

# DUATS

## Decatur Urbanized Area Transportation Study

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### ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

July 1, 2016 through June 30, 2017

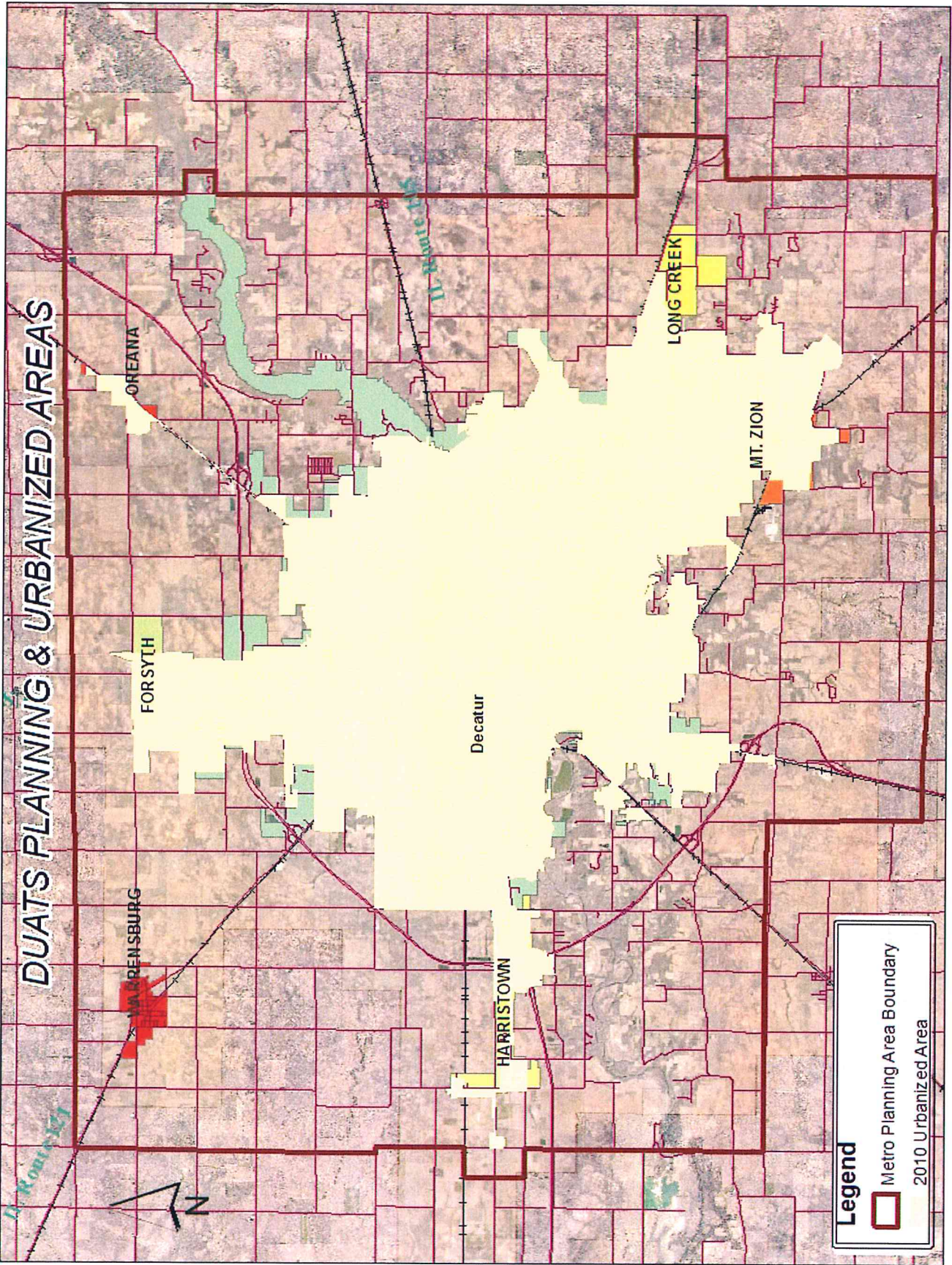
This document was prepared by DUATS in compliance with the provisions of MAP-21. Questions or comments on its content should be sent to DUATS, #1 Gary K. Anderson Plaza, Decatur, Illinois, 62523, Voice: 217.424.2782 or email: [DUATS@decaturil.gov](mailto:DUATS@decaturil.gov)

#### TRANSPORTATION PLANNING AND THE DECATUR URBANIZED AREA TRANSPORTATION STUDY

In the early 1960's, Federal legislation was passed requiring all urbanized areas of 50,000 or more to plan and program local Federal Aid Highway and other surface transportation projects using a continuing, comprehensive and cooperative process within the prescribed planning area. From its initial inception in 1964 to early 2006, the Macon County Regional Planning Commission was the Lead Agency responsible for such planning. In early 2006, the Lead Agency role of providing planning and programming for the Decatur Metropolitan Planning Area (MPA) was transferred to the City of Decatur's Economic & Urban Development Department. The Intergovernmental Agreement originally developed and ratified in early 2002 creating the architecture of DUATS was amended and reaffirmed by the Policy Committee on March 21, 2006. The amendments adopted on that date moved the Lead Agency role from the County to the City of Decatur's Department of Economic and Urban Development, reflected the transfer of Macon County from IDOT District 5 to District 7 and changed some of the representatives on the Policy and Technical Committee accordingly. Consolidation of staff operations and transportation planning functions was completed on May 1, 2006.

There are three (3) areas within the DUATS realm of activity – Urbanized Area, Urban Area and Metropolitan Planning Area. Each has a unique role and different boundaries. The Urbanized Area is defined by the U.S. Census Bureau. The Urban Area and MPA are delineated by DUATS. The map on the next page show these areas. Of the latter two, the MPA is the more important and is dealt with most often by DUATS. The MPA boundary is shown on Page 2.







Unless, noted otherwise in the table on Page 9 the Federally Obligated Projects, listed in this document, are located in the MPA. DUATS' annual TIP program includes all transportation related projects that are likely to occur within the MPA. Not all of the programmed projects include Federal funding.

The MPA is the subject area referred to as the 30 year planning horizon. DUATS regularly looks at the MPA in regard to land use, traffic, traffic infrastructure needs and future transportation planning activities. The Long Range Transportation Plan (LRTP) is based on the 30 year planning horizon. The LRTP is reviewed annually and comprehensively updated at least every five (5) years as conditions warrant regarding land use and transportation planning. The last update was adopted in December 2014, and is titled *Decatur Pathways 2040*.

Transportation planning in the Decatur MPA is a collaborative effort. The official organization, DUATS, which provide 3-C services (comprehensive, cooperative and continuing), includes the following ten governmental entities.

- |                                 |                                         |
|---------------------------------|-----------------------------------------|
| ▪ City of Decatur               | ▪ Village of Mt. Zion                   |
| ▪ County of Macon               | ▪ Village of Oreana                     |
| ▪ Decatur Park District         | ▪ Illinois Department of Transportation |
| ▪ Decatur Public Transit System | ▪ Federal Highway Administration        |
| ▪ Village of Forsyth            | ▪ Federal Transit Administration        |
| ▪ Village of Harristown         | ▪ Macon County Highway Department       |

DUATS' organizational structure is designed to foster an atmosphere that is fair and impartial regarding planning projects, administering programs and determining priorities. The 3-C planning process used by DUATS has also proved successful in engaging key stakeholders and the public in the planning process.

DUATS is responsible for the following documents and transportation programming.

1. Provide a means of efficient communication between several Federal and State agencies and various units of local government within the Metropolitan Planning Area;
2. To encourage effective cooperation between Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Illinois Department of Transportation (IDOT), Illinois Department of Natural Resources (IDNR) and the various agencies and units of local government regarding implementation of the plans and provisions of the Long Range Transportation Plan (LRTP), Transportation Improvement Plan (TIP) and Unified Work Program (UWP);
3. Review and provide recommendations and comments regarding developments planned or proposed within the Metropolitan Planning Area (MPA);
4. Annually review and comprehensively update the Long Range Transportation Plan (LRTP) at least every five (5) years to ensure it contains the priorities, goals and objectives of DUATS and to review and update as necessary the LRTP during each of the intervening years;

5. Prepare an annual UWP, setting forth the transportation and related activities and programming to be accomplished in a given year;
6. Annually update the TIP which shows the four (4) year plan for transportation improvements within the MPA;
7. To foster and encourage greater awareness of DUATS and its role in promoting and meeting the transportation needs as set forth in the Vision Statement;
8. Be involved in Human Services Transportation Planning (HSTP) activities on the regional, urban and rural level;
9. Handle the various administrative, financial and communicative tasks associated with transportation programming and planning;
10. Maintain databases such as traffic counts, crash data, pavement condition, which support and assist in planning for the maintenance and enhancement of the transportation network;
11. Include the elements of safety, security, operations and, environmental sensitivity in the planning process and;
12. Constantly seek public opinion and engage their involvement throughout the planning process.

### **THE TRANSPORTATION IMPROVEMENT PROGRAMMING PROCESS**

All transportation projects which will be paid in part using Federal funds are required to be included in the local Transportation Improvement Program (TIP). These projects involve streets, roads, bridges, public transit, bike/pedestrian trails and other transportation related activities. The TIP is developed jointly, cooperatively and collaboratively by the member agencies of DUATS. Projects included in the TIP are drawn from the 2040 LRTP.

Projects are proposed and prioritized by staff in cooperation with DUATS' member entities and its planning partners and stakeholders. Federally funded projects included in the TIP are decided on the total scoring basis using the adopted "Selection Criteria" form. Projects not utilizing Federal funds are typically selected based on funding and through an overall focus on the following three criteria.

1. Consistency with the goals and objectives of the Long Range Transportation Plan,
2. Financial constraint, and
3. Project specific eligibility and justification.

The prioritized list is presented to the DUATS Technical Committee for its recommendation as to which project(s) should be included. After the required minimum thirty (30) day public comment period the final draft of the TIP is submitted to the DUATS Policy Committee. The Policy Committee may adopt the TIP as recommended or may amend the final version. The Policy Committee adopted the current TIP on June 20, 2017. It covers the four (4) year period beginning July 1, 2018 through June 30, 2021.



Each project in the TIP includes a schedule and estimated cost for the project. Since schedules often change as a result of such variables as weather, availability of material and/or equipment, adequate personnel, or lack of necessary funding, the TIP may not be as current as was intended. In an attempt to help ensure the public awareness and provide an understanding of how, where and on what transportation projects Federal funds are actually being spent, Congress included the following statement in the most recent Federal transportation bill, SAFETEA-LU, which requires that:

*“an Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP).”*

## **FEDERALLY OBLIGATED PROJECTS**

The terminology “Federally Obligated Projects” means that the Federal government has specifically authorized funds to be spent in a particular year for the construction and completion of a particular project or projects. Most of these transportation projects have a specific amount obligated to it. These funds must be obligated and any required State, County or municipal matches must be in place before work can begin on any phase of a project. Only after the funds have been obligated, or set aside, can the work begin and the bills paid. Expenses may include design engineering from a private consulting firm, payroll or material cost from the construction contractor or certain payroll costs for Illinois Department of Transportation employees who are overseeing work on the project.

Obligation of Federal funds does not always mean that work on a project is eminent. On some projects, construction accounts are set up to pay the initial or project “start-up” costs. Especially in the initial stages of large projects, “project accounts” are created to allow for work to be done on the project’s design and its’ engineering. This early work may actually take place long before construction actually begins. In some case, such as the purchase of transit buses, the order is placed long before the new buses are actually delivered to DPTS. In any case, in order for the project to move forward, first it must be included in the TIP.

## **THE PLANNING PROCESS**

Regardless of the size of a transportation project, it all starts with an idea. The idea may be to widen a street or replace a bridge. It might involve building a new street to a new



development. When planning for such projects, DUATS focuses on the following six (6) criteria and prioritizes its transportation projects accordingly:

- 1) Safety – how DUATS will increase the level of safety to the travelling public, improve the movement of goods and services and reduce congestion.
- 2) Security – how DUATS will meet the challenges of increasing the efficiency of the transportation system, dealing with the hazards of materials movement and issues revolving around homeland security.
- 3) Maintenance & Operations – requires DUATS to look at the cost constraints and project potentials while maintaining and operating the transportation network.
- 4) Environmental Mitigation – mandates that DUATS look at environmental and natural resources and consider all of the potential impacts at the outset of the planning process. It is required to continually assess those impacts throughout the planning process.
- 5) Human Services Transportation Plan – DUATS must work to increase the efficiency of the public transportation system through the improvement, availability and affordability of moving variously challenged individuals from typically rural to urban areas, many times after hours and on weekends and usually outside the coverage area of the Decatur Public Transit System.
- 6) Public Participation – DUATS encourages all public comment from all sources and is required and intends to increase public access and involvement in our transportation planning process.

## PROJECT FUNDING

Before a project becomes reality, adequate funding is necessary. All transportation projects are required to be “fiscally constrained.” This term means that before a project can be programmed, all of the funding sources and amounts must be reasonably assured. Typically, funding for transportation improvements come from numerous sources. Funding originates from numerous Federal, State or local programs. Some sources are restricted and can only be used for certain transportation projects, while other sources are more general and may be used for many different types of projects. Examples of funding sources that are rather restricted include the Highway Safety Improvement Program, Highway Bridge Program, Rail Highway Protective Devices Fund, Safe Routes to School and National Recreational Trails. Sources that are more general include Surface Transportation Programs and National Highway System.

Funds from Federal and most State sources typically require that the sponsoring agency supply a locally derived match amount. The amounts of the local matching funds are typically based on a percentage of the construction cost. The sum total from the various sources must, at a minimum, equal the estimated construction cost of the project.



## PROJECTS BECOME REALITIES

After the idea(s) have been discussed, criteria addressed, priorities set and funding programmed, the process toward construction begins. The construction or improvement process involves numerous steps and takes varying lengths of time to complete. The typical phases of a construction project are summarized below. Remember, DPTS projects are not necessarily construction projects. They many times involve the purchase of equipment, which would not follow the process that is outlined below.

- 1) Public Involvement & Awareness – This phase involves the concept and practice known as Context Sensitive Solutions (CSS). Typically meetings are held with project developers and designers, local government representatives, nearby owners, various stakeholders and other interested parties. Decisions are made about the specific elements that will be included in the project and the range of design alternatives that will be investigated.
- 2) Preliminary Design - This phase includes basic engineering work on each alternative, traffic studies, environmental analyses, and other work specific to the project. The public is continually kept informed and involved through focused outreach and is used to gain community input into the projects' design. This phase ends with the selection and approval of a project alternative.
- 3) Final Design - In this phase, the actual plans and specifications that the construction contractor will work from are created.
- 4) Right of Way Preparation - Preparation work, including general layout, surveying and property appraisals are done prior to acquisition of the right-of-way.
- 5) Right of Way Acquisition - In this phase, right-of-way that is necessary for the completion of the project is acquired either through purchase or easements.
- 6) Construction - This phase is the most visible and encompasses the work to physically build the project, whether done by a contractor or an agency's own staff.
- 7) Construction Inspections – Normally, the jurisdiction who has responsibility for the project inspects the progress from time to time in order to make sure that the work is being done properly and conforms to specifications.
- 8) Certification and Acceptance – After the project has passed all inspections and is finished, the local jurisdiction will accept responsibility and maintenance.
- 9) Miscellaneous – There are projects with Federal obligations that do not involve any construction. Examples would include certain public transit projects that involve the actual operation of transit service, and the resultant costs that are incurred, or the purchase and acquisition of equipment or facilities.

## THE LIST OF PROJECTS

The following pages contain information on transportation and related projects which received Federal fund(s) or obligations during the reporting period. Page 8 and 9 are the project



lists. Pages 10 through 13 are infrastructure projects. Included are a map of the project locations, a brief description, its Federal and State ID number, total anticipated cost and the total amount being provided by the Federal Government by funding type and code. Page 14 includes information on the non-infrastructure projects.

All of these projects are active and either have been completed or are in various stages of construction.

Page .....9      Table of Projects Supported by Federal Funds

The Federally obligated projects located within the Decatur Metropolitan Planning Area in Federal Fiscal Year 2017 are:

Page .....10	Baltimore Avenue Pedestrian Path – Construction of a pedestrian path adjacent to Baltimore Avenue from East Lost Bridge Road to Harryland Road.
Page .....11	Wayfinding and Ornamental Signage – Wayfinding and Ornamental signing and landscaping at various locations in Decatur.
Page .....12	CH 60 Bridge over Big Creek – Replace the bridge carrying CH 60 over Big Creek, located south of the Fort Daniels Conservation Area.
Page .....13	CH 60 Bridge over Big Creek – Picture of construction.
Page .....14	Phase I Engineering, Guardrail Improvement Project – Phase I engineering for 14 different locations in Macon County to upgrade Guardrail to replace turndown terminals and deficient guardrail.
Page.....15	CH 41 Wyckles Road White topping Project – Pavement reconstruction, aggregate & HMA shoulders, pipe culverts, storm sewer, combination curb & gutter, guardrail and pavement markings on Wyckles Road from IL 121 to US 36.
Page.....16	Broadway Street – Upgrade to flashing lights and gates, pavement and sidewalk work and new crossing surface on Broadway Street at Illinois Central Railroad in the Village of Mt. Zion.
Page.....17	DUATS – Federally Obligated Projects - 2017

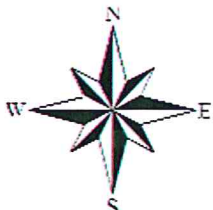
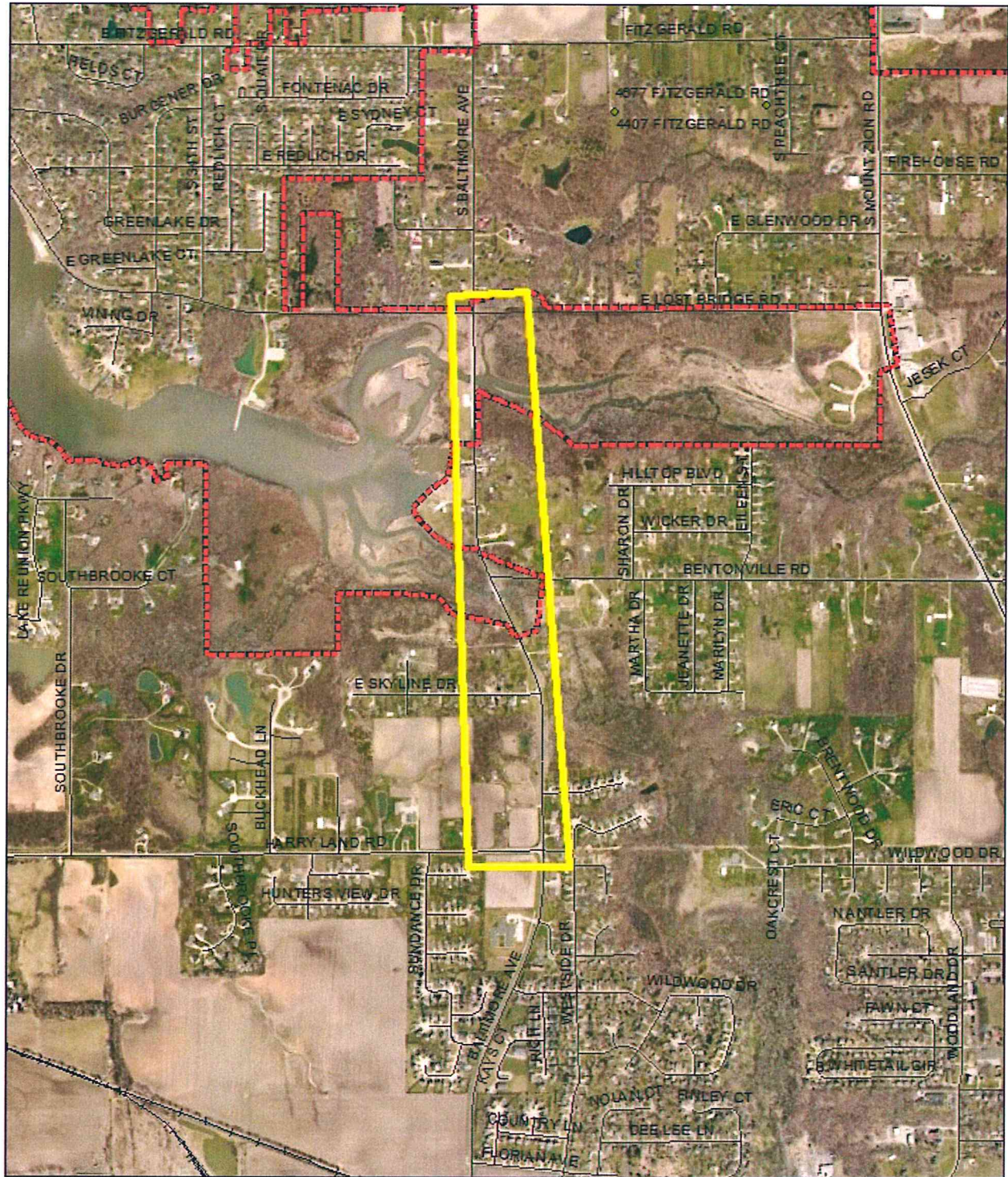


DUATS – FEDERALLY OBLIGATED PROJECT LIST										FY 2017	
Federal Project No.	State Job No.	Description	Authorized Date	Program Code	Federal Funds	Advance Construction	State Funds	Total Cost	STIP REFERENCE		
		Construction of a pedestrian path adjacent to FAU 7449 (Baltimore Avenue) from East Lost Bridge Road to Harryland Road		ITEP/ M3E3	\$320,000.00	\$384,000.00	\$0.00				
00D7072	C-97-072-15		6/28/2017					\$645,000.00	MC 17-02		
		Wayfinding and ornamental signing and landscaping at various locations in Decatur		ITEP/ L22E	\$690,200.00	\$366,092.00	\$0.00	\$457,615.00	DEC 16-14		
00D7081	C-97-043-17		4/10/2017								
		Replace the bridge carrying CH 60 over Big Creek, located South of the Fort Daniels Conservation Area		STR-B/ Z233	\$1,080,000.00	\$0.00	\$0.00	\$1,350,000.00	MC 17-01		
0115071	C-97-045-13		3/14/2017								
		Phase I Engineering for 14 different locations in Macon County to upgrade Guardrail to replace turnaround terminals and deficient guardrail		HSIP/ ZS30/ZS60	\$283,500.00	\$6,689.00	\$0.00	\$14,864.00	MC 17-04		
0115073	P-97-013-17		6/05/2017								
		Pavement reconstruction, aggregate & HMA shoulders, pipe culverts, storm sewer, combination curb & gutter, guardrail and pavement markings on FAS 1538 (Wyckles Rd) from IL 121 to US 36		STR/TARP Z232	\$2,560,000.00	\$2,500,000.00	\$289,200.00	\$3,125,000.00	MC 18-01		
1538100	C-97-061-12		6/28/2017								
		Upgrade to flashing lights and gates, pavement and sidewalk work and new crossing surface on Broadway Street (FAU 7459) at Illinois Central Railroad in the Village of Mt. Zion. AAR DOT 291007Y. Railroad Mile Post 85.26		STU/CIP MS40	\$764,000.00	\$310,500.00	\$0.00	\$345,000.00	R278-2018		
5169052	C-97-011-16		7/21/2016								

- ♦ Gray shaded projects are located outside of the Decatur Metropolitan Planning Area (MPA).
- ♦ Total project costs, minus Federal funds, and State (if applicable) are paid with local funds, such as Motor Fuel Tax.



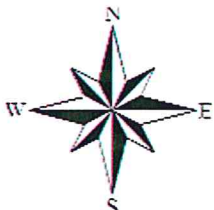
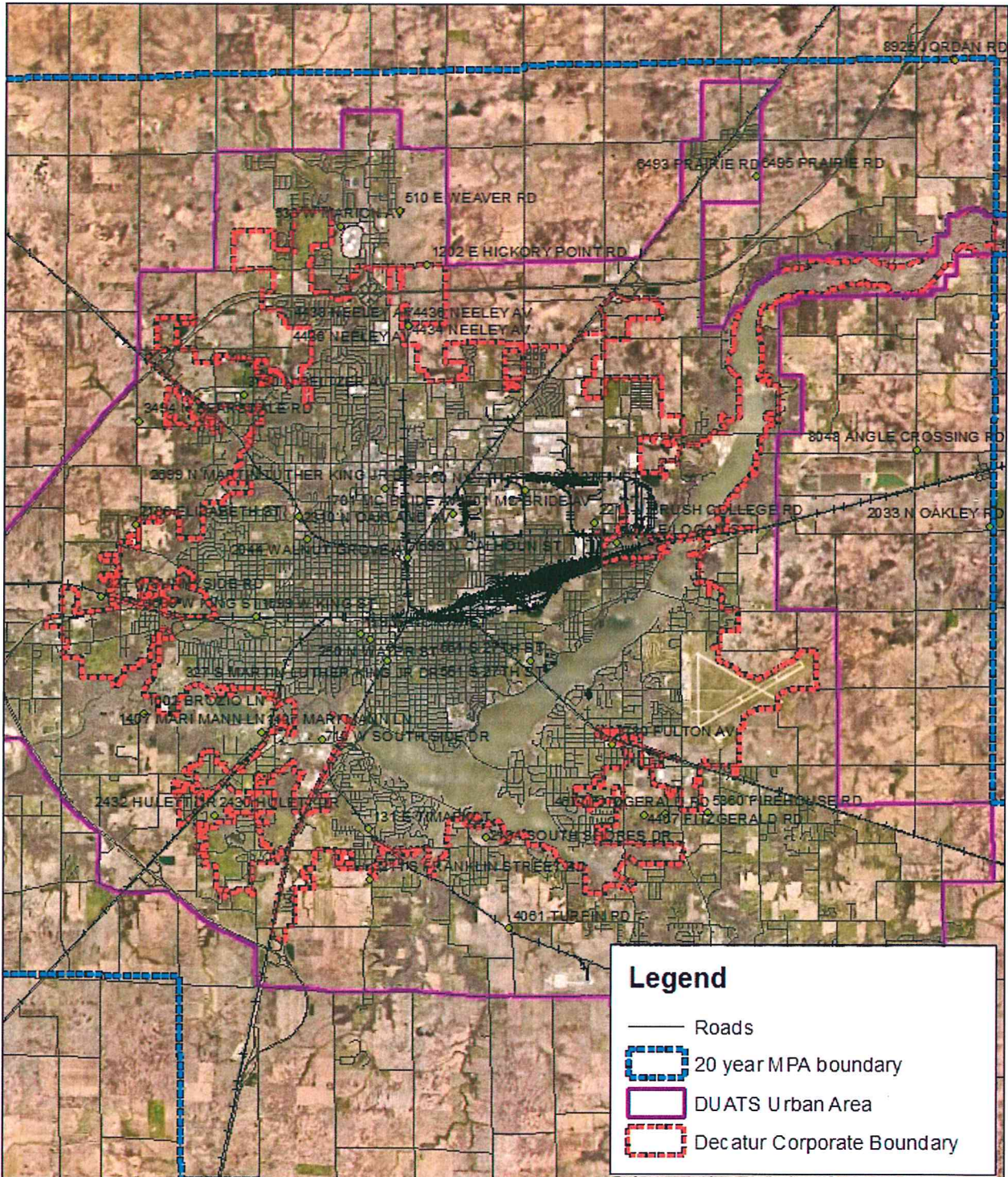
## Baltimore Avenue Pedestrian Path



The project was on the August 4th, 2017 letting. With a low bid almost 20% higher than the engineer's estimate, the bid was rejected. It also was brought to our attention that the design was prematurely approved by IDOT and some re-design is necessary prior to re-letting the project. The designer is currently working on the re-design and the project will be re-let in the Spring of 2018.



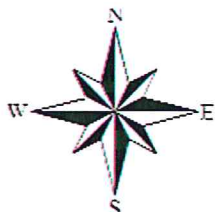
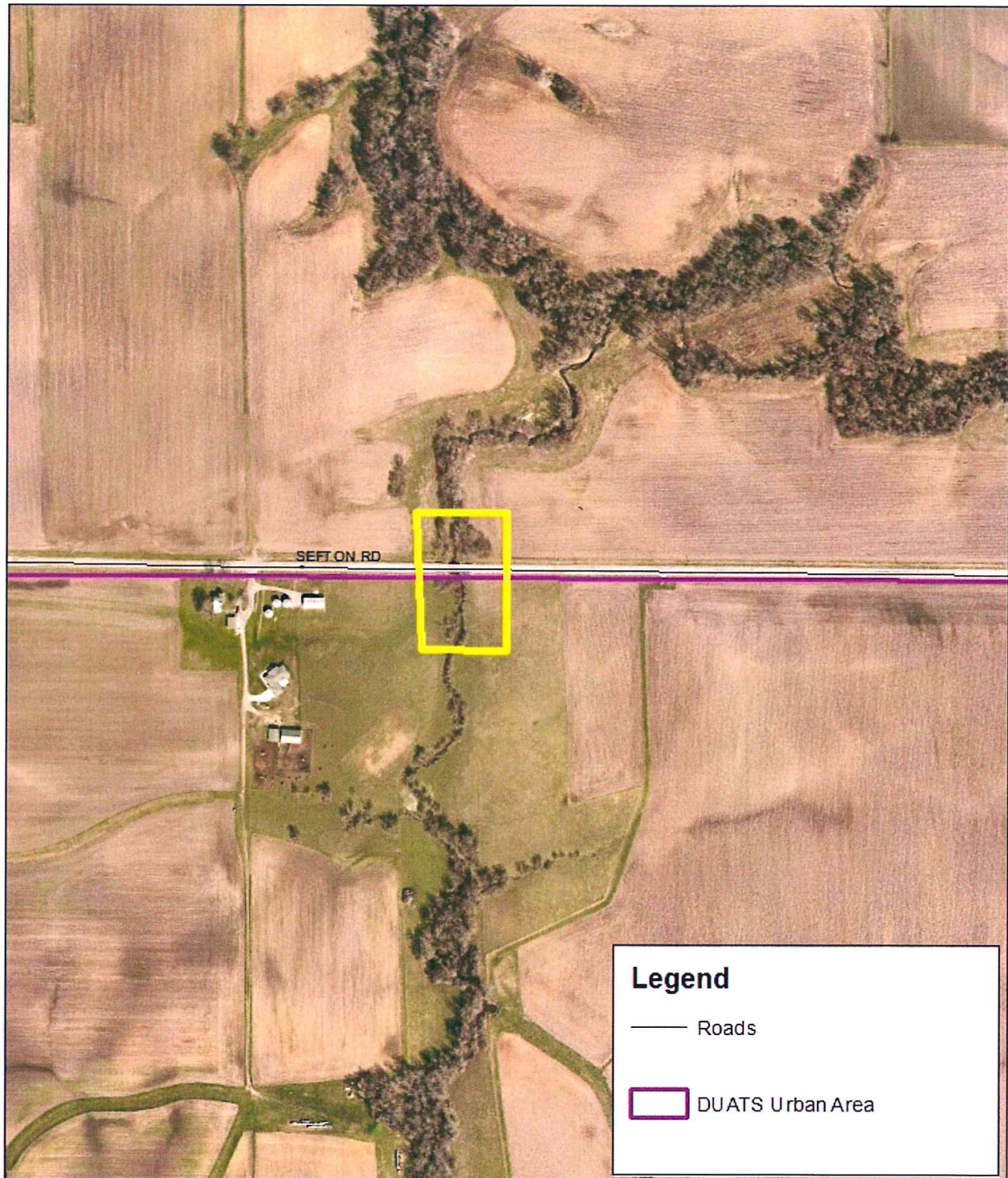
## Wayfinding and Ornamental Signage



This project will provide wayfinding monuments, community entrance signage and downtown location markers throughout the City of Decatur. The project had an April 2017 letting and is expected to be completed by the Spring of 2018.



## CH 60 Bridge over Big Creek



The project was let in June 2017 and is progressing ahead of schedule. The embankment, structure, and superstructure has been completed. The deck is to be poured the week of September 18th. The contractor has a targeted completion date of December 1, 2017.



CH 60 Bridge over Big Creek

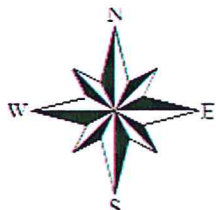
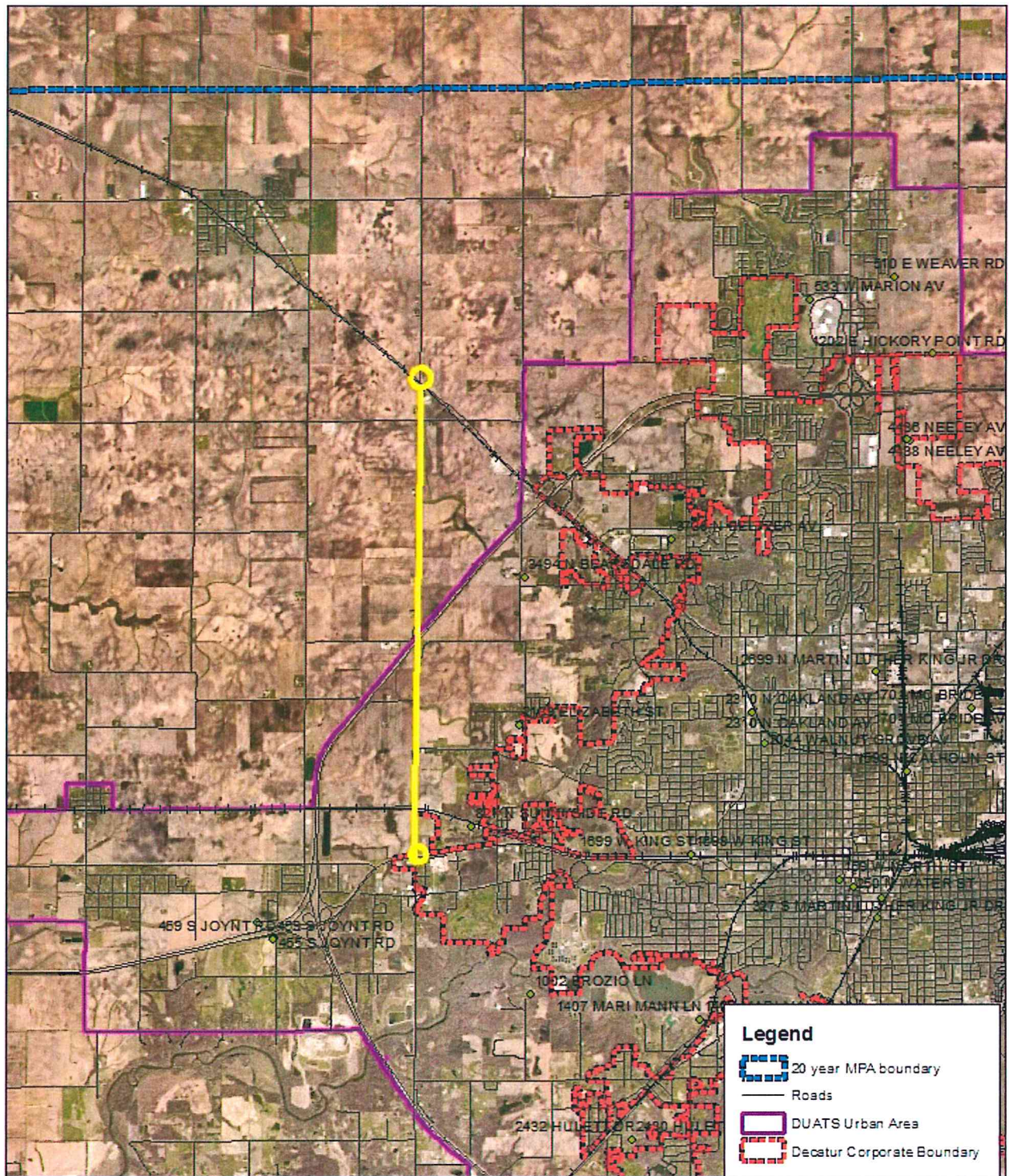








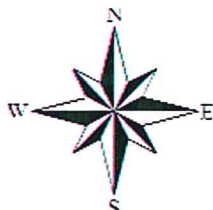
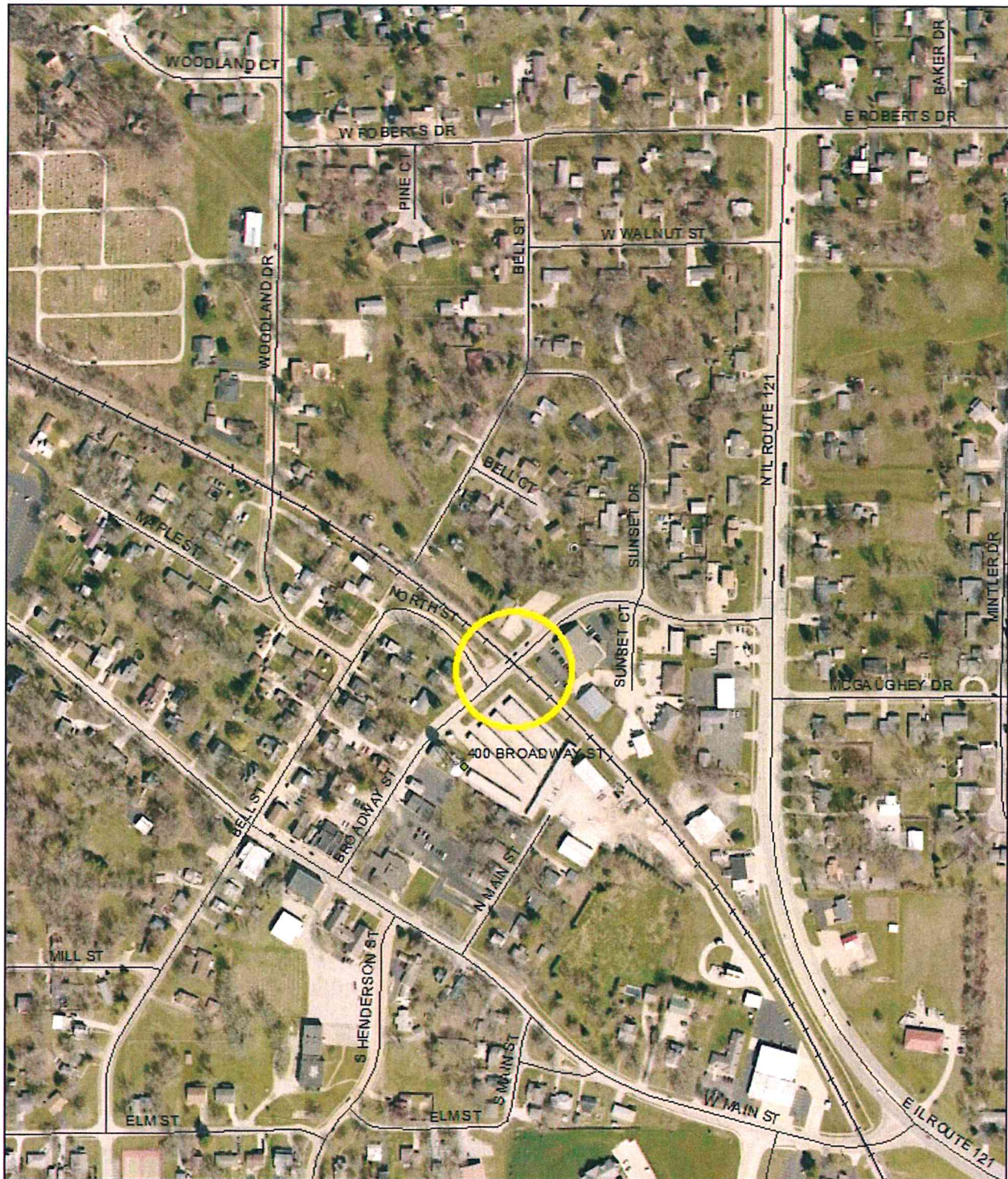
## CH 41 Wyckles Road Whitetopping Project



The project was let in August 2017 and is scheduled to begin on September 25th. The contractor has a completion date in August of 2018.



## Broadway Street Project



This project is an improvement to the railroad crossing that will be done in conjunction with the Broadway Street Reconstruction. A portion of the funding will be used for improvements that are a part of the Broadway Street Project (approach pavement, pavement striping, advance warning signs, etc.). The remaining funds will go to the railroad to pay for their work at the crossing (new signal, gates, crossing surface, etc.).



## DUATS - Federally Obligated Projects - 2017

