



County: Tazewell
Local Public Agency: Village of Morton
Section Number: 19-00128-00-PV
Route: FAU 6755 (E. Courtland St)

Project Number: H1TP(877) Project Length: 0.73 mi

Street/Road Name: Courtland Street

Termini: Courtland Street from Morton Avenue to Main Street

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

County Engineer Date

Categorical Exclusion and Design Approval Recommended

Local Agency Date

Regional Engineer Date

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

Design Approval

Bureau of Local Roads & Streets Date

1. LOCATION AND EXISTING CONDITIONS

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

The project is located in the south half of the southwest quarter of Section 9 of Township 25 North, Range 3 West of the 3rd Principal Meridian. This location includes Courtland Street from N Morton Avenue to Main Street.

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

Courtland Street is an east/ west minor arterial under the jurisdiction and maintenance responsibility of the Village of Morton, Illinois. This road runs from Main Street, to the east, to Veterans Road, to the west. However, this project only affects Courtland Street from Morton Avenue to Main Street, and all construction will take place east of Walton Avenue.

Currently, Courtland Street is a four-lane roadway with a 700-foot long, 20-foot wide, raised median west of Walton Avenue and no median east of Walton Avenue. The median on the west half of Courtland gives way to a dual left turn lane at the intersection of Courtland Street and Morton Avenue and one left turn lane at the intersection of Courtland Street and Walton Avenue about 300 feet before each intersection.

Courtland Street at the intersection with Morton Avenue has a six-lane cross section, which includes two westbound left turn lanes, two eastbound receiving lanes, one westbound through lane, and one westbound right turn lane. The west leg of this intersection has a four-lane cross section (one westbound receiving lane, one eastbound left turn lane, one eastbound through lane, and eastbound one right turn lane) with a 6-foot-wide painted median. The north and south legs both have a single left turn lane and two receiving lanes, but the south leg has two through lanes and a right turn lane while the north leg has one through lane and a through/right lane.

Approximately half-way between Morton Avenue and Walton Street, there is a Walmart entrance to the north of Courtland Street and a Blain's Farm and Fleet entrance to the south of Courtland Street. Both entrances are right-in right-out due to the raised median on Courtland Street.

The intersection of Courtland Street and Walton Avenue has a five-lane cross section on the east and west legs and a three-lane cross section on the north and south legs.

The intersection of Courtland Street and Commerce Drive is a T-intersection with a four-lane cross section on the east and west legs and a two-lane cross section on the south leg. The traffic flow on Courtland Street at this intersection is uninterrupted, the traffic control is a one way stop on Commerce Drive.

There is a total of five driveway entrances along Courtland Street between Commerce Drive and Main Street. At the Main Street intersection there is a receiving lane, a left turn lane, and a through/right lane on the north, south, and west legs. The east leg of the intersection has a receiving lane, a left turn lane, a through lane, and an additional right turn lane.

The through lanes on Courtland Street are 11 feet wide and the entire roadway is bounded on either side by B-9.12 curb and gutter. The raised median between North Morton Avenue and Walton Avenue also has B-9.12 curb and gutter. The roadway has a 40-mph speed limit and signalized intersections at North Morton Avenue, Walton Avenue, and Main Street. The surrounding land mostly consists of shopping centers and industrial buildings. West of Walton Avenue, Courtland Street is abutted by a sidewalk to the north with a 0.3 mile long gap just east of Walton Avenue. West of Commerce Drive, there is a multiuse path to the south of the road.

The existing terrain is mostly flat but overland flow of storm water generally moves from south to northwest. The storm sewer runs primarily on the northside of Courtland Street with inlets every 100 to 300 feet and is then piped north adjacent to the west side of the existing offsite detention basin.

Main Street is bordered to the north east by a v-bottom ditch, a 1:7 front slope, and a 1:9 back slope. The north west ditch along Main Street has two stretches of ditch with a front slope of 1:6 north of STA 60+00 and a front slope of 1:7 south of STA 60+00. Both stretches have negligible back slopes. To the southeast of Main Street, the ditch has a 1:6 front slope and a 1:7 back slope. The last ditch along Main Street to the south west has a 1:5 front slope and a negligible back slope. All ditches along Main Street flow away from Courtland Street.

The existing utilities along Courtland Street or within the limits of the project are in the table below.

Utility Name	Company	Contact	Location
Underground Natural Gas pipe	Village of Morton	Craig Loudermilk CLoudermilk@morton-il.gov (309) 266-5361	One underground gas pipe runs just south of Courtland Street and ends at an intersection with two pipes that runs just east of Main Street and just west of the south leg of Main Street. A short segment of pipe traverses the west leg of the intersection of Courtland Street and Morton Avenue.
Underground sanitary sewer	Village of Morton	Craig Loudermilk CLoudermilk@morton-il.gov (309) 266-5362	The main sanitary sewer line runs parallel to Courtland Street and Main Street to the north and west of each one respectively. Some short segments branch off perpendicularly from the main line along Courtland Street. A few sections of line, unconnected to the main line, are located to the south of Courtland Street and along the minor roads.
Underground Water Main	Village of Morton	Paul Uhlman puhlman@morton-il.gov (309) 303-2278	The major water main runs along the south of Courtland Street. Three smaller mains branch off of it just west of Main Street and just east of Walton Avenue and Commerce Drive.
Drainage Sewer	Village of Morton	Craig Loudermilk CLoudermilk@morton-il.gov (309) 266-5364	The drainage sewer runs primarily to the north of Courtland Street with perpendicular offshoots from the main line occurring about every 100' - 300' apart.
Telephone Line	Frontier	Adam Gangloff adam.r.gangloff@ftr.com (309) 557-1378	One telephone line runs along the east side of Main Street and another runs for almost a block, just west of Main Street. A separate line runs along the east side of the south leg of Main Street and turns at the intersection to run for about a block along the north side of Courtland Street. Another telephone line follows the east side of Commerce Drive and intersects a line running along Courtland Street to the north. Multiple telephone lines run along the west side of Walton Avenue.
Underground Electrical Line	Ameren	Nathan Hill nhill2@ameren.co (618) 301-5327	One underground electrical line runs perpendicular to Courtland Street between Walton Avenue and Commerce Drive. On the north side of Courtland, the electrical line loops around and runs parallel to the road for about 100 feet. One other short segment of electrical line runs perpendicular to Courtland Street just east of Commerce Drive.
Underground Cable TV	Comcast	Mark Wabel Mark_Wabel@comcast.com Kirk Kromphardt kirk_kromphardt@cable.comcast.com	An underground TV cable runs along the west side of the north leg of Main Street. Another cable runs along west side of the south leg of Main Street and turns at Courtland Street. The cable runs along the south end of Courtland Street for about 600 feet past Commerce Drive. Two more cables, on both ends of Courtland Street, start between Commerce Drive and Walton Avenue at the animal hospital and run westward. Connecting these two cables is a short, third cable that is perpendicular to Courtland Street.
Fiber	Windstream	David Ferreira David.Ferreira@windstream.com (309) 253-0930- Cell (309) 282-3110- Work	A single fiber line runs along the east side of Main Street.
Fiber	Stratus	Butch Forkell bforkell@stratusnet.com (309) 696-6349- Cell Joseph Huffman JHUFFMAN@stratusnet.com (309) 678-9977	A fiber line spans the north edge of Courtland Street, branching off along the east edge of Commerce Drive, the west edge of the north leg of Morton Avenue, and the west edge of Main Street (primarily on the south leg).
Fiber	Uniti Fiber	Brian Art brian.art@bluebirdnetwork.com (847) 650-1348- Cell	A fiber line runs along the north end of Courtland Street from east of Main Street to Walton Avenue, and along the east side of the north leg of Walton Avenue.
Fiber	Comcast	Mark Wabel Mark_Wabel@comcast.com Kirk Kromphardt Kirk_Kromphardt@cable.comcast.com	A fiber line crosses perpendicularly through the west leg of Courtland Street at Walton Avenue and the north leg of Walton Avenue. East of Walton Avenue, the line continues along the north end of Courtland Street up to Main Street where it turns to follow the west side of the north leg of Main Street.

c. Traffic Data

Current ADT: 9600 % trucks: 6%

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

Design Year: 2041 ADT: 13729 DHV: 1339 % trucks: 6%

- d. **Structures** - Identify location within the proposed improvement of all structures on attached location map. Attach a copy of the Structure Master Report for all structures within the project limits. Attach a copy of the Bridge Condition Report or the Bridge Deck Resurfacing approval letter for structures to be replaced, rehabilitated, or resurfaced.
- e. **Railroads** - Identify location of all railroad crossings on attached location map and complete the following:

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

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

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

West of North Morton Avenue, Courtland Street has a three-lane cross section with a through lane in each direction and a two-way left turn lane. The lanes in this section are 14 ft. wide and the curb and gutter on either end is B-9.12. East of Main Street, Courtland Street merges into the three-lane section of Harding Road. The lanes on Harding Road are 11 ft. wide and the curb and gutter is B-9.12.

2. Proposed Improvement

- a. Discuss the purpose and need of the project:
The Village of Morton, Illinois is proposing to widen Courtland Street to improve safety, accommodate more traffic, and encourage growth in the adjacent area. This project is a continuation of a previous Courtland Street widening project that was locally funded and took place in 2013.

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

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

Functional Classification: Arterial Collector Local Road Other _____

Terrain: Level Rolling

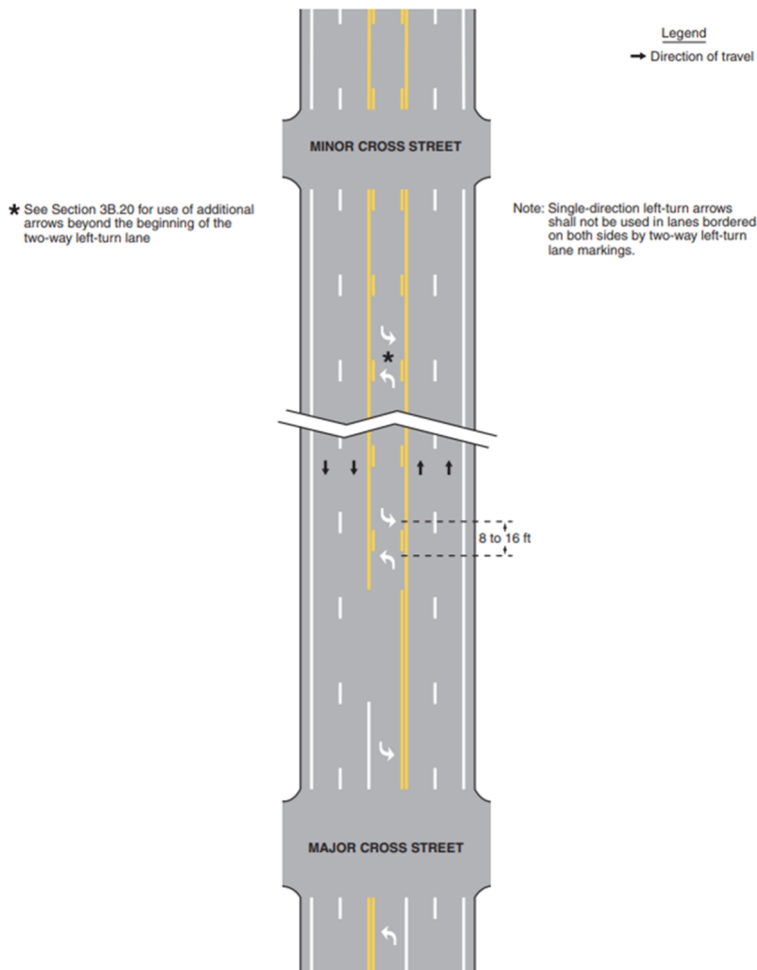
Regulatory or Posted Speed Limit: 40 Design Speed: 40

- c. Describe type of work to be accomplished by the improvement. Discussion should include width of proposed travel, parking, bicycle and turning lanes, sidewalks, shared-use paths, guardrail, traffic control devices, drainage items (including storm sewer outfalls), alignment changes, railroad work, utility adjustments, intersection improvements, side slopes and clear zones. Specify the emax for horizontal curves. Attach typical sections, plan and profile sheets, and intersection design studies when applicable.

The section of Courtland Street from N. Morton Ave to Walton Ave was expanded from a four lane roadway with no median to a four lane roadway with a 10 to 14 foot wide raised median during the first stage of work in 2013. The next stage of work will include widening the section of Courtland Street from Walton Ave. to Main St. The improved section will have four 11 ft. through lanes and one 12 ft. two-way left turn lane median. The 5 ft. sidewalk on the north side of the road will be extended westward to Walton Avenue and eastward to Main Street. The 10 ft. multiuse path to the south of the road will also be extended to Main Street.

The intersections to be affected by this project are at Walton Avenue, Commerce Drive, and Main Street. The Main Street intersection will be completely reconstructed, and the traffic controls at each of these intersections will not change. However, the intersection of Courtland Street and Commerce Drive requires two-stage turns from the minor road in order to have an adequate LOS. The striping at the intersection will match the figure for the "Minor Cross Street" from the MUTCD provided below.

Figure 3B-7. Example of Two-Way Left-Turn Lane Marking Applications



See Attachment 2 for the typical sections, Attachment 7 for the plans and profile sheet, and Attachment 8 for the IDS.

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

There are no airports or hazardous mailbox supports near the construction site. Trucks are allowed on all roadways. There will be no additional lighting and only the Main Street traffic signals will be replaced. The Morton Avenue and Walton Avenue intersection traffic signals meet warrant 6 of the MUTCD traffic signal warrants.

Although the intersection of Courtland Street and Commerce Drive was considered for an all-way stop condition, it will remain as a one-way stop on Commerce Drive. Due to the disproportion between the traffic volumes on Courtland Street and Commerce Drive, an all-way stop condition was deemed inappropriate for this intersection according to the MUTCD traffic control warrants.

Construction will take place in four stages. The first stage will involve widening of Courtland Street from Walton Avenue up to Main Street. The remaining three stages will cover the reconstruction of the Courtland and Main intersection starting with the northwest quadrant, then the southwest quadrant, and finally the east leg of the intersection.

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

See Attachment 16 for the design variance forms.

1. Through queue blocks the left turn lane on the north leg- storage is provided for the left turn queue and this is a common urban condition.
2. Northbound left turn lane is half sheltered to reduce construction limits- this is a common urban condition.
3. Main Street drains away from Courtland Street at a rate of less than 1% to match existing ground and limit impact on surrounding areas.
4. A commercial entrance along Courtland will have a 23.8' entrance width to match the existing entrance width.
5. Southbound stop bar is greater than 30 feet from edge of pavement to accommodate turning movements
6. The commercial entrance on Main Street will have non-standard flares to accommodate large vehicles, the entrance will be replaced to match existing conditions.
7. The Village of Morton does use IDOT spread calculations for a 10 year storm for inlet spacing. The Village policy, 300' spacings, will be followed.

- f. Current estimated cost of proposed improvement? \$ 2.12 million

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

A multi-use path will be located to the south and a sidewalk will be located to the north of Courtland Street. Pedestrian signal heads and push buttons are shown on the IDS sheets for the intersection with Main Street. The push buttons will be placed 10' apart per PROWAG. All facilities are proposed to meet PROWAG requirements. The maximum longitudinal grade should be less than 5 percent and the crossings for the bike lane and sidewalk will have ADA ramps with detectable warnings. IDOT District 4 will review and approve the locations of the pedestrian heads, push buttons, and ramps again during Phase II.

Sidewalks/Shared-Use Paths:

Maximum 2% crosslope: Yes No Not Applicable

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

If no, provide justification.

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

No other work in adjacent segments has been identified at this time.

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

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

The crash data records provided by the Illinois Department of Transportation (IDOT) cover seven years of crashes (August 16, 2011 through August 2, 2017). However, two intersections have been modified within this time period and will only be analyzed for the time after their reconstruction.

The intersection of Courtland Street and N. Morton Avenue experienced seventeen crashes from 2015- 2017. Of these crashes, one was a fixed object crash, five were turning crashes, three were angle crashes, and eight were rear ends. Eight of these crashes resulted in property damage only. Nine of these crashes resulted in injury, seven type-C injuries and two type-B injuries.

The Walmart entrance on Courtland Street experienced a total of two crashes one of which was an angle crash and the other was a fixed object crash. One resulted in a type-C injury.

Five crashes were reported at the intersection of Courtland Street and Walton Avenue from 2015 to 2017. These crashes included two rear end collisions, one turning collision, one fixed object crash, and one other object crash. None of these crashes resulted in injury

Courtland Street at Commerce Drive had three crashes occur during the seven-year analysis period. Two of the crashes were rear end collisions and one was a turning crash. None of these crashes resulted in injury.

The intersection of Courtland Street and Main Street saw eight crashes over the seven-year analysis period. Three collisions were rear ends, two were turning crashes, two were angle crashes, and one was a fixed object crash. Three of the eight crashes resulted in injury and no fatalities occurred.

See Attachment 9 for a Spot Map of the crashes.

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

The Courtland and Morton intersection was the highest crash location with seventeen crashes in three years. However, the Illinois average crash rate for urban signalized intersections based on data from 2011 to 2015 is 111.027 crashes per hundred million entering vehicles. The equations below show the calculation of crash rate for the intersection of Courtland and Morton.

$$\text{Intersection Crash Rate Per HMEV} = \frac{[\sum(\text{number of crashes}) * 100,000,000]}{[\sum(\text{TEV}) * \text{number of crash years} * 365]}$$

TEV = Total Entering Vehicles = Major AADT + Minor AADT

TEV = 10,375 + 7,200 = 17575 vehicles

$$\text{Intersection Crash Rate Per HMEV} = \frac{[\sum(17) * 100,000,000]}{[\sum(17575) * 3 * 365]} = 88.336$$

The crash rate for this intersection is 88.336 which is lower than the statewide average. Despite the large number of rear ends and turning crashes, there doesn't seem to be any relationship between the crash causes. Weather and directionality (e.g. northbound vs. southbound) did not have an influence in the rear end collision trend at the intersection, so it is likely related to the traffic signal induced speed differential.

The Commerce Drive intersection crashes may be caused by the unexpected stopping at high speeds at an unsignalized intersection. However, the other crash locations show no discernable patterns to the observed crashes.

- c. No crash patterns could be determined for the intersection of Courtland and Main Street from the provided data. Describe how the proposed project will address any crash issues.

Amongst the improvements is the addition of a two-way left turn lane on Courtland between Commerce Drive and Main Street. The TWLTL will make turns onto and off of Commerce Drive safer and thereby reduce the risk of rear ends in this location. At Courtland Street and Main Street, the profile of the intersection has relatively steep grades which may increase risk of fixed object crashes and angle crashes. This project will flatten the grade at this intersection, which should improve its overall condition.

4. Right-of-Way

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

This project does not require any permanent right-of-way. Temporary easements will be necessary to construct the multiuse path on the south side of Courtland and for the driveways of Compeer Financial and of the office supply store, Veritiv. A summary of the temporary easements needed for this project are shown in the table below.

Parcel #	Owner	Pin #	Type	Area sq ft
1	GP MORTON PORTFOLIO, L.P.	06-06-09-300-019	Temporary Easement	639.0494
2	MORTON INDUSTRIES BUILDING, LLC	LLC06-06-09-300-024	Temporary Easement	4661.845
3	JT ENTERPRISES	06-06-09-300-018	Temporary Easement	299.0763
4	COURTLAND BUSINESS PARK CONDOMINIUM ASSOCIATION	06-06-09-300-031	Temporary Easement	1135.713
5	POWER CAT, LLC	06-06-09-300-017 06-06-09-300-023	Temporary Easement	599.5429
6	LEMAN INVESTMENTS, LLC	06-06-16-100-010	Temporary Easement	2195.21
7	PAR-KO ENTERPRISES, INC.	06-06-09-300-016	Temporary Easement	532.1283

- b. Are any residents, businesses or farms to be displaced?

Yes No

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

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

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

This project does not require more than 3 acres/mile so coordination with the Illinois Department of Agriculture will not be necessary.

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

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

Does the proposed work cross or encroach upon a 100-year floodplain, including a regulatory floodway?

Yes No

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

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

Will the project involve soil disturbance of 1 acre (0.4 hectares) or more?

Yes No

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

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

Does this project involve waters regulated by Section 404?

Yes No

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

Attach a copy of any 404 permit authorization and/or coordination letters with the Corps of Engineers.

If an individual Section 404 permit is required, please notify the Illinois Department of Transportation district office before submitting the application.

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

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

Yes No

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

Yes No

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

Yes No

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

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

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

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

Involvement No Involvement

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

Yes No

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

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

Yes No

If yes, describe any required documents.

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

Involvement No Involvement

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

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

Involvement No Involvement

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

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

Yes No

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

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

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

a. This project is in an attainment area.

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

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

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

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

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

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

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

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

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

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

c. Construction-related Particulate Matter

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

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

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

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

- This project is in an attainment area and does not require a hot spot analysis.
- This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1).
Due to

it has been determined that the project will not cause or contribute to any new localized PM2.5 or PM10 violations or increase the frequency or severity of any PM2.5 or PM10 violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

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

e. COSIM

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

- Yes No

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

- Yes No

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

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

Project does not meet the highest design-year approach-volume that is greater or equal to 5,000 vehicles per hour (vph) or 62,500 average daily traffic (ADT) on the busiest leg of the intersection.

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

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

13. Noise (BLRS Manual Section 20-6)

- The referenced project meets the criteria for a Type III project established in 23 CFR Part 772. Therefore, the proposed project requires no traffic noise analysis or abatement evaluation. Type III projects do not involve added capacity, construction of new through lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source.
- Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasible and reasonable criteria are identified on the attachment. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be modified or removed from the project plans. A final decision of the installation of the abatement measure(s) will be made upon completion of the project's final design and the public involvement process.

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

14. Work Zone Transportation Management Plans

Does the project intersect or follow a state route?

- Yes No

Is the state or local route considered a significant route?

- Yes No Not Applicable

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

15. Complete Streets (BLRS Manual Chapter 10)

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

Yes No

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

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

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

In the first stage of work, the portion of Courtland Street between Walton Avenue and Main Street will be widened, and the sidewalk and multiuse path will be constructed or repaired. During this phase, at least one travel lane in each direction will always remain open.

Stages two and three will involve the reconstruction of the southwest and northwest quadrants of the Main Street and Courtland Street intersection. No travel movements will be restricted during these stages.

Stage four will involve reconstruction of the east leg of the Courtland Street and Main Street intersection. During this stage of work, the east leg of Courtland Street and portions of the intersection will be closed to traffic. Traffic will be detoured to and from Harding Road as shown in the detour map in Attachment 17. The detour will traverse Village roadways with adequate capacity and the route will be marked.

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

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

Due to the COVID-19 pandemic, public meeting guidance was provided by FHWA, IDOT Bureau of Local Roads Central Office, and IDOT District 4 Bureau of Local Roads. Correspondence with these agencies instructed the Village of Morton to advertise the availability of the final Project Development Report on the Village of Morton website. The final Project Development Report will be posted for comment for two weeks. During the two week posting time, advertisements will run in local newspapers and on the Village closed circuit television channel.

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

Yes No

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

- c.

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

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

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

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

The Bimonthly Coordination Meeting took place on August 22, 2019. See attachment 15 for the meeting minutes.

19. **Other Coordination**

Attach results.

20. **Summary of Commitments**

No commitments

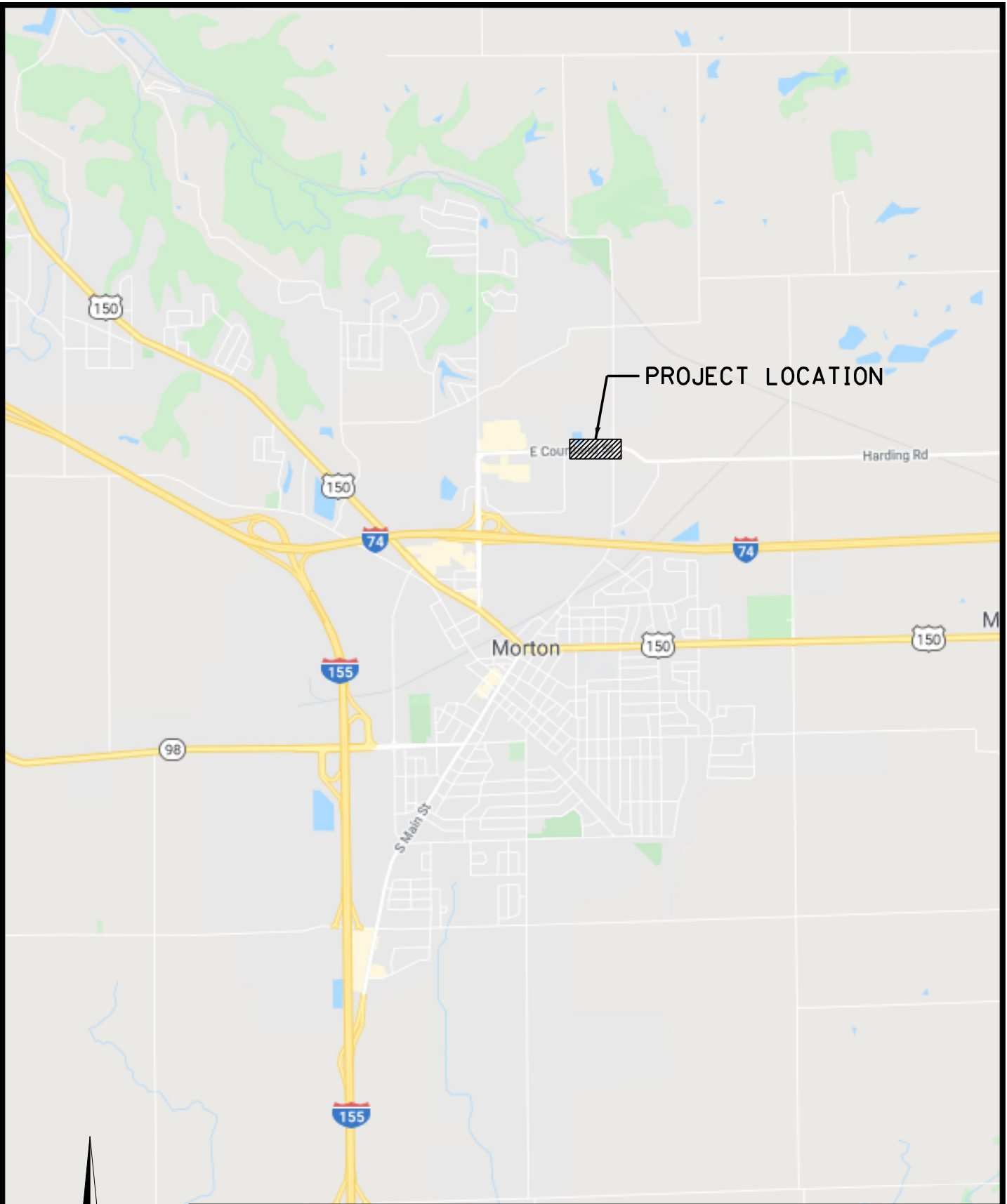
Summary of Attachments (when required):

1. Location Map and Functional Classification Map
2. Existing and Proposed Typical Sections
3. ~~Structure Master Report~~
4. ~~Bridge Condition Report Approval Cover Letter~~
5. ~~Preliminary Bridge Design and Hydraulic Report Approval Cover Letter~~
6. ~~Railroad Crossing Drawing~~
7. Plan and Profile Sheet (for Rural Projects with additional ROW, Urban Projects, bike trail or sidewalk projects, and Bridge Projects)
8. Intersection Design Studies
9. Spot Map and/or Collision Diagram
10. ~~Soil Conservation Service and Illinois Department of Agriculture Coordination~~
11. ~~"404" Permit correspondence~~
12. Environmental Clearances and Correspondence
13. ~~Property Owner Signoffs and/or Correspondence with Property Owners Regarding Public Comments~~
14. Public Information Meeting Newspaper Advertisement and a Copy of Property Owner Letter
15. Bimonthly Coordination Meeting Minutes
16. BLR 22120 Design Variance Form
17. Detour or Alternate Route Map
18. ~~Other Coordination~~

ATTACHMENT 1

LOCATION MAP AND FUNCTIONAL CLASSIFICATION MAP

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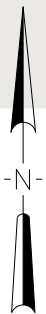


PROJECT LOCATION

E Court

Harding Rd

Morton

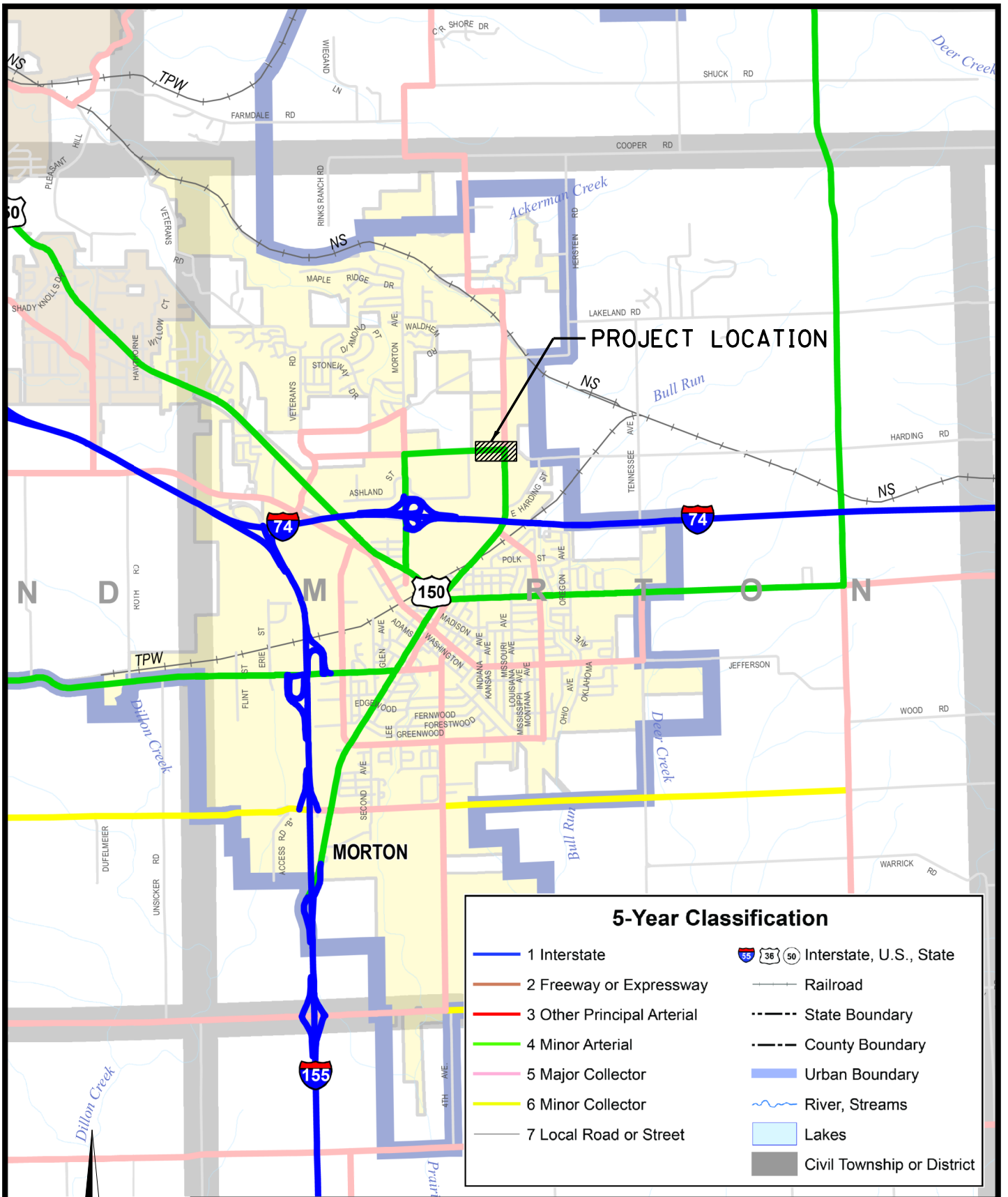


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PROJECT LOCATION

ENVIRONMENTAL SURVEY REQUEST
COURTLAND STREET
PEORIA COUNTY, ILLINOIS

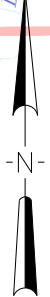
HANSON NO. 17L0234



PROJECT LOCATION

5-Year Classification

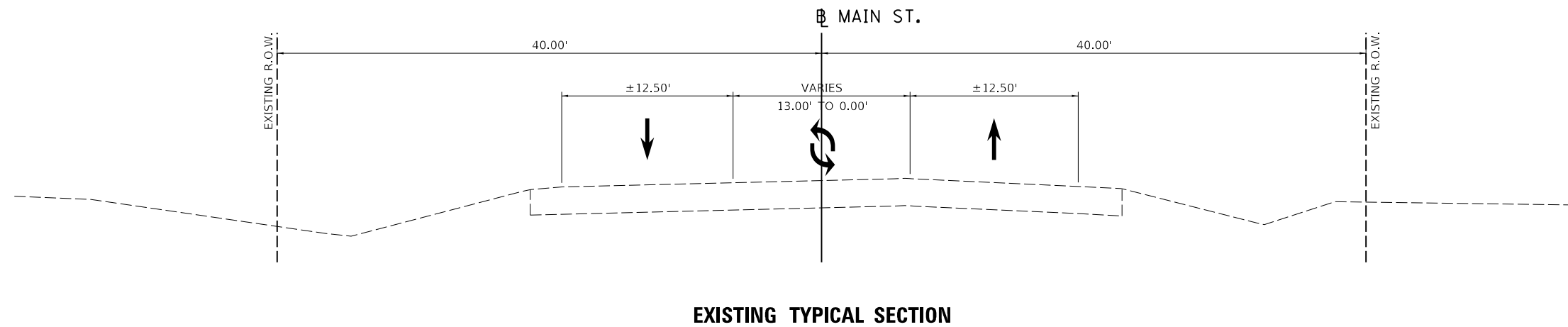
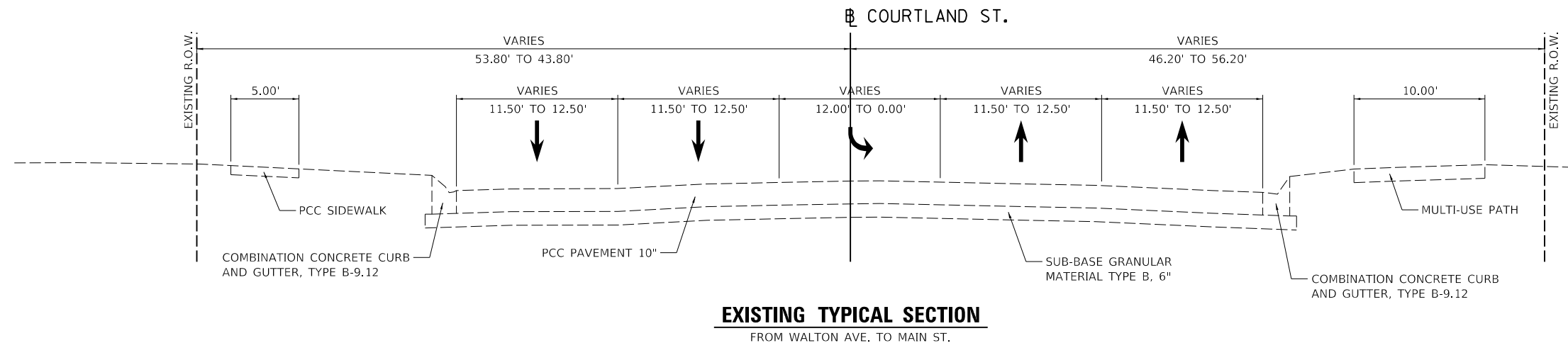
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2 Freeway or Expressway	Railroad
3 Other Principal Arterial	State Boundary
4 Minor Arterial	County Boundary
5 Major Collector	Urban Boundary
6 Minor Collector	River, Streams
7 Local Road or Street	Lakes
	Civil Township or District



PROJECT LOCATION

FUNCTIONAL CLASSIFICATION
 COURTLAND STREET
 PEORIA COUNTY, ILLINOIS

ATTACHMENT 2
EXISTING AND PROPOSED TYPICAL SECTIONS



LAYOUT	MGD	9/4/19
DRAWN	RLA	9/4/19
REVIEWED	KNB	9/4/19

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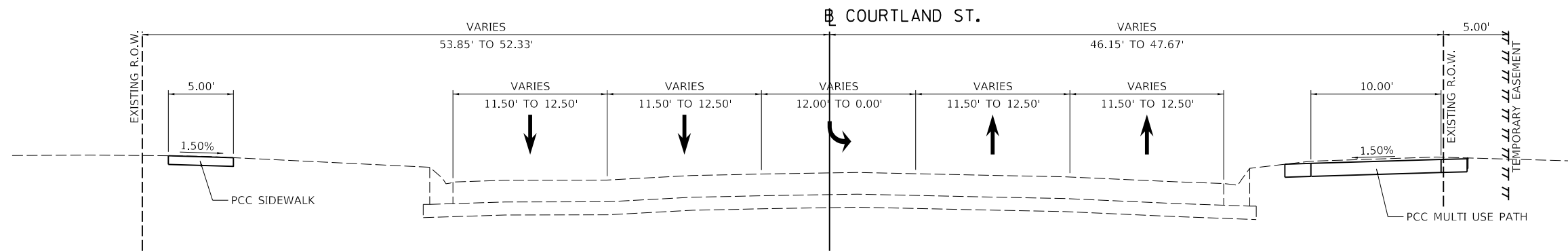
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

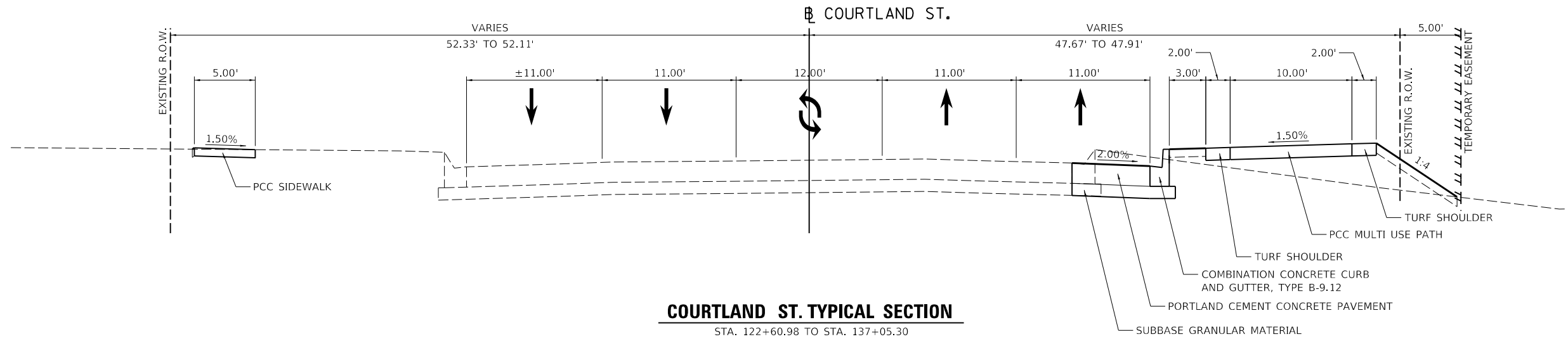
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EXISTING TYPICAL SECTION

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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6755	19-00128-00-PV	TAZEWELL	15	1
CONTRACT NO. 89787				
ILLINOIS FED. AID PROJECT				



COURTLAND ST. TYPICAL SECTION
 STA. 119+76.50 TO STA. 122+60.98



COURTLAND ST. TYPICAL SECTION
 STA. 122+60.98 TO STA. 137+05.30

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DRAWN	RLA	9/4/19
REVIEWED	KNB	9/4/19

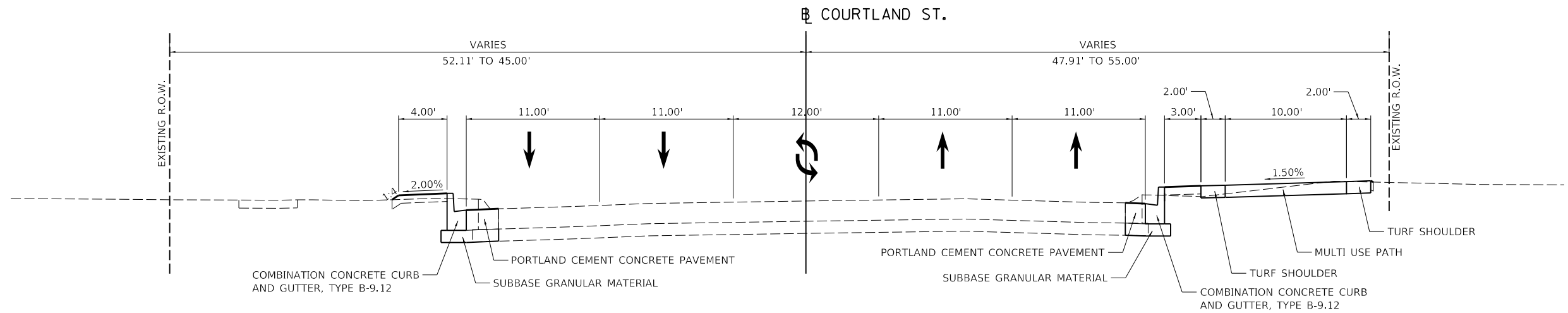
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

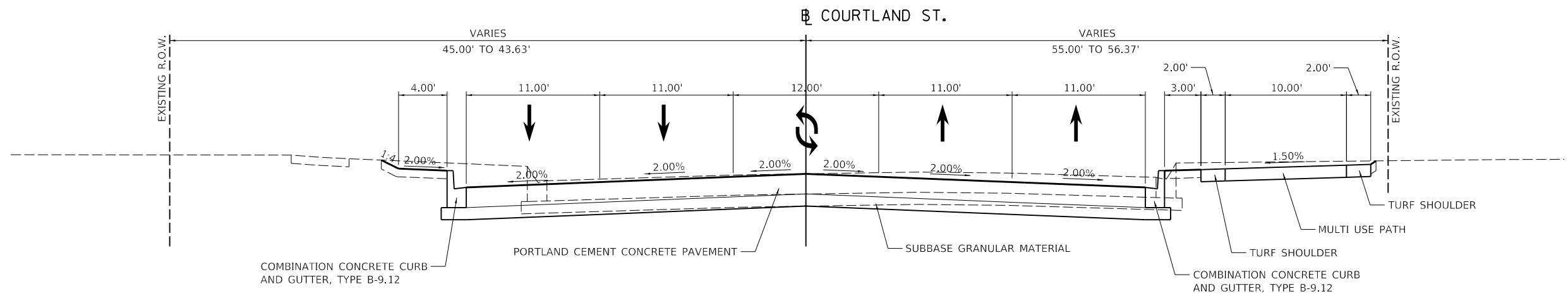
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6755	19-00128-00-PV	TAZEWELL	15	2
CONTRACT NO. 89787				
ILLINOIS FED. AID PROJECT				



COURTLAND ST. TYPICAL SECTION

STA. 137+05.30 TO STA. 141+89.95



COURTLAND ST. TYPICAL SECTION

STA. 141+89.95 TO STA. 142+93.43

INTERSECTION OMISSION
 STA 141+89.95 TO STA 142+93.43

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DRAWN	RLA	9/4/19
REVIEWED	KNB	9/4/19

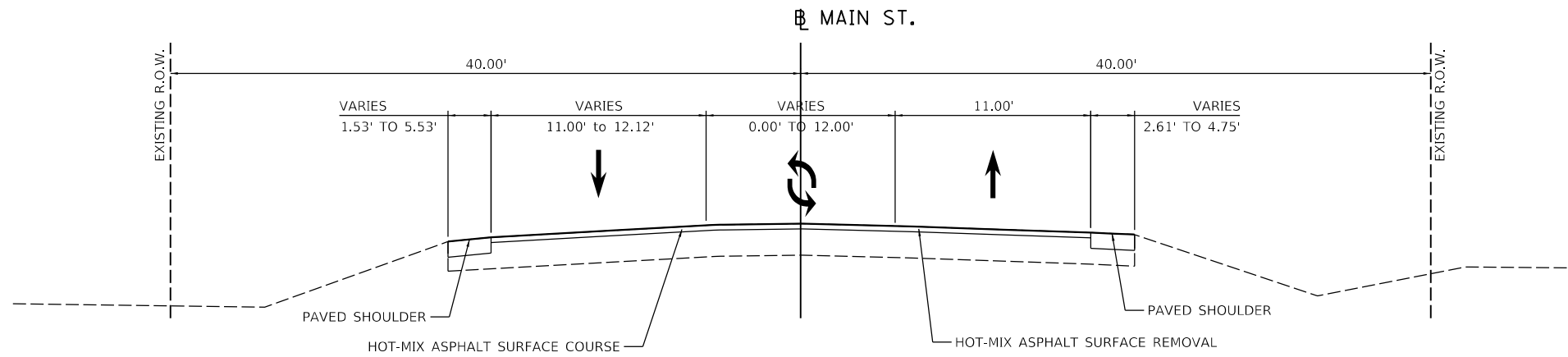
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

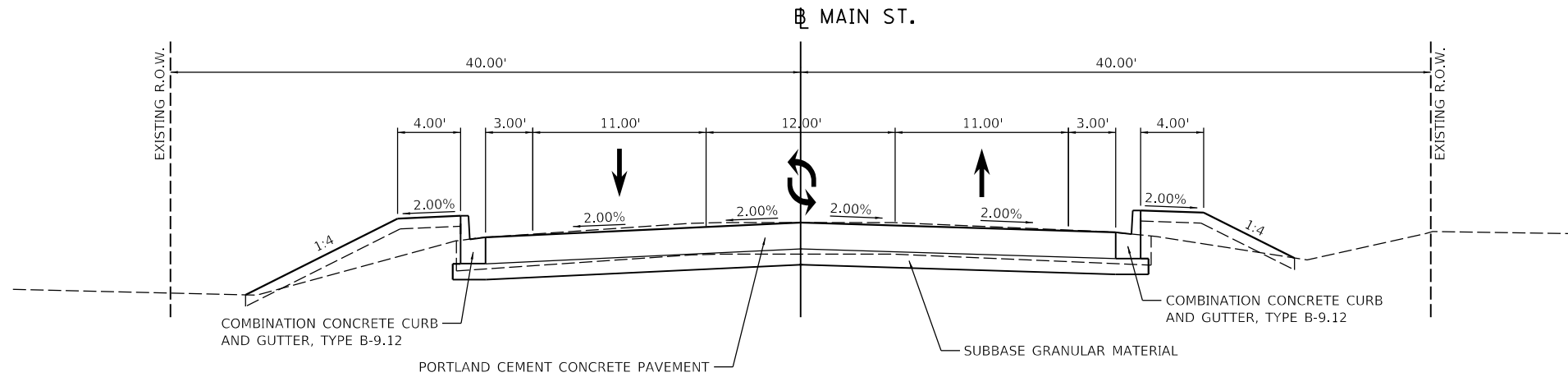
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CONTRACT NO. 89787				
ILLINOIS FED. AID PROJECT				



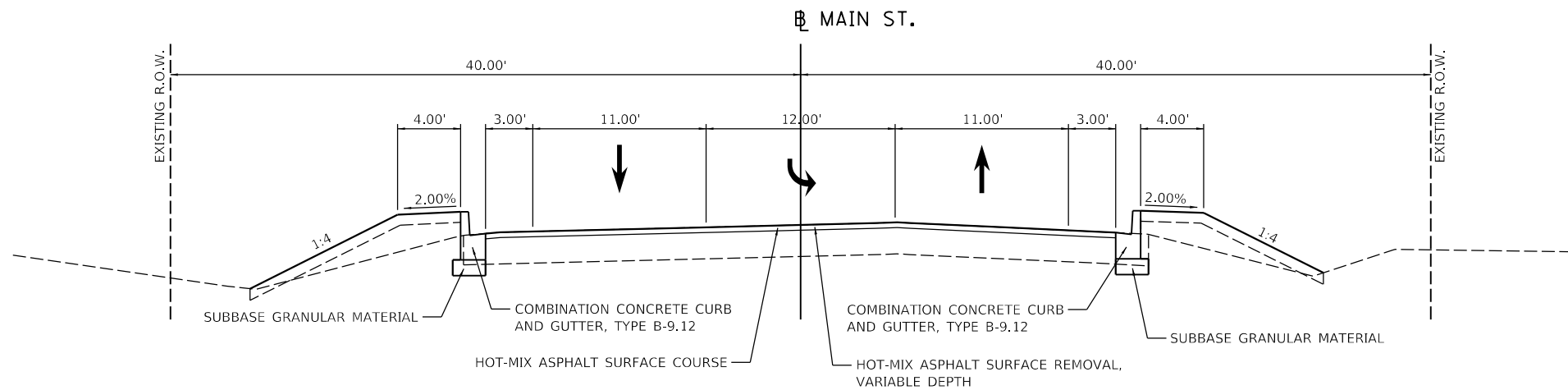
MAIN ST. TYPICAL SECTION

STA. 50+68.76 TO STA. 54+73.06
 STA. 60+35.88 TO STA. 62+77.38



MAIN ST. TYPICAL SECTION

STA. 54+73.06 TO STA. 57+98.48



MAIN ST. TYPICAL SECTION

STA. 57+98.48 TO STA. 60+35.88

LAYOUT	MGD	9/4/19
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REVIEWED	KNB	9/4/19

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MAIN STREET
 PROPOSED TYPICAL SECTION**

SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 89787	
			ILLINOIS FED. AID PROJECT	

ATTACHMENT 7
PLAN AND PROFILE SHEETS

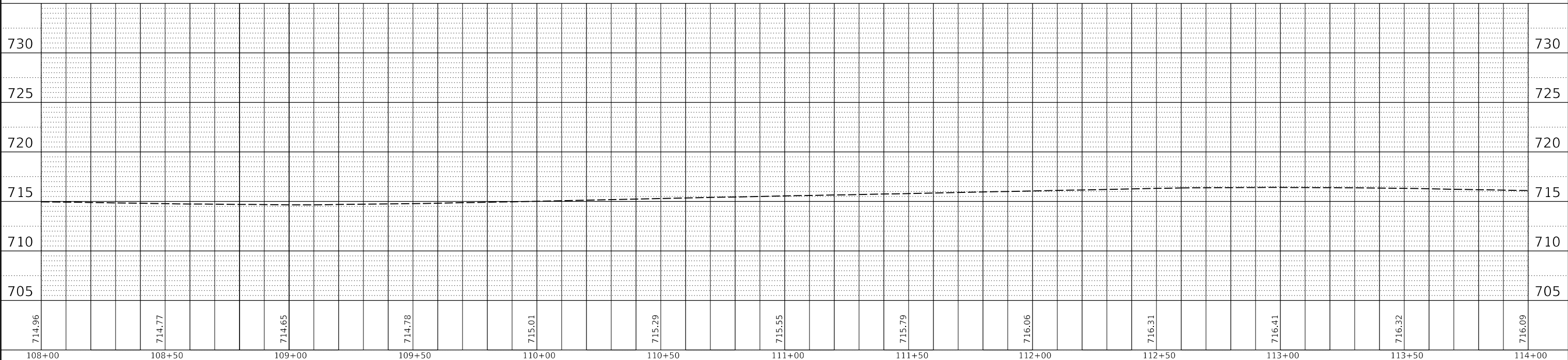
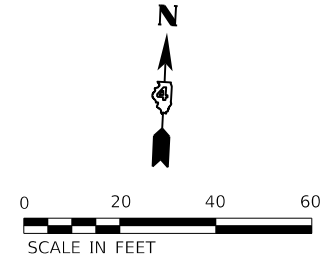
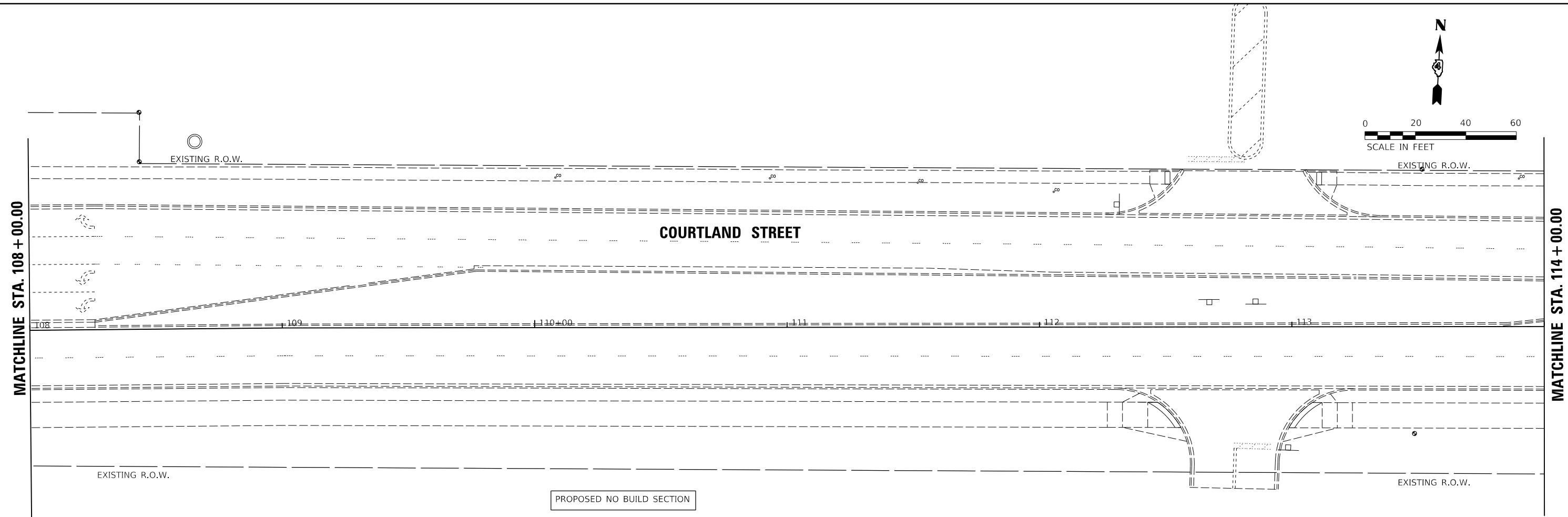
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PROFILE	SURVEYED	BY	DATE
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	NOTE BOOK		
	STRUCTURE NOTATIONS CHECKED		

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REVIEWED	KNB	9/4/19

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

COURTLAND STREET PLAND AND PROFILE	
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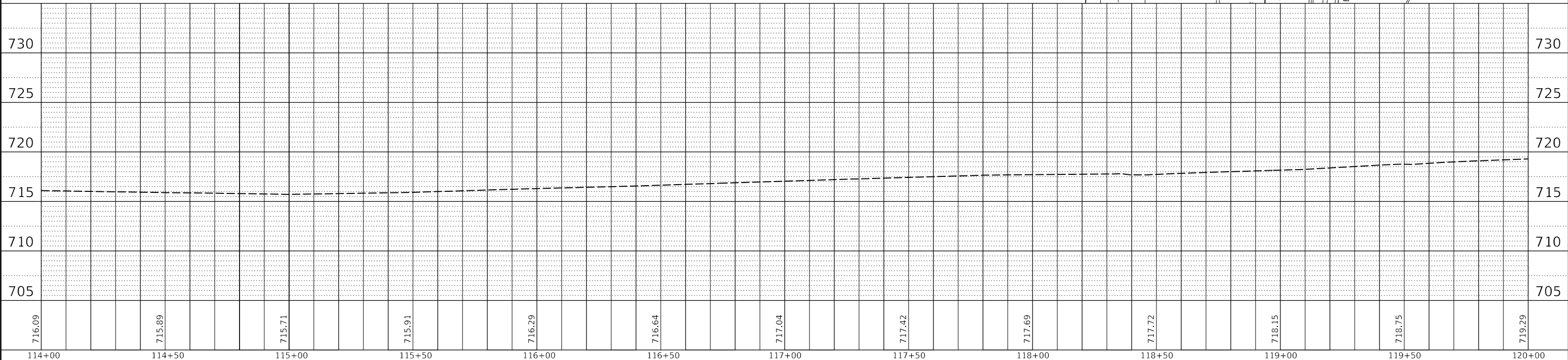
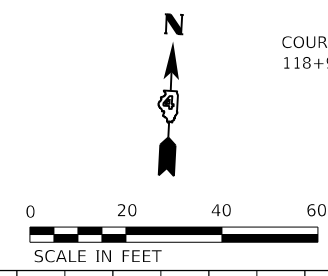
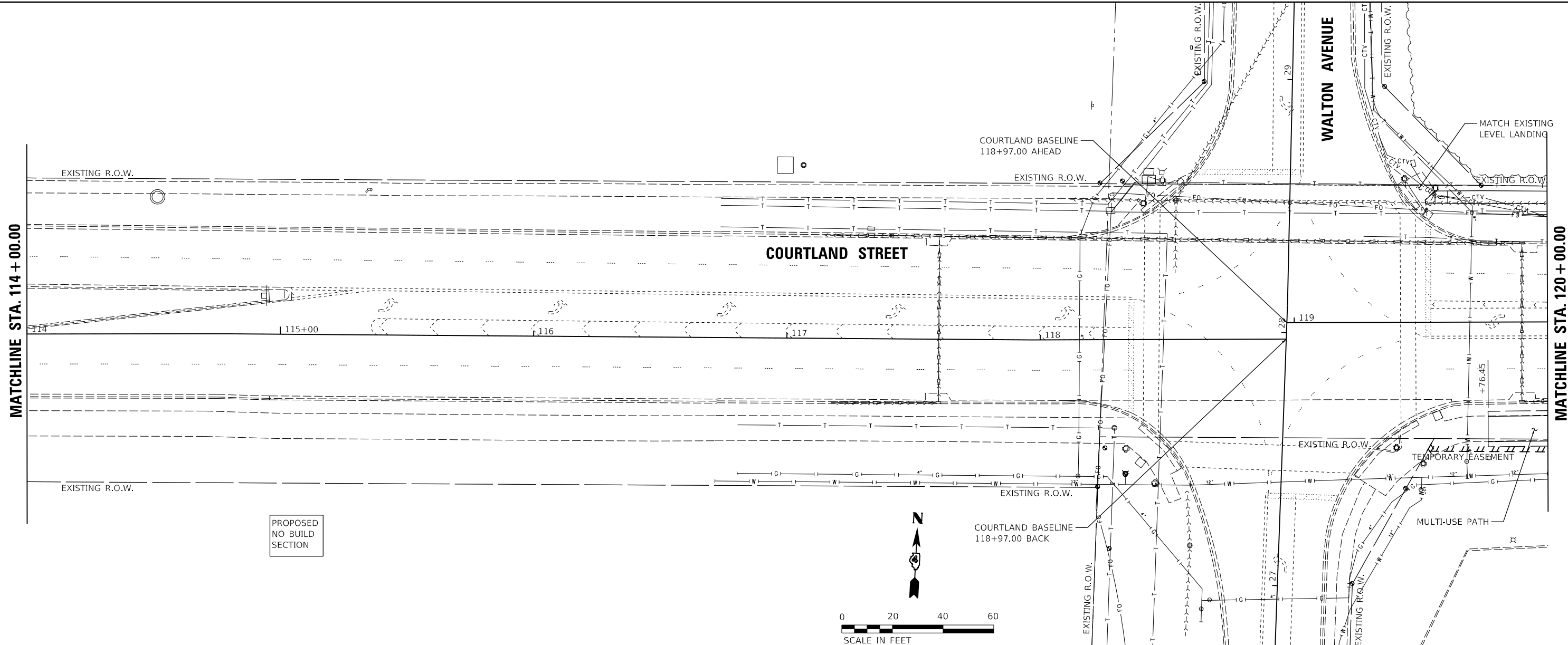
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CONTRACT NO. 89787			ILLINOIS FED. AID PROJECT	

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	NOTE BOOK	
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REVIEWED	KNB	9/4/19

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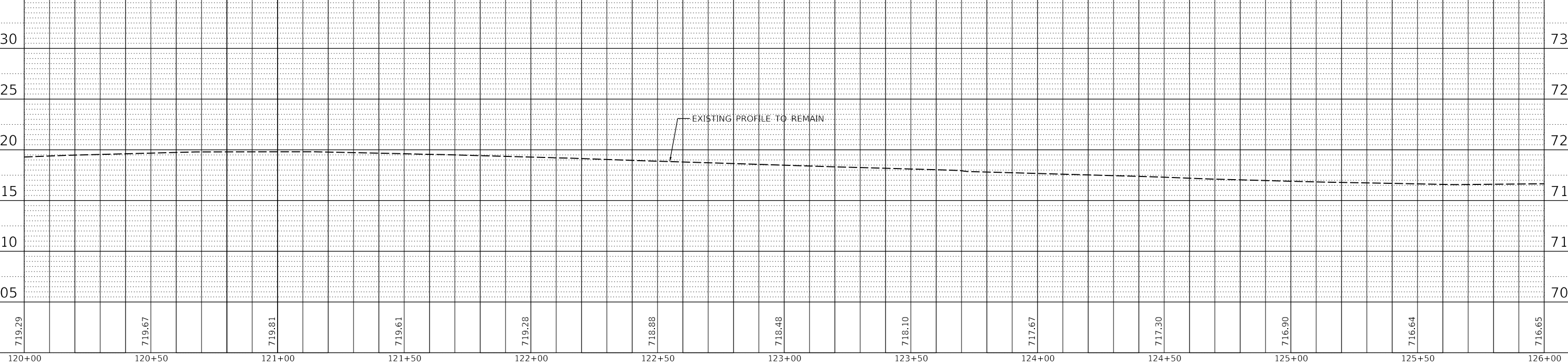
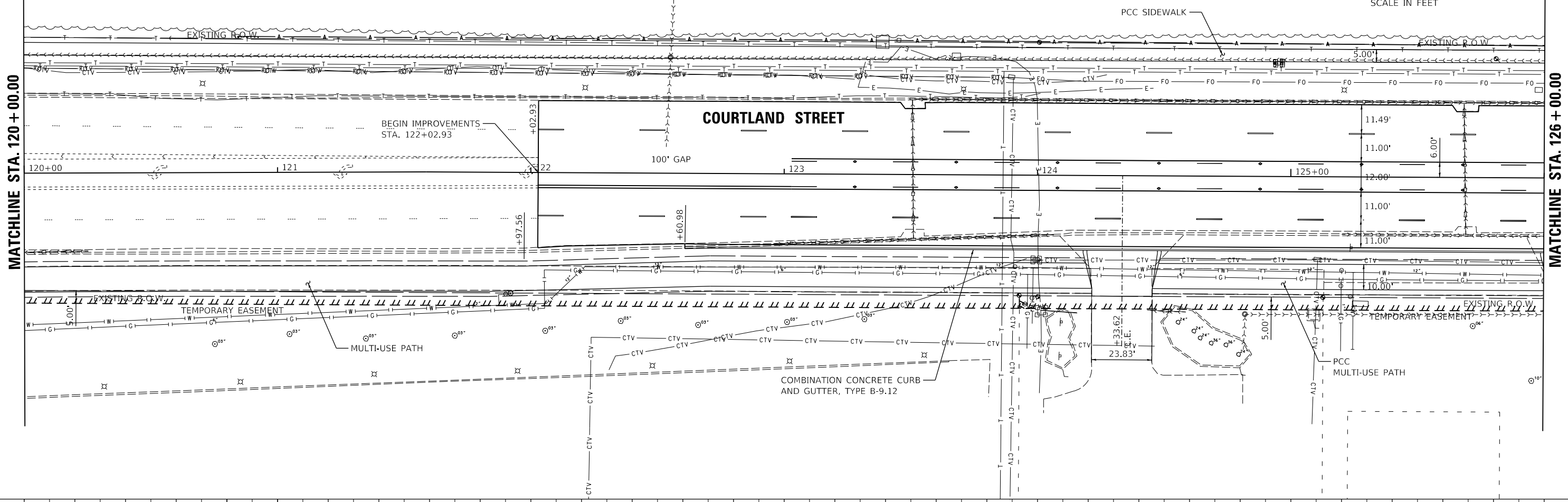
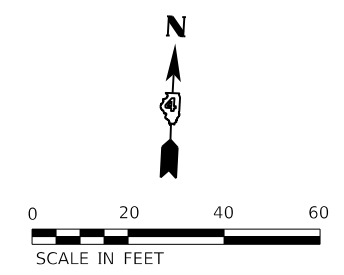


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURTLAND STREET	
PLAND AND PROFILE	
SCALE: 1"=20'	SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6755	19-00128-00-PV	TAZEWELL	15	7
CONTRACT NO. 89787			ILLINOIS FED. AID PROJECT	



PLAN	SURVEYED	DATE
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COURTLAND STREET	
PLAND AND PROFILE	
SCALE: 1"=20'	SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 89787			ILLINOIS FED. AID PROJECT	

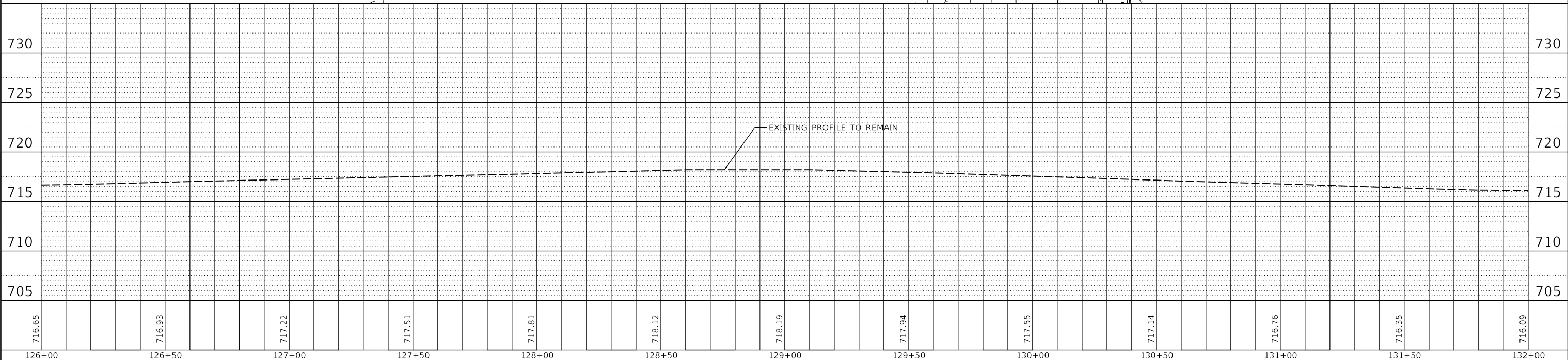
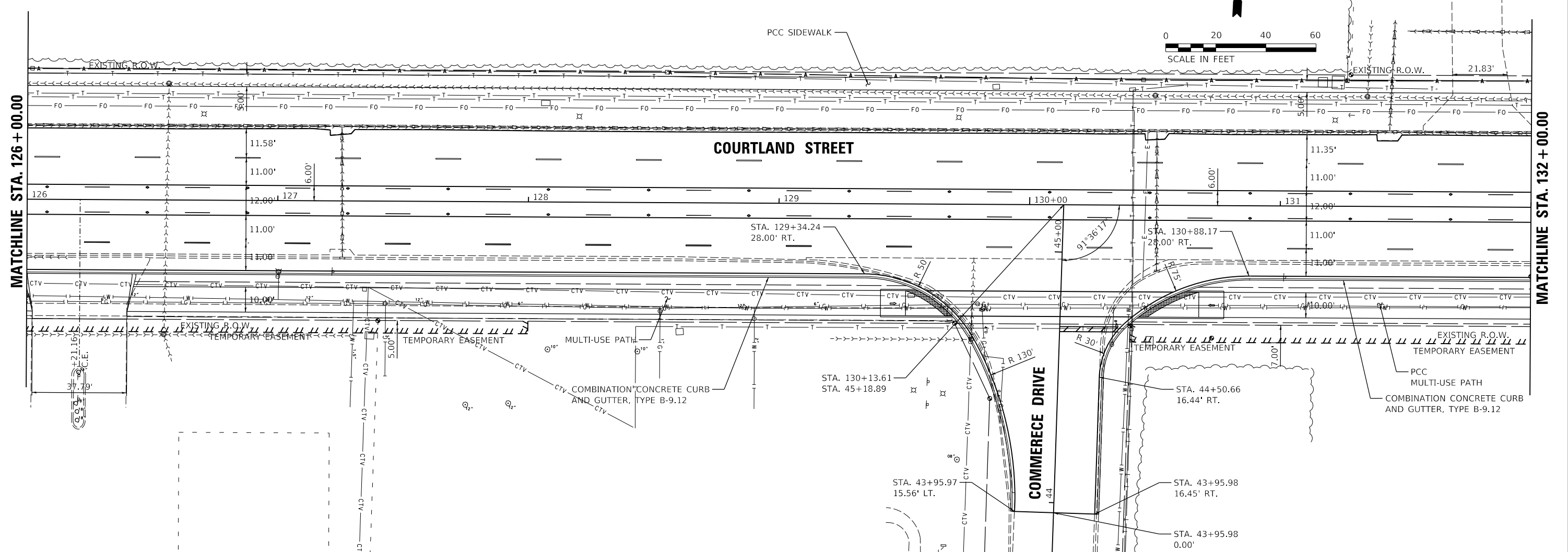
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NO.	DESCRIPTION	DATE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:	1"=20'				
SHEET	OF	SHEETS	STA.	TO	STA.

COURTLAND STREET
PLAN AND PROFILE

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6755	19-00128-00-PV	TAZEWELL	15	9
CONTRACT NO. 89787			ILLINOIS FED. AID PROJECT	

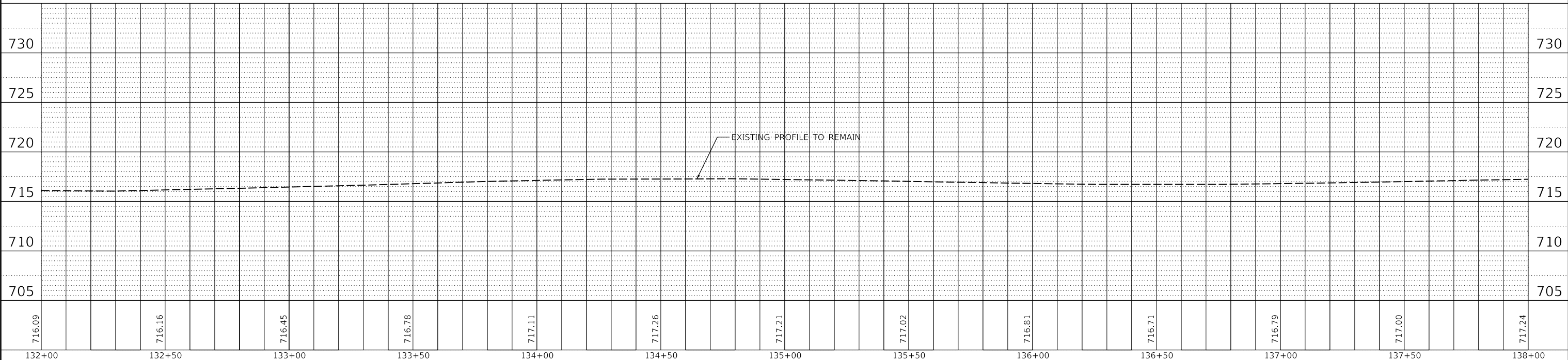
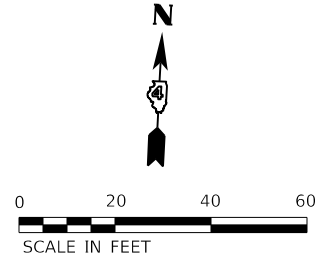
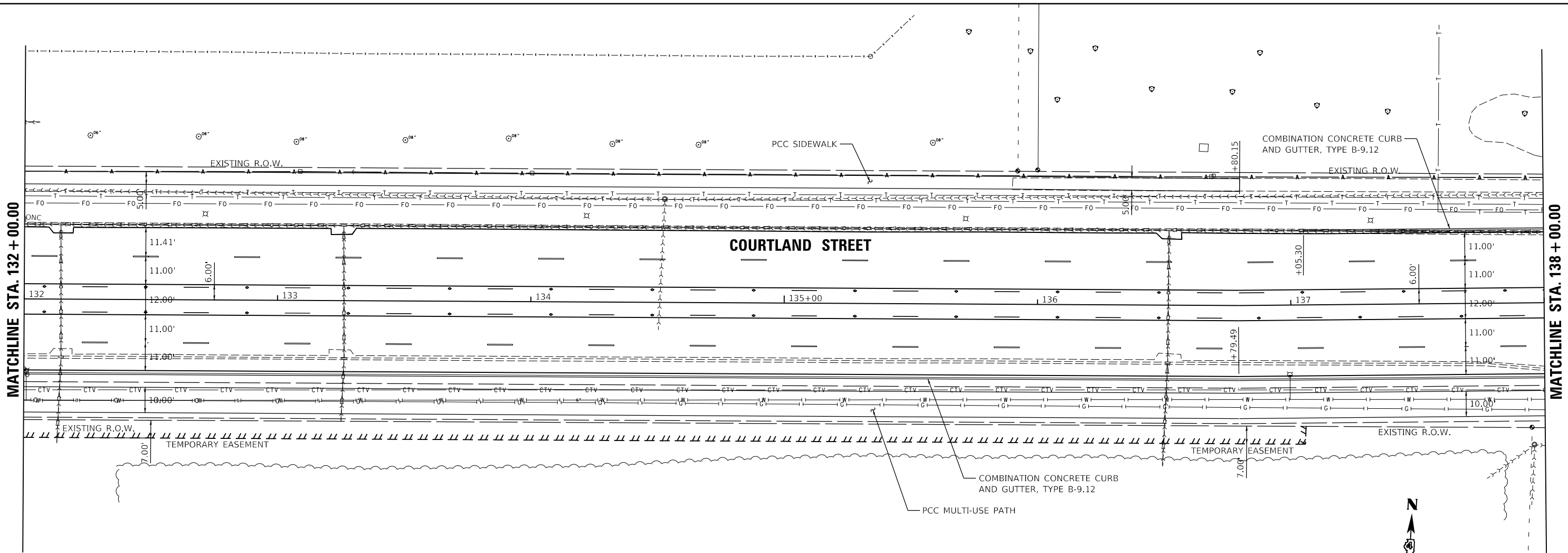
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PROFILE	SURVEYED	DATE
	PLOTTED	BY
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

COURTLAND STREET PLAND AND PROFILE	
SCALE: 1"=20'	SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6755	19-00128-00-PV	TAZEWELL	15	10
CONTRACT NO. 89787			ILLINOIS FED. AID PROJECT	

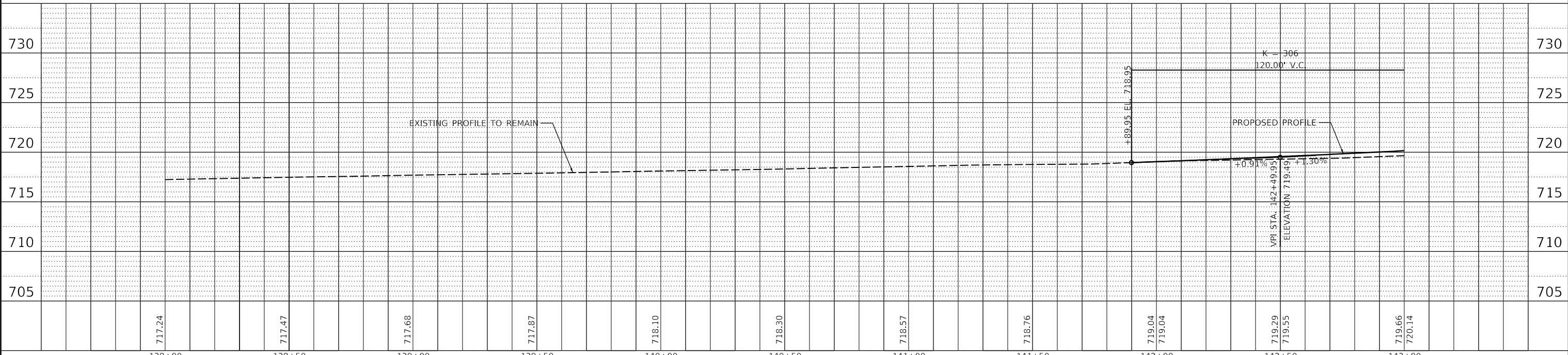
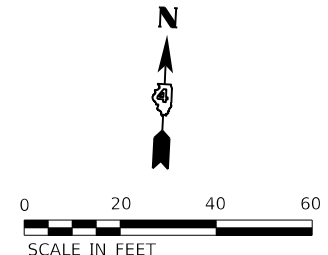
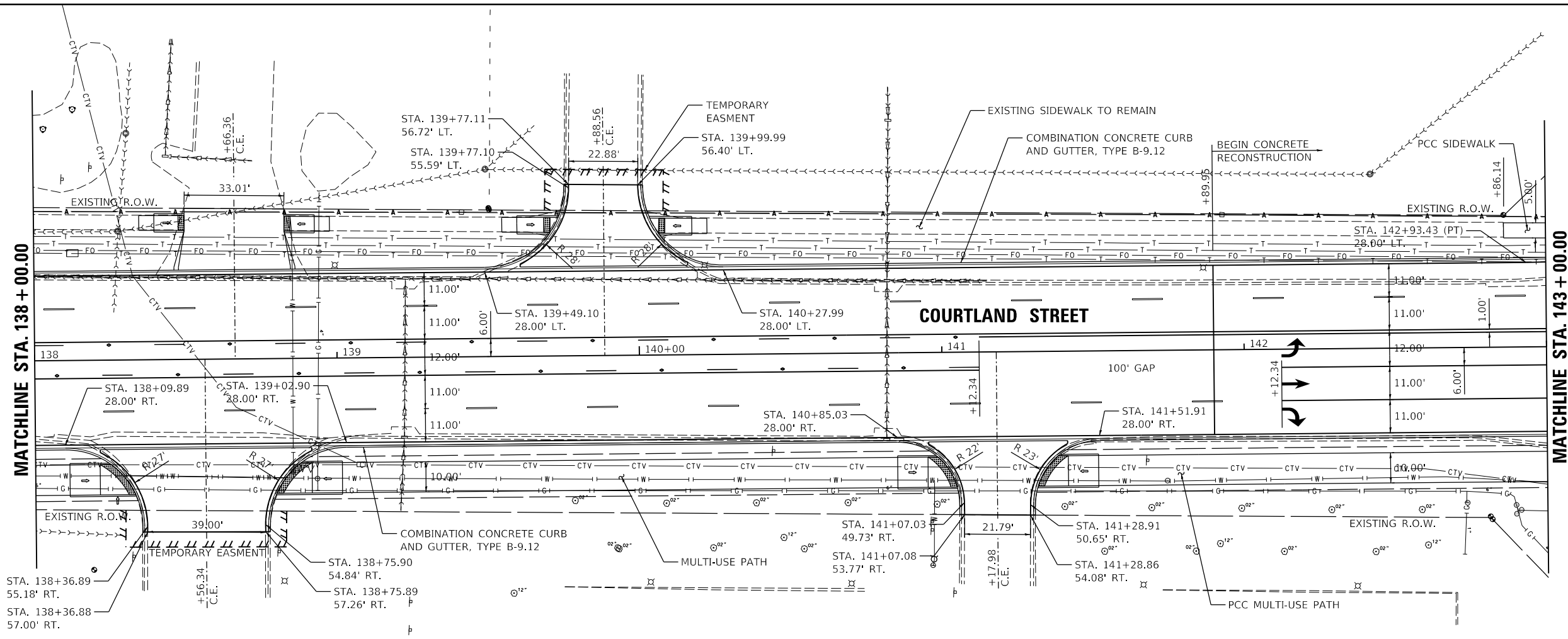
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PROFILE	SURVEYED	DATE
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PLOT DATE = 4/20/2020	DATE - 2/28/2020	REVISED -		ILLINOIS FED. AID PROJECT							

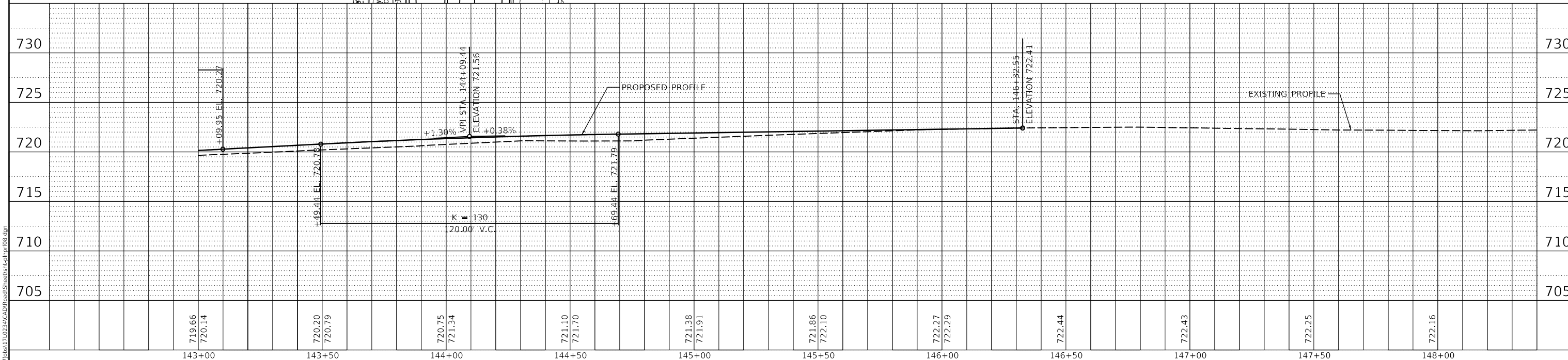
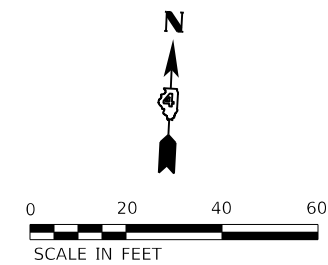
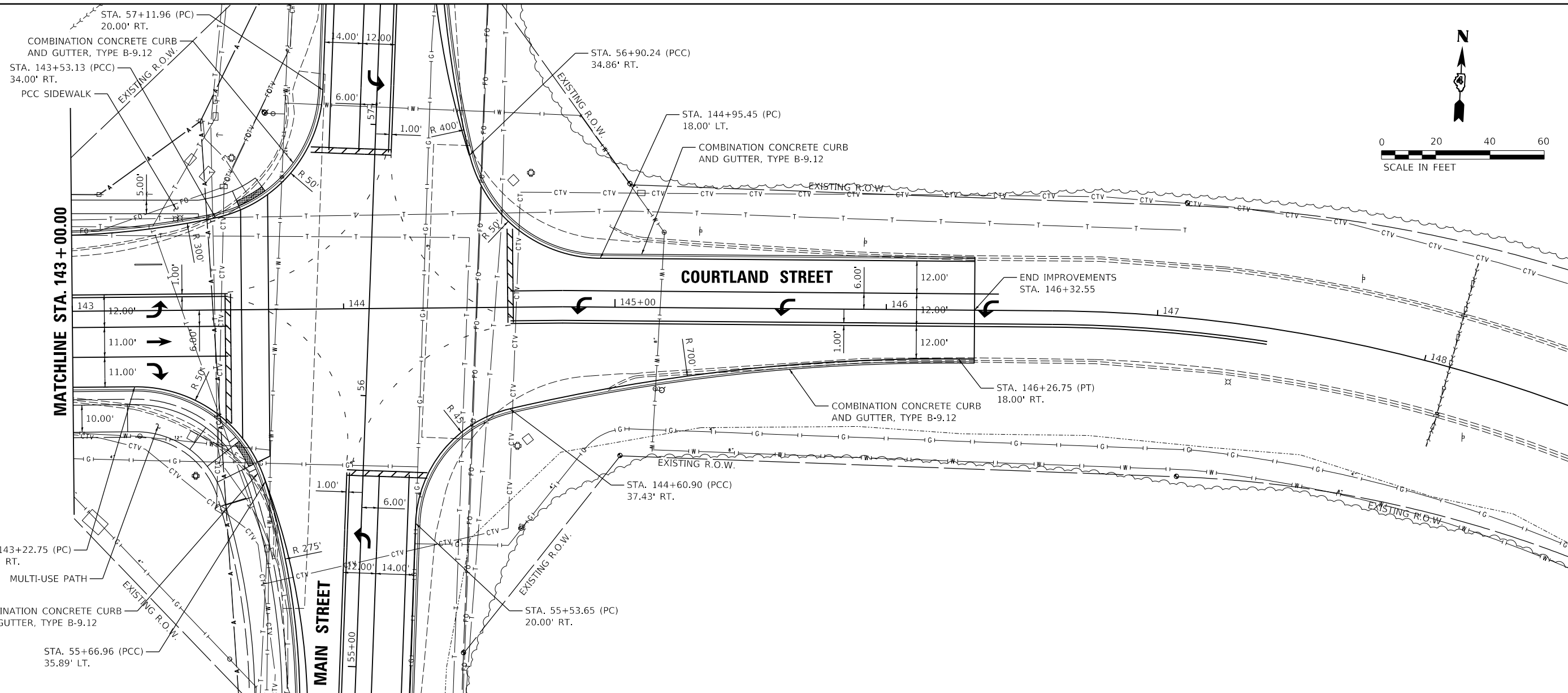
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	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILE NAME	
	NO.	



PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	NO.	

LAYOUT	MCD	9/4/19
DRAWN	RLA	9/4/19
REVIEWED	KNB	9/4/19

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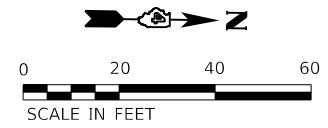
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PLOT DATE =	4/20/2020	DATE -	2/28/2020	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**COURTLAND STREET
PLAND AND PROFILE**

SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6755	19-00128-00-PV	TAZEWELL	15	12
CONTRACT NO. 89787				
ILLINOIS		FED. AID PROJECT		



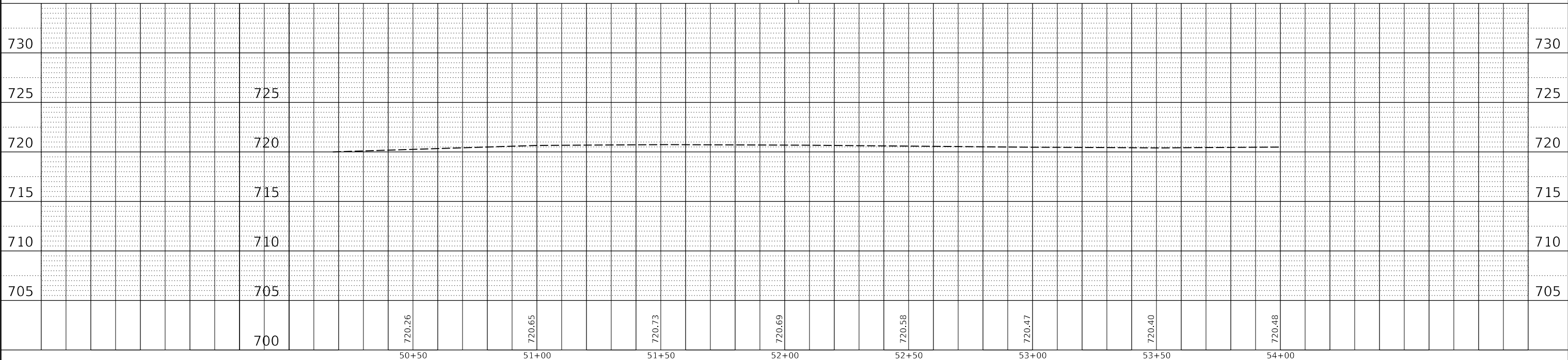
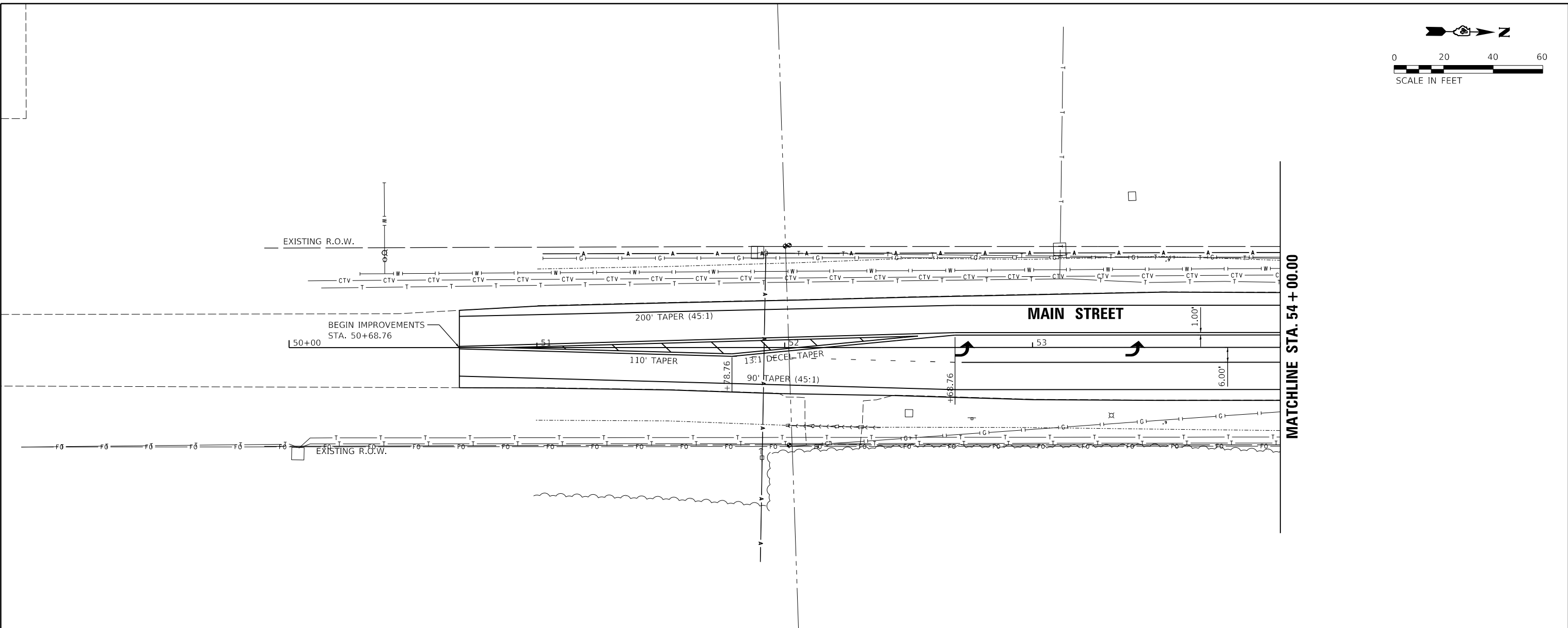
PLAN	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK NO.	GRADES CHECKED		
	STRUCTURE NOTATIONS REVD		

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

LAYOUT	MCD	9/4/19
DRAWN	RLA	9/4/19
REVIEWED	KNB	9/4/19

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USER NAME = naffa01973	DESIGNED - MGD	REVISED -
PLOT SCALE = 40.00' / in.	DRAWN - RLA	REVISED -
PLOT DATE = 4/20/2020	CHECKED - KNB	REVISED -
	DATE - 2/28/2020	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

MAIN STREET PLAND AND PROFILE	
SCALE: 1"=20'	SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6755	19-00128-00-PV	TAZEWELL	15	13
CONTRACT NO. 89787				
ILLINOIS FED. AID PROJECT				

ATTACHMENT 8
INTERSECTION DESIGN STUDIES

SIGNALIZED CAPACITY DESIGN ANALYSIS													
PROGRAM USED:		HCS		VERSION:	7		SIGNAL TYPE:		Actuated-Coordinated		AREA TYPE:	Other	
NUMBER OF PHASES:		(A.M.) 8 (P.M.) 8		CYCLE LENGTH:		(A.M.) 80 SEC. (P.M.) 80 SEC.		PHF:		(A.M.) 0.92 (P.M.) 0.96			
INTERSECTION DELAY/LEVEL-OF-SERVICE:		(A.M.) 26.5 SEC. (P.M.) 25.9 SEC.		LOS:		C							
APPROACH	Courtland (C)			Courtland (D)			Main (B)		Main (A)				
LANE GROUP	EBL	EBT	EBR	WBL	WBTR		NBL	NBTR		SBL	SBTR		
NUMBER OF LANES	1	1	1	1	1		1	1		1	1		
2041 30TH MAX HOUR	AM	125	113	237	10	175	17	293	66	4	1	102	113
TRAFFIC (VEH/H)	PM	164	179	277	0	155	10	435	98	19	7	76	129
BASE SATURATION FLOW RATE (VEH/H)		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
LANE WIDTH (FT)		12	11	11	12	12		12	11		12	11	
VOLUME OF RIGHT TURN ON RED (VEH/HR)	AM	0	0	0	0	0	0	0	0	0	0	0	0
PEDESTRIANS/HOUR (PED/H) COUNT	AM	0	0	0	0	0	0	0	0	0	0	0	0
ARRIVAL TYPE		3			3					3			
LANE UTILIZATION ADJUSTMENT FACTOR		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
GREEN TIME (SECONDS)	AM	34	30	30	25	24		29	26		14	13	
GREEN Ratio	PM	26	23	23	19	19		36	33		18	17	
(g/C)	AM	0.42	0.38	0.38	0.31	0.30		0.36	0.33		0.17	0.16	
CAPACITY (c)	PM	0.32	0.29	0.29	0.24	0.24		0.45	0.41		0.23	0.21	
wc	AM	465	717	603	479	559		424	596		226	281	
RATIO (X)	PM	366	553	465	340	443		583	721		278	357	
STORAGE QUEUE FEET	AM	92	79	167	8	151		213	55		1	205	
LANE GROUP DELAY (SECONDS/VEHICLE)	PM	141	143	223	0	141		271	81		9	184	
LANE GROUP	AM	16.6	21.7	31.3	18.9	23.9		26.8	18.8		27.9	34.8	
LEVEL-OF-SERVICE	PM	24.7	19.1	34.4	23.0	28.2		23.5	15.2		23.8	30.4	
APPROACH DELAY (SECONDS/VEHICLE)	AM	AM	B	C	C	B		C	B		C	C	
APPROACH	PM	25.1			23.7			25.3			34.8		
LEVEL-OF-SERVICE	AM	PM	27.4			28.0		21.8			30.1		

MOVEMENT	TRAFFIC DATA						
	YEAR 2017 30TH MAXIMUM HOUR TRAFFIC		% TRUCK TRAFFIC IN 30TH MAXIMUM HOUR		EST. % INCREASE BY 2041	YEAR 2041 30TH MAXIMUM HOUR TRAFFIC	
	AM	PM	AM	PM		AM	PM
AD (L)	1	6	0%	0%	0%	1	7
AB (T)	87	63	0%	5%	17%	102	76
AC (R)	76	88	3%	13%	49%	113	129
BC (L)	210	333	3%	2%	40%	293	435
BA (T)	54	84	6%	8%	22%	66	98
BD (R)	4	17	0%	0%	0%	4	19
CA (L)	92	121	3%	21%	36%	125	164
CD (T)	55	132	2%	1%	105%	113	179
CB (R)	171	193	5%	1%	39%	237	277
DB (L)	9	0	0%	0%	11%	10	0
DC (T)	131	88	2%	2%	34%	175	155
DA (R)	15	9	7%	67%	13%	17	10
TOTAL A	325	371				424	484
TOTAL B	535	690				712	905
TOTAL C	735	955				1056	1339
TOTAL D	215	252				320	370

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:
 FAU ROUTE NUMBER: 6755
 STREET NAME: COURTLAND STREET
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL TO WEST LOCAL ROAD TO EAST

OSOW DESIGN: NO
 WEST APPROACH:
 EXISTING ADT: 9450 (2019) DESIGN YEAR ADT: 13514 (2041)
 EAST APPROACH:
 EXISTING ADT: 2950 (2019) DESIGN YEAR ADT: 4307 (2041)
 PROPOSED DESIGN SPEED: 40 MPH PROPOSED POSTED SPEED: 40 MPH

SECONDARY ROUTE:
 FAU ROUTE NUMBER: 6730
 STREET NAME: MAIN STREET
 SRA ROUTE: NO
 FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR TO NORTH MINOR ARTERIAL TO SOUTH

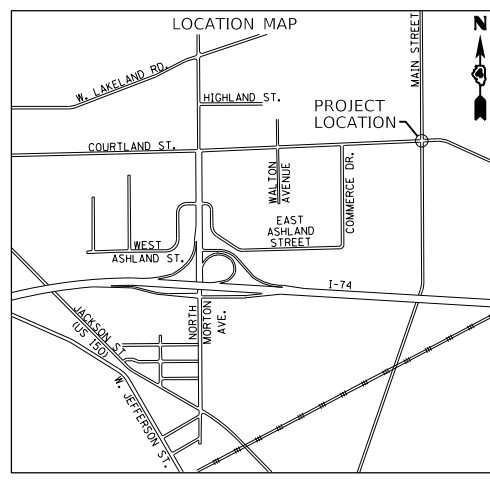
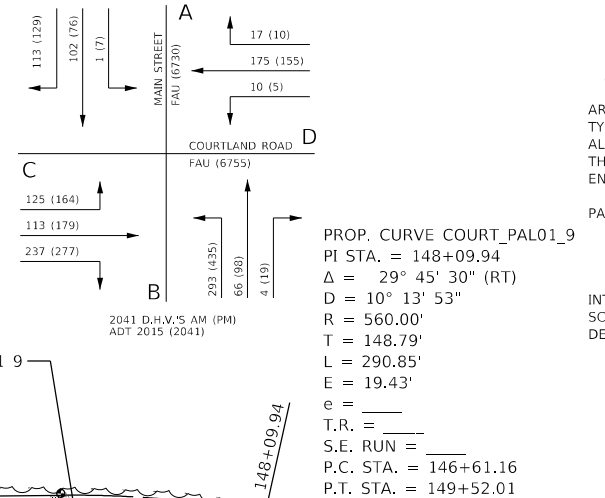
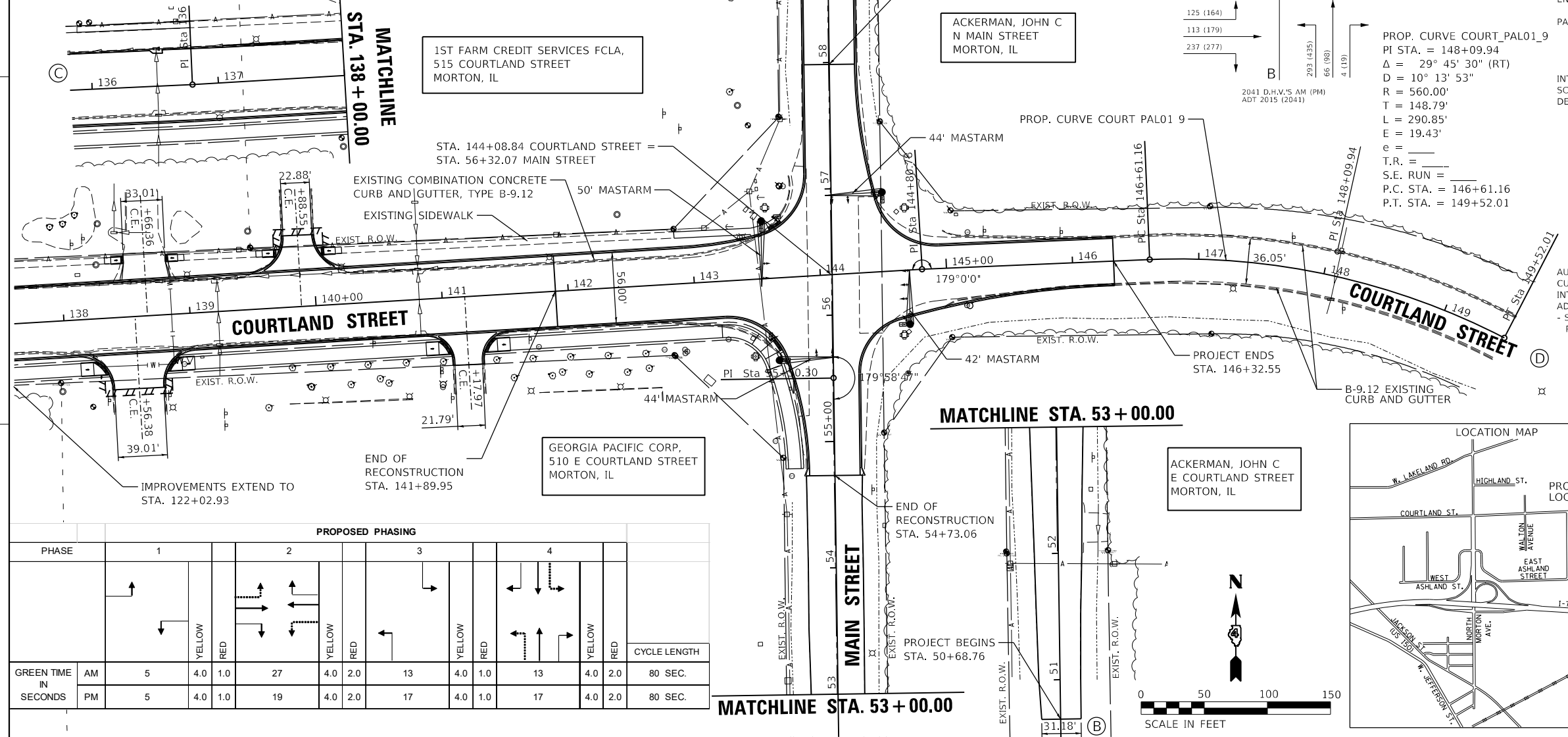
OSOW DESIGN: NO
 NORTH APPROACH:
 EXISTING ADT: 3700 (2019) DESIGN YEAR ADT: 4921 (2041)
 SOUTH APPROACH:
 EXISTING ADT: 6700 (2019) DESIGN YEAR ADT: 8710 (2041)
 PROPOSED DESIGN SPEED: 45 MPH PROPOSED POSTED SPEED: 45 MPH

IMPROVEMENT TYPE: RECONSTRUCTION OF COURTLAND STREET
 ANTICIPATED YEAR OF CONSTRUCTION: 2021
 EXISTING METHOD OF TRAFFIC CONTROL: SIGNAL
 PROPOSED METHOD OF TRAFFIC CONTROL: SIGNAL
 DESIGN VEHICLE: WB-67
 DESIGN YEAR: 2041 (20 YEAR DESIGN)
 TRUCK ROUTE DESIGNATION:
 PREFERRED ROADWAY: NOT A TRUCK ROUTE
 SECONDARY ROADWAY: NOT A TRUCK ROUTE
 DESIGN CRITERIA: RECONSTRUCTION

GENERAL NOTES

ARE PROFILES PROVIDED: YES.
 TYPE B-9.12 CURB AND GUTTER TO BE USED ON THE OUTER EDGES OF PAVEMENT. ALL DIMENSIONS ARE E-E UNLESS OTHERWISE NOTED.
 THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY
 ENTRANCES FLARES SHALL CONFORM TO THE VILLAGE OF MORTON STANDARDS, AND ENTRANCE GRADE AND WIDTH SHALL CONFORM TO BLR STANDARDS
 PAVEMENT MARKINGS TO BE MODIFIED UREATHANE.
 PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, IDOT STANDARD DETAILS, AND ALL VILLAGE OF MORTON STANDARD DETAILS. LANE DESIGNATION ARROWS WILL BE DETERMINED THROUGH COORDINATION WITH BUREAU OF OPERATIONS POLICIES.
 INTERSECTION IS NOT A HIGH CRASH LOCATION.
 SCOPE OF WORK: RECONSTRUCTION OF COURTLAND STREET
 DESIGN EXCEPTION-THROUGH QUEUE BLOCKS LEFT TURN LANE ON NORTH LEG - STORAGE IS PROVIDED FOR LEFT TURN QUEUE AND IT IS A COMMON URBAN CONDITION
 -NORTHBOUND LEFT TURN LANE IS HALF-SHELTERED TO REDUCE CONSTRUCTION LIMITS - COMMON URBAN CONDITION
 -MAIN STREET DRAINS AWAY FROM COURTLAND STREET AT A RATE OF LESS THAN 1% TO MATCH EXISTING GROUND AND LIMIT IMPACT ON SURROUNDING AREA
 -SOUTHBOUND STOP BAR GREATER THAN 30 FEET FROM EDGE OF PAVEMENT
 -THE COMMERCIAL ENTRANCE ON MAIN STREET WILL HAVE NON-STANDARD FLARES TO ACCOMMODATE LARGE VEHICLES. THE EXISTING CONDITIONS WILL BE MATCHED
 -A COMMERCIAL ENTRANCE ON COURTLAND STREET WILL HAVE A 23.8' ENTRANCE WIDTH TO MATCH THE EXISTING ENTRANCE WIDTH

AUTOTURN VERSION 9.1 USED TO DESIGN PROPOSED RADII.
 CURBS TO BE DEPRESSED AT SIDEWALKS TO MEET CURRENT ADA/PROWAG STANDARDS.
 INTERSECTION MEETS IDOT INTERSECTION SIGHT DISTANCE POLICY.
 ADDITIONAL NOTES:
 - STORAGE DISTANCES WERE DESIGNED USING THE ACTUATED, COORDINATION 95TH PERCENTILE QUEUE FROM HCS



INTERSECTION DESIGN STUDY

FAU ROUTE 6755 WITH (COURTLAND STREET)
 FAU ROUTE 6730 WITH (MAIN STREET)

SEC. NO. 19-00128-00-PV PROJ. NO. H1TP(877)
 SCALE 1"=50' COUNTY TAZEWELL
 SIN : C-94-074-20 REV. NO. __

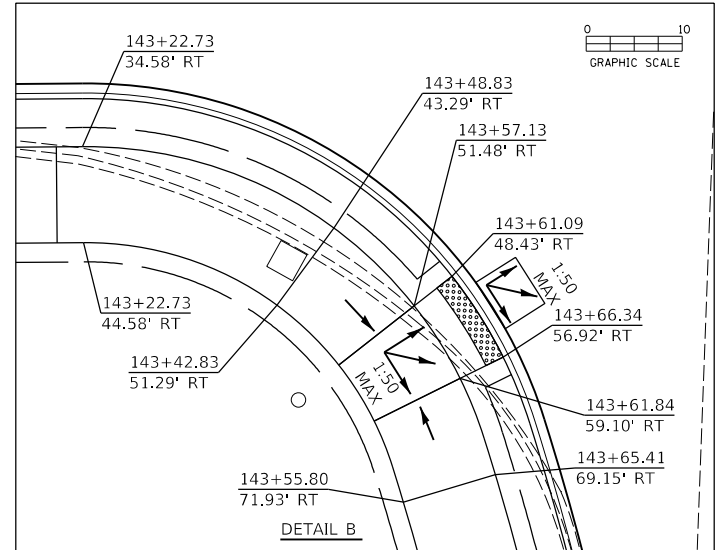
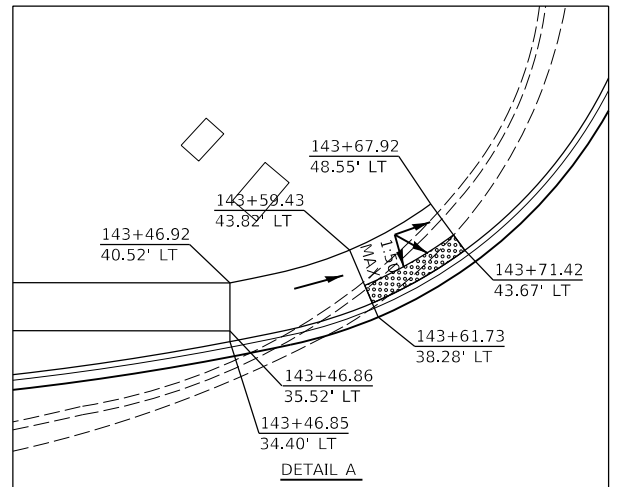
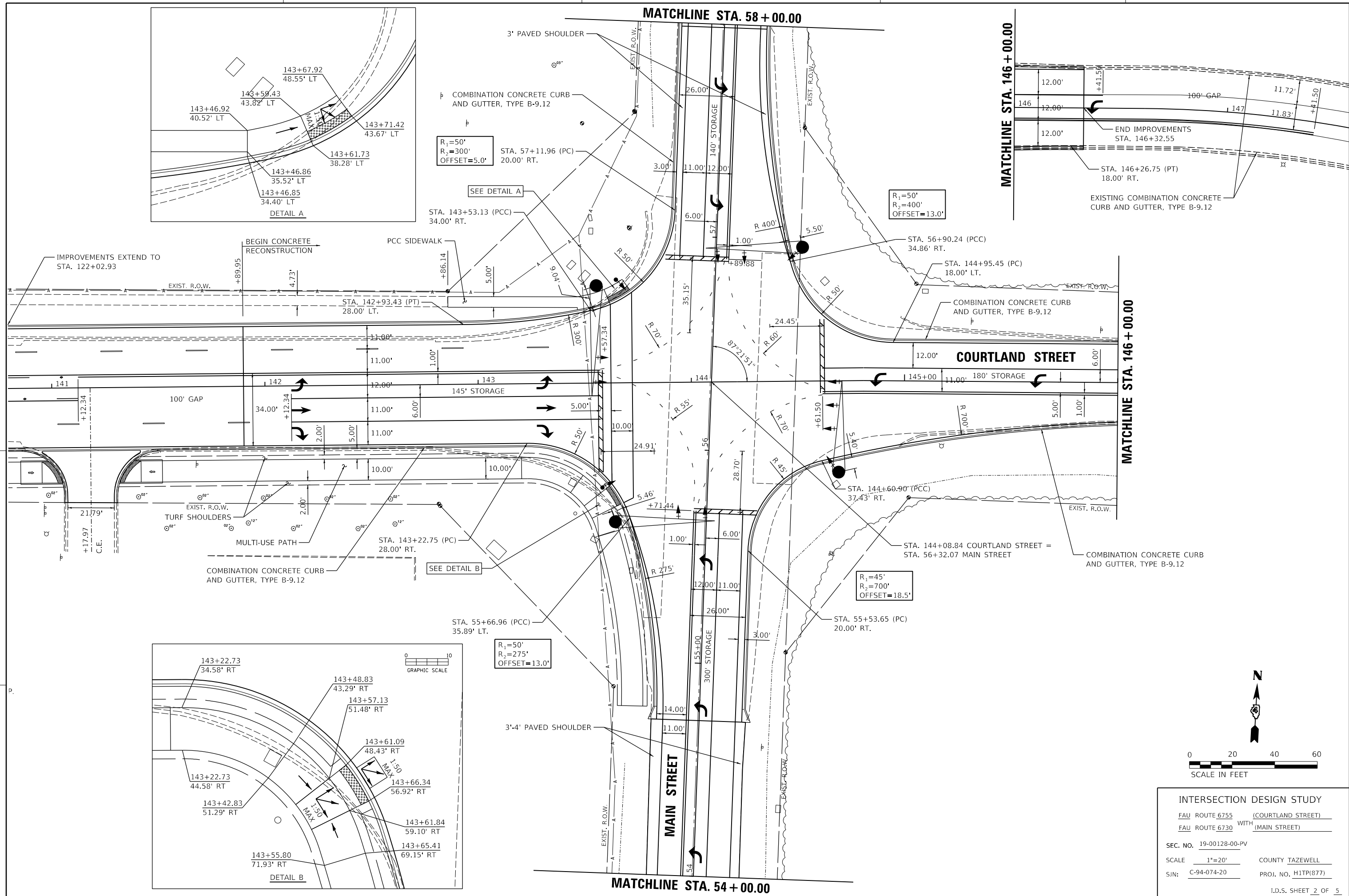
DESIGNED BY BECCA WAGNER DATE 4/20/2020

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER _____ DATE _____
 SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER _____ DATE _____
 SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER _____ DATE _____
 APPROVED _____ REGIONAL ENGINEER _____ DATE _____

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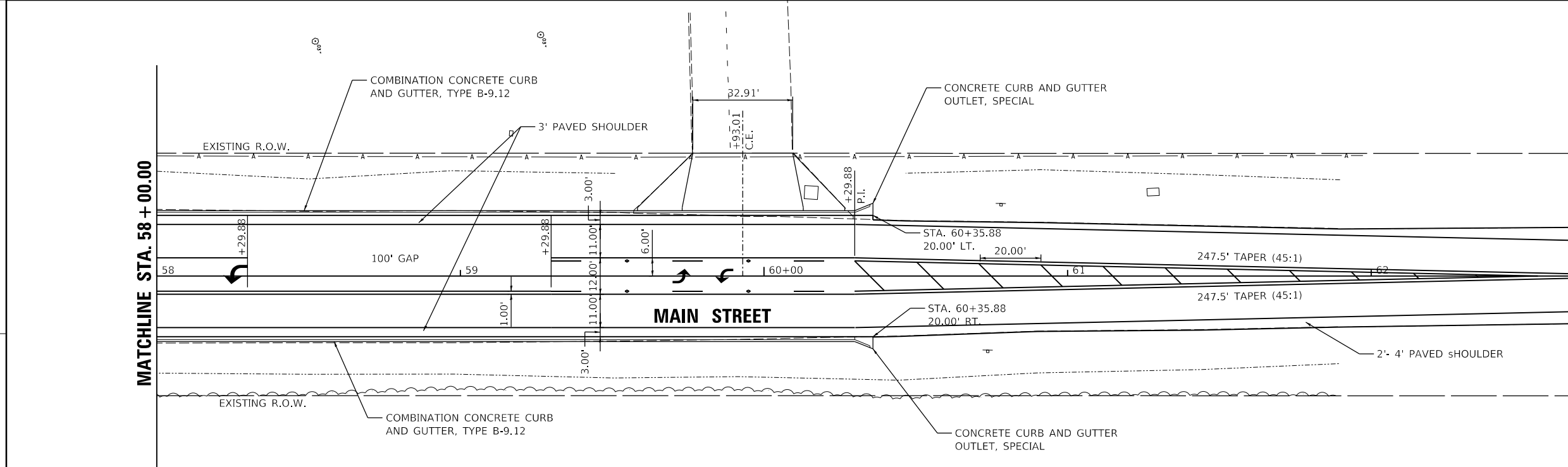
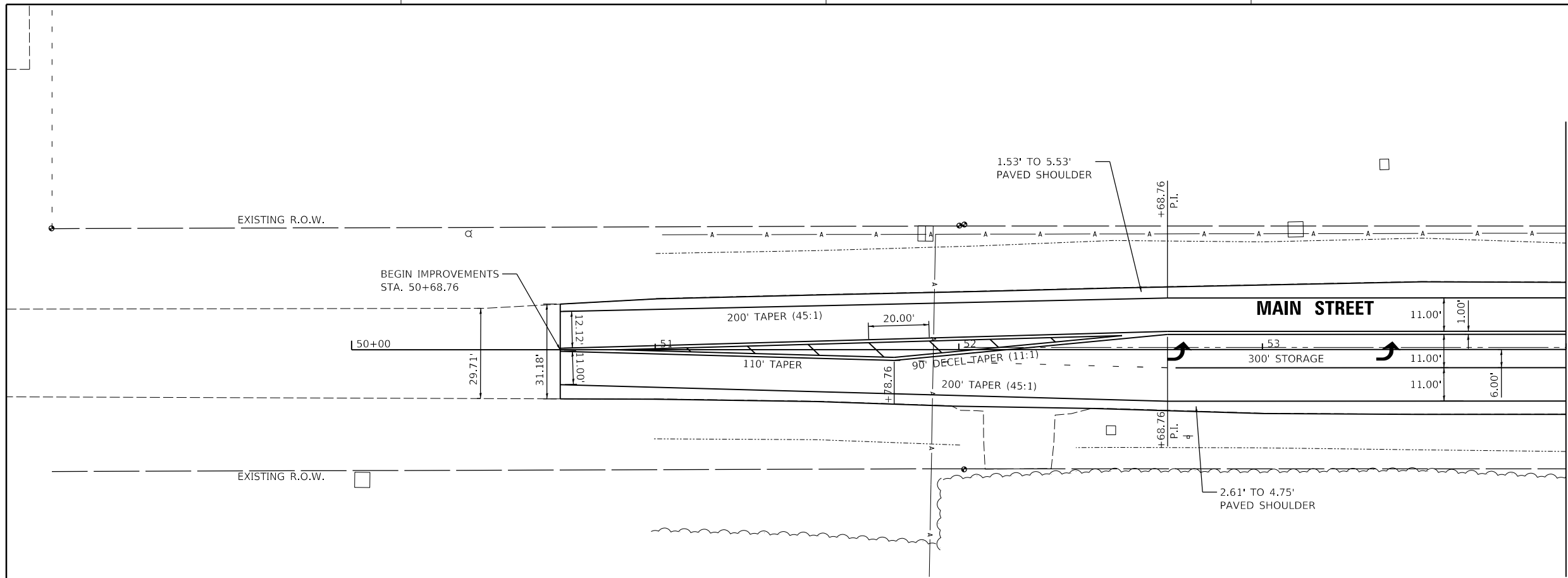
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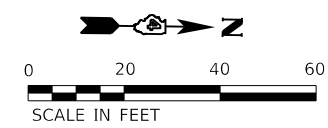
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 FAU ROUTE 6755 (COURTLAND STREET)
 FAU ROUTE 6730 WITH (MAIN STREET)
 SEC. NO. 19-00128-00-PV
 SCALE 1"=20' COUNTY TAZEWELL
 SIN: C-94-074-20 PROJ. NO. H1TP(877)
 I.D.S. SHEET 2 OF 5

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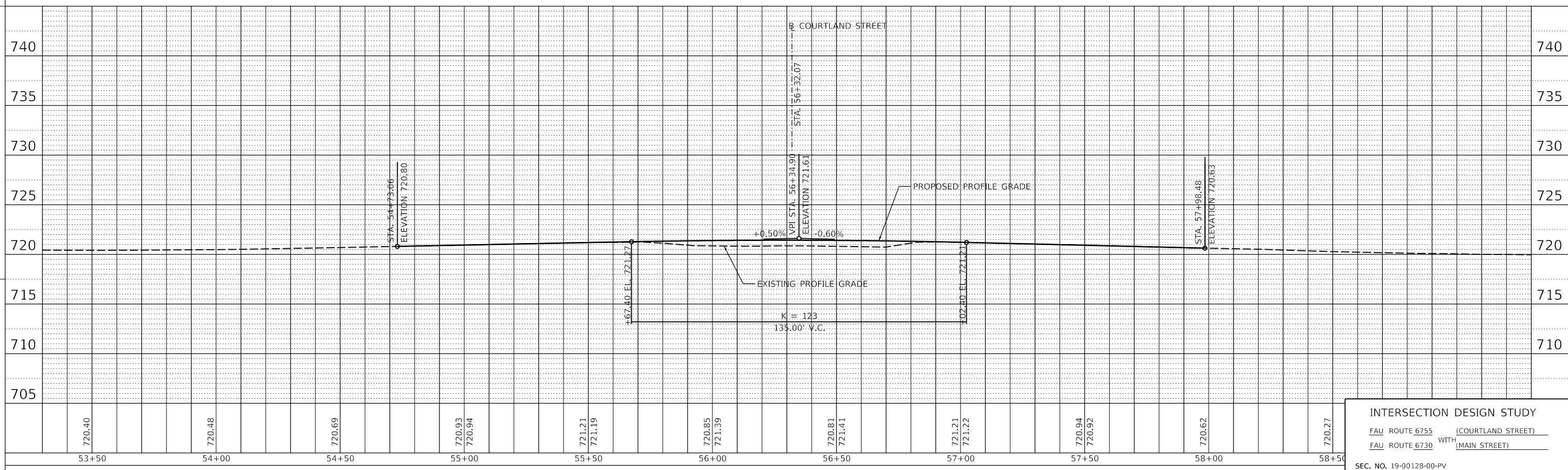
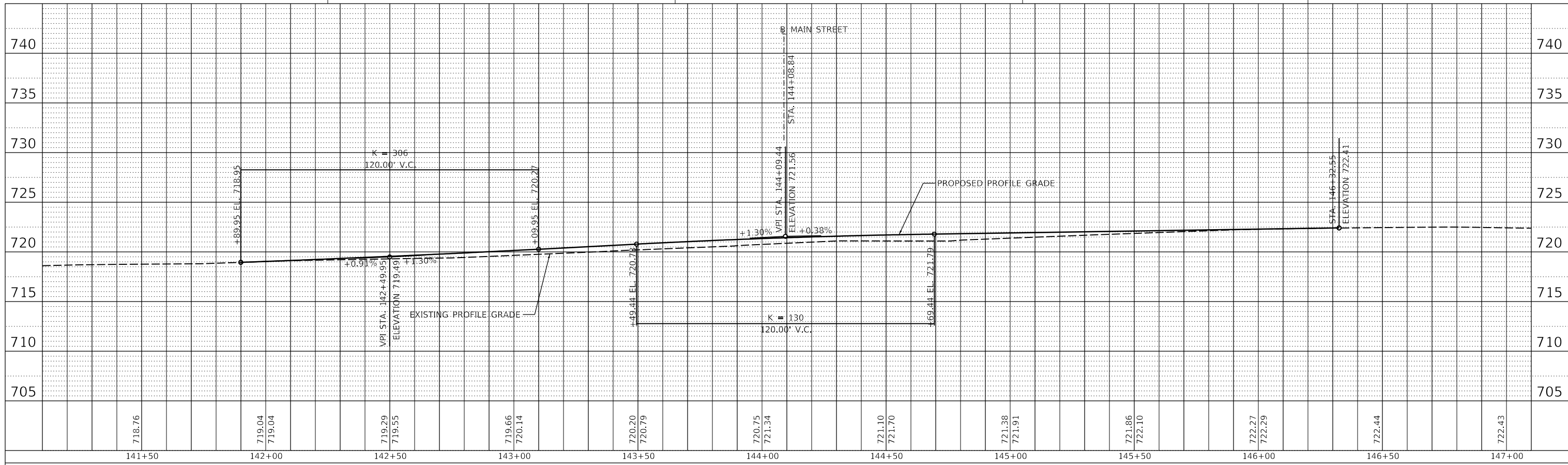
MATCHLINE STA. 54 + 00.00

MATCHLINE STA. 58 + 00.00



INTERSECTION DESIGN STUDY
 FAU ROUTE 6755 (COURTLAND STREET)
 FAU ROUTE 6730 WITH (MAIN STREET)
 SEC. NO. 19-00128-00-PV
 SCALE 1"=20'
 SIN: C-94-074-20
 COUNTY TAZEWELL
 PROJ. NO. H1TP(877)
 I.D.S. SHEET 3 OF 5

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INTERSECTION DESIGN STUDY

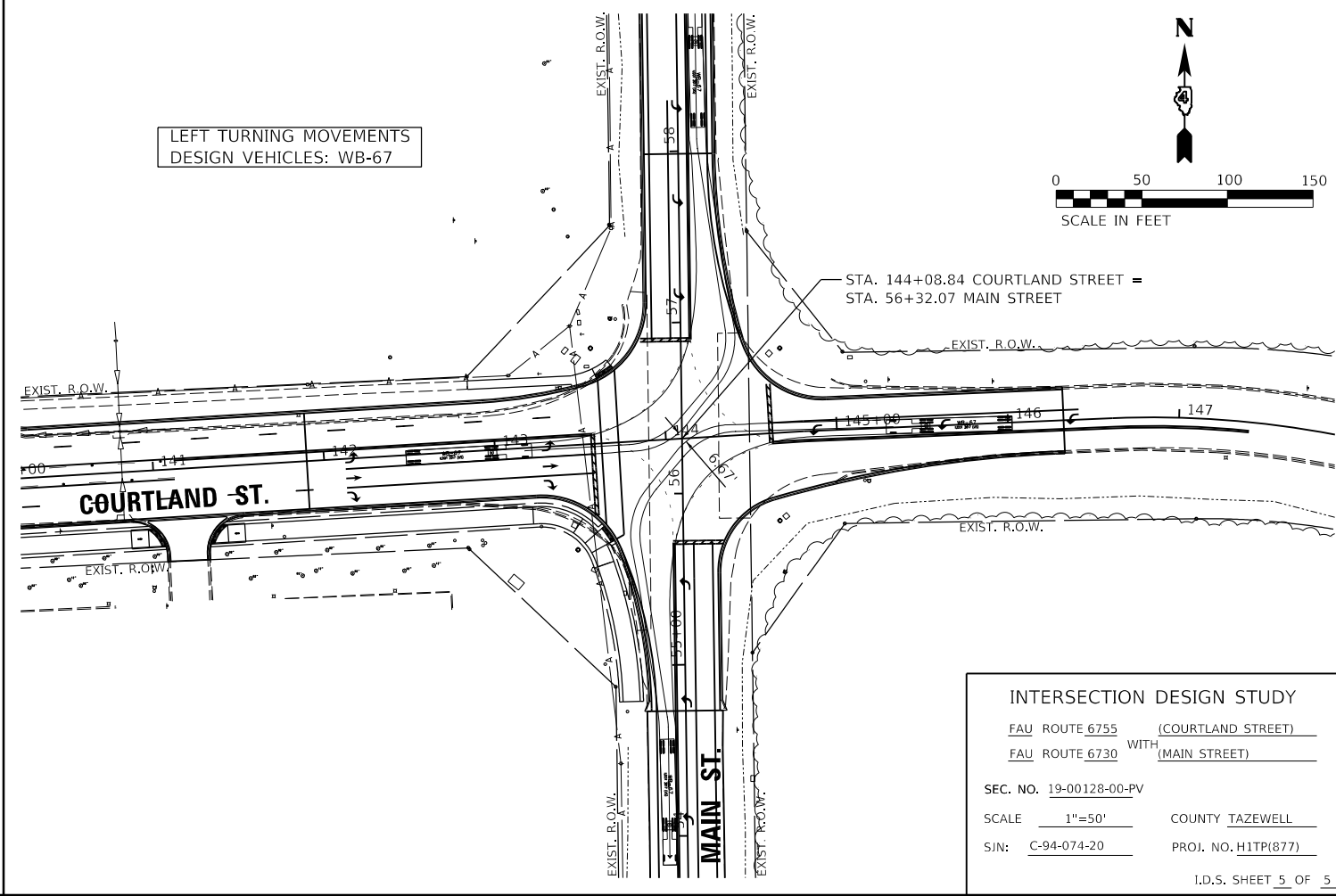
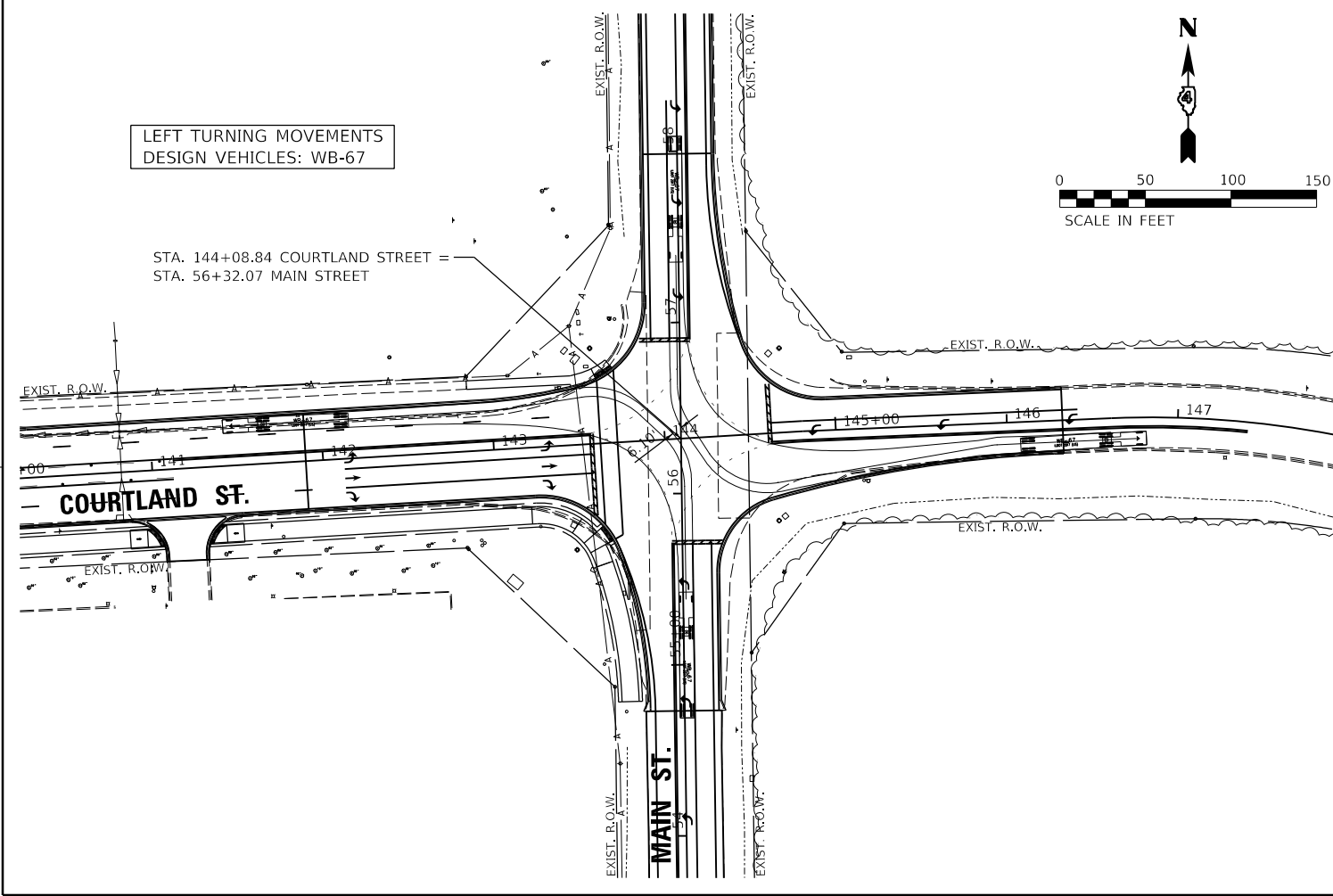
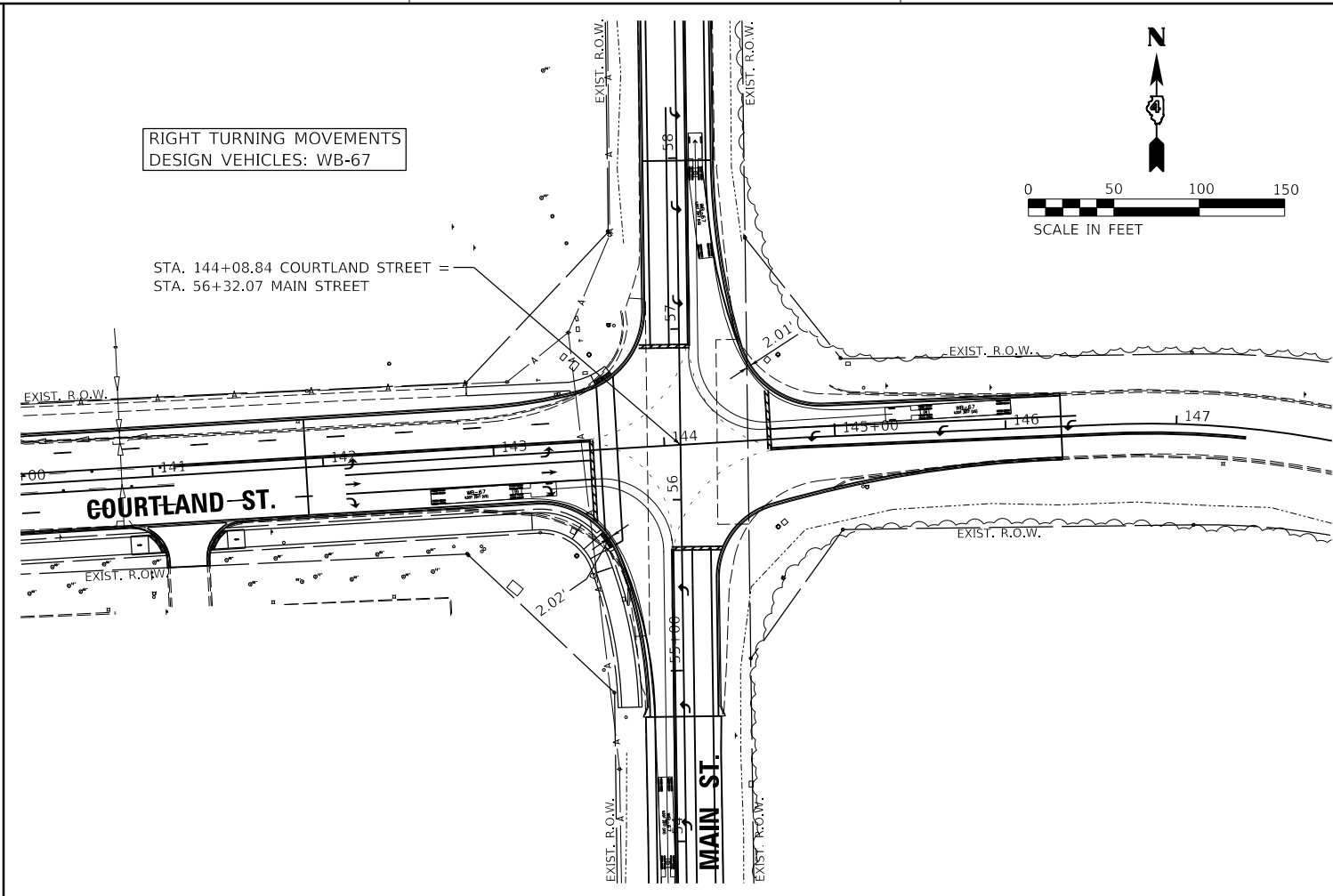
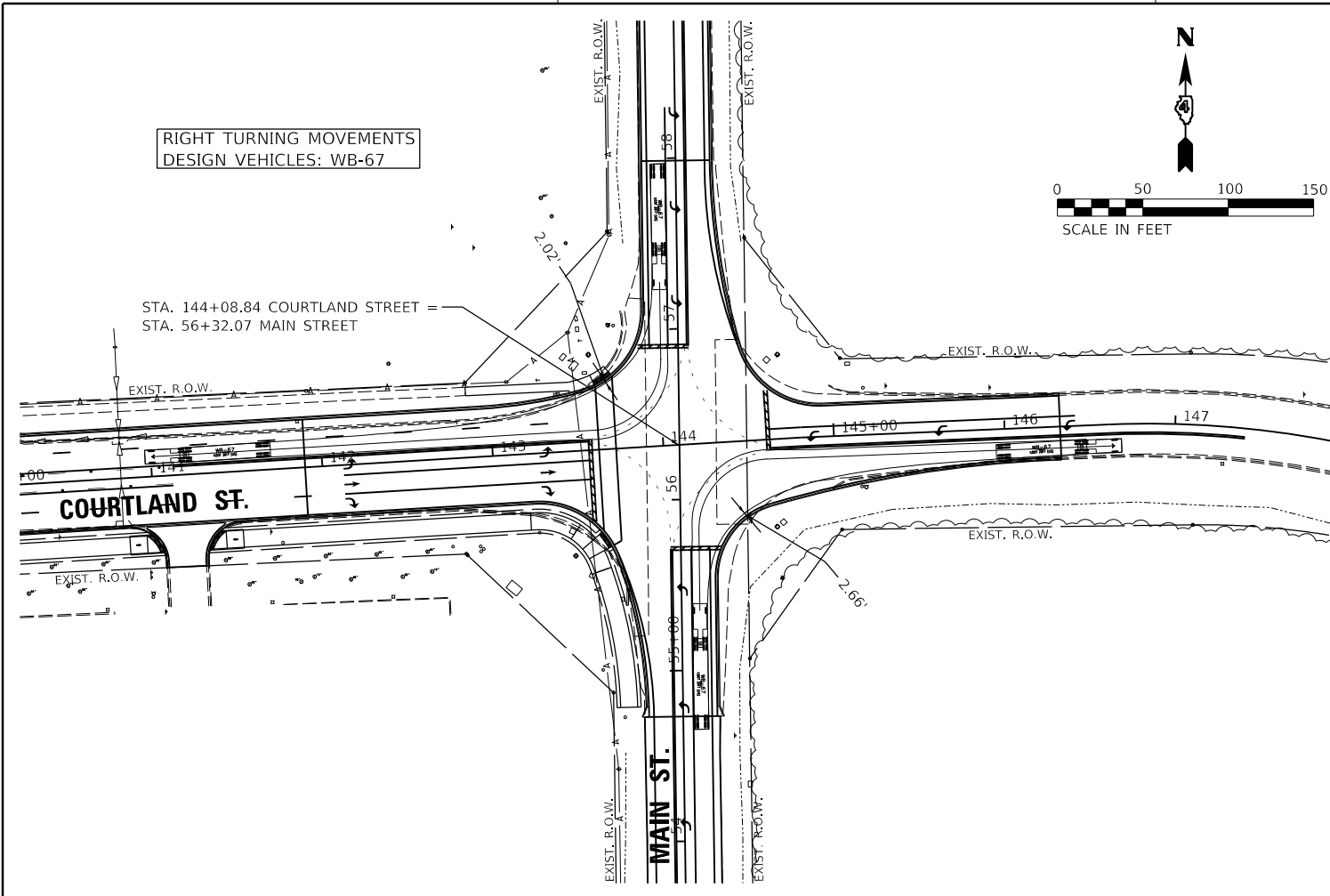
FAU ROUTE 6755 (COURTLAND STREET)
 FAU ROUTE 6730 WITH (MAIN STREET)

SEC. NO. 19-00128-00-PV
 SCALE: HORIZ. 1"=20'
 VERT. 1"=5' COUNTY TAZEWELL

SIN: C-94-074-20 PROJ. NO. H1TP(877)

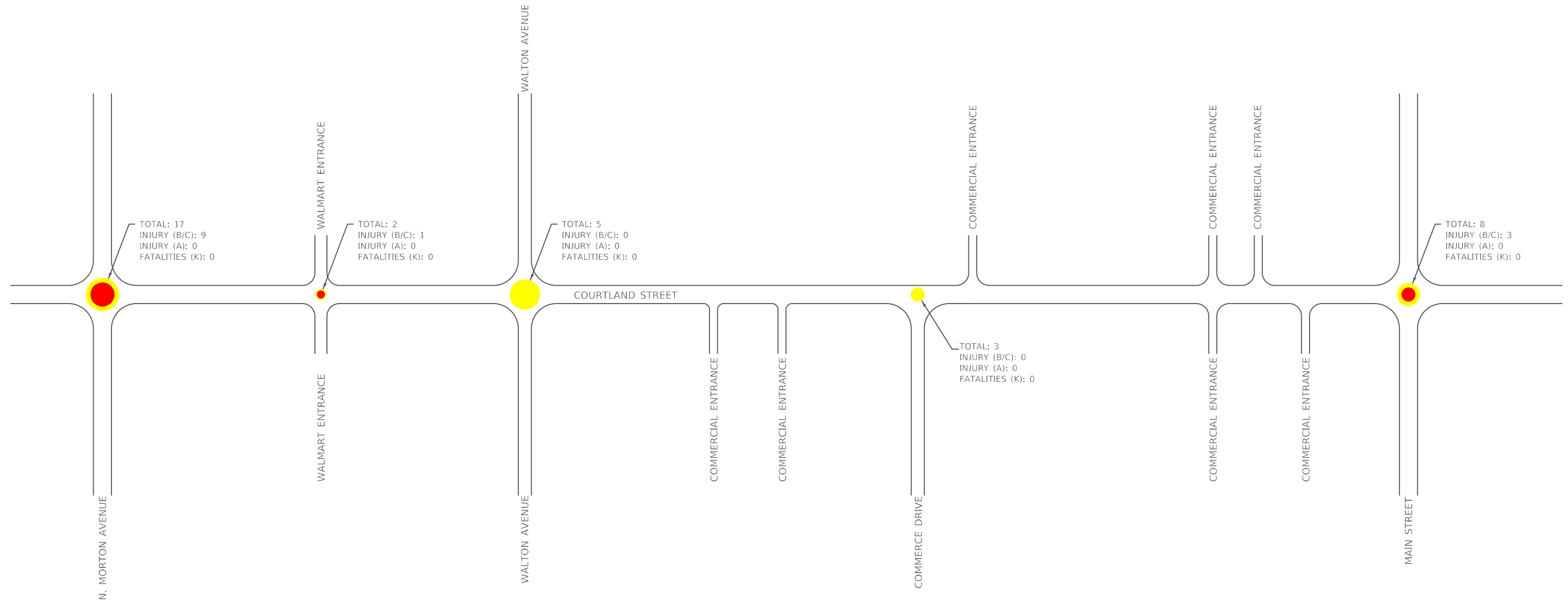
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 USER NAME = noff001973



INTERSECTION DESIGN STUDY
 FAU ROUTE 6755 (COURTLAND STREET)
 FAU ROUTE 6730 WITH (MAIN STREET)
 SEC. NO. 19-00128-00-PV
 SCALE 1"=50' COUNTY TAZEWELL
 SIN: C-94-074-20 PROJ. NO. HITP(877)
 I.D.S. SHEET 5 OF 5

ATTACHMENT 9
COLLISION SPOT MAP



LEGEND

- AMOUNT OF CRASHES AT INTERSECTION (2011-2017)
- AMOUNT OF INJURIES OR FATALITIES AT INTERSECTION (2011-2017)

LAYOUT	\$DESIGNS	\$DATE2\$
DRAWN	\$DRAWNS	\$DATE3\$
REVIEWED	\$CHECKED\$	\$DATE4\$

FILE: \\mbr117\job\171023\ACAD\Road\Sheet\Traffic\101-Crash_Map.dgn

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PLOT DATE = 2/6/2020	CHECKED - \$CHECKED\$	REVISED -
	DATE - \$DATE1\$	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCALE: \$SCALE1\$	SHEET \$GNUM\$ OF \$GTOT\$ SHEETS	STA. \$STA1\$	TO STA. \$STA2\$
-------------------	-----------------------------------	---------------	------------------

**\$TITLE1\$
 \$TITLE2\$**

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FRTE\$	\$SECT\$	\$COUNTY\$	\$STOT\$	\$SNUM\$
			CONTRACT NO. \$CNTRC\$	
		ILLINOIS	FED. AID PROJECT	

ATTACHMENT 12
ENVIRONMENTAL CLEARANCES AND CORRESPONDENCE



Illinois Department of Transportation

Memorandum

To: Bureau of Local Roads Attn: Mark Reitz
From: Jack Elston By: Brad Koldehoff
Subject: Cultural Resources - No Historic Properties Affected Clearance
Date: July 26, 2019

Tazewell County
FAU 6755, Courtland Street
Morton
Sec. 19-00128-00-PV
Seq. 22558

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

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

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

A handwritten signature in black ink, reading "Brad Koldehoff".

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

BK:km

Sequence #: 22558

Courtland Street
Resource in Vicinity of Project Polygon

*National Wetlands Inventory

INAI & NP w/in 1 mile

*none found

No Resource Found

*INAI

*T&E

*Nature Preserve

*Ducks Unlimited Wetlands

*INHS Wetland

*Roadside Prairie Inventory

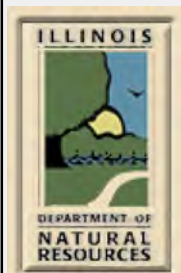
County: TAZEWELL

Section(PLSS): 3 25N3W9

Area: -0.0515 sq. miles = -32.95721 acres

Report created by Vincent Hamer

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



Include as additional documentation with permit applications (USACE).





United States Department of the Interior



FISH AND WILDLIFE SERVICE
Illinois-Iowa Ecological Services Field Office
Illinois & Iowa Ecological Services Field Office
1511 47th Ave
Moline, IL 61265-7022
Phone: (309) 757-5800 Fax: (309) 757-5807

IPaC Record Locator: 917-17555816

July 23, 2019

Subject: Consistency letter for the '22558' project (TAILS 03E18000-2019-R-1542) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the **22558** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species.**

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency for the Proposed Action accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- Decurrent False Aster, *Boltonia decurrens* (Threatened)
 - Eastern Prairie Fringed Orchid, *Platanthera leucophaea* (Threatened)
 - Lakeside Daisy, *Hymenoxys herbacea* (Threatened)
-

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

22558

Description

Courtland Street
Section 19-00128-000-PV
T25N/R3W/S9
Tazewell County
Seq. #22558

The proposed project involves widening Courtland Street to a 5 lane section. Intersection improvements at Main Street including curb and gutter, storm sewer and a bike trail.

There will be 1.1 acres of land acquisition. There will not be in-stream work and the amount of tree removal is undetermined at this time. Land cover in the vicinity of the proposed improvement is primarily urban and commercial property.

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for these two species.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

No

9. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

No

10. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

11. Does the project include slash pile burning?

No

12. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

13. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

14. Will the project involve the use of **temporary** lighting *during* the active season?

No

15. Will the project install new or replace existing **permanent** lighting?

No

16. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

17. Will the project raise the road profile **above the tree canopy**?

No

18. Is the location of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the project action area not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on March 16, 2018. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Illinois-Iowa Ecological Services Field Office
Illinois & Iowa Ecological Services Field Office
1511 47th Ave
Moline, IL 61265-7022
Phone: (309) 757-5800 Fax: (309) 757-5807

In Reply Refer To:
Consultation Code: 03E18000-2019-SLI-1542
Event Code: 03E18000-2019-E-03521
Project Name: 22558

July 23, 2019

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all wind energy projects, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.) and Migratory Bird Treaty Act (16 U.S.C. 703 et seq), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
 - USFWS National Wildlife Refuges and Fish Hatcheries
 - Wetlands
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Illinois-Iowa Ecological Services Field Office
Illinois & Iowa Ecological Services Field Office
1511 47th Ave
Moline, IL 61265-7022
(309) 757-5800

Project Summary

Consultation Code: 03E18000-2019-SLI-1542

Event Code: 03E18000-2019-E-03521

Project Name: 22558

Project Type: TRANSPORTATION

Project Description: Courtland Street
Section 19-00128-000-PV
T25N/R3W/S9
Tazewell County
Seq. #22558

The proposed project involves widening Courtland Street to a 5 lane section. Intersection improvements at Main Street including curb and gutter, storm sewer and a bike trail.

There will be 1.1 acres of land acquisition. There will not be in-stream work and the amount of tree removal is undetermined at this time. Land cover in the vicinity of the proposed improvement is primarily urban and commercial property.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/40.53373781102793N89.54698716118176W>



Counties: Tazewell, IL

Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Flowering Plants

NAME	STATUS
Decurrent False Aster <i>Boltonia decurrens</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7705	Threatened
Eastern Prairie Fringed Orchid <i>Platanthera leucophaea</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/601	Threatened
Lakeside Daisy <i>Hymenoxys herbacea</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3615	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

Due to your project's size, the list below may be incomplete, or the acreages reported may be inaccurate. For a full list, please contact the local U.S. Fish and Wildlife office or visit <https://www.fws.gov/wetlands/data/mapper.HTML>

FRESHWATER EMERGENT WETLAND

- [PEM1/FO1A](#)
- [PEM1/SS1A](#)
- [PEM1A](#)
- [PEM1/SS1C](#)
- [PEM1Af](#)
- [PEM1/SS1Ch](#)
- [PEM1Ad](#)
- [PEM1Ah](#)
- [PEM1Ax](#)
- [PEM1C](#)
- [PEM1Cx](#)
- [PEM1Cf](#)
- [PEM1Ch](#)
- [PEM1Cd](#)
- [PEM1F](#)
- [PEM1Fd](#)
- [PEM1Fh](#)
- [PEM1Fx](#)
- [PEM1Kx](#)

FRESHWATER FORESTED/SHRUB WETLAND

- [PFO1/EM1A](#)
 - [PFO1/EM1Ah](#)
-

- [PFO1/EM1C](#)
- [PFO1/SS1A](#)
- [PFO1A](#)

FRESHWATER POND

- [PABGh](#)
- [PAB3Gh](#)
- [PAB4G](#)
- [PABFx](#)
- [PABG](#)
- [PABGx](#)

LAKE

- [L1UBH](#)
 - [L1UBHx](#)
 - [L1UBHh](#)
 - [L2ABGh](#)
 - [L2RSAh](#)
 - [L2UBFh](#)
 - [L2UBHh](#)
 - [L2USCh](#)
-

proposed improvement. **Therefore, the wetland review under Part 1090 is terminated.**

Review for Endangered Species Act - Section 7

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)2 of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, an official species list was generated. The list contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed: Indiana bat (Ibat), northern long-eared bat (NLEB), decurrent false aster, lakeside daisy and eastern prairie fringed orchid. No proposed or designated critical habitat is listed. Under 50 CFR 402.12(e), **the accuracy of the species list is limited to 90 days.**

We cross-referenced the preferred habitat of each of the listed species with our knowledge of the project area and determined that the proposed improvement will have no effect on those species.

Should the project be modified or new information indicates listed or proposed species may be affected, consultation or additional coordination should be initiated.

VH

Preliminary Environmental Site Assessment (PESA)

Courtland Street Improvements Tazewell County, Illinois

IDOT Section No. 19-00128-00-PV

Prepared for:
Village of Morton

&

Illinois Department of Transportation

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

April 2020

Executive Summary

Hanson Professional Services Inc. (Hanson) has performed a Preliminary Environmental Site Assessment (PESA) on behalf of the Village of Morton and the Illinois Department of Transportation (IDOT) for the proposed Courtland Street improvement project limits located in Morton, Tazewell County, Illinois. The proposed project involves the widening of existing roadways and improvements to curbs, gutters, storm sewers, sidewalks, and a bike trail.

The project limits are generally located along Courtland Street between Walton Avenue and Main Street. The project also involves smaller portions of Walton Avenue, Commerce Drive and Main Street. Undeveloped and commercial properties adjoin the majority of the project limits. The proposed project consists of roadway widening and various connected improvements. Figures showing the project location are included in Appendix A.

The following sites were identified within environmental databases for the Courtland Street improvement project limits. The tables below list identified sites along the project limits for which recognized environmental conditions (RECs) were identified (Table 1); sites along the project for which only de minimis conditions were identified (Table 2); sites along the project for which no RECs or de minimis conditions were identified (Table 3); and sites adjoining but not on the project that were identified in environmental databases (Table 4). Since no REC sites were found, a Preliminary Site Investigation (PSI) is not required.

Table 1- REC Sites

The following sites were determined to contain RECs

Property Address or Location	Site #	Recognized Environmental Condition (RECs)	Regulatory Database	Land Use
No REC Sites	NA	NA	NA	NA

Table 2 - De minimis Condition Sites

The following sites were determined to contain de minimis conditions

Property Address or Location	Site #	De minimis Condition	Regulatory Database	Land Use
155 & 179 Courtland Street	1	Potential ACM and lead paint, database listings	EDR Hist Auto, UST, RCRA-CESQG	Commercial
150 Courtland Street	2	Potential ACM and lead paint,	AST, RCRA-	Commercial

200 – 310 Courtland Street & 95 Commerce Drive	4	Potential ACM and lead paint, database listing	BOL	Commercial
95 Commerce Drive	5	Potential ACM and lead paint	None	Commercial/ Undeveloped
491 – 515 Courtland Street	6	Potential ACM and lead paint, database listing	FINDS	Commercial
510 Courtland Street	7	Potential ACM and lead paint, database listing	RCRA-NonGen	Commercial/ Undeveloped
1651 – 1701 Main Street	8	Potential ACM and lead paint, database listing	RCRA-CESQG	Commercial

Table 3 - Non REC Sites

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

Property Address	Site #	Regulatory Database	Land Use
Undeveloped property (no address)	3	None	Undeveloped
Undeveloped property (no address)	9	None	Undeveloped

Table 4 - Adjoining Sites

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

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

4. Conclusions

No REC sites were identified within the project limits.

De minimis conditions were identified at the following sites along the project corridor.

Site #1 – commercial properties, 155 and 179 Courtland Street, Morton – potential ACM and lead paint, former gas station with USTs, RCRA-CESQG database listing

Site #2 – commercial properties, 150 Courtland Street, Morton – potential ACM and lead paint, AST and RCRA-CESQG database listings

Site #4 – commercial properties, 200 – 310 Courtland Street & 95 Commerce Parkway, Morton – potential ACM and lead paint, BOL database listing

Site #5 – commercial properties, 95 Commerce Parkway, Morton – potential ACM and lead paint

Site #6 – commercial properties, 501 – 515 Courtland Street, Morton – potential ACM and lead paint, FINDS database listing

Site #7 – commercial properties, 510 Courtland Street, Morton – potential ACM and lead paint, RCRA-NonGen listing

Site #8 – commercial properties, 1655 – 1701 Main Street, Morton – potential ACM and lead paint, RCRA-CESQG listing

5. Endorsements

Environmental Scientist:  Date: April 17, 2020

6. Address Listings

The following addresses along the project were evaluated for this project. Addresses of sites, if any, adjoining but not along the project are not listed here; see text for discussion of these sites.

Property Address	City	Site #
155 Courtland Street	Morton	1
179 Courtland Street	Morton	1
150 Courtland Street	Morton	2
200 Courtland Street	Morton	4
300 Courtland Street	Morton	4
310 Courtland Street	Morton	4
95 Commerce Parkway	Morton	4
95 Commerce Parkway	Morton	5
491 Courtland Street	Morton	6
501 Courtland Street	Morton	6
515 Courtland Street	Morton	6
510 Courtland Street	Morton	7

ATTACHMENT 14

PUBLIC INFORMATION MEETING NEWSPAPER ADVERTISEMENT

PUBLIC INFORMATION MEETING SIGN-IN, EXHIBITS, AND COMMENTS RECEIVED

(Information from 9-22-2016 meeting only)

Virtual Public Coordination
Scheduled by the Village of Morton Public Works Department
For the COURTLAND STREET WIDENING Project

The Village of Morton Public Works Department is planning to widen Courtland Street from Walton Avenue to Main Street. All persons interested in the proposed improvement are invited view the plan at <https://www.morton-il.gov/>. The planning documents will be available for public comment from Wednesday, April 22, 2020 through Wednesday, May 6, 2020.

The purpose of the public comment period is to allow interested individuals, groups, and involved agencies to discuss the impacts of the Courtland Street Widening. If anyone has questions they will be asked to contact Craig Loudermilk, Village of Morton, at (309) 266-5361, cloudermilk@morton-il.gov or Kurt Bialobreski from Hanson Professional Services at 309-713-1408, kbialobreski@hanson-inc.com. Citizens are encouraged to view the documents, ask questions, and provide input. Written statements may also be submitted to the Village or Hanson Professional Services within by May 13, 2020.

For additional information, contact Kurt Bialobreski, Hanson Professional Services Inc., (309) 713-1408, or Craig Loudermilk, Village of Morton, (309) 266-5361.

ATTACHMENT 15

BIMONTHLY COORDINATION MEETING MINUTES

DATE: August 30, 2019 Final Meeting Minutes

BY: Kurt Bialobreski

PROJECT NO.: 17L0234

PROJECT NAME: Section 19-00128-00-PV – Courtland Street – Village of Morton

PROJECT MEETING LOCATION: IDOT District 4

MEETING DATE: August 21, 2019

PARTICIPANTS: See Sign-In Sheet

DISTRIBUTION: Participants

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

A bi-monthly coordination meeting was held at IDOT District 4 in the 7th Floor conference room to discuss the Village of Morton (19-00128-00-PV) Courtland Street Phase I. The intent of the meeting was to introduce the project and get clarification on:

- Logical Termini,
- Traffic Engineering and Intersection Design Studies,
- Public Involvement requirements, and
- Request to process as State Approved CE II.

After introductions, Hanson described the history and current state of the federally funded project. Through the years, the Village of Morton has used both federal and local funds to construct Courtland Street from Veterans Road on the west to Harding Road on the east. The only portion of roadway that is left to be constructed is a section proposed for widening from Walton Avenue to Main Street. The section that was most recently constructed was from North Morton Avenue to just east of Walton Avenue, and it was completed in 2014 in preparation for the opening of Farm and Fleet. The current project will be an extension of the 2014 project and will create a 5-lane cross section, extend the multi-use path on the south side of the roadway, and extend the sidewalk on the north side. Main Street, at its intersection with Courtland Street, will also be constructed.

Based on the information presented, Hanson asked for concurrence that the logical termini be North Morton Avenue and Main Street with the portion of the corridor built in 2014 (North Morton Avenue to Walton Avenue) designated as No Build. IDOT Central Office Local Roads (CO-BLRS), FHWA, and IDOT District 4 Local Roads (D4-BLRS) agreed to the request, but noted that spot improvements could be required between North Morton Avenue and Walton Avenue.

Hanson asked for direction on the number of intersection design studies that would be required. It was agreed upon that an IDS would be required at Commerce Drive and Main Street, and that CO-BLRS would defer to D4 Geometrics on the requirements for North Morton Avenue and Walton Avenue. Hanson was asked to follow up with information from a traffic analysis to aid in the decision making process.

Hanson asked if it would be satisfactory to hold one public meeting. CO-BLRS and FHWA agreed that one public meeting held after preliminary comments on the project development report (PDR) are addressed would meet the requirements.

Hanson stated that an environmental survey (ESR) request had been submitted and that biological and cultural clearances had been obtained. Hanson stated that its staff is in the process of preparing a

preliminary environmental site assessment (PESA). A state PESA will be not be required since state right-of-way is not impacted by the project. Hanson then asked for direction on the need for a noise study. Hanson staff believes that a noise study is not required as the project does not include the addition of a through lane and will not reduce the offset between the only receptor and the edge of pavement by more than half of its current distance. CO-BLRS will provide direction on the need for a noise study, and requested Hanson to send D4-BLRS an email with the above information. Hanson then requested that the project be processed as a State Approved CE. CO-BLRS and FHWA agreed.

Subsequent to the meeting, IDOT determined that a noise report will not be required as no additional through lanes are proposed (the additional lane is for turning movements only).

ATTACHMENT 16

BLR 22120 DESIGN VARIANCE FORM

Project Identification

Local Agency: Village of Morton County: Tazewell

(County, Municipality, Road District / Township)

Section No.: 19 - 00128 - 00 - PV Route: FAU 6755

Street/Road Name: Courtland Street

Project Limits: From Walton Avenue (Mun 3) to N. Main St (FAU 6730) in Morton

Project Length: 0.73 mi Functional Classification: Arterial

Design Year: 2041 Design Traffic: DHV 1339 ADT 13729

Existing Structure No.: _____ Proposed Structure No.: _____

Project Scope of Work

- a. Is this project located on the NHS? Yes No
- b. Is this project on a Strategic Regional Arterial (SRA) route? Yes No
- c. Funding MFT/State Assistance Federal
- d. Type of Work New Construction Reconstruction 3R
- e. Design Guidelines Urban Suburban Rural 3R Other _____

f. Provide a brief project description (major construction elements):
 The section of Courtland Street from Walton Ave. to Main St will be widened from a four-lane roadway to a five lane roadway. The improved section will have four 11 ft. through lanes and one 12 ft. left turn lane median. The 5 ft. sidewalk on the north side of the road will be extended westward to Walton Avenue and eastward to Main Street. The 10 ft. multiuse path to the south of the road will also be extended to Main Street. The Courtland Street and Main Street intersection will be completely reconstructed.

District Coordination Meetings

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

Dates: 8-21-2019

Level One Design Variance Approval

Local Agency: Village of Morton

Section No.: 19-00128-00-PV

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance		Summary of Variance and Justification
		Yes	No	
1. Design Speed: 40 mph	30-40	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Level of Service (Mainline): C	C	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Lane Widths				
a. Through Lanes: 11 feet	11-12	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Turn Lanes: 12 feet	11-12	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Parking Lanes: N/A feet	8'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
d. Bike Lanes: N/A feet	5'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Through Travel Lane Cross Slopes				
Inside Lane: 2 %	1.5%-2%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Outside Lane: 2 % (if more than 2 lanes)	1.5%-2%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Shoulder Widths: 2-3 feet	4 ft	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Maintaining existing conditions
6. Horizontal Curvature (Minimum Radius) N/A feet				
List curves not meeting criteria	533	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<u>Sta.</u> <u>Radius</u> <u>Design Speed</u>				
-		<input type="checkbox"/>	<input type="checkbox"/>	
-		<input type="checkbox"/>	<input type="checkbox"/>	
-		<input type="checkbox"/>	<input type="checkbox"/>	
7. Superelevation Rates				
e_{max} N/A %	4%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
List curves for which e does not meet criteria				
<u>PI Sta.</u> <u>Radius</u> <u>e</u> <u>Design Speed</u>				
-		<input type="checkbox"/>	<input type="checkbox"/>	
-		<input type="checkbox"/>	<input type="checkbox"/>	
-		<input type="checkbox"/>	<input type="checkbox"/>	
8. Maximum Grade: 1.3 %	9%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Minimum Intersection Sight Distance >500 feet				
List locations not meeting the criteria	500	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<u>Cross Road</u> <u>Distance</u>				
-		<input type="checkbox"/>	<input type="checkbox"/>	
-		<input type="checkbox"/>	<input type="checkbox"/>	
-		<input type="checkbox"/>	<input type="checkbox"/>	
10. Minimum Stopping Sight Distance >305 feet				
a. Crest Vertical Curves – Min. K value 123	305	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
List curves not meeting the criteria	44	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<u>VPI Sta.</u> <u>Sight Distance</u> <u>Design Speed</u> <u>Curve Length</u>				
-		<input type="checkbox"/>	<input type="checkbox"/>	
-		<input type="checkbox"/>	<input type="checkbox"/>	
-		<input type="checkbox"/>	<input type="checkbox"/>	
b. Sag Vertical Curves – Min. K value 306	64	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
List curves not meeting the criteria				
<u>VPI Sta.</u> <u>Sight Distance</u> <u>Design Speed</u> <u>Curve Length</u>				
-		<input type="checkbox"/>	<input type="checkbox"/>	
-		<input type="checkbox"/>	<input type="checkbox"/>	
-		<input type="checkbox"/>	<input type="checkbox"/>	

Level One Design Variance Approval

Local Agency: Village of Morton Section No.: 19-00128-00-PV

c. Inside of Horizontal Curves List curves not meeting the criteria <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Sta.</th> <th style="text-align: left; border-bottom: 1px solid black;">Sight Distance</th> <th style="text-align: left; border-bottom: 1px solid black;">Design Speed</th> <th style="text-align: left; border-bottom: 1px solid black;">Radius</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>-</td> <td></td> <td></td> <td></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>-</td> <td></td> <td></td> <td></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>-</td> <td></td> <td></td> <td></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </tbody> </table>	Sta.	Sight Distance	Design Speed	Radius			-				<input type="checkbox"/>	<input type="checkbox"/>	-				<input type="checkbox"/>	<input type="checkbox"/>	-				<input type="checkbox"/>	<input type="checkbox"/>				
Sta.	Sight Distance	Design Speed	Radius																									
-				<input type="checkbox"/>	<input type="checkbox"/>																							
-				<input type="checkbox"/>	<input type="checkbox"/>																							
-				<input type="checkbox"/>	<input type="checkbox"/>																							
11. Clear Roadway Bridge Widths: N/A feet																												
	NA			<input type="checkbox"/>	<input checked="" type="checkbox"/>																							
12. Freeboard Above Design High Water: N/A feet																												
	1'			<input type="checkbox"/>	<input checked="" type="checkbox"/>																							
13. Vertical Clearances:																												
<input type="checkbox"/> Over Roadway/RR _____ feet	14'			<input type="checkbox"/>	<input checked="" type="checkbox"/>																							
<input type="checkbox"/> Under Structure _____ feet	17' 3"			<input type="checkbox"/>	<input checked="" type="checkbox"/>																							
14. Accessibility Criteria for Disabled Persons List any feature not meeting ADA Criteria																												
	PROWAG			<input type="checkbox"/>	<input checked="" type="checkbox"/>																							
15. Roadside Clear Zone:																												
a. Tangent _____ feet	1.5'			<input type="checkbox"/>	<input checked="" type="checkbox"/>																							
b. Outside of Curve _____	1.5'			<input type="checkbox"/>	<input checked="" type="checkbox"/>																							
List criteria for each radius																												
<u>Radius (ft)</u>																												
<u>Clear Zone (ft)</u>																												
	-			<input type="checkbox"/>	<input type="checkbox"/>																							
	-			<input type="checkbox"/>	<input type="checkbox"/>																							
	-			<input type="checkbox"/>	<input type="checkbox"/>																							
16. Intersection(s) Level of Service: C																												
	C			<input type="checkbox"/>	<input checked="" type="checkbox"/>																							
17. Warrants for Stop Signs or Signals																												
<u>Cross Road</u>	<u>Warrant</u>																											
Courtland/ Main	6			<input type="checkbox"/>	<input checked="" type="checkbox"/>																							
Courtland/ Commerce	Two-Way Stop Control			<input type="checkbox"/>	<input checked="" type="checkbox"/>																							
				<input type="checkbox"/>	<input type="checkbox"/>																							
18. Pavement Design (list any variance to policy)																												
N/A	N/A			<input type="checkbox"/>	<input checked="" type="checkbox"/>																							

Prepared By: _____ Date: _____
Designer (Consultant)

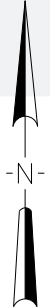
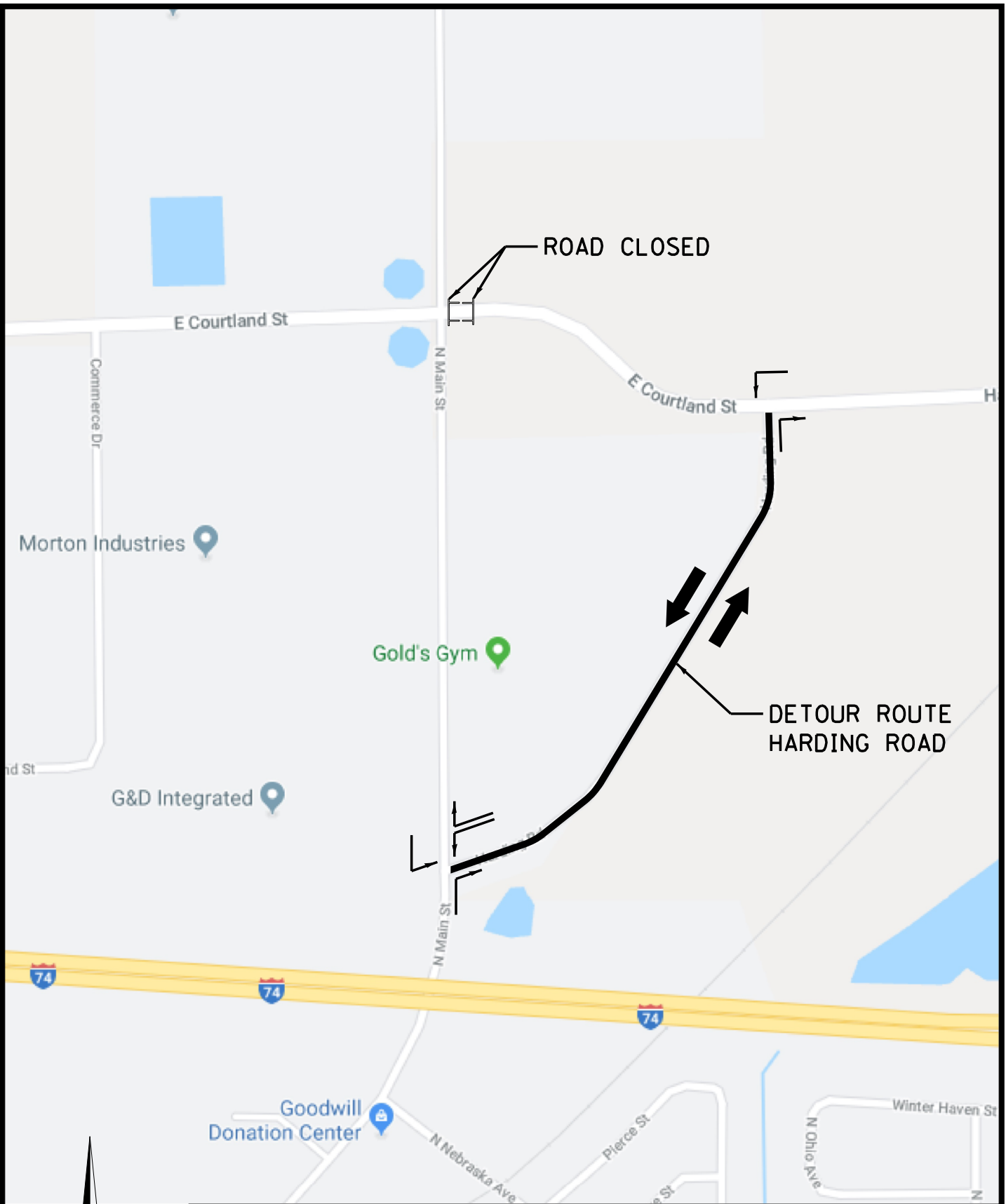
When Prepared by Consultant
 Local Agency Concurrence: _____ Date: _____

 IDOT Regional Engineer Concurrence Date Central BLR&S Approval Date

ATTACHMENT 17
DETOUR ROUTE MAP

2/16/2020 andrew00846

I:\VT_jobs\17L0234\CAD\Road\Sheet\Detour.dgn



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DETOUR PLAN - PHASE 4

COURTLAND STREET
PEORIA COUNTY, ILLINOIS

HANSON NO. 17L0234