proceed with the ICC Petition/Hearing processes.

Both the City and NS and their attorneys are very familiar with the ICC processes for agreed and non-agreed matters, whichever way it may go from here. Thanks.

Aaron T. Toliver, P.E.  
Railroad Safety Specialist  
Illinois Commerce Commission  
527 East Capitol Avenue  
Springfield, Illinois 62701  
Phone: 217/785-8420  
**NEW** E-mail: [Aaron.Toliver@illinois.gov](mailto:Aaron.Toliver@illinois.gov)

**From:** Neil Flynn <nflynn@neilflynnlaw.com>  
**Sent:** Monday, July 1, 2019 1:13 PM  
**To:** Toliver, Aaron <Aaron.Toliver@illinois.gov>  
**Cc:** Trygg, Brian <Brian.Trygg@illinois.gov>; Magee, Daniel A <Daniel.Magee@illinois.gov>; Vercruyssen, Brian <Brian.Vercruyssen@illinois.gov>; DeLong, Douglas <Douglas.DeLong@illinois.gov>; Kurt Bialobreski <kbialobreski@hanson-inc.com>; lthoele@cityblm.org; EXT Gower, Edward <egower@hinshawlaw.com>; Julianne Freeman <Julianne.Freeman@nscorp.com>  
**Subject:** [External] Re: Bloomington, IL - Hamilton Road Extension @ NS Rwy

Aaron,

As a follow up my our conversation earlier today, this is to confirm that NS has no objection to your participation in the FHWA coordination meeting on July 3rd.

If I learn later today that an NS representative plans to attend the meeting, I will let you know promptly.

Thanks very much.

Neil Flynn

\*\*\*\*\*

**Neil Flynn**

Neil F. Flynn & Associates | 600 S. Second Street - Suite 102, Springfield, IL 62704  
(email) [nflynn@neilflynnlaw.com](mailto:nflynn@neilflynnlaw.com) | (website) [www.neilflynnlaw.com](http://www.neilflynnlaw.com)  
(mobile) 217.899.4496 | (work) 217.544.0261

On Jun 27, 2019, at 12:21 PM, Gower, Edward R. <[egower@hinshawlaw.com](mailto:egower@hinshawlaw.com)> wrote:

Aaron,

The City of Bloomington would welcome your participation at the FHWA coordination meeting on July 3 and believes it would be beneficial. If you believe an ex parte waiver is required for your participation, the City of Bloomington waives any right it might have to object on ex parte or any other grounds to your communication with anyone concerning any aspect of the Hamilton Road project prior to or at the July 3 coordination meeting. Since we have not filed a petition, I am not sure the ex parte rules apply, but rather than research the issue, the City has elected to simplify matters and waive any otherwise applicable objection.

Ed

**Edward R. Gower**

Contract Partner  
Hinshaw & Culbertson LLP  
400 South Ninth Street, Suite 200, Springfield, IL 62701  
Tel: 217-467-4916 | Fax: 217-528-0075  
[egower@hinshawlaw.com](mailto:egower@hinshawlaw.com) | [hinshawlaw.com](http://hinshawlaw.com)

<image001.jpg>

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**From:** Toliver, Aaron [<mailto:Aaron.Toliver@illinois.gov>]  
**Sent:** Wednesday, June 26, 2019 9:25 AM  
**To:** DeLong, Douglas  
**Cc:** Trygg, Brian K; Magee, Daniel A; Vercruyse, Brian; EXT Flynn, Neil; Gower, Edward R.  
**Subject:** Bloomington, IL - Hamilton Road Extension @ NS Rwy



\*\*\* External email \*\*\*

Hi Doug,

Yes, I have met with the City's and NS's engineers and their attorneys (Ed Gower/Hinshaw – City; Neil Flynn/Flynn & Assoc -NS) on this Hamilton Road extension matter. I am the point of contact for projects involving NS at the ICC.

As info - there was fairly extensive discussion with the City and NS that the ICC has facilitated here at our office in Springfield, and it appears that all of the ICC Staff comments we made on desired geometrics/layout of the grade crossing and removing tracks to make it a single track have been included in the Draft plan-profile for the crossing (attached).

I know that Ed is well apprised of what ICC RR Safety Staff needs to see procedurally happen, and I know that Neil and Ed are both well apprised and know more than I do about any negotiations/agreements between the City and NS on the matter of removing/relocating the storage/siding tracks away from the proposed point of crossing.

Since the proposed grade crossing will require the City to file a Petition and ICC Admin Law to conduct a Hearing on the matter, and since they already have attorneys representing them on it, I don't think the ethics rules allow me to attend unless the attorneys are also there or on a conference call or in person.

On the other hand, I don't think IDOT or FHWA will need to be a party to that ICC matter, so meeting with IDOT/FHWA may not be an issue.

I am copying Neil and Ed for their thoughts. I would rather be safe than sorry. Thanks.

Aaron

Aaron T. Toliver, P.E.  
Railroad Safety Specialist  
Illinois Commerce Commission  
527 East Capitol Avenue  
Springfield, Illinois 62701  
Phone: 217/785-8420  
**NEW** E-mail: [Aaron.Toliver@illinois.gov](mailto:Aaron.Toliver@illinois.gov)

**From:** DeLong, Douglas  
**Sent:** Wednesday, June 26, 2019 7:32 AM  
**To:** Aaron T. Toliver ([atoliver@icc.illinois.gov](mailto:atoliver@icc.illinois.gov)) <[atoliver@icc.illinois.gov](mailto:atoliver@icc.illinois.gov)>  
**Cc:** Brian Trygg ([Brian.Trygg@illinois.gov](mailto:Brian.Trygg@illinois.gov)) <[Brian.Trygg@illinois.gov](mailto:Brian.Trygg@illinois.gov)>; Magee, Daniel A ([Daniel.Magee@illinois.gov](mailto:Daniel.Magee@illinois.gov)) <[Daniel.Magee@illinois.gov](mailto:Daniel.Magee@illinois.gov)>; Vercruysse, Brian <[Brian.Vercruysse@illinois.gov](mailto:Brian.Vercruysse@illinois.gov)>  
**Subject:** Bloomington Hamilton Street

Aaron,

IDOT district 5 is setting up a FHWA coordination meeting for July 3<sup>rd</sup> in Bloomington. I asked that the ICC be invited to the meeting. I believe you are the ICC point of contact for this project... please let me know if I am right. I am now working to approve a Project Development Report for this project to complete the Phase I engineering for this project which will allow the purchase of land acquisition activities for the project to proceed. I would like to talk about project scope and Railroad coordination with you if you are the right guy for this project. Thanks for your cooperation in other projects, you sure

helped clear up issues on the competitive freight project in Peru. It was handled professionally. Thanks Again! Included is a pdf attachment..... showing preliminary plan sheets for the street part of this job.

**Best Regards,**

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

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**From:** DeLong, Douglas  
**Sent:** Tuesday, July 02, 2019 3:30 PM  
**To:** Brian Trygg (Brian.Trygg@illinois.gov)  
**Cc:** Seppelt, Mark E (Mark.Seppelt@illinois.gov)  
**Subject:** Warrants: Streets and Highways Other than Freeways

**Subject: Warrants: Streets and Highways Other than Freeways**

**56-2.03 Streets and Highways Other Than Freeways**

Urban and rural conditions, traffic volumes (both vehicular and pedestrian), intersections, turning movements, signalization, channelization, and varying geometrics are factors that should be considered when determining the lighting needs of streets and highways other than freeways. Consider the following when assessing the lighting needs of such State-maintained facilities. NCHRP Report No. 152 *Warrants for Highway Lighting* provides additional information analyzing the need for lighting.

1. Facilities with Raised Medians. Consider highway lighting along sections of State maintained facilities that have raised medians.
2. Major Urban Arterials. Consider highway lighting along all major arterials that are located in urban areas.
3. Intersections. Consider intersection lighting at rural intersections that meet any one of the following conditions:
  - there are 2.4 or more crashes per million vehicles in each of three consecutive years;
  - there are 2.0 or more crashes per million vehicles per year and 4.0 or more crashes per year in each of three consecutive years;
  - there are 3.0 or more crashes per million vehicles per year and 7.0 or more crashes per year in each of two consecutive years;
  - the intersection is signalized and in the past year the day-to-night crash ratio is at least 1.25 or higher than the Statewide average for similar signalized intersections;
  - substantial nighttime pedestrian volume exists;
  - less than desirable alignment exists on any of the intersection approaches;
  - intersection approach roadway leg has less than the required Safe Sight Stopping Distance (SSSD) at the intersection;
  - the intersection is an unusual type requiring complex turning maneuvers;
  - commercial development exists in the vicinity, which causes high nighttime traffic peaks;
  - distracting illumination exists from adjacent land development; and/or
  - there exists recurrent fog or industrial smog in the area. Isolated intersections located within the fringe of corporate limits that are suburban or rural in character may be illuminated at the State's expense provided they meet the above criteria. Every effort should be made to have the local agency accept ownership of the system after installation and assume all operational and maintenance costs. See Chapter 5 for additional information on lighting responsibilities of local agencies.
4. High-Conflict Locations. Consider lighting along roadway sections with high vehicle-to vehicle interactions (e.g., sections with numerous driveways, where driveway separation is less than one SSSD, significant commercial or residential development, driveways with larger percentage of turning traffic, large complex intersection with more than one turning lane in one direction, intersection with raised medians, high percentage of trucks). Lighting generally improves traffic safety and efficiency at such locations.
5. Complex Roadway Geometry. Consider lighting at spot locations in rural areas where the driver is required to pass through a roadway section with complex or substandard geometry.
6. Night-to-Day Crash Ratio. Lighting should be considered at locations or sections of streets and highways where the night-to-day ratio of crash rates is higher than the statewide average for similar locations, and a study indicates that lighting may be expected to significantly reduce the night crash rate.
7. Local Agency Needs. Lighting should be considered where the local agency finds sufficient benefit in the forms of convenience, safety, policing, community promotion, public relations, etc., to pay an appreciable percentage of the cost of, or wholly finance, the installation, maintenance, and operation of the lighting facilities. See Chapter 5 for additional information on lighting responsibilities of local agencies.

8. Pedestrian Sidewalk. Consider lighting the sidewalk along the roadway section. Properly designed highway lighting may provide adequate roadway and sidewalk lighting without the need for supplemental or separate sidewalk lighting.



## Kurt Bialobreski

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**From:** Kurt Bialobreski <KBialobreski@hanson-inc.com>  
**Sent:** Monday, July 1, 2019 7:22 AM  
**To:** Kurt Bialobreski  
**Subject:** FW: Re: Bloomington, IL - Construct/Extend Hamilton Rd. across NS, MP SP-373.25, NS File: CX0035117; STV: 2515945-1894  
**Attachments:** image001.gif; image002.png; 15L0098\_RailroadBenefits-20181214.pdf; Bloomington\_NS\_Sidings\_Three\_Options.kmz

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**From:** Luke Thoele <lthoele@cityblm.org>  
**Sent:** Thursday, January 17, 2019 7:26 AM  
**To:** Scott.Overbey@nscorp.com; Chris.Bennett@NSCorp.com  
**Cc:** William.McGee@nscorp.com; KBialobreski@hanson-inc.com; Edward.Mercado@nscorp.com; kkothe@cityblm.org; jkarch@cityblm.org  
**Subject:** Re: Bloomington, IL - Construct/Extend Hamilton Rd. across NS, MP SP-373.25, NS File: CX0035117; STV: 2515945-1894

Scott,

Hanson Professional Services has looked at the concept of relocating the railroad siding for the Hamilton Road crossing in the 3 locations provided below. We propose that we meet at the Good Yard to discuss a siding extension there. This siding extension seems to be the most feasible solution. See the attached for some of the considerations of each option and a conceptual sketch.

Would you please identify an hour that would work for your representatives? We are available at the following times in the next couple of weeks:

1/21 11:30-1:30  
1/22 2:00-3:00  
1/25 1:00-3:00  
1/28 11:00-3:00  
1/29 10:00-1:00

Thank you for your efforts in this matter.

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

Bloomington, IL  
Norfolk Southern Siding  
Hanson 15L0098

### **THREE ALTERNATIVES PROS and CONS**

#### **Good Yard**

This option lends itself to a better crew change location with the ability to build trains and house crews. This location is an extension of an existing siding; therefore, only incrementally increasing the maintenance of infrastructure. The entire siding being on tangent increases its lifecycle through less wear and tear. There would be less construction on the expansion of the existing siding and therefore, less impact to the existing Mainline. No additional Right-of-Way would have to be purchased.

The center of Good Yard (MP SP379+/-) is only 3 miles from the Union Pacific (UPRR) Interchange (MP SP375.9).

#### **Hamilton Siding**

The Hamilton siding alternative provides 8000 feet clear distance free of all road crossings, crossovers and turnouts. On the south edge of the City, it is 4 miles from the UPRR Interchange and 7 miles from the center of Good Yard. Depending on zoning, it could someday service future expansion for commercial development in that area. This option provides set out and runaround capability/capacity to that ability lost at Hamilton Road proposed road crossing.

There would be higher life-cycle costs due to curvature within the limits of the siding. Limited crew access with crew delivery would be necessary if it serves as crew change point.

#### **Padua-Holder Siding**

Benefits for the Padua-Holder Siding include an 8000-foot clear distance free of road crossings, crossovers and turnouts. The 8000-foot clear length would be entirely on tangent and the track would have a longer life expectancy than that with curves such as the Hamilton siding. No Right-of-Way purchase is anticipated.

Limited crew access with crew delivery would be necessary if it serves as crew change point. This option is thirteen (13 +/-) miles from the UPRR Interchange and sixteen (16 +/-) miles from Good Yard.

**From:** Mercado, Edward J <Edward.Mercado@nscorp.com>  
**Sent:** Wednesday, September 12, 2018 9:20 AM  
**To:** Kurt Bialobreski  
**Cc:** 2515945; Luke Thoele; McGee, William; Overbey, Scott  
**Subject:** Bloomington, IL - Construct/Extend Hamilton Rd. across NS, MP SP-373.25, NS File: CX0035117; STV: 2515945-1894

Kurt,

We've heard back from the Division General Manager and he has stated the following:

I would like to see the feasibility of building a siding approximately 7,600 to 8,000 feet in length somewhere between Holder, MP SP362, and Good Yard MP SP380 in order reduce the long train meets that we currently have between Peoria and Osman.

I would like to offer the following locations for possible placement of this siding:

1. Between MP SP370.5 and MP SP372.8
2. Good Yard Siding Extension, MP SP379.6 to MP SP380.4
3. Between MP SP362.1 and MP SP364.0

Please prepare preliminary plans accordingly and transmit to NS for review and approval. If you have any other questions or comments, please let us know.

Thanks,  
Edward Mercado  
(on behalf of)  
Scott Overbey, P.E.  
Engineer - Public Improvements  
Norfolk Southern

---

**From:** Kurt Bialobreski [mailto:KBialobreski@hanson-inc.com]  
**Sent:** Friday, March 23, 2018 10:28 AM  
**To:** Overbey, Scott; Luke Thoele  
**Subject:** [EXTERNAL] RE: Hamilton Road At-Grade Crossing - City of Bloomington, IL

Scott-

We are following up to see if there has been any progress on the development of a response to our request. Please let us know there is any other information you may need from us.

Thanks,  
Kurt

Kurt Bialobreski, P.E., PTOE  
Hanson Professional Services Inc  
7625 N. University Street, Suite 200  
Peoria, IL 61614



Phone: 309.713.1408

Fax: 309.691.1327

[www.hanson-inc.com](http://www.hanson-inc.com)

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---

**From:** Overbey, Scott [mailto:Scott.Overbey@nscorp.com]

**Sent:** Friday, February 16, 2018 5:17 PM

**To:** Kurt Bialobreski <KBialobreski@hanson-inc.com>; Luke Thoele <lthoele@cityblm.org>

**Cc:** Smith, Herbert <Herbert.Smith@nscorp.com>; Bennett, Chris <Chris.Bennett@nscorp.com>; Freeman, Julianne <Julianne.Freeman@nscorp.com>; McGee, William <William.McGee@nscorp.com>; Wood, Beau L. (STV) (Beau.Wood@stvinc.com) <Beau.Wood@stvinc.com>

**Subject:** RE: Hamilton Road At-Grade Crossing - City of Bloomington, IL

Luke,

We are in the process of reconnecting with our involved departments to resume development of a response to this request. We have had many personnel changes over the last year while this project was on hold.

Thank you,

Scott

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**From:** Kurt Bialobreski [mailto:KBialobreski@hanson-inc.com]

**Sent:** Tuesday, December 19, 2017 11:52 AM

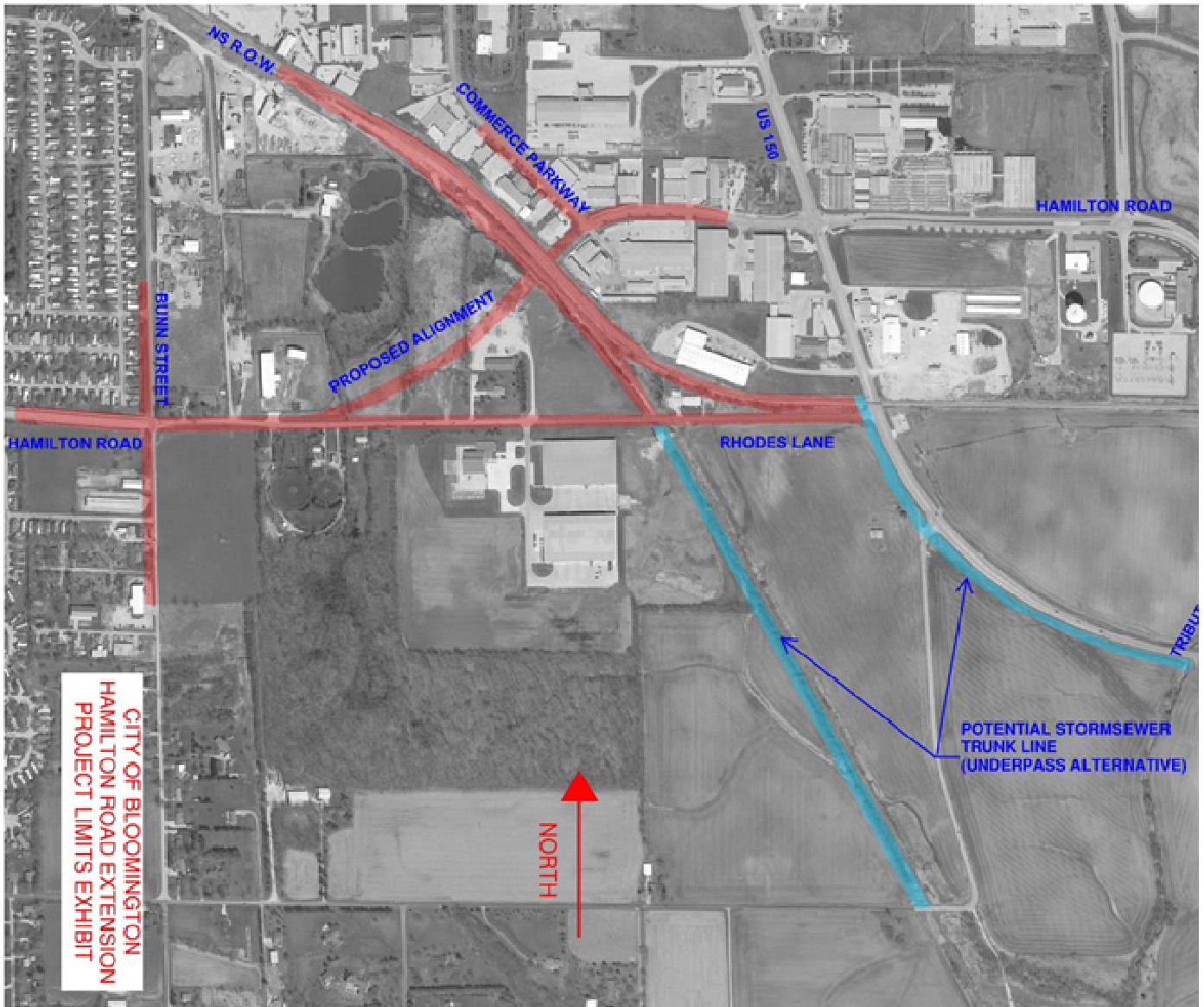
**To:** Overbey, Scott <Scott.Overbey@nscorp.com>

**Cc:** Luke Thoele <lthoele@cityblm.org>

**Subject:** [EXTERNAL] Hamilton Road At-Grade Crossing - City of Bloomington, IL

Mr. Overbey-

I was asked to contact you on behalf of the City of Bloomington, IL in regards to the on-going negotiations over the proposed at-grade crossing of Hamilton Road with the Norfolk Southern (see below). We are closing in on the end of the preliminary engineering and environmental documentation phase. During the this part of the project, the City has been contact with NS and its counsel and have had discussions about closure of other crossing within corporate limits, the Hamilton Road crossing being at-grade, and the relocation of the of all sidings at the proposed at-grade crossing. It is my understanding that NS has agreed, in concept, to this course of action.



At this time, we are asking NS to provide us with the desired location for the siding relocation so that preliminary engineering and opinions of probable cost can be prepared. It is the City's intention to have Hanson Professional Services perform this work, and, through the preliminary engineering agreement with NS, pay for NS, or its consultant, to review the information that will be provided.

If you have any questions or need any other information, please feel free to contact me.  
Thanks,

Kurt Bialobreski, P.E., PTOE  
Hanson Professional Services Inc  
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Peoria, IL 61614  
Phone: 309.713.1408

Fax: 309.691.1327

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**Attachment C: Memorandum from City of Bloomington on Economic Competitiveness**





**SUBJECT:** Potential economic benefits of the Hamilton Road – Bunn Street to Commerce Parkway project  
**DATE:** July 1, 2019  
**TO:** City of Bloomington Engineering Division Staff  
**FROM:** City of Bloomington Economic Development Department Staff

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The proposed Hamilton Road – Bunn Street to Commerce Parkway Project (the “Project”) would completely link both ends of the existing Hamilton Road corridor (the “Corridor”). The Project will increase the promotion of regional connectivity by linking the east and west sides of the city thus providing an additional safe and efficient route to work and home for many residents of the city and residents of rural communities south of the city.

State Farm is the largest employer in Bloomington with over 14,000 employees split between two campuses in the city. One of the primary beneficiaries of the Project will be the thousands of employees of the State Farm “Corporate South” campus which is located along the Corridor directly to the east of the Project. Upon completion of the Project, these State Farm employees will enjoy a safe and efficient travel path to and from their residences located on the southwest side of the city (Pepper Ridge and Fox Creek subdivisions, etc.) and rural communities south of the city along State Route 51 (Crestwicke subdivision, Village of Heyworth, Village of Wapella, City of Clinton). State Farm Park, an 85+ acre private recreation area, is located along the corridor to the west of the Project. Completion of the Project will improve access to State Farm Park, assisting in the retention and attraction of talent to locate in Bloomington and work for State Farm.

The completion of the Project (a project which has been on hold for many years) is very likely to result in significant new private investment at multiple vacant in-fill development sites throughout the Corridor while also increasing customer traffic and sales at dozens of existing businesses along the Corridor. Projections indicate that traffic volumes along the Corridor will increase once the Project is complete. These increased traffic volumes will be beneficial to existing auto-oriented businesses located throughout the Corridor.

Existing businesses in the immediate vicinity of the Project are especially likely to experience significant traffic increases far outpacing existing daily averages due to the present lack of thru access. West of the Project is essentially a rural lane (Rhodes Lane) and east of the Project is a sleepy light-industrial / commercial cul-de-sac (Commerce Parkway). Completion of the Project will activate the immediate vicinity of the Project area, likely attracting private investment which would lead to increased property values and increased retail and service transactions generating increased property tax and sales tax revenues for the city and other units of local government.

For illustrative purposes, the four sites along the Corridor are detailed below. The present-day condition of each site and potential Project enabled development opportunities are detailed.

**Site One: Southeast Corner of Hamilton Road and Bunn Street**

This approximately six (6) acre site is presently undeveloped and has been farmed for many years. As farmland, its assessed value for property tax purposes is based on its total agriculture use value as determined by the State Farmland Assessment Review Committee rather than the fair market value of the property. For tax year 2018, this site generated only \$176.90 in property tax revenue for all local taxing districts. Completion of the Project is likely to promote the development of this site for a use other than farmland thus boosting its fair market value post development. Applying a conservative future market value of \$2.00 per



square foot (a comparable value for developed commercial properties approximately 700 to 1,000 feet to the west of this site along the Corridor) would result in the generation of approximately \$15,000 in new annual tax revenue from this site to be shared by the local taxing districts. This projected revenue figure is only derived from the potential increased land value and does not include property tax revenue that would be generated by any future building(s) on this site as market forces at the time of development will dictate the type of building(s) based on the ultimate intended use. This site is zoned B-2 "Local Commercial District" and could support commercial uses including financial, medical, child daycare, retail, and multi-family housing.

**Site Two: 1707 E Hamilton Rd – Former Lumber yard south of the intersection of East Hamilton Road and Commerce Parkway**

Located at the eastern edge of the Project is a 6.61 acre modern former lumber yard property that is improved with nine (9) buildings all constructed in 1991 with approximately 66,570 square feet under roof. When it was in operation, the lumber yard sold building materials and hardware to contractors and retail consumers. The retail component of the business would likely have performed better had the Project been completed many years ago as originally planned by city officials. Without the completion of the Project in the near future, this site is likely to sit vacant for an extended period due to a lack of visibility and lack of easy access to points west of the city. With the completion of the Project, average daily traffic along the Corridor (and directly in front of this site) will increase, boosting the attractiveness of this site to a potential new user. Completion of the Project will also improve access for this site to I-74 via the Corridor, increasing the appeal of this site to a commercial / industrial user. This site is zoned M-1 "Restricted Manufacturing District" and could support a variety of industrial and commercial / retail uses.

**Site Three: Southeast Corner of Hamilton Road and Morrissey Drive / Route 150**

This approximately nine (9) acre site is presently undeveloped and has been farmed for many years. It is located adjacent to a fully signalized intersection along State Route 150. All utilities are in place to support commercial development. For tax year 2018, this site generated only \$186.26 in property tax revenue for all local taxing districts due to its classification as farmland. Completion of the Project and the increased average daily traffic traveling by this site would be likely to promote the development of this site for a use other than farmland, thus boosting its fair market value post development. Applying a conservative market value of \$5.00 per square foot (a comparable value for developed commercial properties within the immediate vicinity of this site) results in the potential generation of approximately \$54,000 in annual tax revenue from this site to be shared by the local taxing districts. This projected revenue figure is only derived from the potential increased land value and does not include property tax revenue that would be generated by any building(s) on the site as market forces at the time of development will dictate the type of building(s) based on the ultimate use. Given its "hard corner" location at a fully signalized intersection, this site lends itself to development as a gas station / convenience store, pharmacy, bank, or other auto-oriented retail use which has the potential to generate employment opportunities and retail sales tax related revenues for the city. This site's B-1 "General Commercial District" zoning would support the aforementioned uses.

**Site Four: Northwest corner of Hamilton Road and South Main Street / US 51**

This approximately 55 acre site located at a fully signalized intersection on the west side of the Corridor was the former site of a regional livestock sales pavilion known as "The Sale Barn"



which was demolished in 2012. This site remains improved with a five (5) acre gravel parking lot and two natural grass soccer fields which the city's Parks & Recreation Department rents from the property owner for community use. The remainder of this site is farmland. The majority of this site has not been annexed into the city despite being surrounded by city-annexed development. All city utilities are in place around the perimeter of this site and it is essentially "shovel ready." The completion of the Project would likely increase the potential development of this site as a major employment / retail center with the potential for multi-family residential development buffering the adjacent established single-family residential development. Completion of the Project would increase the connectivity of this site to the east side of the city thereby increasing exposure of the site to passing motorists, especially State Farm employees who would drive by the site via the Corridor on their way to work and home. Upon annexation, this site would likely be zoned B-1 which could support multiple retail uses including a grocery store, gas station / convenience store, pharmacy, bank, or other intense retail use which would be compatible with the Main Street / US 51 frontage.

This site has been previously identified by city staff as a prime development site for a 15,000 square foot or larger grocery store. The southwest portion of the city is currently designated as a USDA Food Desert. The lack of a grocery store in this area of the city has been reported to be hindering the build-out of established residential subdivisions to the west and reportedly also contributes to a \$10,000 to \$15,000 lower price differential for existing single-family homes when compared to similar homes located on the east side of the city which are closer to existing grocery stores.