Appendix B

Local, State and Federal Agency Coordination

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Appendix B: List of Participating Agencies

Agency Name	Responsibilities	Contact(s)
City of Decatur	Owner	Mary Cave – Project Engineer Matt Newell – City Engineer Rick Marley – Director Public Works
Illinois Department of Transportation	Overseeing Agency	Maureen Kastl – Local Roads Engineer Nita Miller – Field Engineer Rob Macklin – Geometrics Engineer Tom Winkelman – Project Dev. Engineer
Federal Highway Administration	Lead Federal Overseeing Agency	Hassan Dastgir – Transportation Engineer
Illinois Commerce Commission (ICC)	Various rail crossings in area of the project	Mike Stead – Rail Safety Program Administrator
Macon County Highway Department	Jurisdiction of Brush College Road north of Faries Parkway	Bruce Bird – County Engineer
Decatur Township	Jurisdiction of Faries Parkway east of Brush College Road	Gordon Brenner – Road Commissioner
Macon County Regional Planning Commission	Reviewing Agency	Jennifer Hoffman – Director Macon County Planning and Zoning Committee

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City of Decatur

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URS

Meeting Minutes

Subject:	Brush College Road at Norfolk Southern Crossing Study City of Decatur Section 09-00933-00-BR
Project No:	36432772
Meeting Date & Time:	1/25/2011 2:00 pm
Location:	City of Decatur
Prepared By/Date:	Keith W. Benting/1-26-11
Attendees:	Keith Benting — URS - Project Manager Mike Douglas — URS – Civil Engineer/Roadway Matt Pope — URS – Civil Engineer/Structures Mary Cave — City of Decatur – Project Manager Matt Newell — City of Decatur – City Engineer Rick Marley — City of Decatur – Director of Public Works Mark Smith — DUATS – Study Director
Copies:	Attendees, Jim Meyer/URS, Steve Kehoe/URS, John Schwalbach/URS, Project File

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Purpose: Discuss project progress and status. Discuss upcoming public meeting.

Meeting Summary:

See topics for discussion. (Attached)

An aerial photo of the project was displayed on the conference table for reference. The aerial displayed the line work for the proposed roadway template and various options for the location of proposed centerline of roadway.

K. Benting distributed a spreadsheet showing the status of work by task, the financial status, and a stakeholder contact log. (Attached)

A. Project Status

(1) K. Benting went over project status task by task, noting tasks that have been completed, tasks in progress, and tasks that have not been started.

(2) K. Benting said that URS was still trying to obtain better information about the time of day, duration and frequency that trains block the intersection at Faries Parkway. NS does not have an event recorder at the crossing. M. Newell said that the information could be obtained by logging into the signal cabinet and getting the “pre-emption log”. The data will show the start time and stop time of the train blockage. M. Cave will get the information and send to K. Benting.

(3) For the data collection task, K. Benting stated that information regarding school bus routes is still being collected. M. Smith said that information regarding buses/transportation should also be obtained from Macon Resources and Head Start. M. Smith will contact those agencies.

(4) K. Benting said that URS is still collecting information on utilities in the area. A meeting will be set with Ameren when the alignment is further developed. R. Marley asked about contacts at Ameren. K. Benting spoke with Bob Zuege of Ameren. R. Marley said that Bob knows about distribution but we will most likely need to speak with someone familiar with transmission as well as distribution. He also asked about natural gas lines in the area. K. Benting said that URS will check the existing plans and survey data for gas line markers. They will also request utility information from JULIE.

(5) K. Benting said that most of the stakeholders have been contacted by meeting, email or phone. A meeting will be set with the ICC when the overpass/underpass options are further developed. The response to the questionnaire was very good. 1827 responses were received from ADM; 282 from RCC; and 206 from the community (including 131 distributed to the neighborhood near the project).

(6) There was some discussion about drainage. M. Cave may have information about drainage near the CN track.

(7) 23% of budget has been spent. The tasks for collection of traffic data and topographic survey have been completed and are under budget.

B. Issues

(1) K. Benting referred to the aerial photo showing the impacts of the proposed alignment. He explained the overpass and underpass options being considered and the issues with each. An overpass will result in impacts to some side streets so that they will no longer outlet onto Brush College Road. On the north side of the tracks, E. Olive Street may be blocked by the overpass and E. Logan Street may be too close to the Faries Parkway intersection for any turning movements other than “right in – right out”. Extending James Street to Faries Parkway may be an option to consider for re-routing traffic.

(2) R. Marley asked if the salvage yards shown in the aerial were active. K. Benting did not know but said that he would find out. M. Newell and M. Smith said that the salvage yard was in an un-incorporated area.

(3) R. Marley said that people may ask how long the overpass would be compared to the William Sands Bridge (Staley Viaduct). M. Smith checked and found that the length of the William Sands Bridge is 2320 feet. The length of the preliminary overpass bridge is approximately 1105 feet.

(4) K. Benting said that the track staging scheme for constructing an underpass has been submitted to NS for review and approval. He said that the construction of an underpass

would require multiple construction seasons and likely require the closure of Brush College Road.

(5) The alignment for the overpass option is being established to the east of the existing roadway so that the bridge can be constructed in stages and Brush College Road can remain open during construction.

C. IDOT Submittals

(1) K. Benting said that if the City has no further comments, URS will submit the Bicycle Facilities Assessment, traffic projections, and proposed templates to IDOT for approval.

(2) R. Marley asked, with 1.25% growth, how long until 6-lanes are warranted. Will it be beyond the life of the structure? K. Benting said that he did not have the traffic projections, but will check. (*After the meeting K. Benting emailed the traffic projections. The projections show that 6-lanes will be warranted in the year 2042*.)

(3) R. Marley considered the benefits of the overpass options. He noted that it would be easier to add lanes to an overpass than adding to an underpass.

(4) K. Benting presented another aerial showing the CN track that services Tate & Lyle. He said that URS staff, familiar with railroad operations, have studied the layout of the CN track. They cannot find any way to re-route the track that would not involve using the lines of other carriers. It does not appear that the CN track can be relocated and alignment options being considered assume that the tracks will remain at their existing location.

(5) Before the roadway template can be submitted to IDOT, URS will need to verify the required width of the shared turn lane. There is some confusion in interpreting the requirements in the IDOT Bureau of Local Roads & Streets Manual. The required width may be 12’ to 14’.

D. Public Meeting

(1) M. Smith suggested that an email address be included in the public meeting write-up and comment sheet for submitting comments. M. Cave said that a generic email address could be established for submitting comments. M. Cave will give the email address to K. Benting to include in the write-up and comment form.

(2) At the public meeting, questions may come up about extending the project across Faries Parkway. At this point, development of an overpass is not within the scope. R. Marley agreed. URS will collect information regarding trains blocking the intersection. With that data, someone will need to determine if a grade separation is warranted at Faries Parkway. One of the most frequent issues noted in the responses to the questionnaire was trains blocking the intersection.

(3) R. Marley said that the project seemed like a good candidate for TIGER funding, if that funding will still be available.

(4) R. Marley asked if the power lines were located on a private utility easement. It may make a difference when determining costs to re-locate the lines. URS will check on the easement.

E. Comments from City of Decatur regarding Progress/Direction of Study

The City indicated that they are pleased with the progress and direction of the study.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

City of Decatur
Brush College Road at NS Crossing Study
Progress Meeting – April 12, 2011

<u>Topics for Discussion</u>

I. Project Status

A. Status of Major Tasks

B. Summary of Comments from Public Meeting #1

II. Issues for Discussion

A. Intersection design/layout at William Street and Brush College Road

B. Intersection at ADM JRRC/Marietta and Brush College Road

C. Left turn movements onto E. Logan Street/ Extension of James Street

D. Faries Parkway/Brush College Road – SB left turns onto Faries Parkway

E. Preempt data and DPTS driver logs from Faries Parkway intersection

F. Cost to relocate Ameren substation and power poles

G Relocation of underground utilities

H. Drainage at CN track for overpass option

I. Road closures for construction of overpass

J. Further development of underpass option

III. VISSIM Model

IV. Presentation to City Council – May 2011

A. Length of presentation

B. Key information to be conveyed

C. Presentation Exhibits

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URS

Meeting Minutes

Subject:	Brush College Road at Norfolk Southern Crossing Study City of Decatur Section 09-00933-00-BR
Project No:	36432772
Meeting Date & Time:	12/5/2011 11:00 am
Location:	City of Decatur
Prepared By/Date:	Keith Benting/12-5-11
Attendees:	Mary Cave – City of Decatur Rick Marley – City of Decatur Matt Newell – City of Decatur Keith Benting - URS Dan Skelley - URS
Copies:	Project File

Purpose: Progress Meeting – see Agenda

Meeting Summary:

K. Benting presented an exhibit showing the proposed layout at the intersection of William Street and Brush College Road. The exhibit incorporated comments from IDOT's review. The revised IDS is currently being reviewed by IDOT. K. Benting pointed out the raised medians needed for the dual left turn lanes. The raised medians will impact several businesses. R. Marley wondered if there might be some way to allow left turns into the businesses (through the median), but not to allow left turns out (across the median). K. Benting said that he had discussed the layout with Rob Macklin, the Geometrics Engineer at IDOT District 7. Rob suggested that they get public comments, but didn't think the medians could be eliminated.

An exhibit was also presented showing the proposed layout at the intersection of Marietta/ADM Entrance and Brush College Road. Rick Marley suggested that a proposed ROW line be shown at the end of the radius returns and a note indicating that the work on the ADM property would be done by others. There was some discussion about the connecting road that was added between E. Hickory Street and East Grand Avenue. These streets will no longer have access to Brush College Road. Rick Marley asked about the profile of Brush College Road at Grand Avenue. K. Benting did not have an exhibit showing the profile. Benting said that the decision was made to close off Grand Avenue, even if the grade might have allowed access to Brush College.

There was some discussion about finding another way to connect Grand Avenue to E. Marietta so that travelers would not have to drive to James Street. Rick Marley said that properties labeled "Macon County Trustee" could be used by the City for a street, but there are currently no two vacant properties that will allow a connection

between East Grand and Marietta that would be closer to Brush College Road. URS is in the process of updating the property owners.

Rick Marley thought that it would be best to have a public meeting at the end of February 2012 to present the proposed changes at William Street, Marietta Street and Faries Parkway. K. Benting thought that URS would be in a position to present the alternatives at Faries Parkway by the end of February. The required changes at William Street will be conveyed to the public in terms of "delay time" and not necessarily Level of Service. Since William Street is a state route, the feeling was that IDOT should be at the next public meeting. K.Benting will contact the District about participating in the next public meeting.

K. Benting presented the progress to date at the Faries Parkway intersection. Only minor work has been done on the roundabout option at this point. The engineer that will be evaluating the roundabout has had other project commitments but should be more involved after Christmas.

K. Benting reminded Mary Cave that URS would like more train movement data along the CN track. If a train blocks the Faries Parkway crossing during peak travel hours it could cause backups at the proposed roundabout.

K. Benting gave a brief summary about the ongoing study along Brush College Road south of Faries Parkway. Part of the remaining work includes the development of preliminary cost estimates. Rick Marley said that the estimates should include the cost for final design engineering. There was some discussion about funding sources and TIGER II grants.

K. Benting asked about the Ameren request for money from the City to secure an option for land to re-locate their substation. He said that URS is proceeding with the study assuming that the existing substation will be re-located. Rick Marley said that he believes that there should be inexpensive land in the area that can be used for a new substation. The City does not intend to provide $40,000 to Ameren at this time.

The exhibits of the William Street intersection and the Marietta Street intersection were left with the City so that they could discuss with the City Manager.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith.benting@urs.com

URS

Meeting Minutes

Subject:	Brush College Road at Norfolk Southern Crossing Study City of Decatur Section 09-00933-00-BR
Project No:	36432772
Meeting Date & Time:	5/16/2012 10:00 am
Location:	City of Decatur
Prepared By/Date:	Keith Benting/5-16-12
Attendees:	Mary Cave – City of Decatur Rick Marley – City of Decatur Matt Newell – City of Decatur Keith Benting - URS Dan Skelley - URS
Copies:	Attendees, Project File, Jim Meyer

Purpose: Progress Meeting – see Agenda

Meeting Summary:

Intersection Layouts – Brush College Road & Faries Parkway

K. Benting provided a drawing showing an overall plan of the Brush College Road improvement (for reference) along with plan sheets showing two options for the intersection at Brush College Road and Faries Parkway:

1. Jug handle with traffic signals
2. Jug handle with roundabouts

K. Benting pointed out that the jug handle with traffic signal option includes a long culvert to accommodate the shared-use path. R. Marley said that a long culvert will present a security problem and should be eliminated.

The plan showing the jug handle with traffic signals was presented and discussed followed by the option showing the jug handle with roundabouts. A VISSIM video of each option was also presented.

There was some discussion about the properties that would be impacted by the proposed improvements and the owners of those properties. There was also some discussion about the relocation of the Ameren substation and whether property might be available east of the existing substation.

K. Benting distributed a paper prepared by Jim Meyer that presented a summary of the traffic analysis for the Brush College Road and Faries Parkway intersection overpass options. Bar graphs included in the summary

compared the travel time for the network and for the Brush College Road/ Faries Parkway intersection. Results were displayed for six scenarios:

1) No Build
2) No Build (with train at Faries Parkway)
3) Brush College improvements (overpass at NS yard)
4) Brush College improvements (with train at Faries Parkway)
5) Brush College improvements plus overpass and jug handle with signals at Faries Parkway
6) Brush College improvements plus overpass and jug handle with roundabouts at Faries Parkway

The paper also presented a summary of the average travel time (minutes) per vehicle to complete respective turning movements. The results for the Brush College Road/Faries Parkway intersection show 12.3 hours of total travel time for the jug handle with traffic signal option and 10.7 hours of travel time for the jug handle with roundabout.

K. Benting said that although the roundabout option shows the best performance, URS has some concerns about the roundabout. A 3-lane section is required at the Faries Parkway section to accommodate heavy westbound left-turn movement in the PM peak hour. The lane could create some potential confusion for drivers as they adapt to the roundabout configuration. This is being explored with IDOT to determine if a 3-lane section would be an acceptable design.

The Brush College Road roundabout would slow traffic as vehicles enter the roundabout. There is also concern about the heavy truck movement in this area. The truck operations for the roundabout scenario should be examined further, especially for the AM peak hour conditions when there is more truck traffic. This may not be the best location for potentially the first roundabout in the city of Decatur.

R. Marley said that he liked the roundabout option and the idea of no traffic signals to maintain. He understands the concerns and would like URS to evaluate further. He would like both options to be presented to the public. R. Marley asked if there was a way to separate the thru-lane from the roundabout at Faries Parkway and at Brush College Road. He questioned whether a multi-lane roundabout would be necessary if the thru-lane could be separated. K. Benting said that he would ask the designers if separation of the thru-lane could be considered but thought that there were probably reasons why it could not be.

<u>Access Issues north of Faries Parkway</u>

K. Benting handed out a packet of 11”x17” plan sheets to discuss access issues north of Faries Parkway. Layout of the proposed overpass at Faries Parkway is affected by the access plan. The following drawings were included in the packet:

1) Initial concept showing E. Harrison Ave. going under the overpass with a frontage road in front of Pepsi Refreshment Services, Inc.
2) Concept eliminating E. Harrison Ave. extension under the overpass and providing new access road. Proposed access road would extend 38th Street and intersect with Brush College Road north of ADM bio-products building. URS sent this option to Jim Bobitt at ADM for review.

3) Drawing of Conceptual Bean Tracks – provided by ADM
4) Drawing of Phase I Intermodel Cell & Super Conveyor Scenario – provided by ADM
5) Concept showing proposed access road relocated to avoid ADM tracks
6) Working copy of Type Size & Location drawing for overpass at Faries Parkway.

K. Benting explained the development of the proposed access road location and the communication with Jim Bobitt of ADM. He said that J. Bobitt indicated that ADM would be open to relocating the building just east of the cell tower. J. Bobitt has not specifically approved the proposed access road located between the cell tower and the building as shown on Exhibit 5.

R. Marley asked how much traffic would be using the access road. K. Benting said that according to J. Bobitt, a few semis might access the area for loading/unloading containers. When pressed for a number, J. Bobitt said to assume 20 semi movements on a large day. (K. Benting checked the email correspondence from J. Bobitt after the meeting. J. Bobitts' actual response was "I would use 50 – 60 personal vehicles a day plus anything residential. Probably 20 semi movements on a large day.")

R. Marley asked if we could obtain ADMs drawing file so that the storage tanks could be added to the drawings. K. Benting said that he had asked for the drawing files but ADM did not send. K. Benting said that URS could add the storage tanks to the drawings just by scaling. The tracks have already been added. He said that the ADM Intermodal Cell would not be displayed at a public meeting. M. Cave confirmed that ADM did not want the public to see the Intermodal Cell and conveyor.

R. Marley said that we need to get a commitment from ADM on the location of the access road along with the traffic projections. He asked if ADM could add the access road to their drawings. K. Benting said that he would discuss further with Jim Bobitt.

K. Benting then referred to Exhibit 5 to explain the access issues at St. John's Lutheran Cemetery. Providing an access road into the cemetery is not so much of an issue, but providing an internal loop within the cemetery for vehicles presents a challenge. He said that after several meetings with the caretaker of the cemetery, URS could not find a way to provide a connecting road between the two existing roads at the west end of the cemetery that would be located within the existing property. He said that URS was pursuing a connecting road that would pass under the overpass, beyond the property line of the cemetery. The connecting road will have to pass around or through a bridge pier that will be supporting the new overpass.

M. Newell asked if an outlet could be provided to Faries Parkway. K. Benting said that in order to do that, the at-grade NS rail crossing would have to remain open and the goal is to close that crossing if an overpass is constructed. That option would also require that the road pass around or through a bridge pier.

K. Benting explained that moving graves was considered, but there appear to be as many as 10 graves near the fence line. The caretaker confirmed that there are living relatives of some that are buried in that area, so trying to relocate the graves may be a long process that would require the approval of any living relatives.

K. Benting said that the best location to provide an access road to the cemetery might be behind Pepsi Refreshment Services, Inc., at the east edge of the property. The access road would run from the east leg of E.

Harrison Ave. to the cemetery. This would eliminate a frontage road in front of Pepsi Refreshment Services. Some type of access may still be required to the building at the SW corner of the Pepsi property.

K. Benting also pointed out that if a 12' shared-use path is provided on the structure over Faries Parkway, the east edge of the bridge will extend over the cemetery property line by about 2'-1". The 12' dimension provides a 2' shy distance on each side of the proposed 8' wide path. He referred to Figure 42-3I of the IDOT Bureau of Local Road s and Streets Manual showing a separate bike path on a bridge with the note "Two-Way Bike Path – 10' Wide – 14' Desirable". The proposed 12' path is as wide as a traffic lane, yet pedestrian and bike traffic is expected to be low in this area. R. Marley said that we could probably get by with a 10' width in this area.

Constructability

K. Benting said that stage construction had been planned for an overpass at the NS yard in order to keep Brush College Road open during construction. However, building an overpass at the intersection of Brush College Road and Faries Parkway in stages does not appear to be feasible. The overall width is limited by the cemetery and the CN track. If one-half of the overpass is constructed in Stage I, only 2 two lanes will be available for two-directional traffic. With the large amount of turning movements, backup would be severe. URS will look at the feasibility of keeping Faries Parkway open during construction. This may be a major concern for ADM.

K. Benting said that if a portion of Brush College Road will be closed, we might consider ways to accelerate the construction. Although IDOT has not had a lot of projects using Accelerated Bridge Construction (ABC) with Prefabricated Bridge Elements and Systems (PBES), many states are using these techniques and the FHWA is promoting it. By the time the Brush College Road project is designed, perhaps IDOT will have made some progress in this area. R. Marley said that URS should not take detailed design too far at this point.

Railroad Coordination

K. Benting said that a submittal had been made to the CN Railway and he and M. Cave will be meeting with Patrick Jones of the CN next Wednesday to discuss the project. Another submittal will be made to Norfolk Southern soon showing details of the proposed overpass at the NS yard and filling of the existing underpass.

K. Benting presented a plan provided by Mike Marin of ADM Design Services showing a revised plan to reroute the steam line attached to the existing underpass. Rather than constructing a pipe bridge over the NS yard, ADM would prefer to re-route the steam line so that the portion currently located in the CN bay of the underpass would remain there.

R. Marley asked how URS was doing on the budget. K. Benting said that they have spent 56% and it appears that there should be no problems completing the study within the remaining budget.

R. Marley had to leave the meeting at 11:15 am.

Public Meeting

K. Benting circulated a preliminary list of exhibits for the next public meeting. He said that before setting a date, he would like URS staff to look at the questions about modifying the roundabout option to separate the thru lanes. If additional work has to be done, we may want to wait to schedule the public meeting. If we decide to

proceed with the roundabout as presented, we can probably try to schedule for the last week in June if the facility is available. The public needs to be notified at least 15 days prior to the meeting. K. Benting will be on vacation beginning 5/28/12 and will return on 6/11/12.

K. Benting asked about giving some type of advance notice to businesses that will be severely impacted by the proposed improvements. Specifically those businesses located at the SE quadrant of Brush College Road and Faries Parkway and some of the businesses along William Street. The advance notice could be in the form of a letter with exhibits or an opportunity to view plans prior to the public meeting. M. Cave and M. Newell said that they will discuss with R. Marley.

D. Skelley asked M. Cave if she was aware of any pending developments in the project area. This information has been requested for the noise analysis. M. Cave said that the ADM intermodal facility was the only thing that she was aware of.

Action Items

Clean up and prepare 11x17 exhibits of jug handle with traffic signals and jug handle with roundabouts for R. Marley to discuss with City Manager. – URS

Have further discussions with ADM regarding access road to proposed intermodal cell. Add storage tanks to URS drawings or see if ADM will add access road to their drawings. – URS

Check the feasibility of separating the thru lanes from the roundabout. – URS

Further evaluate roundabout option. Submit to IDOT for comments. – URS

Prepare presentation for ADM to show progress of study. - URS

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith.benting@urs.com

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IDOT-FHWA

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URS

Meeting Minutes

Subject: Brush College Road at Norfolk Southern Crossing Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 12/20/2010 1:00 pm

Location: City of Decatur

Prepared By/Date: Keith W. Benting/12-21-10 – Rev. 1

Attendees:

Keith Benting	URS - Project Manager
Mike Douglas	URS – Civil Engineer/Roadway
Matt Pope	URS – Civil Engineer/Structures
Mary Cave	City of Decatur – Project Manager
Matt Newell	City of Decatur – City Engineer
Mark Smith	DUATS – Study Director
Nita Miller	IDOT District 7 – Field Engineer
Maureen Kastl	IDOT District 7 – Local Roads Engineer
Tom Winkelman	IDOT – Project Development Engineer
Salmon Danmole	IDOT – Central Bureau of Local Roads & Streets
Hassan Dastgir	FHWA – Transportation Engineer

Copies: Attendees, Jim Meyer/URS, Steve Kehoe/URS, Tom Nord/URS, John Schwalbach/URS, Project File

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Purpose: Initial stakeholder meeting with FHWA to present project and discuss issues.

Meeting Summary:

1) **Introductions (See Attendance Roster)**

2) **Project Overview**

   a. An information packet ("original packet") was previously emailed to Nita Miller and Mary Cave on 12/1/10 for distribution. K. Benting offered additional copies to anyone that did not have the packet. K. Benting distributed a packet containing additional information (ADM employee survey, IDOT traffic county summary, potential roadway and bridge templates, Bicycle Facilities Assessment, turning movement summary, and map/aerial of area adjacent to project). He also distributed a list of "Topics for Discussion". An aerial photo of the project area was displayed on the conference table for reference.

   b. K. Benting conveyed that URS has been retained by the City of Decatur to conduct a study and provide Phase I engineering services for improvement of the Brush College Road corridor and underpass from William Street to Faries Parkway. Per the agreement between IDOT and the

City of Decatur, project termini is from Cerro Gordo Street to Faries Parkway. There are problems at the William Street intersection in addition to poor site distance near Brush College School. It is not clear why IDOT set the termini at Cerro Gordo Street. K. Benting said that URS is surveying and collecting data from William Street to Faries Parkway, although an IDS at William Street is not included in the scope.

3) Public Involvement

K. Benting referred to the ADM survey that was included in the "additional information" packet. He said that similar online surveys were sent to Richland Community College staff and students and a link to a survey was posted at the City of Decatur web site. M. Cave was not sure if the link on the City's web site had been advertised. Hard copies of a survey were also distributed to residents that live near the project. To date, 1,808 responses have been received from ADM, 275 from Richland Community College, and 46 from the City web site. About 70 responses had already been received from residents near the project site and M. Cave gave K. Benting an additional 41 completed surveys at the meeting.

K. Benting said that the first public meeting is scheduled for Thursday, February 3, 2010 at Richland Community College. He said that the meeting would be an open-house format and aerials would be on display along with other exhibits to discuss the current issues. A second public meeting will be held in May or June of 2011 to present proposed improvements.

S. Danmole said that as part of the environmental process, public involvement will need to be documented by holding a public hearing. K. Benting asked if the second public meeting could be used to satisfy the public hearing requirements. S. Danmole said that it could.

All comments (both positive and negative) that arise from a public meeting are to be included in the Project Development Report. All negative comments will need a follow up response.

4) Roadway Template

K. Benting referred to the traffic count information provided with the original meeting packet and the summary of the IDOT traffic counts included in the "additional information" packet. Based on the IDOT summary, the maximum 2010 ADT is 13,900. ***N. Miller said that URS will need to develop future projections and design traffic volume. IDOT will review.*** K. Benting said that the City had also obtained traffic counts in November. The raw data from the IDOT counts and the City counts was similar.

K. Benting said that based on the traffic counts, four lanes are warranted. Depending on the growth rate used and the DHV, IDOT references may even show that six lanes are warranted for the design year, but URS is not recommending that the project be designed using six lanes. Four lanes currently exist along the section of Brush College Road north of Faries Parkway. S. Danmole asked about the ADT on the northern portion of Brush College Road. K. Benting referred to the IDOT ADT map (included in original packet) and noted that an ADT of 12,200 was shown. All parties agreed that the project should be designed using four lanes. A two-way left turn lane will also be required along some sections of the project.

Referring to the proposed roadway templates, S. Danmole noted that the sidewalk width should be changed from 4' to 5'. K. Benting suggested that a sidewalk be located along the east side of Brush College Road based on the location of residential areas. He said that a sidewalk could be considered on the west side starting at the ADM Research facility and extending south to William Street. There does not appear to be a need for a sidewalk on the west side between Faries Parkway and the ADM Research facility. All parties agreed to include a sidewalk on the east side of Brush College Road.

K. Benting referred to the proposed roadway templates that included the one-way bike lanes. He also made reference to the draft of the Bicycle Facilities Assessment. At this point, the Bicycle Facilities Assessment does not make any recommendations regarding provisions for bicycles, but presents relevant data. K. Benting stated that the Park District does not have any plans for trails in the area. He said that several attempts have been made to obtain input from the Decatur Bicycle Club but a response has not been received. M. Smith said that someone from the Bike Club should be responding soon. K. Benting also made reference to the map prepared by the League of Illinois Bicyclists showing comfort levels for riding along various streets in Decatur. Brush College Road is shown as "less comfortable".

K. Benting said that due to the presence of the Canadian National – Illinois Central (CNIC) track running along the west side of Brush College Road, it may not be possible to squeeze in the bike lane. Adding the bike lane also pushes the centerline of roadway further to the east and it may be difficult to match the existing section at Faries Parkway. He questioned whether there would be enough bicycle traffic in the area to warrant the bike lanes. There are no bike lanes on the section of Brush College Road north of Faries Parkway.

M. Smith stated that the MPO's Long Range Transportation Plan included bikeways along Faries Parkway and William Street. He said that some type of path needs to be provided along Brush College Road to connect the two future pathways in keeping with the Policy Committee directive that provisions for alternate modes of transportation be provided along new and major reconstruction projects. The MPO decided that a shared-use path would be acceptable along the east side of Brush College Road rather than one-way bike lanes. ***URS will need to determine the width that should be provided based on the projected bicycle traffic. S. Danmole said that URS will need to submit the Bicycle Facilities Assessment with a recommendation.***

For the underpass option, K. Benting said that a median pier will be required in order to reduce the span lengths and the depth of the superstructure. Based on previous projects in urban areas, a clear distance from face of pier to back of curb of 2' or less has been noted. A B-9.24 curb will be used at the raised median in accordance with the IDOT BDE Manual. S. Danmole said that guardrail would not be required. The posted speed will be 35 mph. There were no objections to a 2' clear distance. ***For the underpass option, URS will submit a roadway template for approval showing the median pier and clear distance to face of pier.***

5) Roadway Profile

K. Benting presented a preliminary profile for the overpass option. The profile was based on grades of 5%. On the south side of the Norfolk Southern (NS) yard, touchdown occurs between E. Marietta Street and E. Grand Avenue. North of the NS yard, touchdown occurs just north of Olive Street. The profile may need to be adjusted after the survey data is processed. This grade was established so that the sidewalk would meet ADA requirements.

K. Benting noted that an existing pipe bridge carrying ADM utilities and located just north of the existing underpass will interfere with the proposed profile. ADM has told URS that relocating the pipe bridge would require a plant shut-down. M. Cave recalled that ADM said that a maximum 12-hour shut-down would be allowed. In order to avoid the pipe bridge, the roadway bridge can be designed to clear the pipe, but the touchdown point at the north end will be pushed further north and may end up too close to Faries Parkway or beyond. There was also some discussion on the type of easement that ADM has with the City for the pipe bridge across Brush College Road. It may be that ADM would be required to move the pipe bridge themselves. ***The City will check on this.***

S. Danmole and H. Dastgir said that recent policy changes will allow up to an 8% grade. M. Kastl noted that this applied to existing and not proposed roadways, but S. Danmole said that it can be considered for the Brush College Road project. The sidewalk or shared-use path could follow the steeper grade and would not require a separate profile or level areas between segments at the steeper grade.

K. Benting said that URS will consider this when adjusting the profile. He said that it may be difficult to put a cost on relocating the ADM pipe bridge when considering the options of clearing the pipe bridge or relocating it. The location of the ADM pipe bridge would also interfere with an MSE wall option in this area. An existing retaining wall between the roadway and the CNIC track will also interfere with an MSE wall.

S. Danmole asked about vertical clearances. K. Benting said that 23'-0" is being used for the overpass option and 14'-9" for the underpass option. The overpass option would cut off several of the roads coming into Brush College Road. The number may be less for the underpass option since the vertical clearance requirement is only 14'-9", but a preliminary profile has not been developed yet for that option.

6) Impacts of Improvement

K. Benting noted the impacts to businesses, residential properties, churches, 4(f) lands, utilities, railroads and side streets. There are two rows of power lines along the east side of Brush College Road that will need to be relocated with the addition of lanes. There are also high voltage lines that run across Brush College Road to ADM.

It is anticipated that a traffic light will be added at the entrance to the ADM Research Center, especially for a 4-lane roadway. ***S. Danmole said that URS will need to submit information to show that a stoplight is warranted.***

ADM has told URS that there is a lot of travel between their corporate headquarters and the research facility. When Brush College Road is closed, this presents a real problem for them.

K. Benting pointed out the CNIC track that runs along the west side of Brush College Road. This track services Tate & Lyle. For the overpass option, the roadway portion of the underpass can be filled in, but the portion carrying the CNIC track under the NS yard will need to be maintained. This will present a challenge. URS has looked at the possibility of relocating the track, but there does not appear to be another route to get into the Tate & Lyle plant that would not involve agreements with other rail carriers.

7) Project Limits

K. Benting again pointed out that the project limits established for IDOT funding extend from Cerro Gordo to Faries Parkway and do not include the William Street intersection. The previous study by Blank, Wesselink, Cook (BWC) and recent observations indicate that there are problems at the William Street intersection that impact the flow of traffic along this section of Brush College Road. Poor sight distance is also an issue near Brush College School.

S. Danmole and H. Dastgir agreed and said that the study should extend to William Street. K. Benting said that URS has surveyed the intersection and will include it in the traffic model, but the preparation of an IDS is currently not included in their scope. He said that by using the traffic model, URS should be able to identify the issues at the intersection and evaluate improvements by adding turn lanes, etc. ***URS preliminary plans will include the addition of lanes beyond Cerro Gordo Street to William Street. All support documentation for the Project Development Report and the limits of the Environmental Survey Request should be from the William Street intersection to the Faries Parkway intersection.***

8) Potential Grade Separation at Faries Parkway

K. Benting said that according to the BWC report, the intersection at Faries Parkway and Brush College Road functions well unless a train blocks the roadway. The train movements along the north leg of the intersection can occur at peak travel hours. This has been one of the primary issues noted on the surveys that have been returned by the local residents. NS advised URS to assume 8 trains per day with each blocking the intersection for 20 minutes. ADM told URS that there are two 50-car trains a day that enter the plant and two empty 50-car trains that leave along these tracks. They also said that if NS provides good rates, there is the potential for coal trains to move along this track.

K. Benting said that at some point, it will need to be determined if a grade separation is needed at Faries Parkway. Since it would be very difficult to take Brush College Road under Faries Parkway at the intersection, the best option would be to take Brush College Road over Faries Parkway. In that case, it appears that an overpass would be the best option at the NS yard in order to avoid the sinusoidal effect of the roadway going from an underpass at the NS yard to an overpass at Faries Parkway.

K. Benting also noted that if an overpass is constructed at Faries Parkway, the SE quadrant appears to be the only available location for ramps to Faries Parkway.

K. Benting said that through discussions with ADM, they have determined that the initial location for all grain trucks headed to ADM is a grain probe station on 27th Street. If there was a more direct route to the grain probe station, a substantial number of trucks could be removed from this section of Brush College Road. K. Benting referred to an aerial photo showing the area from 22nd Street to Lake Decatur. From the aerial, it can be seen that there is not another location that can be considered for a rail crossing or to re-route trucks to the grain probe point. A rail crossing could be

considered east of Brush College Road, but this would create heavy traffic in residential neighborhoods and might only benefit ADM.

N. Miller asked how the Macon County Beltway planned for the area might reduce traffic, especially trucks, along Brush College Road. K. Benting produced a map showing the proposed beltway. M. Smith said that a study had been done on one of the previous Long Range Transportation Plans to estimate how much traffic would be pulled to the beltway. He said that the study should probably be updated since there have been a number of changes since then. After some discussion, it does not appear that the beltway would reduce traffic on Brush College Road to warrant less than four lanes. It was also noted that it will take many years for the beltway to be completed.

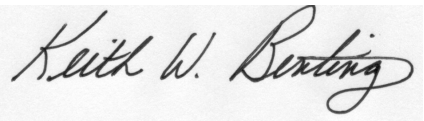
M. Smith noted that URS will also be involved in the Decatur Area Transportation Efficiency Study (DATES) to look at re-routing trains and truck traffic. That study is just getting started and will not be completed for 18 months. Some of the information from that study might influence the Brush College Road Study. K. Benting said that J. Meyer, of URS, is involved in both of the studies, so he will be in a good position to assess if findings from the DATES would influence any of the options developed for the Brush College Road Study.

M. Newell asked if there were any projections for increase in train traffic. K. Benting said that NS and ADM were asked about increases in train traffic, but no percentages were given. ADM said that with the new yard recently constructed, there may be less switching movements in the NS yard. ADM did not think that their new yard or future additions to the property recently acquired across from the West Plant would result in an increase in train movements at the north leg of the Faries Parkway intersection.

Another meeting will be held after the roadway templates are completed and the study has progressed.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,



Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Attendance Roster

Date: 12/20/2010 **Location:** City of Decatur

Purpose: Brush College Road/NS Crossing Study - Initial FHWA Coordination Meeting

	Name	Organization	Title	Phone	Email
1	Keith Benting	URS	Project Manager	217-875-4800	keith_benting@urscorp.com
2	Mike Douglas	URS	Civil Engineer	"	mike_douglas@urscorp.com
3	Matt Newell	City of Decatur	City Engineer	217 424-2747	mnewell@decaturil.gov
4	Mary Cave	" "	Project Manager	" "	mcave@decaturil.gov
5	HASSAN DASTGIR	FHWA	TRANSPORTATION Eng.	217-492-4623	hassan.dastgir@dot.gov
6	SALMON DANMOLE	IDOT-CBLRS		217-785-2798	Salmon.dammole@illinois.gov
7	Maureen Kasth	IDOT-D7	LR+S Engineer	217-342-8321	Maureen.Kasth@illinois.gov
8	Nita Miller	IDOT-D7	LR+S Field Eng	217-342 8325	Nita.Miller@illinois.gov
9	MARK SMITH	DUATS/DECATUR	STUDY DIRECTOR	217.424.2790	MLSMITH@DECATURIL.GOV
10	Tom Winkelman	IDOT-CBLRS	Proj. Dev. Eng.	217-782-0675	Tom.Winkelman@illinois.gov
11	MATT POPE	URS	Civil/Struct. Engineer	217-875-4800	matt_pope@urscorp.com
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URS

Meeting Minutes

Subject: Brush College Road at Norfolk Southern Crossing Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 5/18/2011 11:00 am

Location: IDOT District 7 - Effingham

Prepared By: Keith W. Benting

Attendees:

Keith Benting	URS - Project Manager
Mary Cave	City of Decatur – Project Manager
Rick Marley	City of Decatur – Public Works Director
Nita Miller	IDOT District 7 – Field Engineer
Maureen Kastl	IDOT District 7 – Local Roads Engineer
Rob Macklin	IDOT District 7 – Geometrics Engineer
Tom Winkelman	IDOT – Project Development Engineer
Hassan Dastgir	FHWA – Transportation Engineer

Copies: Attendees, Jim Meyer/URS, Jim LeVan/URS, Steve Kehoe/URS, John Schwalbach/URS, Project File

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Purpose: Meeting with IDOT/FHWA to discuss extending study limits to include grade separation at Faries Parkway and to discuss issues at William Street/Brush College Road intersection.

Meeting Summary:

1) An information packet was emailed to Nita Miller and Mary Cave on 4/25/11 for distribution. K. Benting distributed an updated packet to attendees. The packet included the following:
   a) Proposed roadway template (4 lanes)
   b) Renderings of proposed overpass at NS yard
   c) Summary of responses to questionnaire regarding issues along Brush College Road
   d) Summary of train blockage times at Faries Parkway
   e) Aerial photo of Faries Parkway showing estimated touch-down point for overpass at Faries Parkway
   f) Aerials showing details of proposed William Street/Brush College Road intersection

2) Aerials were also displayed showing the existing study area and the section of Brush College Road north of Faries Parkway.

3) K. Benting presented a brief overview of the study. He said that trains frequently block the crossing at Faries Parkway during peak travel hours. He noted that train delays were ranked #2 in traffic congestion comments and improvement priorities in the response to the public questionnaire. K. Benting then referred to the summary of train blockage durations, greater than

5 minutes, that occurred during peak a.m. and p.m. travel times between 1/22/11 and 2/28/11. He also stated that a recent article in the Decatur Herald & Review, about trains blocking crossings, noted that the NS crossing at Faries Parkway was one that received the most complaints.

4) Rick Marley said that a presentation of the Brush College Road study was made to the Decatur City Council on Monday (5/16/11). The consensus of the Mayor and City Council was that it would not be good to invest in a solution for the NS yard crossing but not address the train blockage issue at Faries Parkway. He asked what needed to be done to extend the study limits so that an overpass could be considered at Faries Parkway.

5) There was some discussion regarding extension of the project limits. Rob Macklin said that it would seem reasonable to maintain Faries Parkway as the project limits, but if the required solution means that construction extends beyond Faries Parkway, it would be acceptable. H. Dastgir of FHWA and Tom Winkelman (IDOT) agreed with this approach and it was decided that the current study limit of Faries Parkway would not have to be changed in order to consider an overpass at that location.

6) There was further discussion about an overpass at Faries Parkway and the difficulty in locating a ramp down to Faries Parkway considering the obstacles at each of the quadrants.

7) N. Miller said that money left for final design and ROW acquisition will be used for the change in scope. Rick Marley said that he would go back to the City Manager to discuss the funding of the additional scope. A change order would require City Council approval. Once the City approves, five (5) copies of a revised scope are to be submitted to Nita Miller.

8) H. Dastgir said that an underpass is generally less expensive than an overpass. K. Benting said that URS is currently working on the cost estimates, but he believes that all of the track shifts required in the NS yard will be very expensive and an underpass may not be less expensive than an overpass in this case. Also, it appears that Brush College Road would need to be closed for two years or more to construct an underpass. There will be costs to relocate underground utilities for the overpass option. K. Benting said with tracks across two legs of the Brush College Road/Faries Parkway intersection, it would be very difficult to construct an underpass at that location.

9) URS was advised to submit the Environmental Survey Request (ESR) as soon as possible to get that work started. The construction limits can be overestimated. K. Benting said that URS was finishing up the proposed geometrics at the William Street/Brush College Road intersection, so they have a better idea of the construction limits in that area. With the scope of the study extended to look at a grade separation at Faries Parkway, the construction limits for the ESR should extend for some distance north of Faries Parkway.

10) Regarding the special waste assessment, Tom Winkelman said that the Central Office would take care of the State Route (William Street). URS will continue with the special waste assessment along Brush College Road.

11) The proposed layout of the William Street/ Brush College Road intersection was discussed. R. Macklin said that he received the HCS reports from Jim Meyer, but requested the phasing diagrams.

12) Referring to the aerial photo handouts of the William Street intersection, K. Benting said that dual left turn lanes are required on EB William Street turning north onto Brush College Road. Dual left turn lanes are also required on SB Brush College Road turning east onto William Street. A longer right turn lane is required for WB William Street turning north onto Brush College Road.

13) The dual left turn lanes need to be protected by raised medians. The raised medians will restrict turning movements into the gas station on the NE corner, the south entrance of the East End Plaza, one of the entrances to Brush College School and several businesses along the west leg of William Street. K. Benting said that the proposed plan for the William Street intersection was not yet developed for the first public meeting in February, so the business owners are not aware of these impacts. Since the study will now include an overpass at Faries Parkway, another public meeting will need to be added before the final public meeting presenting the preferred option. The changes to the William Street intersection can be presented at that public meeting.

14) K. Benting asked R. Macklin if breaks could be added to the raised median along the west leg of William Street to allow access to the businesses on the south side. R. Macklin said that there should be no breaks in the median. He also pointed out that someone making a left turn into the north entrance to the East End Plaza would be making it from an active lane and not a turn lane. K. Benting said that the business owner's on Williams Street probably have no idea that they will be affected by the improvements to Brush College Road.

Summary of Action Items

1) Submit revised scope and fee estimate to the City of Decatur – URS
2) Review, approve, and submit revised scope to IDOT – City of Decatur
3) Work with CMO/Mayor to obtain funding for design phase and ROW acquisition – Rick Marley
4) Submit Environmental Survey Request (ESR) to IDOT as soon as possible – URS
5) Submit Highway Capacity Software (HCS) files or phasing diagrams to Rob Macklin - URS

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Attendance Roster

Date: 5/18/2011 **Location:** IDOT Dist. 7 - Effingham

Purpose: Brush College Road/NS Crossing Study - FHWA Coordination Meeting - Extension of Study Limits beyond Faries Parkway

	Name	Organization	Title	Phone	Email
1	Hassan Dastgir	FHWA	TRANS. ENGINEER	(217) 492-4613	hassan.dastgir@dot.gov
2	ROB MACKLIN	IDOT D-7	GEOMETRICS ENG.	(217) 342-8245	ROB.MACKLIN@ILLINOIS.GOV
3	Nita Miller	IDOT D-7	LR&S Field Eng	(217) 342-8325	Nita.Miller@illinois.gov
4	Mary Cave	City of Decatur	Project Manager	217-424-2747	mcave@decaturil.gov
5	Rick Marley	City of Decatur	Public Works Director	" " "	RMarley@decaturIL.gov
6	Tom Winkelman	IDOT-CBLRS	Project Development	217-782-0675	Tom.Winkelman@illinois.gov
7	Maureen Kastl	IDOT-D-7	LR&S Eng	(217) 342-8321	Maureen.Kastl@illinois.gov
8	Keith Benting	URS	Project Engineer	(217) 875-4800	keith_benting@urscorp.com
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URS

Meeting Minutes

Subject:	Brush College Road Improvement Study City of Decatur Section 09-00933-00-BR
Project No:	36432772
Meeting Date & Time:	8/15/2012 10:00 am
Location:	URS - Decatur
Prepared By:	Keith W. Benting

Attendees:

Keith Benting	URS - Project Manager
Dan Skelley	URS – Project Engineer
Mary Cave	City of Decatur – Project Manager
Rick Marley	City of Decatur – Public Works Director
Matt Newell	City of Decatur – City Engineer
Nita Miller	IDOT District 7 – Field Engineer
Maureen Kastl	IDOT District 7 – Local Roads Engineer
Tom Winkelman	IDOT – Project Development Engineer
Hassan Dastgir	FHWA – Transportation Engineer

Copies: Attendees, Jim Meyer/URS, Jim LeVan/URS
John Schwalbach/URS, Project File

Purpose: Coordination meeting with IDOT/FHWA to discuss status of study and requirements to complete Project Development Report.

Meeting Summary:

An aerial plan view of the entire project was displayed on the conference room table for reference.

1) Overview of Study

K. Benting presented an overview of the study which includes:

a) Proposed overpass at Norfolk Southern Rail Yard
b) Improvements to Marietta Street/Brush College Road intersection
c) Improvements to William Street/Brush College Road intersection
d) Proposed overpass and intersection at Faries Parkway and Brush College Road
e) New Access Roads
f) Stage construction to avoid closing south leg of Brush College Road
g) Utility relocations
h) Drainage study

There was discussion about the different jurisdictions involved in the proposed project. The City of Decatur maintains Brush College Road south of Faries Parkway. Brush College Road is a County Highway north of Faries Parkway. E. Logan Street and E. Olive Street are Township Roads. The township with jurisdiction (Decatur or Whitmore) needs to be determined and the road commissioner needs to be involved. The jurisdiction needs to be discussed and determined prior to PDR submittal. *(After the meeting, it was determined that Decatur Township has jurisdiction)*

M. Kastl asked R. Marley if the City could annex the area SE of the Faries Parkway intersection. R. Marley said that the land would have to be completely surrounded by City property in order to annex. He said that the annexation process is not that easy, especially if someone does not want to be annexed. K. Benting said that Lynn Walston, of Walston Auto Wrecking, has already said that they do not want to be annexed.

N. Miller asked if the City or Macon County will maintain the proposed structure over Faries Parkway. R. Marley said he hasn't thought that far ahead yet.

K. Benting asked if the project could still be processed as a Categorical Exclusion (CE) considering the amount of right-of-way that will be required. When the Environmental Survey Request (ESR) was submitted, the right-of-way acquisition was reported as 21.3 acres. This results in an average acquisition of about 9 acres per mile. URS will need to check that acreage considering that new access roads have been proposed since the ESR as submitted. An addendum may need to be submitted.

T. Winkelman said that bio and wetlands review were completed and special waste has also been done. He said that the cultural review has been done and the results should be available soon. T. Winkelman and H. Dastgir were not sure if the number of impacted properties would necessarily require something more than a CE. T. Winkelman asked K. Benting to send the public comments. He will check on the status of the cultural review and look at the public comments. Based on the results of the cultural survey and the public comments, he and H. Dastgir will make a determination of whether CE still applies. If there is not an organized opposition to the project, it can most likely be processed as a CE. H. Dastgir said that the process is for all of our protection to make sure that the proper level of environmental review is considered.

R. Marley said that the determination needs to be made soon. The City has had too many overruns on projects recently.

2) <u>Public/Stakeholder Coordination</u>

K. Benting summarized the public/stakeholder coordination to date. An internet questionnaire was circulated to ADM and Richland Community College in 2010. The same questionnaire was also sent to residents in the area of the project. The first public meeting was held on February 17, 2011 and the second public meeting was just held on July 24, 2012. There have been meetings with various stakeholders, including Tate & Lyle, ADM, Norfolk Southern, CN Railway, ICC and others. Study information is posted at the City of Decatur web site and letters were recently sent to property owners with potential right-of-way acquisition.

K. Benting asked T. Winkelman what information should be included in the Project Development Report to document the public/stakeholder coordination. T. Winkelman said that they want to see all comments and samples of all letters that were sent. A listing of all property owners that received a letter should be included. Any responses to individuals should also be included. The response to the initial survey can be summarized.

K. Benting asked about the status of IDS approvals for William Street/Brush College Road and Marietta Street/Brush College Road. N. Miller said that she thought that URS still needed to address final comments. K. Benting said that he thought that URS had already addresses all comments. He will check correspondence and follow-up with N. Miller.

3) Stakeholder Issues

K. Benting identified some stakeholder issues.

Walston Auto Wrecking: URS and the City have met with the owners of Walston Auto Wrecking. They said that it is very important for them to have an entrance from Faries Parkway to their property on the south side of Faries Parkway. They also pointed out that entrances are shown for the ADM Renovation property just east of their property. The Walston property in question falls within the lane taper of the proposed free-flow right turn lane ramp coming from Brush College Road. URS has evaluated removing the free-flow right turn lane but determined that there are too many right-turn movements to do so. If a stop light is used, the queues get very long even if two right-turn lanes are provided. R. Marley was also concerned that if a change of use occurs at the property in the future, there may be more conflicts than there are now.

K. Benting said that with signage, the connector to Logan Street from the free-flow right lane, and the improvement of Logan Street, it does not appear that an entrance off of Logan would be that bad. Staff from URS had discussed this option with Lynn Walston at the recent public meeting. Mr. Walston said that option would not work for them and they need an entrance from Faries Parkway.

Rob Macklin, the IDOT D7 Geometrics Engineer was not at the meeting, but had already offered comments to URS engineers via email correspondence. He agreed with URS engineer's assessment that an entrance should not be provided unless the free-flow right lane is eliminated. It was decided that an entrance to the Walston property should not be provided along Faries Parkway.

Tri Star Marketing (Super Pantry): The Super Pantry is located at the NE corner of the William Street/Brush College Road intersection. K. Benting said that representatives from Tri Star Marketing attended the recent public meeting. He also said that an email was received from Russ Stewart of Tri Star Marketing stating that their company was "vehemently opposed" to the road improvements proposed at their corner. They requested a personal meeting with URS, City of Decatur and IDOT and said that they are in the process of hiring legal counsel to represent them in the proceedings.

Subsequent to receiving the email, they had a conference call with the City of Decatur to express their concern with the barrier median and how it affected their business. They have retained the services of Phil Cochran to help review options for access.

H. Dastgir said that there was a similar issue for a gas station near I-80 and Ridge Road in Minooka. A lot of semi-trucks used that station. That is not the case for the Super Pantry at William Street. R. Marley asked if the City has an obligation to implement an access plan that Tri Star's consultant develops. H. Dastgir said that he would speak with the ROW department, but he didn't believe that the city is obligated to do that.

R. Marley asked if there was a chance that the requirements for the medians at the dual left turn lanes would be waived. M. Kastl said "no". R. Marley then asked how we would address arguments that other intersections in town with dual left turn lanes do not have a raised median. One example was westbound Eldorado to southbound Main Street. M. Kastl said that she would look into it.

All IDOT parties agreed that this may be a sad but unavoidable case for Super Pantry. H. Dastgir said that it is still good to study an access road. He did not think that Super Pantry could prove that the project would put them out of business. K. Benting asked if URS should do any additional work relating to the Super Pantry access at this time. R. Marley said "no".

S.J. Smith Company (SE corner of Faries Parkway and Brush College Road: S.J. Smith Company is a welding supply business. This site is their largest fill-tank facility and they have a lot of customers. K. Benting and M. Cave met with representatives of S.J. Smith Company on Monday (8/13/12). The representatives said that they are planning to construct a new $1 million building on the site and were ready to break ground this week. K. Benting said that they have already paid $250,000 towards new equipment for the facility.

The representatives said that S.J. Smith would be willing to relocate to an industrial park further north on Brush College Road if compensation is available. K. Benting said that he thought the project development report had to be approved before right-of-way could be acquired, but noted that the IDOT Bureau of Local Roads & Streets Manual identified special circumstances where ROW could be acquired prior to approval of the report.

N. Miller said that ROW acquisition for S.J. Smith Company can start now because it would be considered a hardship case. She said that this would also apply to the S.A.M. Insurance building (Utterback property) at the NW corner of William Street and Brush College Road. T. Winkelman said that the City needs to go through the proper procedures to ensure that they are reimbursed. The City must get approval from IDOT before hiring an acquisition consultant.

Illinois Jobs Now money can be used for the consultant and the purchase of the property as long as approval to begin the process is granted through IDOT/FHWA and a Joint Agreement is executed. As long as the federal acquisition process is followed, any City funds used after Illinois Jobs Now money is used can be reimbursed. Federal reimbursement will not be provided for state funds used toward acquisitions.

Road Closure: K. Benting said that based on comments received since the last public meeting, the majority support keeping Brush College Road open during construction, even if the overall time of construction is longer. Due to the limited width between St. John's cemetery and the CN track, it does not appear that Brush College Road can be kept open north of Faries Parkway. URS is currently looking at the feasibility of keeping Brush College Road open south of Faries Parkway.

N. Miller said that a detour route will have to be submitted with the PDR if traffic will be detoured from a State route. She said that all entities, IDOT, Township, City, and County, will have to approve detour routes on their roads. This information needs to be included in the PDR.

N. Miller asked about traffic numbers for the Faries Parkway intersection. She didn't think that they had been submitted. K. Benting said that he would check and follow up with her. N. Miller asked about intersection design studies to be submitted. K. Benting said that the IDS for Faries Parkway/Brush College Road is being prepared now. He said the IDS will include the intersection of the ramp at both Brush College Road and Faries Parkway and will also include the geometrics at the James Street extension.

N. Miller said that Type, Size and Location Drawings (TS&Ls) will also need to be submitted for approval prior to including in the PDR. K. Benting said that the TS&Ls have been developed but URS is currently considering a 2-span option over Faries Parkway rather than the 4-span option currently shown. T.

Winkelman asked if a Bridge Condition Report (BCR) had been prepared for the existing underpass at the NS yard. K. Benting said that the existing structure is owned by Norfolk Southern, so a BCR was not prepared.

K. Benting said that they have received comments from Norfolk Southern but have not received any comments from Canadian National (CN) Railway since a May 23, 2012 meeting. The CN track area currently drains into a 36" diameter city sewer located under Brush College Road. Since the sewer will be relatively deep after the underpass is filled in, URS asked CN Railway if a drainage pipe could be provided on the west side of a proposed MSE wall between the CN track and Brush College Road. The new drain pipe would need to be located just off of the CN track and may need to be under the track at some locations.

R. Marley asked if the City was obligated to fill in the existing underpass. He wants some leverage to use when negotiating with the railroad for funding. If the existing underpass is owned by the railroad, the City may not have any obligation to fill in the existing underpass.

K. Benting said that exhibits that have been submitted to NS and CN for approval show the existing underpass and the approaches filled in. If a decision is made not to fill in the underpass, proposed cross sections would change.

There was some discussion about the proposed overpass at Faries Parkway. K. Benting said that an 8' shared-use path is proposed along Brush College Road. On the structure, a 2' shy distance is provided on each side of the shared use path. The resulting bridge width projects over the St. John's Cemetery property line by about 2'. K. Benting asked if this would be a problem or if a variance should be submitted to reduce the shy distance on the structure. Photos show grave stones along the fence line. According to D. Skelley, the fence is on the property line.

N. Miller did not think a variance would be granted and thought that maintenance could be an issue under the bridge if it projects over the cemetery property. The feeling was that the air space is included in the ROW measurement and that the bridge overhang will require ROW acquisition.

K. Benting said that he was not sure if the alignment could be shifted further west because of the CN track and really doesn't want to shift the alignment at this point. He said that URS still needs to determine how to deal with the utilities in the area. The proposed piers will not allow utilities to be located directly under the overpass. There is currently a gap between the west edge of the structure and the CN track.

There was discussion about traffic crossing the NS rail yard tracks at James Street, even though signs prohibit crossing the tracks. K. Benting said that public comments indicated that people do cross the tracks at that location. Some comments were opposed to the extension of James Street because it would result in more traffic in the residential neighborhood south of the rail yard. In order for that to happen, motorists have to be crossing the tracks where they are not supposed to.

R. Marley said that the City could place a barricade on James Street south of the tracks, since the City has jurisdiction there.

4) <u>Preliminary Environmental Site Assessment (PESA)</u>

Figure 20-12A of the IDOT Bureau of Local Roads & Streets Manual was used to determine that a PESA is required.

K. Benting noted that the aerial plan on display showed properties that were identified as having recognized environmental conditions (REC). He noted that the IDOT prepared PESA for William Street Road was very liberal with their REC designations and that many properties along William Street are designated "REC".

Since preliminary site investigation (PSI) is required for any REC site that requires ROW acquisition, K. Benting asked when the PSI is done and by whom. T. Winkelman said that the PSI is done in the design phase and to be prepared because the site investigations may take a year. Cross sections will need to be provided, showing ROW, for every location. He said that IDOT will take care of the PSIs along William Street, but the City will need to hire a contractor for any PSIs along Brush College Road or Faries Parkway.

K. Benting noted that URS environmental staff were not as liberal with REC designations along Brush College Road and Faries Parkway. He noted that the S. J. Smith Company did not have an REC designation. He said that he had discussed this issue with his environmental staff considering that this is a welding tank fill site, but since the gas storage tanks are above ground, the environmental staff did not feel as though there would be any ground contamination.

N. Miller said that finding contaminated soil during a project can shut down the entire job. T. Winkelman said that IDOT will designate many properties on the PESA as REC to safeguard against future findings in their jurisdiction (William Street). Even if a house may have had lead paint, it will be labeled an REC.

After hearing these discussions, R. Marley said that he wanted to do the same in City jurisdiction with all acquired property. K. Benting said that URS will go back and designate more properties as REC. He asked if the best way to handle would be to issue a revised PESA or an addendum. T. Winkelman said that an addendum could be submitted. He said that a PSI does not have to be done on designated REC that will have very low impact. URS will need to make that assessment.

K. Benting asked if IDOT would be reviewing and approving the PESA submitted by URS. N. Miller said that IDOT does not review consultant's PESA and any coordination was between URS and the City of Decatur.

5) <u>Noise Analysis</u>

K. Benting provided an aerial plan exhibit showing the noise receptors and impacted properties. He said that the noise analysis was close to completion and the feasibility of noise walls was currently being evaluated. He noted that impacted properties were identified along the east leg of William Street (residential homes), a couple of churches along Brush College Road, and at Spangler Cemetery. He said that it appeared that a noise wall could be provided at Spangler Cemetery, but they would not be feasible at other locations.

T. Winkelman said that it will probably not be feasible to provide noise walls on this project. He pointed out that even if noise walls are not provided, the evaluation is part of the required process for noise analysis. URS will need to submit a waiver as part of the documentation.

T. Winkelman said that the noise analysis is a separate submittal and must be accepted by IDOT before it can be included in the PDR. The actual approval is part of the NEPA process.

6) 4(f) De Minimis Documentation – Brush College School Elementary School Parking Lot

K. Benting said that earlier correspondence with IDOT/FHWA determined that 4(f) impact coordination will be required for the Brush College Elementary School parking lot since it is owned by the Decatur Park District. On previous projects where 4(f) de minimis documentation was required, a notice was put in the paper and then a letter of authorization was provided by the official with jurisdiction.

Since the project has already been presented at public meetings, K. Benting asked if a notice would be required in addition to a letter from the Decatur Park District. T. Winkelman and M. Kastl said that since the project has been presented at public meetings, only a letter from the Decatur Park District will be required.

R. Marley asked if impacts to cemeteries required 4(f) documentation. T. Winkelman said that cemeteries are not included in 4(f) impacts.

Summary of Action Items

1) URS/City – Identify township road commissioner and meet with commissioner and Macon County Engineer
2) URS – Check ROW requirements and submit addendum to ESR if necessary
3) URS – Send public comments received to date to T. Winkelman
4) IDOT/FHWA – T. Winkelman and H. Dastgir will review comments and cultural review to determine if project can be processed as a Categorical Exclusion (CE)
5) URS – Check status of IDS submittals for William St./Brush College Road and Marietta St./Brush College Road
6) City/URS – provide information required for acquisition of property occupied by S.J. Smith Company
7) City/URS – provide information required for acquisition of property at 3790 E. William Street Road owned by Ronnie Utterback.
8) URS – Develop detour route, if required, and obtain sign-off from agencies with jurisdiction
9) URS – Submit IDS for Faries Parkway/Brush College Road intersection
10) URS – Submit TS&Ls for proposed overpass structures
11) URS – Consider options for bridge overhang at St. John's Lutheran Cemetery
12) URS – Submit addendum to PESA with additional RECs
13) URS – Complete/Submit Noise Analysis
14) URS – Complete 4(f) documentation for Brush College School Parking Lot

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Attendance Roster

Date: 8/15/2012 **Location:** URS - Decatur

Purpose: Brush College Road Improvement Study - Coordination Meeting with IDOT

	Name	Organization	Title	Phone	Email
1	Keith Benting	URS	Project Manager	217-875-4800	keith.benting@urs.com
2	Hassan Dastgir	FHWA	TRANSPORTATION ENG.	217 492-4623	hassan.dastgir@dot.gov
3	Tom Winkelman	IDOT-CBLRS	Proj. Dev. Eng.	(217) 782-0675	Tom.Winkelman@illinois.gov
4	MAUREEN KASTL	IDOT-DIST 7	LR&S Engineer	(217) 342-8321	Maureen.Kastl@illinois.gov
5	Dan Skelley	URS	Project Engr.	(217) 875-4800	daniel-skelley@urs.com
6	Matt Newell	City of Decatur	City Engineer	217-424-2747	mnewell@decaturil.gov
7	Nita Miller	IDOT	CBLRS Field Eng	217 342-8325	Nita.Miller@illinois.gov
8	Rick Marley	City of Decatur	Public Works Director	217 424 2747	
9	Mary Cave	" " "	City Project Mgr	" "	mcave@decaturil.gov
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

Benting, Keith

From: Miller, Nita K <Nita.Miller@illinois.gov>
Sent: Thursday, August 30, 2012 8:03 AM
To: Benting, Keith; Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov)
Cc: 'Newell, Matt C.'
Subject: FW: Decatur - Brush College Road - Section 09-00933-00-BR - Phase I Environmental Processing

Keith

Please see below on the determination for processing the project.

Nita Miller
LR&S Field Engineer
Phone 217-342-8325
email Nita.Miller@illinois.gov

Please consider the environment before printing this email

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From: Winkelman, Tom
Sent: Wednesday, August 29, 2012 1:42 PM
To: Miller, Nita K
Cc: 'hassan.dastgir@dot.gov'; Piland, Janis
Subject: Decatur - Brush College Road - Section 09-00933-00-BR - Phase I Environmental Processing

Nita,

I met with Hassan and Jan of the FHWA yesterday to talk about the environmental impacts and environmental processing for the Phase I portion of the subject project. We discussed the public comments received as well as reviewed the project impacts to the Tri-Star Marketing property (Super Pantry), S. J. Smith property, Walston Auto Salvage property, and the St. John's Lutheran Cemetery / Swartz Cemetery. Due to the potential impacts to these properties, it was determined that an Environmental Assessment (EA) will be the preferred method to process this project.

The Bureau of Design and Environment Manual outlines two different types of EA documents: the traditional EA and the Abbreviated EA. This project is better suited to fit the format of the Abbreviated EA. As such, the project will not have to go through the NEPA / 404 Merger meeting process for concurrence.

I am in the process of getting some BDE Forms for use with the abbreviated EA. There is more information available in Chapter 24 of the BDE Manual, and more specifically in Chapter 24-3.

One of the first things that should now be developed is a timeframe / timeline for the completion of the EA document. Please have the Consultant put together a timeline for the completion of the project.

If you have any questions, please let me know.

Thank you,
Tom

Thomas Winkelman, P.E.
Project Development Engineer
Illinois Department of Transportation
Bureau of Local Roads & Streets
2300 South Dirksen Parkway
Springfield, IL 62764
Phone: (217) 782 - 0675
Fax: (217) 782 - 3971

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Illinois Commerce Commission

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URS

Record of Conversation

Date: 2/25/2011 **Time:**

Project: Brush College Road at Norfolk Southern Crossing Study/ 36432772

Client: City of Decatur

Recorded By: Keith Benting

Talked With: Mike Stead – ICC – Rail Safety Program Administrator

Subject: Process for Illinois Interstate Commerce Commission Involvement

I called Mike Stead at ICC (217-557-1285) regarding the Brush College Road at NS Crossing Study. I told Mike that a study was in progress to look at both and overpass and an underpass option at the NS yard at Brush College Road in Decatur. I asked Mike at what point we need to get the ICC involved.

Mike asked when the study would be completed. I told him that the study should be completed this fall.

Mike said that the selections for the 5-year plan have already been made this year, and the next selections will be made after July 2011. He suggested that the City complete the Grade Crossing Protection Fund Project Application and submit with the completed study report. The application is available at the ICC web site.

URS

Meeting Minutes

Subject:	Brush College Road at NS Crossing Study: Preliminary Engineering
Project No:	36432772
Meeting Date & Time:	7/25/2012
Location:	ICC – Springfield, IL
Prepared By/Date:	Keith W. Benting/7-25-12

Attendees:		
	Keith Benting	URS - Project Manager
	Dan Skelley	URS – Project Engineer
	Mary Cave	City of Decatur – Project Manager
	Matt Newell	City of Decatur – City Engineer
	Michael Stead	ICC – Rail Safety Program Administrator
	Joe Von De Bur	ICC – Rail Safety Specialist
	Aaron Toliver	ICC – Rail Safety Specialist
	John Blair	ICC – Rail Safety Specialist

Copies: Attendees, Project File

Purpose: Initial stakeholder meeting with Illinois Commerce Commission. Present proposed improvements to Brush College Road between William Street and Faries Parkway including a proposed overpass carrying Brush College Road over the Norfolk Southern (NS) rail yard and an overpass carrying Brush College Road over Faries Parkway and the NS track.

Meeting Summary:

K. Benting presented a packet of material with various exhibits for a proposed overpass carrying Brush College Road over the Norfolk Southern rail yard and an overpass carrying Brush College Road over Faries Parkway and the NS single track. He also provided photos of the existing intersection at Brush College Road and Faries Parkway.

Reference was made to Exhibit A which showed a plan view of the proposed substructure layout at the NS rail yard. Mike Stead asked if Norfolk Southern would allow the pier in the center of the yard. The railroad usually objects to such placement since the pier may interfere with future expansion. K. Benting said that the layout was included with material submitted to NS. The only review comment regarding the pier was that since it was located between the tracks, a temporary crossing may be required. There was no objection to the pier location. Mike noticed that there is a building and parking in the area so that expansion may be unlikely anyway.

K. Benting referred to Exhibit E and H of the handout and noted that a utility corridor is proposed along the east side of the overpass and some utilities will need to be bored under the yard tracks. ADM also has a steam line in the west bay of the existing underpass occupied by the CN track. ADM plans to keep the steam line in that bay.

K. Benting said that with the overpass option, the east bay of the existing underpass will be filled in. He referred to Exhibit C3. He noted that a similar method was being used to fill the existing subway on the City of Danville Fairchild Subway replacement project. K. Benting said that the current plan is to keep the CN/IC track in the west bay of the existing underpass with no improvements to that bay. URS had looked into the feasibility of eliminating the track, but the track services Tate & Lyle and must remain at its current location. The plan to maintain the bay carrying the CN track, with no plan for upgrading, has been submitted to NS and CN. NS did not object to this approach in the comments that were received from them.

K. Benting described the retaining wall that would be constructed adjacent to the CN/IC track. The area occupied by the CN track, referred to as the "Staley Lead Track", drains into a 36" diameter city sewer. Since a portion of the 36" storm sewer will be fairly deep after fill is placed at the existing underpass, a new drain pipe will need to be installed for the Staley Lead Track. The pipe will need to be located on the west side of the proposed retaining wall and may require that portions of the track be removed in order to install the drain pipe. This information has been given to Canadian National Railway and URS is waiting for a response. CN did say that a crash wall will be required for the MSE wall. If the existing retaining wall in front of the proposed MSE wall is kept in place, it might serve as a crash wall, but removing that wall may provide room to place the drainage pipe without removing the track in some areas. K. Benting said that information from an MSE wall vendor shows that thicker sections are available for the base and may serve as a crash wall. The information was sent to CN and URS is waiting for a response.

If the overpass is constructed in stages, the contractor may need to occupy the CN tracks in order to set the girders along the west portion of the proposed overpass.

Discussions then focused on the proposed overpass at Faries Parkway. K. Benting referred to the photos of the existing intersection, showing the NS/CN diamond, and the gate across the CN track. He said that the intersection is controlled by signals when there is a train. There are currently no gates.

Mike Stead said that gates/signals will be required at the CN track for the overpass option. John Blair said that the center of the foundation for the gates/signals should be 12' from the centerline of the track. K. Benting said that URS had not yet considered the signal/gate location and will have to lay it out to see if there is enough room adjacent to the proposed pier at the centerline of Faries Parkway. Dual gates may need to be considered, with one on each side of the road and at the median.

K. Benting pointed out that with the proposed overpass, the west leg of E. Harrison Street and the parking lot of the ADM bio-products building will no longer have access to Brush College Road. The CN at-grade crossing at these two locations would be eliminated and a single new crossing added at the new access road connection to Brush College Road, north of the ADM bio-products facility. K. Benting said that a proposal to shift the CN track farther away from Brush College Road, where the track will cross the new access road, was presented to CN. CN indicated that they would not have a problem with shifting the track.

K. Benting referred to Exhibit M, a contact log for railroad stakeholders, including Tate & Lyle and ADM. He provided a copy of correspondence to date with Norfolk Southern Corporation and Canadian National regarding the Brush College Road Improvement Project.

Mike Stead asked about the estimated cost of the project. K. Benting said that a “ballpark” estimate of $60 million was developed earlier this year. That estimate will be refined as the study is finalized. The study is expected to be completed by the end of the year.

Mike Stead that for a project of this magnitude, the ICC contribution may be $10 to $12 million. He said that the City of Decatur should line up financing and then apply for ICC funding. Mary Cave asked if the ICC could prepare a letter indicating the amount that may be available. Mike Stead said that the ICC could provide such a letter. He also said that the combined railroad contribution for the Faries Parkway overpass might be 5%, but the overpass at the NS yard could be a different story. The railroad may not be willing to contribute to the replacement of the underpass if the project provides no advantage to them.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Benting, Keith

From: Stead, Mike <mstead@icc.illinois.gov>
Sent: Wednesday, April 30, 2014 9:51 AM
To: Benting, Keith
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov); Broers, Charles; VonDeBur, Joe; Toliver, Aaron
Subject: RE: City of Decatur - Brush College Road Improvement Study - Signals Required at CN track

Keith - From the drawing there appears to be enough room to install flashing light signals & gates between the relocated track and Brush College Road. We're not sure what the scale on the drawing is, but the gate length for the assembly near Brush College could be a concern. It looks like the east side gate would be 40'-50' feet. The railroad will likely object to maintaining a gate that long.

It looks like a median island with a second gate for westbound traffic coming off of Brush College Road might be an option. With slow speed trains and resulting temptation for drivers to go around the gates, medians might be a good fit here. It may also provide for ease of modifying for a future traffic signal interconnect setup, if it becomes necessary. 42' would not likely store the design vehicle (it is assumed that 65'-75' will be needed for industrial use), so an interconnected traffic signal might be the way to go anyway. With an ADT of 11,500, Brush College Road may need a signal for motorists to access it. This will be the only access/egress point for residents living behind the ADM offices.

Michael E. Stead
Rail Safety Program Administrator
Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, IL 62701
(217) 557-1285
mstead@icc.illinois.gov

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From: Benting, Keith [mailto:keith.benting@urs.com]
Sent: Monday, April 28, 2014 8:50 AM
To: Stead, Mike
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov); Broers, Charles;

VonDeBur, Joe; Toliver, Aaron
Subject: RE: City of Decatur - Brush College Road Improvement Study - Signals Required at CN track

Mike,

Attached is a closer view of the proposed crossing. Currently the distance from the edge of pavement to the centerline of the CN/IC track is +/- 15'. There is B-6.24 curb and gutter so the distance is only 13' +/- from the face of the curb to the centerline of track.

We are proposing to shift the CN/IC track to the west. The edge of pavement will not change but we are adding a turn lane for southbound traffic. The distance from edge of pavement to the centerline of the track will be +/-42' south of the crossing and +/- 30' on the north side of the crossing. (28' from face of curb to centerline of track).

There is also a storm sewer and water line in the area.

Keith W. Benting, P.E., S.E.
Group Manager – Structures
URS Corporation
345 East Ash Ave.
Decatur, IL 62526
Office: (217) 875-4800
Direct: (217) 233-1786
FAX: (217) 875-3577
Email: keith.benting@urs.com

From: Stead, Mike [mailto:mstead@icc.illinois.gov]
Sent: Friday, April 25, 2014 10:20 AM
To: Benting, Keith
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov); Broers, Charles; VonDeBur, Joe; Toliver, Aaron
Subject: RE: City of Decatur - Brush College Road Improvement Study - Signals Required at CN track

Keith – This office recommends the installation of flashing light signals & gates at all new public grade crossings. But, we have a few questions about this particular proposed crossing:

- It appears they are talking about closing 1 public at grade and 1 private at grade. Where would the new crossing be located?
- The distance between the CN track and Brush College Road varies. There is a concern whether there would be adequate space to install flashers & gates between the track and parallel road.
- Will the new crossing be considered public or private?

Michael E. Stead
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From: Benting, Keith [mailto:keith.benting@urs.com]
Sent: Friday, April 25, 2014 9:30 AM
To: Stead, Mike
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov); Broers, Charles; VonDeBur, Joe; Toliver, Aaron
Subject: RE: City of Decatur - Brush College Road Improvement Study - Signals Required at CN track

Mike,

I have a follow-up question to our 3/19/14 correspondence. North of Faries Parkway, we will be eliminating two at-grade crossings along the CN/IC track. We will be creating one new at-grade crossing. This was discussed at our 7/25/12 meeting, but the meeting minutes do not indicate if a crossing gate will be required at that location. The existing crossings do not have a crossing gate. ***Will a gate be required at the new crossing?***

Attached for reference are the following:

1) Minutes from 7/25/12 meeting – see highlighted paragraph
2) Photos showing existing at-grade crossings (Photos 1 thru 3 are at E. Harrison, and Photo 4 is at the ADM Bio-Products building)
3) Plan sheet showing area in question. Note that CN/IC track will be shifted.

Note that we currently show a crossing gate on Exhibit 3 at the new crossing.

Keith W. Benting, P.E., S.E.
Group Manager – Structures
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FAX: (217) 875-3577
Email: keith.benting@urs.com

From: Stead, Mike [mailto:mstead@icc.illinois.gov]
Sent: Wednesday, March 19, 2014 7:57 AM

To: Benting, Keith
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov); Broers, Charles; VonDeBur, Joe; Toliver, Aaron
Subject: RE: City of Decatur - Brush College Road Improvement Study - Signals Required at CN track

Keith – We reviewed the plans and offer the following comments:

- Based on the multiple lane configuration of Faries Parkway (2 lanes in each direction), the crossing should be equipped with cantilevered mounted flashing light signals and gates, or have median-mounted flashing light signals with automatic flashing light signals and gate mounted along the right side of Faries.

- The issue in the use of a cantilever for westbound traffic is the lateral distance from the bridge (is it from inside of parapet) to center of track. Plans show the lateral distance being about 24 feet 2 inches. There appears to be a vertical window that the signals from a cantilever would not be blocked from the bottom of bridge girder. Minimum vertical clearance for signals is 17 feet above crown of pavement and the TS&L plans shows a minimum vertical clearance of 24'-4" above the pavement of the westbound lanes to the bottom of the bridge girder.

- It is unclear whether a median-mounted signal will work, due to lack of dimensions. The 20' median appears to be from edge of eastbound lane to edge of westbound lane. We don't know what size of curb and gutter is to be installed. Also, there was no end view of the pier so we don't know the width of the pier. We can't determine the dimension from the face of curb to the face of pier.

- Placing flashing light signals east of the bridge would be in conflict with 92 Ill. Adm. Code 1535.335. The City may want to investigate the use of a warning beacon over the Crossing Ahead Sign (W10-1), since the crossing is just west of the bridge.

I trust this information will be helpful. If you have any questions, or need additional information, please contact me or Chuck Broers, Senior Rail Safety Specialist, at cbroers@icc.illinois.gov or (217) 785-8424.

Michael E. Stead
Rail Safety Program Administrator
Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, IL 62701
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mstead@icc.illinois.gov

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message is strictly prohibited by law. If you receive this message in error, please contact the sender immediately and delete the message and any attachments.

From: Benting, Keith [mailto:keith.benting@urs.com]
Sent: Tuesday, March 18, 2014 12:55 PM
To: Stead, Mike
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov)
Subject: FW: City of Decatur - Brush College Road Imrovement Study - Signals Required at CN track

Mike,

I tried to send the email below to John Blair, but it didn't go through. Apparently John is no longer there. Can you provide an answer?

Keith W. Benting, P.E., S.E.
Group Manager – Structures
URS Corporation
345 East Ash Ave.
Decatur, IL 62526
Phone: (217) 875-4800
FAX: (217) 875-3577
Email: keith.benting@urs.com

From: Benting, Keith
Sent: Tuesday, March 18, 2014 12:42 PM
To: 'jblair@icc.illinois.gov'
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov)
Subject: City of Decatur - Brush College Road Imrovement Study - Signals Required at CN track

John,

We met with the ICC on 7/25/12 regarding the subject project. The study phase is still ongoing however the Environmental Assessment was approved in February of this year and the final meeting/public hearing is scheduled for 4/22/14. We are working to finalize the cost estimate.

At the 7/25/12 meeting, we were told that we would have to provide gates/signals at the CN track crossing at Faries Parkway. The attached Type, Size, and Location (TS&L) drawing shows the proposed overpass to carry Brush College Road over Faries Parkway and a single NS track. The CN track runs along the west side of Brush College Road.

If you look at the plan view on the attached TS&L you can see the proposed gates. The warning lights may be obstructed by the bridge pier for westbound traffic on Faries Parkway. Have you encountered a situation like this before? Will warning lights have to be placed on the east side of the overpass?

Keith W. Benting, P.E., S.E.
Group Manager – Structures
URS Corporation
345 East Ash Ave.

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Macon County Highway Department

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URS

Meeting Minutes

Subject:	Brush College Road Improvement Study City of Decatur Section 09-00933-00-BR
Project No:	36432772
Meeting Date & Time:	8/27/2012 10:00 am
Location:	City of Decatur – Public Works Conference Room
Prepared By/Date:	Keith W. Benting/8-27-12
Attendees:	Keith Benting — URS - Project Manager Mary Cave — City of Decatur – Project Manager Bruce Bird — Macon County Engineer
Copies To:	Attendees, Project File Rick Marley

Purpose: The meeting was held to present the proposed intersection at Faries Parkway and Brush College Road and to determine the appropriate jurisdiction north of Faries Parkway after the improvements are made.

Meeting Summary:

K. Benting provided an aerial plan of the proposed ramp and signalized intersection at Faries Parkway and Brush College Road for reference. He also provided an exhibit showing the township and city limits in the area of the proposed intersection and a rendering of the ramp with traffic signals.

B. Bird said that currently Decatur Township has jurisdiction of the east leg of Faries Parkway from the east curb line at the intersection and Macon County has jurisdiction of Brush College Road north of Faries Parkway from the north curb line of the intersection.

K. Benting explained that the proposed free-flow right turn lane will not allow an entrance for Walston Auto Wrecking from Faries Parkway because the entrance would be located within the lane taper. He said that the entrance for Walston will need to be located off of Logan Street. With the proposed extension of James Street and the connector to Logan Street from the ramp, E. Logan Street will see more traffic and improvements will need to be made. The City will have to decide if improvements should also be made to E. Olive Street as part of the project.

B. Bird said that the County maintains these roads for Decatur Township, but there's not much that can be done with the limited MFT funds. K. Benting asked B. Bird if he could confirm that Decatur Township does not receive MFT funds based on miles of roadway because they are below the threshold with less than nine miles of roadway within their jurisdiction. B. Bird said that their share of MFT funds is based in miles of roadway, but if the City took over these roads, the loss of funds to the township may only be around $25 per year. He said that the County receives the MFT funds and distributes the funds to the townships.

There was some discussion about where the appropriate jurisdiction should be along Brush College Road, north of Faries Parkway, after the proposed improvements are in place. B. Bird and M. Cave agreed that a point that would allow turn-around for snow plows would be best, therefore the east leg of E. Harrison Street seems like a logical place. Macon County would maintain Brush College Road from the north curb of the east leg of E. Harrison Street and the City will maintain Brush College Road south of that point.

There was also discussion about the proposed access roads. Since there are still residential properties in the NW quadrant of the intersection, K. Benting asked if the new access road would be a city street or private (ADM)? M. Cave said that by the time the project is constructed, ADM will most likely have acquired the residential properties, so the road may be private. B. Bird said that $65,000 can be obtained for RR crossing removals. ($50,000 from ICC and $15,000 from CN Railway/FHWA)

M. Cave said that the proposed access road to St. John's Lutheran Cemetery will also be a city street. K. Benting asked about the connecting road that will extend under the proposed overpass to allow circulation within the cemetery. B. Bird suggested that a permanent easement be considered with responsibility for maintenance covered by an agreement.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Decatur Township

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URS

Meeting Minutes

Subject:	Brush College Road Improvement Study City of Decatur Section 09-00933-00-BR
Project No:	36432772
Meeting Date & Time:	8/24/2012 9:00 am
Location:	City of Decatur – Public Works Conference Room
Prepared By/Date:	Keith W. Benting/8-24-12
Attendees:	Keith Benting — URS - Project Manager Mary Cave — City of Decatur – Project Manager Rick Marley — City of Decatur - Public Works Director Gordon Brenner — Decatur Township – Road Commissioner
Copies To:	Attendees, Project File Bruce Bird/Macon County

Purpose: The meeting was held to present an overview of the Brush College Road Improvement Study and to determine the appropriate jurisdiction for Logan and Olive Street after the improvements are made.

Meeting Summary:

K. Benting provided an aerial plan of the proposed ramp and signalized intersection at Faries Parkway and Brush College Road for reference. He also provided an exhibit showing the township and city limits in the area of the proposed intersection.

R. Marley provided an overview of the study and explained the various decisions that led to the extension of the study to include an overpass at Faries Parkway.

K. Benting described the proposed intersection. He explained that an extension of James Street to Faries Parkway is planned since Logan Street and Olive Street will no longer have access to Brush College Road as a result of the overpass. The only way to access the area will be from the James Street extension or from the proposed connector to Logan Street from the ramp. The Logan Street connector at the ramp will only accommodate right turns from Logan.

K. Benting said that Walston Auto Wrecking would like to have an entrance off of Faries Parkway for their facility on the south side of Faries Parkway. URS has determined that an entrance should not be provided at that location since it would be located within the taper of the free-flow right turn lane coming from Brush College Road. Although Walston is opposed to the idea, K. Benting said that an entrance can be provided off of E. Logan Street. Improvements will need to be made to Logan Street to handle heavy truck traffic and the radius from the James Street extension will need to accommodate large trucks. He said that with the proposed improvements, traffic can easily get from Brush College Road to an entrance on Logan Street. Signage could help direct traffic on Brush College Road to Walston Auto Wrecking.

With the proposed improvements to E. Logan Street and possibly E. Olive Street, the question was raised about jurisdiction of those streets after the improvements.

G. Brenner said that Decatur Township maintains less than nine miles of roadway. He said that they are below the limit and do not receive Motor Fuel Tax (MFT) funds based on number of road miles like other townships.

This means that Decatur Township will not lose funding if jurisdiction of E. Logan Street and E. Olive Street are turned over to the City of Decatur. G. Brenner had no objections to giving the city jurisdiction of these streets. He does not have adequate funds to maintain the streets now.

K. Benting asked if taking over jurisdiction of the streets meant that the properties would be annexed or if those were two different issues. R. Marley said that the city can only annex if surrounding properties are within city limits. However, he said that if a property is getting water from the city, the city can annex. He asked M. Cave to find out if Walston is getting water from the city of if they have a well. Lynn Walston has told us that he does not want to be annexed by the city.

G. Brenner said that Walston has to get permission from Decatur Township every year to maintain a salvage yard. He said that recently Walston had cars and tires outside their fence line and he threatened not to renew the agreement unless they moved the items.

M. Cave asked G. Brenner about Spangler Cemetery, near the corner of William Street and Brush College Road. He said that Spangler is one of three cemeteries maintained by the township and that Greenwood Cemetery takes care of Spangler. He didn't think there were many burials at Spangler Cemetery anymore.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Macon County Regional Planning Commission

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URS

November 9, 2012

Macon County Regional Planning Commission
141 South Main Street
Suite 501
Decatur, Illinois 62523

Attention : Mr. Tony Van Natta
Director of Planning and Zoning

Re: **Phase 1 Planning and Design**
F.A.U. 7448 (North Brush College Road at NSRR)
Section 09-00933-00-BR
Existing SN 058-3013
City of Decatur

Dear Mr. Van Natta:

URS is involved in a preliminary design study to determine the most feasible option for providing adequate capacity to handle the future traffic volumes in a safe and efficient manner along Brush College Road from Faries Parkway to William Street Road. Currently, Brush College Road has a two-lane cross section with narrow lanes, no bicycle facilities and substandard pedestrian facilities. This project will increase safety and access for businesses and future industrial development along the Brush College Road corridor.

Enclosed is the IDOT Project Notification and Review Form for the project along with plan & profile sheets and renderings. The form is being submitted for review and sign-off by the Macon County Regional Planning Commission as required by IDOT. Please acknowledge review and approval by signing below and returning to me.

Feel free to call me at 875-4800 if you have any questions or issues.

Sincerely,

URS Corporation

Keith W. Benting

Keith W. Benting, P.E., S.E.
Project Manager

KWB/kwb
36432772
Enclosure

Reviewed and Approved
Macon County Regional Planning Commission

Signed By: _____

Title: Chairman

Date: 12-18-12

cc: Mary Cave – City of Decatur

URS Corporation
345 E. Ash Avenue
Suite B
Decatur, IL 62526
Tel: 217.875.4800
Fax: 217.875.3577

Illinois Department of Transportation

Project Notification and Review

1. Legal Applicant / Recipient	**2. S.A.I. Number**
a. Applicant Name: CITY OF DECATUR	
b. Organization Unit: PUBLIC WORKS DEPARTMENT	**3. Application Date** 9/14/2012
c. Street / P.O. Box: ONE GARY K. ANDERSON PLAZA	
d. City: DECATUR e. County: MACON	
f. State: ILLINOIS g. Zip Code: 62523	**4. Type of Application** ☐ Continuation ☒ New ☐ Renewal ☐ Revision
h. Contact Person: (name & telephone no.) Matt Newell (217) 424-2747	**5. Federal Cat. No. 20.205** Highway Planning and Construction
6. Federal Agency to Review Request: FEDERAL HIGHWAY ADMINISTRATION	**7. Fiscal Year** 2012

8. The Applicant Certifies That:	a. To the best of my knowledge and belief, the data in this preapplication / application is true and correct.	b. If required, this application was submitted to appropriate clearinghouses (1) (2)
9. Certifying Representative	a. Typed Name and Title: Matt Newell (City Engineer)	b. Signature: [signature] c. Date Signed: 11-8-12

10. Title and Description

Route: North Brush College Road (FAU 7448) ☐ Early Warning

Limits: Station 10+54.36 to Station 73+34.00 ☐ Design

Sec. 5,6,7,&8, T16N, R3E, 3rd P.M.

County: Macon City: Decatur, IL

Section: 09-00933-00-BR

Existing Proposed Structure Number: Exist: 058-3013

11. Proposed Funding

a. Federal	$	TBD
b. Applicant	$	TBD
c. State	$	TBD
d. Local	$	TBD
e. Other	$	TBD
f. Total	$	$60 M

Urban ☒	☒ Add Lanes	☒ Traffic Signals	☒ Detour
Rural ☐	☒ Channelization	☐ Widen & Resurface	☐ Endangered Species
ROW 18.8 Acres	☒ Grading	☒ 4 (f)	☐ Historic Site
Easements 7.0 Acres	☒ Intersection Improve.	☒ 404 Permit	☒ In-Stream Work
ADT (Current) 13,900	☒ Paving	☐ Arch. Survey	☐ Runaround
ADT (Projected) 18,950	☒ Realignment	☒ Borrow Required	☒ Stage Construction
Length 6280 ft. / 1.19 mi.	☐ Reconstruct	☐ Channel Change	☒ Tree Removal
Fed. Proj. No. Not Assigned yet	☒ Structure	☐ Const. Crossing	☐ Wetlands
Contract No. Not Assigned yet	☐ Resurface	☐	☒ Hazardous Waste
PPS No.	☒ Curb & Gutter	☐	☐

12. General Description

In 2010, URS was retained by the City of Decatur to perform a preliminary design study to determine the most feasible option for providing adequate capacity to handle future traffic volumes in a safe and efficient manner along Brush College Road between Faries Parkway and William Street. Brush College Road has a two-lane cross section with narrow lanes, no bicycle facilities, and substandard pedestrian facilities. This project will increase safety and access for businesses and future industrial development along the Brush College Road corridor.

Brush College Road is the only north-south roadway between William Street and Faries Parkway from IL Route 121 (22nd Street) east to Lake Decatur. North of Faries Parkway, Brush College Road has already been improved to a 4-lane section, with a shared left turn lane. Providing an alternate alignment other than Brush College Road between William Street and Faries Parkway was not considered. Any alternate alignment would have significant impacts on single-family residential neighborhoods. For this reason, alternate geometric studies were confined to the existing Brush College Road corridor between William Street and Faries Parkway.

The "No Action" option will not improve the capacity necessary for industrial growth in the area or increase safety.

(Continued Description)

For the grade separation at the Norfolk Southern (NS) rail yard, both an underpass and an overpass were considered. Constructing an overpass at the Norfolk Southern rail yard would have less impact to rail operations and the motoring public. A portion of the overpass could be built on an alignment just to the east of the existing roadway. This would allow traffic to be maintained on Brush College Road during construction. Once the east portion of the overpass is completed, traffic would be shifted to that section and the west half of the overpass would be constructed. Unlike an underpass, an overpass will allow the addition of lanes if additional capacity is required in the future. For these reasons, an overpass is the selected alternative for a grade separation at the Norfolk Southern rail yard.

Even with a new overpass at the Norfolk Southern rail yard, motorists would still contend with the frequent train blockage at the Faries Parkway intersection. A Norfolk Southern track running east-west is located on the north leg of the intersection. Public comments have identified train delays at this crossing as a primary cause for traffic congestion. A separate study determined that the NS crossing at the Faries Parkway intersection is blocked 17.2 hours per week. This blockage is longer than any other crossing in Decatur. For this reason, the City of Decatur decided to include a grade separation at Faries Parkway as part of the Brush College Road Improvement Study.

Since Brush College Road will already be elevated for the proposed overpass at the NS rail yard, an overpass at Faries Parkway and the east-west NS track was selected as the best option. With the proposed overpass at Faries Parkway and the NS track, a ramp must be provided from Brush College Road to Faries Parkway.

The southwest quadrant of the intersection is occupied by Archer Daniel Midland's (ADM) West Plant. The northeast quadrant of the intersection is occupied by St. John's Lutheran Cemetery. ADM has acquired most of the land in the northwest quadrant of the intersection for industrial development. The east-west Norfolk Southern track and north-south Canadian National/Illinois Central track would interfere with ramp touchdown in that quadrant. Even though businesses currently occupy the southeast quadrant of the Faries Parkway / Brush College Road intersection, this is the only quadrant available for placement of a connecting ramp. A ramp located in a single quadrant of an intersection is referred to as a "jug-handle".

Two alternatives were considered for the connecting ramp (jug-handle) from Brush College Road to Faries Parkway. Alternate 1 includes traffic signals at the top and bottom of the ramp. For Alternate 2, the traffic signals are replaced with multi-lane roundabouts. Traffic models indicate that both options operate well and are similar when considering time of travel through the intersection. However, comments received after the second public meeting favor Alternate 1. The City of Decatur also expressed concern about constructing Decatur's first roundabouts in a location with a large amount of truck traffic. For these reasons, Alternate1 consisting of a ramp with traffic signals, was selected as the preferred alternate.

The intersection at William Street and Brush College Road was also identified as contributing to traffic congestion on Brush College Road. Traffic studies show that additional turn lanes are required at the intersection to accommodate the large number of turning movements that occur during peak travel hours. When dual turn lanes are provided, IDOT policy requires that raised medians be placed adjacent to the dual turn lanes. Some businesses in the area of the intersection have stated that they do not want raised medians since the medians limit access to their business.

The entrance to the ADM James Randall Research Center (JRRC) is located across from the Brush College Road / Marietta Street intersection. Turning on to Brush College Road can be difficult during evening peak travel hours for motorist exiting the JRRC. Comments received from ADM employees that work at the facility state that they sometimes use a back entrance, through a residential neighborhood, to avoid the congestion at Brush College Road.

Traffic studies at the Brush College Road / Marietta Street intersection show that a traffic signal is warranted at this location. In addition to the traffic signals, proposed improvements at this intersection include turn lanes and a crossing for the shared-use path. No other alternates were considered at this intersection.