Illinois Department of Transportation

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

County: Macon
Local Public Agency: City of Decatur
Section Number: 19-00904-00-BR
Route: FAU 7374 (Center Street)

Project Number: _____ Project Length: 550 ft. (0.10 mi)

Street/Road Name: FAU 7374 (Center Street)

Termini: Sta. 97+00 to Sta. 12+50 North / South

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

_____ County Engineer _____ Date

☐ Categorical Exclusion and Design Approval Recommended

_____ Local Agency _____ Date

_____ Regional Engineer _____ Date

This project will not have any significant impacts on the human environment; therefore, the FHWA approves the project as a Categorical Exclusion on _____ .
Date

☐ Design Approval _____ Bureau of Local Roads & Streets _____ Date

1. LOCATION AND EXISTING CONDITIONS

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

This project is located along West Center Street, between North Elizabeth Street and West Hunt Street, approximately 1.5 miles west of FAU 7429 (Oakland Ave.) IL-48 in Macon County, within the City of Decatur limits. The structure is located approximately 735' west of West Hunt Street. See Attachment 1A - Location Map and 1B - Functional Classification Map.

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

The existing HMA roadway consists of two 11' traffic lanes with 2' agg shoulders. There are no existing sidewalks, or turn lanes. There are 2 residents using widened aggregate/turf shoulders near their mailbox to park their vehicle and 1 other easterly most resident using their front yard adjacent to the shoulder to park up to 2 vehicles. See Attachment 2 - Existing and Proposed Typical Sections.

The existing bridge, SN 058-3061, is a three span precast prestressed concrete deck beam bridge. The structure is 122'-8" from back-to-back of abutments. The bridge roadway width is 28'-0" face-to-face of curbs and total out-to-out bridge deck width is 36'-0", Skew = 0°.

The existing horizontal alignment is slightly curved east of the bridge within the project limits. The existing vertical alignment is a nearly flat tangent.

The bridge has rail that meet minimum standards. The approach guardrail sections meet minumum warranted standards.

There are three (3) power poles with light standards on the north side of Center Street within the project limits. Overhead telephone that includes 5 poles is present on the south side. There is a gas line on the north side east and west of the bridge, within the project limits. Also there is a water line, adjacent to the gas line, to the east. Six (6) residential entrances are located on the north side of Center Street within the project limits east of the existing structure. There are 1 mailboxes across from their respective residents on the south side of Center Street within the project limits.

The City of Decatur has jurisdiction and maintenance responsibility of Center Street within the project limits.

The existing stormwater drains towards Stevens Creek through open ditches at the southwest and southeast quadrants, overland flow on northwest quadrant (no defined ditches). The northeast drainage in front of residents appears that there was defined ditch drainage at one time showing ditch depressions between driveways but pipes have either been filled in or removed.

The existing terrain is somewhat level and the current land use is non-agricultural, wooded and grass pasture (floodplain).

There are no traffic control devices along Center Street within the project limits. The West Hunt Street intersection is a stopped condition and has stop signage. Currently one lane on structure has closed creating a stop condition at the structure. Only the east bound lane is open.

c. **Traffic Data**

Current ADT: 625 (2018) % trucks: 6

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

Design Year: 2032 ADT: 1753 DHV: _____ % trucks: 6

d. **Structures** - Identify location within the proposed improvement of all structures on attached location map. Attach a copy of the Structure Master Report for all structures within the project limits. Attach a copy of the Bridge Condition Report or the Bridge Deck Resurfacing approval letter for structures to be replaced, rehabilitated, or resurfaced. See Attachments 3, 4, and 5.

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

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

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

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

The existing HMA roadway consists of two 11' traffic lanes with approximately 2' aggregate shoulders. There are no existing sidewalks, parking or turn lanes. See Attachment 2 - Existing and Proposed Typical Sections.

2. **Proposed Improvement**

a. Discuss the purpose and need of the project:

The purpose of the project is to remove and replace the existing bridge. The existing structure is structurally deficient and functionally obsolete. At this time the west bound lane has been closed due to having multiple locations of exposed strands. There are 27 strands exposed in Beams 1 thru 4 in the east span with 3 of those strands broken. There are at least 23 strands exposed in Beams 1 thru 5 in the west span with 13 of those strands broken. There are numerous areas of delamination, spalling and longitudinal cracking in the bottom of the prestressed deck beams. See Attachment 4 - Bridge Condition Report Approval Letter.

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

☐ Rural (BLRS Manual Chapter 32)
☐ Urban (BLRS Manual Chapter 32)
☐ Suburban (BLRS Manual Chapter 32)
☒ 3R Guidelines (BLRS Manual Chapter 33)
☐ Bicycle Guidelines (BLRS Manual Chapter 42)
☐ Pedestrian Guidelines
☐ Other:

Functional Classification: ☐ Arterial ☒ Collector ☐ Local Road ☐ Other _____

Terrain: ☒ Level ☐ Rolling

Regulatory or Posted Speed Limit: 35 Design Speed: 35

c. Describe type of work to be accomplished by the improvement. Discussion should include width of proposed travel, parking, bicycle and turning lanes, sidewalks, shared-use paths, guardrail, traffic control devices, drainage items (including storm sewer outfalls), alignment changes, railroad work, utility adjustments, intersection improvements, side slopes and clear zones. Specify the emax for horizontal curves. Attach typical sections, plan and profile sheets, and intersection design studies when applicable.
The project consists of a complete replacement of the existing bridge over Stevens Creek with a three-span bridge. The proposed structure is 21" composite wide flange bridge (w/ galvanized steel) on pile bent abutments and concrete pile bent solid wall piers with 8" concrete deck and parapets.The proposed bridge width is 32'-0" clear and 34'-10' out-to-out. Stone riprap will be placed in the streambed to protect the streambed from scour and erosion.

Utilities will be adjusted as neccesary. Storm sewer may be placed on southeast corner and northeast corners to enhance the drainage system. Open ditches will be used elsewhere.

The approach roadway consists of two 11' traffic lanes and concrete curb and gutter with transistions to the wider conrete approach slab and bridge. The proposed pavement will be HMA surface on an aggregate base course. The proposed side slopes on the roadway embankment will be 1:3 or 1:2.5 behind guardrail. The clear zone width for a non-curbed section is 10' from the edge of traveled way or 5' beyond the toe of the backslope where the foreslope is non-recoverable. The clear zone for a curbed section is 1.5' as measured from the gutter line of the curb. New terminal sections will be placed on all quadrants.

See Attachment 2 - Existing and Proposed Typical Sections and Attachment 6 - Plan and Profile Sheets.

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

It is anticipated the road will be closed and traffic will be detoured during the replacement of the structure and approach roadway using Traffic Control and Protection Standard BLR 21.

There is one hazardous mailbox support currently within the project limits. Any new or relocated mailbox supports will be non-hazardous and will have mailbox turnouts. Eight (8) poles, three (3) of which are protected by guardrail, are located within the project limits. Existing lighting will be relocated.

0.10 acres of additional temporary easement is required for the project. See Attachment 6 - Plan and Profile Sheets for details.

e. Identify each aspect to be constructed at less than the design guidelines and provide a clear description of required design variances and appropriate justification. (BLRS Manual Section 27-7). If a design variance is required, include a copy of the approved BLR 22120 form as an attachment.

The project meets most minimum design criteria. Due to hydraulic modeling with FEMA constraints, clearance. freeboard, and structure longitudinal slope exceptions will be requested to maintain a reasonable profile grade at the project site.

f. Current estimated cost of proposed improvement? $ 1,400,000.00

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

Center Street (FAU 7374) is classified as a Major Collector (urban). Pedestrian, bicycle or handicapped traffic is anticipated to be somewhat frequent but will be utilizing the Stevens Creek Bikeway. Stevens Creek Bikeway is a shared use pedestrian/bicycle trail that parallels Center street to the south and crosses Stevens Creek on an independent bridge and crosses Center Street approximatley 80 feet west of the subject bridge replacement. The structure will be widened to include 5'-0" shoulders to accommodate infrequent future use by pedestrians or bicyclists. ADA accessiblity and longitudinal grades will be addressed as needs arise for this project.

Sidewalks/Shared-Use Paths:

Maximum 2% crosslope: ☒ Yes ☐ No ☐ Not Applicable

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

If no, provide justification.
N/A

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

There are no proposed improvements scheduled adjacent to this project.

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

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

Accidents have been reported at the project site. 16 accidents have been reported east or west of the project location, due to various causes such as slick contidtions, wildlife, and intoxication, in the past five (5) years. 2 accidents occurred in 2015, 3 occurred in 2016, 6 occurred in 2017, and 5 occurred in 2019 & 2020. See Attachment 7 - Accident Summary.

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

c. Describe how the proposed project will address any crash issues.
Project will not address any specific crash issues.

4. **Right-of-Way**

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

There are five (5) property owners within the project limits and no additional right of way is anticipated. The existing right of way width is 40' LT and RT around the vicinity of the structure and 33' LT and RT elsewhere. Temporary easements 0.10 acre will be required for grading purposes.

The adjacent land is wooded and located in the floodplain and is not used for agriculture.

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

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

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

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

b. ☐ The project requires consultation with the Natural Resource Conservation Service., Form AD-1006 has been completed and submitted to the local office of NRCS. The completed AD-1006 form is attached.

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

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

Does the proposed work cross or encroach upon a 100-year floodplain, including a regulatory floodway?
☒ Yes ☐ No

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

The proposed structure will have an effective waterway opening equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial flood plain values; there will be no significant change in flood risks;
and there will be no significant increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment
is not significant. See Attachment 9C for floodplain information.

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

Will the project involve soil disturbance of 1 acre (0.4 hectares) or more?
☐ Yes ☒ No

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

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

Does this project involve waters regulated by Section 404?
☒ Yes ☐ No

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

Attach a copy of any 404 permit authorization and/or coordination letters with the Corps of Engineers.
If an individual Section 404 permit is required, please notify the Illinois Department of Transportation district office before submitting the application. See Attachment 8.

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

a. Following the special waste assessment screening criteria shown on Figure 20-12A of the BLRS Manual, is Preliminary Environmental Site Assessment (PESA) required?

☐ Yes ☒ No

b. Is work being done on property in the name of the state or are contract plans being prepared by the state?

☐ Yes ☒ No

c. If a PESA is required for either state or local ROW, did the PESA results determine that the project has Recognized Environmental Conditions (REC's) for special waste?

☐ Yes ☐ No

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

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

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

a. Wild and Scenic Rivers - If this project crosses or affects a river on the National Wild and Scenic Rivers System or a river listed in the Nationwide Inventory of Rivers with potential for inclusion on the system, include coordination between the National Park Service and the Bureau of Design and Environment (BDE).

☐ Involvement ☒ No Involvement

b. Wetlands - Does the proposed work impact the use of regulatory wetlands?

☐ Yes ☒ No

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

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

☐ Yes ☒ No

If yes, describe any required documents.

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

☐ Involvement ☒ No Involvement

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

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

☐ Involvement ☒ No Involvement

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

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

☐ Yes ☒ No

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

☐ Section 4(f) deminimis ☐ Standard Section 4(f) ☐ Temporary Occupancy ☐ None

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

a. ☒ This project is in an attainment area.

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

This project is included in the _____ (transportation plan) and in the Transportation Improvement Program (TIP), endorsed by the _____ , the region's Metropolitan Planning Organization. The _____ (transportation plan) was found to conform by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on _____.

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

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

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

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

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

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

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

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

c. **Construction-related Particulate Matter**

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

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

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

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

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

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

_____

it has been determined that the project will not cause or contribute to any new localized $PM_{2.5}$ or PM_{10} violations or increase the frequency or severity of any $PM_{2.5}$ or PM_{10} violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

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

e. **COSIM**

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

☐ Yes ☒ No

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

☐ Yes ☐ No

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

If no, explain why an analysis has not been performed. _____

_____

_____

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

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

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

☒ The referenced project meets the criteria for a Type III project established in 23 CFR Part 772. Therefore, the proposed project requires no traffic noise analysis or abatement evaluation. Type III projects do not involve added capacity, construction of new through lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source.

☐ Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasible and reasonable criteria are identified on the attachment. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be modified or removed from the project plans. A final decision of the installation of the abatement measure(s) will be made upon completion of the project's final design and the public involvement process.

If this project involves a new alignment, additional lanes, or involves a significant alignment change, attach a traffic noise analysis.

14. Work Zone Transportation Management Plans

Does the project intersect or follow a state route?

☐ Yes ☒ No

Is the state or local route considered a significant route?

☐ Yes ☐ No ☒ Not Applicable

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

15. Complete Streets (BLRS Manual Chapter 10)

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

☐ Yes ☒ No

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

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

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

Center Street (FAU 7374) will be closed to through traffic during construction. Detour will utilize local, county and state routes and will be unmarked. The shortest N-S detour investigated utilizes N Sunnyside Road, US route 36, W Elderado Street, N Fairveiw Ave, W King Street, N Taylor Ave, W Grand Ave, and N Westlawn Ave. This detour route is approximately 4.5 (9 min.) miles long, requiring an extra 3.1 (6 min.) mile of adverse travel distance. See Attachment 10 - Detour Map. All emergency services, school and postal services will be notified of the road closure prior to construction.

17. **Public Involvement (BLRS Manual Chapter 21**)

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

The City desires to give a public notice (not hold a public meeting) for this project.

Adjacent property owners will be contacted regarding the project.

Letter to the affected property owners are shown in Attachment 11.

b. Has any opposition been expressed toward the improvement?

☐ Yes ☒ No

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

c.

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

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

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

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

See Attachement 13.

19. **Other Coordination**

Attach results. See Attachment 14.

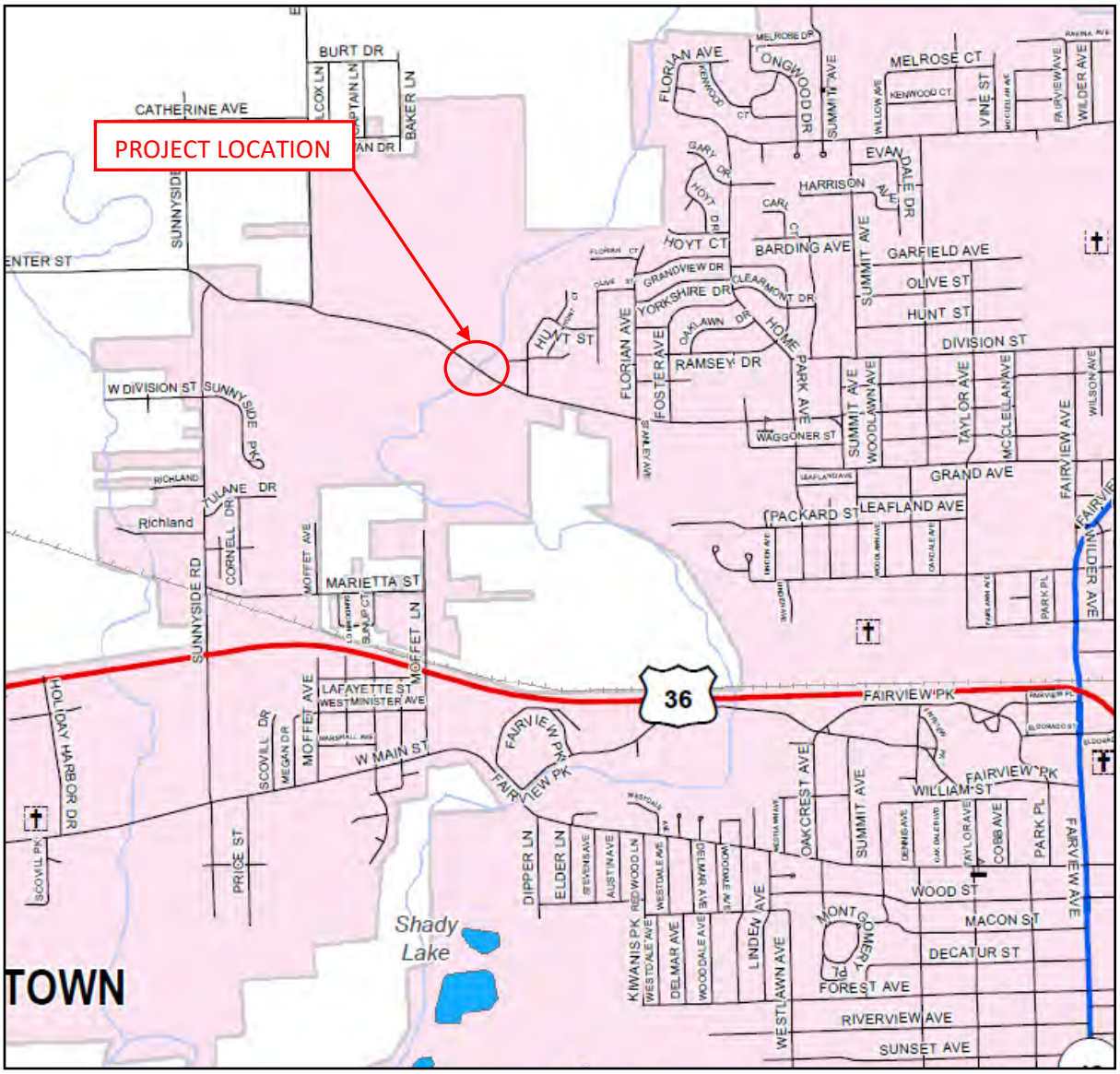
20. **Summary of Commitments**

None

Summary of Attachments (when required):

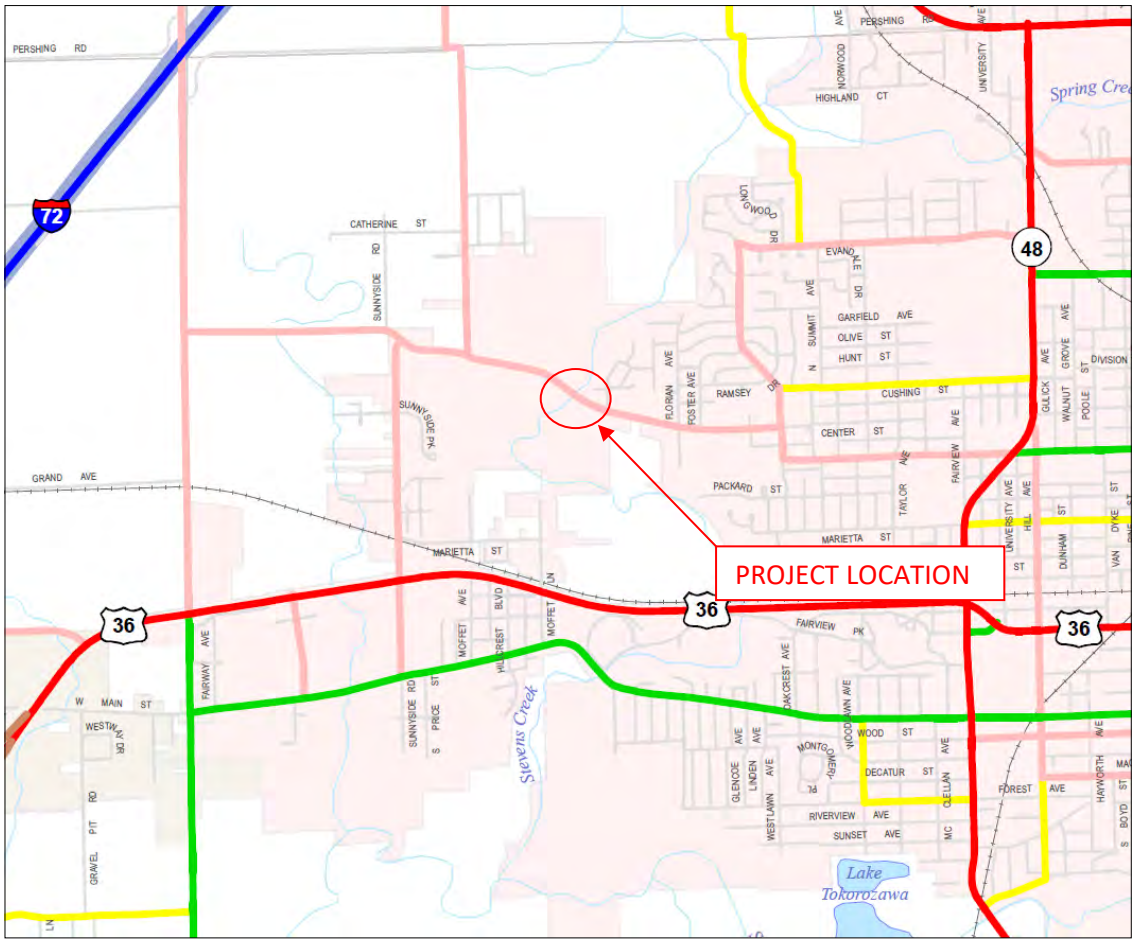
1. Location Map and Functional Classification Map
2. Existing and Proposed Typical Sections
3. Structure Master Report
4. Bridge Condition Report Approval Cover Letter
5. Preliminary Bridge Design and Hydraulic Report Approval Cover Letter
6. Plan and Profile Sheet (for Rural Projects with additional ROW, Urban Projects, bike trail or sidewalk projects, and Bridge Projects)
7. Accident Reports
8. “404” Permit correspondence
9. Environmental Clearances and Correspondence
10. Detour or Alternate Route Map
11. Property Owner Signoffs and/or Correspondence with Property Owners Regarding Public Comments
12. Public Information Notice Newspaper Advertisement and a Copy of Property Owner Letter
13. Bi-Monthly Meeting & Correspondence Macon County Regional Planning Commision Meeting Minutes
14. Other Coordination

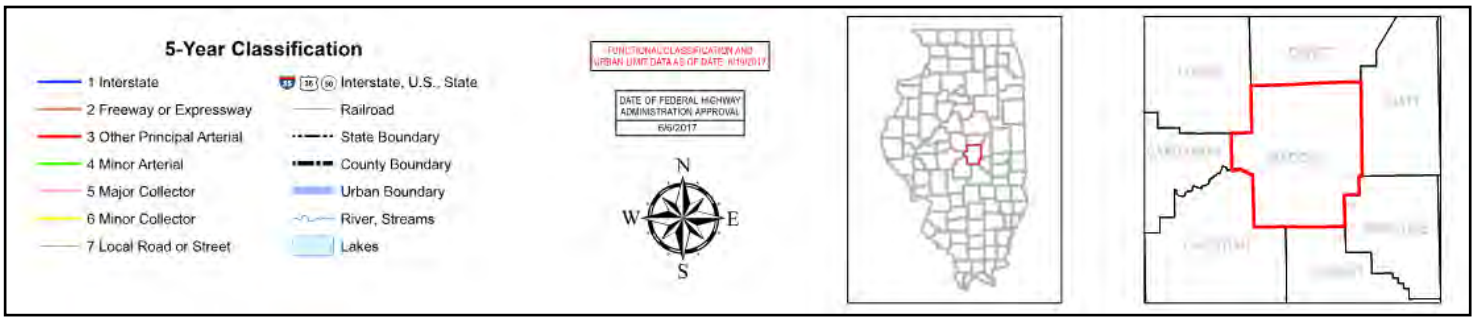
EXHIBIT 1A - LOCATION MAP



Center St (FAU 7374) over Stevens Creek
Section 8, T16N, R2E, 3rd P.M.
Section 19-00904-00-BR
Macon County (City of Decatur)

EXHIBIT 1B - FUNCTIONAL CLASSIFICATION MAP



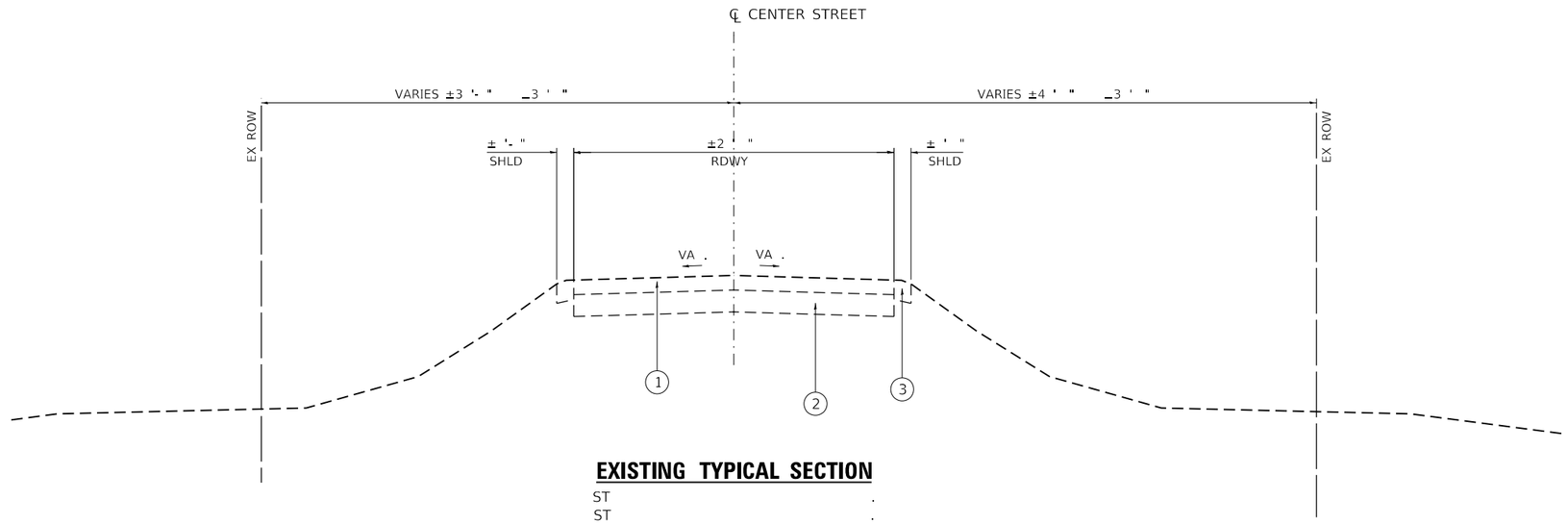


Center St (FAU 7374) over Stevens Creek
Section 8, T16N, R2E, 3rd P.M.
Section 19-00904-00-BR
Macon County (City of Decatur)

ATTACHMENT #2

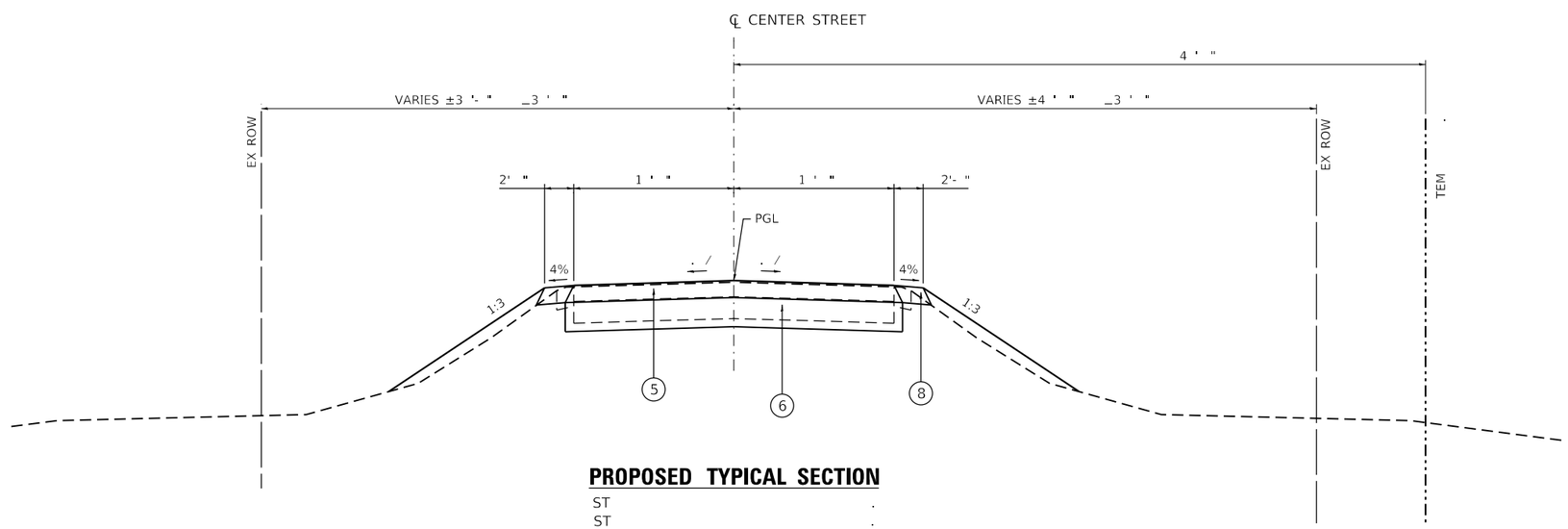
LEGEND

1. EX HMA PAVEMENT "
2. EX CONCRETE BASE COURSE, "
3. EX AGGREGATE SHOULDER
4. EX GUARDRAIL
5. PR HMA PAVEMENT (FUL "
6. PR AGGREGATE SUBGRADE IMPROVEMENT, 1 "
7. PR PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
8. PR AGGREGATE SHOULDERS, TYPE A ("
9. PR EARTH SHOULDER
10. PR GUARDRAIL
11. PR SUBBASE GRANULAR MATERIAL, TYPE A "



EXISTING TYPICAL SECTION

ST .
ST .
ST .
ST .
(LOOKING SOUTHEAST)



PROPOSED TYPICAL SECTION

ST .
ST .
ST .
ST .
(LOOKING SOUTHEAST)

MODE : Default
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PLOT DATE = 8/3/2020	CHECKED - RKA	REVISED	

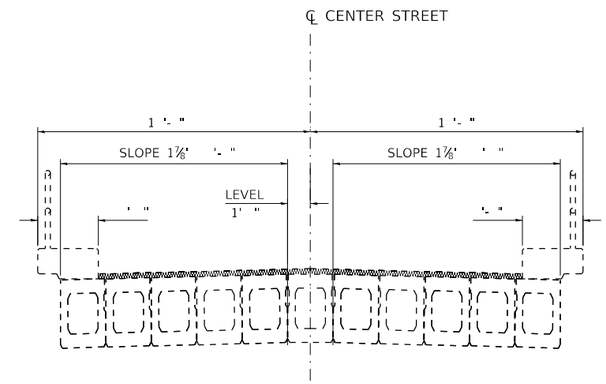
STATE O I
DEPARTMENT OF TRANSPORTA I

TYPICAL SECTIONS
CENTER STREET

SCAL . "= ' | SHEET 1 OF 3 SHEETS | ST . TO ST .

RT .	SECTION	COUNTY	TOTAL SHEETS	SHEET N .
7374	1 -	MACON	X	X
		CONTRACT N .		
	ILLINOIS	FE .		

ATTACHMENT #2



EXISTING TYPICAL SECTION

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OMISSION :

BRIDGE

ST -

APPROACH SLAB

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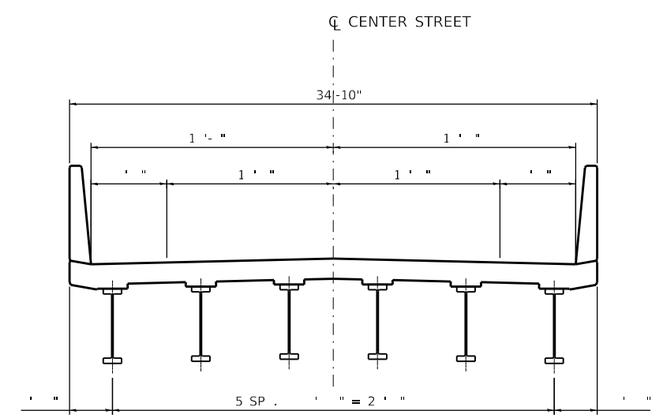
ST .



PROPOSED TYPICAL SECTION

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TYPICAL SECTIONS
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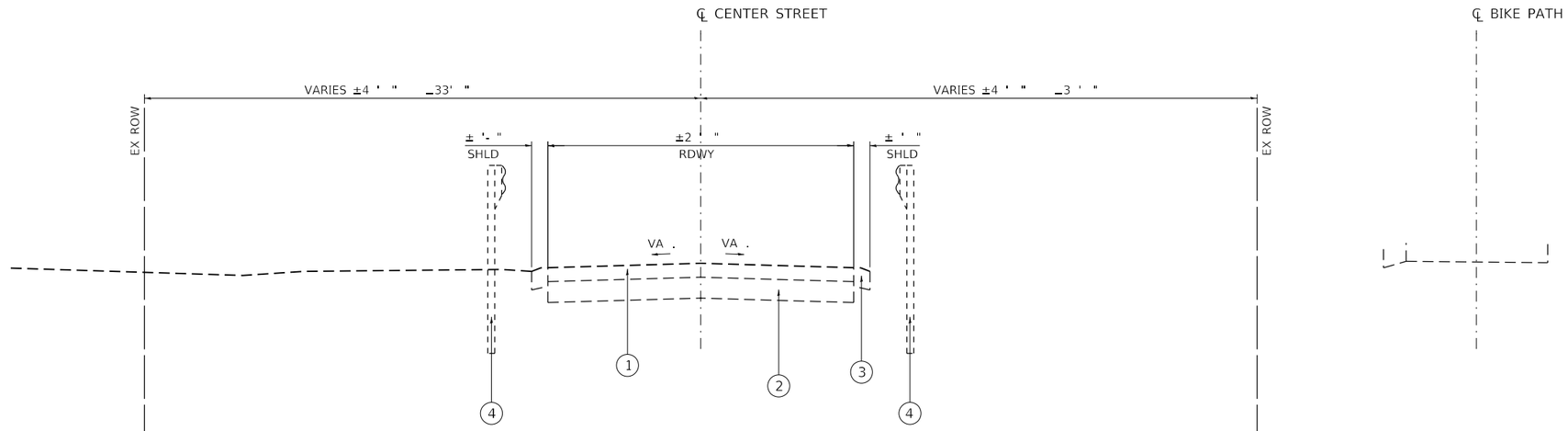
		CONTRACT N .		
	ILLINOIS	FE .		

ATTACHMENT #2



EXISTING TYPICAL SECTION

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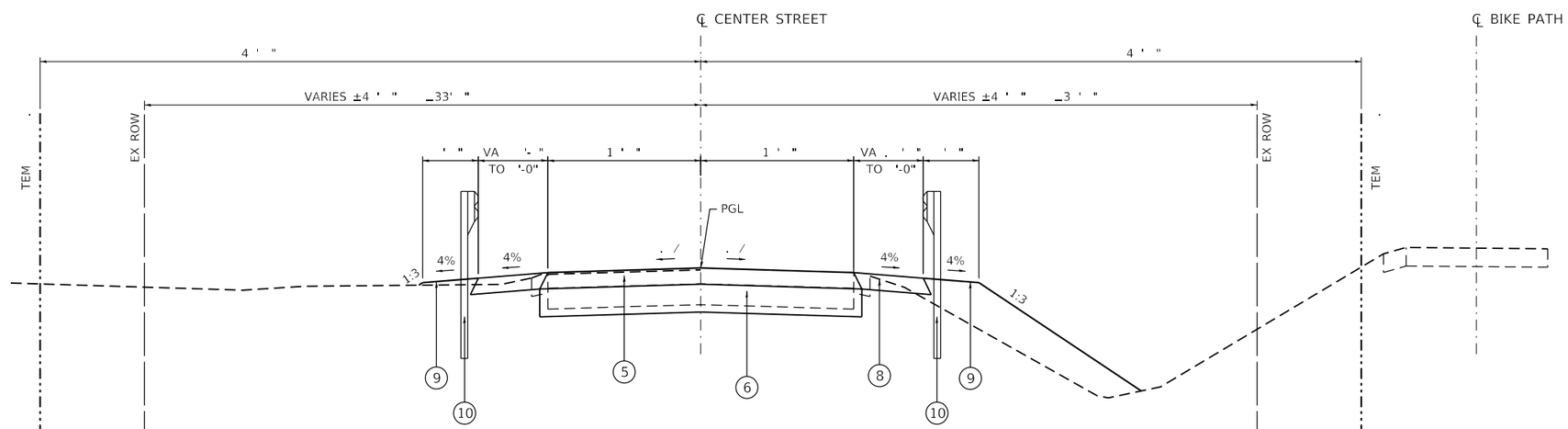
(LOOKING SOUTHEAST)

LEGEND

1. EX HMA PAVEMENT "
2. EX CONCRETE BASE COURSE, "
3. EX AGGREGATE SHOULDER
4. EX GUARDRAIL
5. PR HMA PAVEMENT (FUL "
6. PR AGGREGATE SUBGRADE IMPROVEMENT, 1 "
7. PR PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
8. PR AGGREGATE SHOULDERS, TYPE A ("
9. PR EARTH SHOULDER
10. PR GUARDRAIL
11. PR SUBBASE GRANULAR MATERIAL, TYPE A "



PROPOSED TYPICAL SECTION

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USER NAME = $OPERATOR$	DESIGNED - RKA	REVISED	
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DEPARTMENT OF TRANSPORTA I

TYPICAL SECTIONS
CENTER STREET

SCAL . "= ' | SHEET 3 OF 3 SHEETS | ST . TO ST .

RT .	SECTION	COUNTY	TOTAL SHEETS	SHEET N .
7374	1 -	MACON	X	X
		CONTRACT N .		
	ILLINOIS	FE .		

ATTACHMENT #3

Illinois Department of Transportation
Structures Information Management System
Structure Summary Report

Structure Number: 058-3061 **District:** 7

Inventory Data

Facility Carried: FAU-7374 (Center St) **Bridge Name:** W. CENTER ST. BRIDGE **Sufficiency Rating:** 33.2 **Structure Length:** 121.0
Feature Crossed: STEVENS CREEK **Location:** 1.5 MI W OF FAU 7429 **HBP Eligible:** Yes **AASHTO Bridge Length:** 99.9
Bridge Remarks: Spans 1&3 = 38'-11.5"; Span 2 = 39'-11" **Replaced By:** - **Length of Long Span:** 39.9
Bridge Status: 2 OPEN - LOAD POSTED **Status Date:** 9/12/2019 12:00:00 AM **Replaces:** - **Bridge Roadway Width:** 28.0
Status Remarks: Signs are up per email from City Pictures dated 9-12-2019 **Last Update Date:** 08/29/2017 **Appr Roadway Width:** 28.0
Maint County: 058 MACON **Maint Township:** 03 DECATUR **Parallel Structure:** None **Deck Width:** 36.0
Maint Responsibility: 04 MUNICIPALITY **Multi-Level Structure Nbr:** **Sidewalk Width Right:** 3.5
Service On/Under: 1 HIGHWAY 5 / WATERWAY **Skew Direction:** N None **Sidewalk Width Left:** 3.5
Reporting Agency: 4 MUNICIPALITY **Skew Angle:** 0 **D** **Navigation Control:** 0 No
Main Span Matl/Type: 5 PRESTRESS CONCRETE / 05 BOX BEAM OR GIRDER-MULTIPLE **Structure Flared:** No **Navigation Horiz Clear:** 0
Nbr Of Main Spans: 3 **Nbr Of Approach Spans:** 0 **Historical Significance:** No **Navigation Vert Clear:** 0
*****Approaches***** **Border Bridge State:** **Culvert Fill Depth:** 0.0
Near #1 Matl/Type: / **Bdr State SN:** **Number Culvert Cells:** 0
Near #2 Matl/Type: / **Bdr State % Responsibility:** 0 **Culvert Opening Area:** 0.0
Far #1 Matl/Type: / **Structural Steel Wt** 0 **Culvert Cell Height:** 0.00
Far #2 Matl/Type: / **Substructure Material:** 55 **Culvert Cell Width:** 0.00
Median Width/Type: 0 Ft. / 0 None **Rated By:** 2 IDOT **Rate Method:** 6 LOAD FACTOR (LF) REPORTED BY RATING FACTOR (RF)
Guardrail Type L/R: 0None / 0 None **Inventory Rating:** 0.580(20) **Load Rating Date:** 10/24/2019 **Railroad Crossing Info**
Toll Facility Indicator: 0 No Toll **Operating Rating:** 2.010(72) **Crossing 1 Nbr:**
Latitude: 39.85791000 **S** **Longitude:** 89.00339000 **S** **Design Load:** 02 HS20 **Crossing 1 Nbr:**
Deck Structure Type: E PCAST PRES CN DK BM **Deck Structure Thickness:** 27 **SD:** Y **FO:** Y **RR Lateral Underclear:** 0.0
Sidewalks Under Structure: 0 None **RR Vertical Underclear:** 0 **Ft** 0 **In**

Key Route On Data

Key Route Nbr: FEDERAL-AID URBAN 7374 **Station:** 1.4100
Appurtenances Main Route 00000 **Segment:**
Inventory County: 058 MACON **Linked:** Y
Township/Road Dist 03 DECATUR **Natl. Hwy System:** Not on NHS
Municipality 1410 DECATUR **Inventory Direction:**
Urban Area: 1410 1410 **Curr AADT Yr/Count:** 2018 / 625
Functional Class: 5 MAJOR COLLECTOR **Est Truck Percentage:** 6
**** CLEARANCES **** **South/East** **North/West** **Number Of Lanes:** 2
Max Rdwy Width: 28.0 **One Or Two Way:** 2 Two-Way
Horizontal: 35.0 0.0 **Bypass Length:** 4
Future AADT Yr/Cnt: 2032 / 1753
Designated Truck Rte: NONE
Lateral: **Special Systems:** No

Key Route Under Data

Station:
Segment:
Linked:
Natl. Hwy System:
Inventory Direction:
Curr AADT Yr/Count: /
Est Truck Percentage:
South/East **North/West** **Number Of Lanes:**
One Or Two Way:
Bypass Length:
Future AADT Yr/Cnt: /
Designated Truck Rte:
Special Systems:

*** Marked Route On Data ***

	Designation	Kind	Number
Route #1:	1 Mainline	8 Other	
Route #2:	1 Mainline		
Route #3:	1 Mainline		

*** Marked Route Under Data ***

Designation	Kind	Number

ATTACHMENT #3

Illinois Department of Transportation
Structures Information Management System
Structure Summary Report

Structure Number: 058-3061 **District: 7**

Data Related to Inspection Information

*** Inspection Intervals ***				*** Maximum Allowable Posting Limits ***				Bridge Posting Level:	
Routine NBIS:	24 MOS	**Underwater:**	0 MOS	**One Truck At A Time:**	0	**Combination Type 3S-1:**	Tons	L	Legal Load Only
		Special:	Y	**Single Unit Vehicles:**	LL Tons	**Combination Type 3S-2**	Tons		

Inspection/Appraisal Information

Inspection Date: 07/11/2019 **Inspection Temperature:** 80Deg. F

Deck:	3	SERIOUS CONDITION - SIGNIFICANT SECTION LOSS						**Single Unit Vehicles:**	20 Tons
Superstructure:	3	SERIOUS CONDITION - SIGNIFICANT SECTION LOSS						**Combination Type 3S-1:**	30 Tons
Substructure:	5	FAIR CONDITION - MINOR SECTION LOSS, CRACKS						**Combination Type 3S-2:**	30 Tons
Culvert:	N	NOT APPLICABLE						**One Truck At A Time:**	0
Channel and Protection:	5	FAIR CONDITION - MINOR SECTION LOSS, CRACKS		**Deck Wearing Surf:**	G	BITUMINOUS OVERLAY		**Last Paint Type:**	
Structural Evaluation:	3	INTOLERABLE - HIGH PRIORITY FOR CORRECTION		**Deck Membrane:**	A	WATERPROOF MEM SYST			
Deck Geometry:	5	BETTER THAN ADEQUATE TO BE LEFT IN PLACE		**Deck Protection:**	J	NONE			
Underclearance-Vert/Lat.:	N	NOT APPLICABLE		**Total Deck Thick:**	27.0				
Waterway Adequacy:	5	BETTER THAN ADEQUATE TO BE LEFT IN PLACE		**Last Paint Date:**					
Approach Roadway Align:	8	EQUAL TO PRESENT DESIRABLE CRITERIA							
Bridge Railing Appraisal:	3	Meets Standards							
Approach Guardrail:	222	Not Acceptable	Not Acceptable	Not Acceptable					
Pier Navig Protection:	N	N/A							

**** Actual Posted Limits ****

Underwater Inspection/Appraisal Information

Inspection Date:
Temperature: **Inspection Method:**
Appraisal Rating:

Scour Critical Information

Rating: 8 CALCULATED SCOUR ABOVE FOOTING **Evaluation Method:** B Rational Analysis
Analysis Date: 10/18/1996

Miscellaneous

Microfilm Data Recorded: No

Construction Information

Year: 1957 Original Reconstructed
Route: **Sta:** **Sta:**
Section Nbr:
Contract Nbr:
Fed Aid Pr#: 00000000000000
Built By: 3 COUNTY AGENCY

ATTACHMENT #4

Illinois Department of Transportation
Office of Highways Project Implementation / Bureau of Bridges & Structures
2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 29, 2020

STP – Urban Funding SN 058-3061
City of Decatur
Section 19-00904-00-BR

FAU 7374 (Center Street) over Stevens Creek

Mr. Paul Caswell
City Engineer
City of Decatur
1 Gary K. Anderson Plaza
Decatur, Illinois 62523

Dear Mr. Caswell:

We have reviewed the Bridge Condition Report (BCR), received on April 23, 2020, for the above-designated project and we concur with the proposed scope of work for complete bridge replacement. The BCR is hereby approved.

Approval of the project is contingent on approval by others of the proposed geometry, obtaining environmental signoffs, any required historic structure coordination and other approvals required by statutes or the policies of the Department.

A PDF of the approved report is being emailed to you for your use and we will retain a copy for our files. If you have any questions, please contact Matt Humke at or matt.humke@illinois.gov or (217) 782-5929

Sincerely,

D. Carl Puzey
Engineer of Bridges and Structures

By: Timothy A. Armbrecht
Engineer of Structural Services

MH/kkt0583061-20200429
cc: WHKS & Company / Attn: Cory W. Chamberlain
Jeffrey P. Myers, District 7 / Attn: Sherry A. Phillips

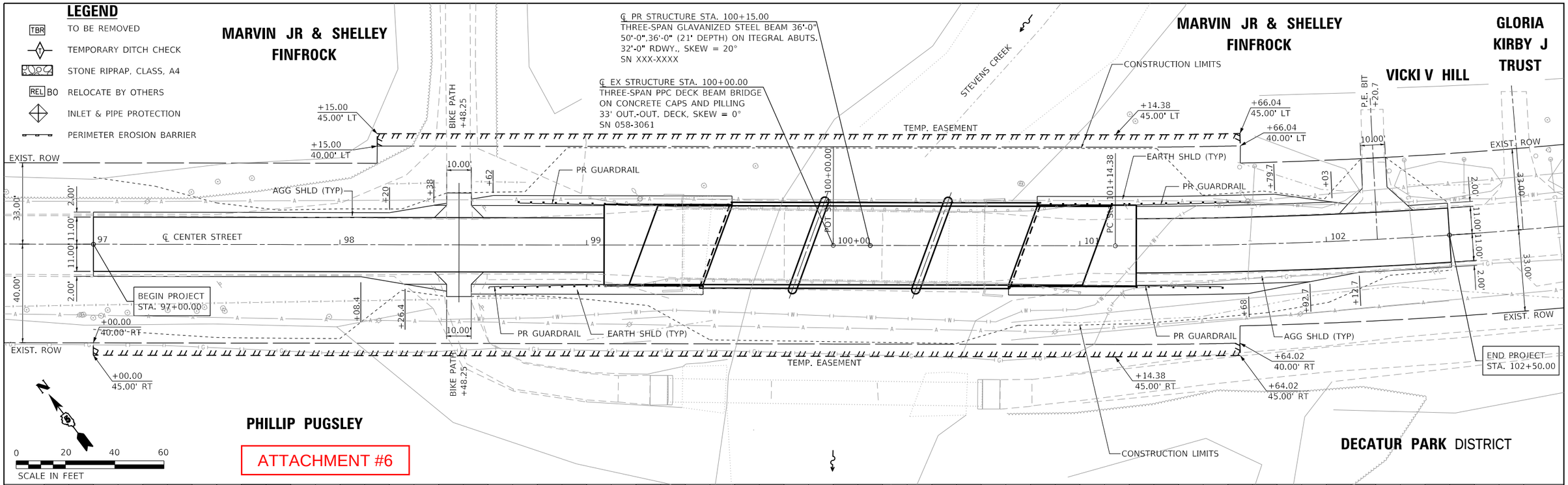
Attachment 5

PBDHR Approval Letter

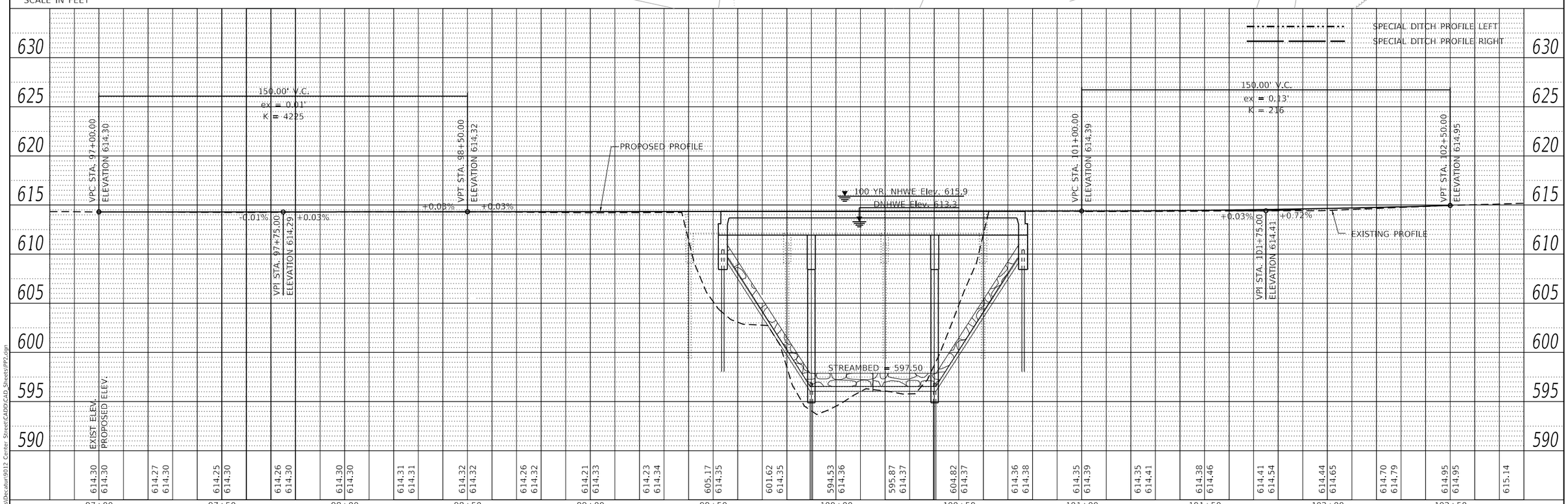
– to be included in Final PDR

LEGEND

- TBR — TO BE REMOVED
- TEMPORARY DITCH CHECK
- STONE RIPRAP, CLASS, A4
- REL BO — RELOCATE BY OTHERS
- INLET & PIPE PROTECTION
- PERIMETER EROSION BARRIER



ATTACHMENT #6



| | | |

Attachment 8

404 Permit Approval Letter

– to be included in Final PDR

Attachment 9A

Biological Clearance

– to be included in Final PDR

ATTACHMENT #9B

Illinois Department of Transportation

Memorandum

To:	Bureau of Local Roads	Attn:	Mark Reitz
From:	Jack Elston	By:	Brad Koldehoff
Subject:	Cultural Resources - No Historic Properties Affected Clearance		
Date:	June 1, 2020		

Macon County
FAU 7374, Center Street
Decatur
Sec. 19-00904-00-BR
Seq. 23210

For the above referenced undertaking, IDOT's qualified Cultural Resources staff hereby make a **"No Historic Properties Affected"** finding pursuant to Section 106 of the National Historic Preservation Act.

This finding concludes the Section 106 process in accordance with the stipulations of the Programmatic Agreement Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Illinois, executed March 6, 2018 by FHWA, Illinois SHPO, IDOT and the Advisory Council on Historic Preservation.

No further cultural resources coordination is required for this undertaking, unless design modifications or new information indicate that historic properties may be affected. If so, then, additional coordination with my office is required.

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

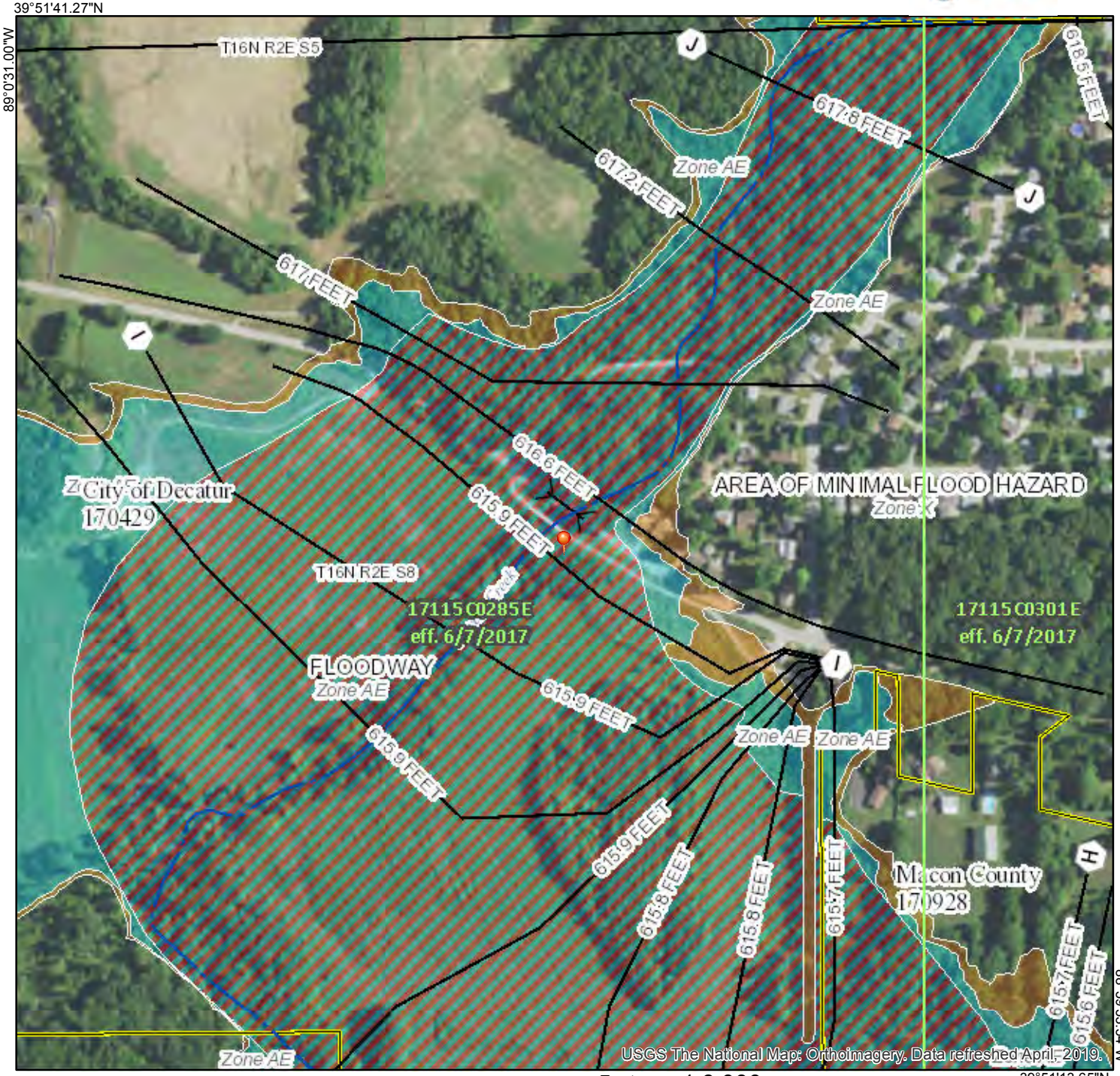
National Flood Hazard Layer FIRMette

FEMA

ATTACHMENT #9C

39°51'41.27"N

89°0'31.00"W



88°59'53.54"W

39°51'13.65"N

Feet 1:6,000

0 250 500 1,000 1,500 2,000

Legend

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

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

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

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

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

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

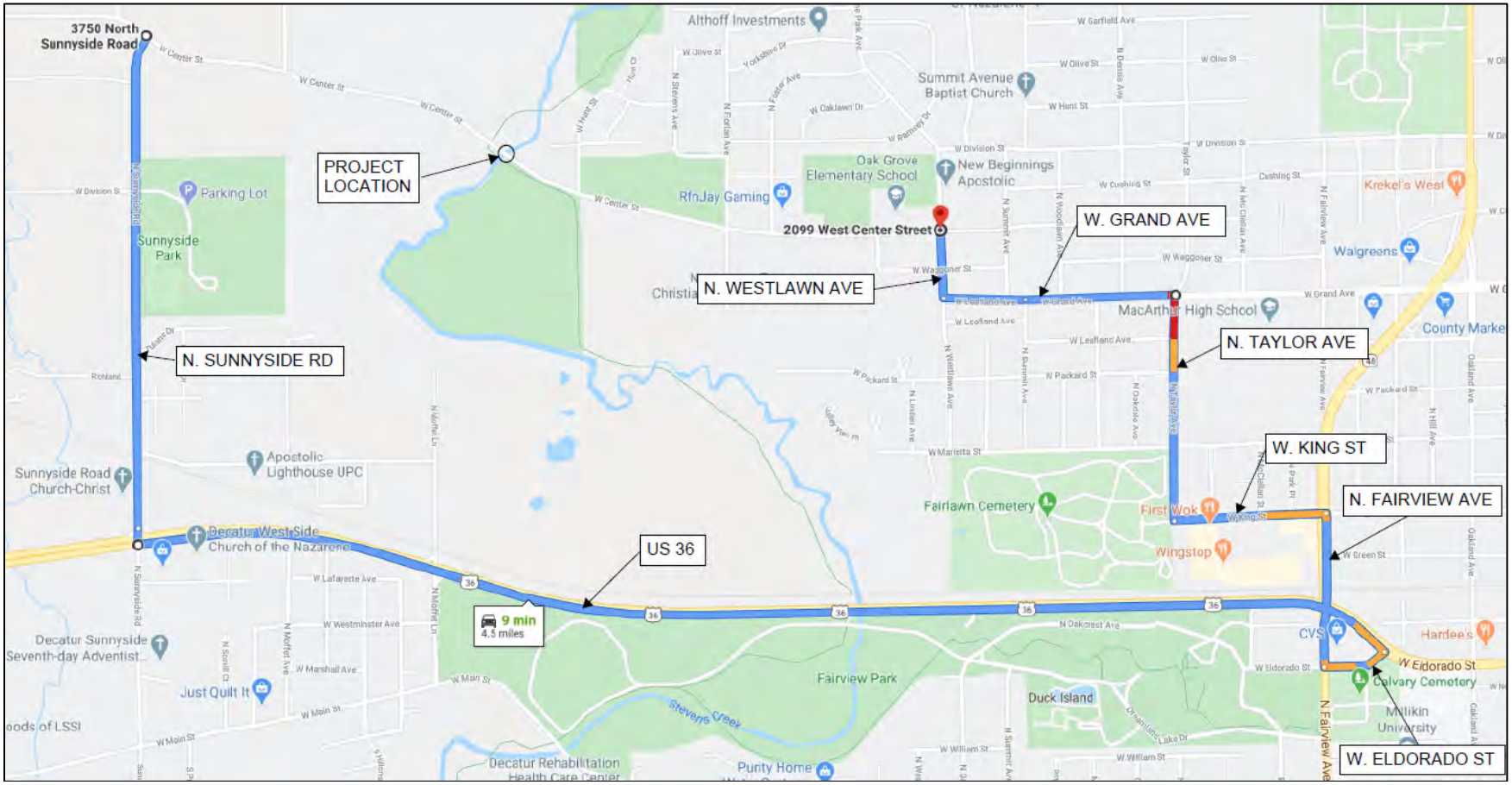
The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

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

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 3/19/2020 at 12:13:53 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

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

EXHIBIT 10 – DETOUR MAP



E-W Detour Route

Attachment 11

Singoffs & Received Public Questions/Comments

– to be included in Final PDR

ATTACHMENT #12

BRIDGE REPLACEMENT
FAU 7374 (CENTER ST.) OVER STEVENS CREEK

Purpose of Public Notice:

- ✓ Provide the general public with the opportunity to review the proposed improvements.
- ✓ Provide the general public with the opportunity to ask questions and discuss concerns of the project details.
- ✓ Provide the general public with the opportunity to comment on the project.

Project Facts:

- The existing bridge on Center Street was built in 1957 and rehabilitated in1990. It is 121'-0" long and has three spans that are constructed with precast prestressed deck beams. The concrete beams are supported on concrete piers and spill-thru abutments. The bridge has a width of 30 feet, with a traveled way at 24 feet, containing only one lane of traffic in each direction.
- Recent inspections show significant deterioration structural members. The deficiencies of the bridge result in a sufficiency rating of 33.2 out of 100, which makes the bridge eligible for replacement using federal and local funds.
- Deficiencies / Reasons for Replacement:
  - Poor condition of concrete deck beams
  - Poor condition of concrete pier caps
  - Serious condition of east ends of Beams 3, 5, and 11 in the West Span.
  - Poor alignment with the channel causing scour in front of the west slopewall
  - Lack of proper channel protection
  - Debris build-up from poor alignment causing aggradation in the area under the bridge
  - North half of bridge closed to traffic'
- Center Street to be closed during construction
  - Road Closure estimated to be 3-4 months over the spring/summer
  - Traffic will need to use local/state routes as detour during construction
- Tree removal may be required
  - Project team will try to limit construction to minimize impacts to trees
- Right-of-Way (ROW) from adjacent land owners may be required
  - Project team will try to limit construction to minimize additional ROW
- Project Cost
  - Project is estimated to be around $1,400,000
  - 80% will be paid for utilizing federal funds

BRIDGE REPLACEMENT
FAU 7374 (Center St.) over Stevens Creek

Anticipated Remaining Project Schedule:

- ⇒ **Public Notice – August 2020**
  - o Review public comments and prepare final design report
- ⇒ **Submit Design Report – September 2020**
  - o Submit final design report to IDOT for approval.
- ⇒ **Final Design – November 2020**
  - o Finalize design plans and bid documents for Center Street improvement.
- ⇒ **Letting – March 5th, 2021**
  - o Advertise/award contract to low bid by IDOT approved contractors.
- ⇒ **Construction – Spring 2021**
  - o Complete construction. Road closures and detour routes in effect.
- ⇒ **Complete – Summer 2021**
  - o Reopen Center Street for public use.

On behalf of the Project Team, we look forward to meeting you and receiving your input regarding this important bridge replacement project. Feel free to contact, Matt Newell, Public Works Director or Paul Caswell, City Engineer, at 217-424-2747.

CITY OF DECATUR ILLINOIS

#1 GARY K. ANDERSON PLAZA DECATUR, ILLINOIS 62523-

City of Decatur
F.A.U. Route 7374 (Center Street)
Section 19-00904-00-BR
Macon County

_____ ____, 2020

_____
_____
DECATUR, IL 62521

Dear Property Owner,

The purpose of this letter is to inform you that the City of Decatur is preparing preliminary engineering for the above project. The proposed improvement generally consists of removal and replacement of the structure (SN 058-3061) carrying Center Street (FAU 7374) over Stevens Creek approximately 1.5 Mi West of FAU 7429 in the City of Decatur.

It is the policy of the Department of Transportation to give all property owners an opportunity to become familiar with the proposed project and to allow comments at the preliminary stage when the Department still has the flexibility to respond to those comments. A Public Notice was advertised on _____, 2020, via _____which allowed community input as the project developed. Adjacent property owners are being contacted for a last chance to make a public comment.

Records available to our office indicate you are the owner of property located within the area of proposed improvements. Attached is a plan sheet indicating the proposed easements necessary from your property to complete the proposed improvement.

Accompanying this letter is a form to note any comments you may have. If you have any comments, please complete the form and return a copy in the enclosed, self-addressed stamped envelope.

Upon completion of our study, a report describing the proposed work will be prepared and submitted to the Illinois Department of Transportation for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of the County will contact you regarding the necessary land acquisition.

Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for any property acquired as part of the project.

If you have any questions after receiving this letter, please contact Paul Caswell at (217) 424-2747.

Sincerely,

Paul Caswell, P.E.
City Engineer
City of Decatur

CITY OF DECATUR ILLINOIS

#1 GARY K. ANDERSON PLAZA DECATUR, ILLINOIS 62523-

Landowner Comment Form

For Improvement of *Center Street (FAU 7374) over Stevens Creek - Bridge Replacement*

Comments:

Comment by:

Name	
Address	
Phone	
Email	

We encourage you to make your views a part of the official record for this proposed project. This comment sheet can be mailed to the City of Decatur Public Works Department. Written comments received within thirty (30) days of this notice will be included in the official record and will receive consideration for the proposed project.

Attachment 13

Macon County RPC Meeting Minutes

– to be included in Final PDR

Attachment 14

Other Coordination

– to be included in Final PDR