

Resolution # 8-1

WHEREAS, County procedures authorize the County Administrator to approve the submission of grant applications when grant funding opportunities arise on short notice and approval of the Finance Committee cannot be obtained prior to the due date of the required grant application; and

WHEREAS, such approvals must be reported to the Finance Committee at its next scheduled meeting; and

WHEREAS, County procedures also require that the acceptance of grants of \$30,000 or more must be approved by the full County Board; and

WHEREAS, in October 2018, the County became aware of an opportunity to apply for grant funding from the Illinois Department of Transportation (IDOT) under the State's Truck Access Route Program. The County Highway Department prepared an application for this program requesting \$206,050 in State grant funding for the current Woodside Road project. As detailed in the attached Grant Approval Form, the receipt of this grant will reduce the amount of County funds needed as match on the Woodside Road project and will not increase the cost of this project; and

WHEREAS, the County Administrator approved the submission of this grant application because the application was due prior to the next meeting of the Finance Committee; and

WHEREAS, the submission of this application has been reported to the Finance Committee, which recommends that the grant for the Truck Access Route Program be accepted, if awarded by the State.

NOW, THEREFORE, BE IT RESOLVED that the Sangamon County Board, in session this 11th day of December, 2018, approves the acceptance of the grant from IDOT in the amount of \$206,050 for the Truck Access Route Program. The County Board Administrator is authorized to sign required grant documents to execute the grant agreement.

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Andy Goleman
SANGAMON COUNTY AUDITOR


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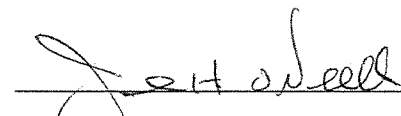
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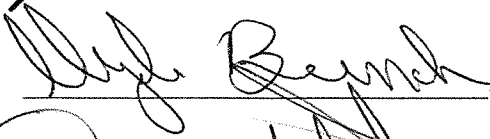
Don J. May
Sangamon County Clerk

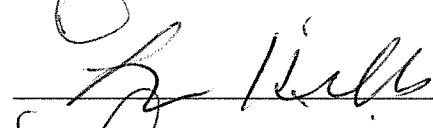
Submitted by Finance Committee

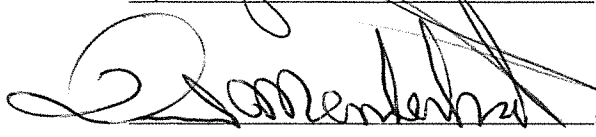
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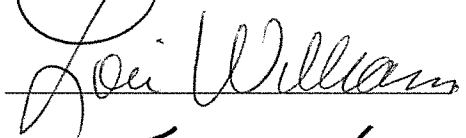
 , Chairman

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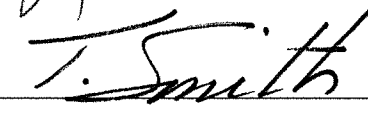
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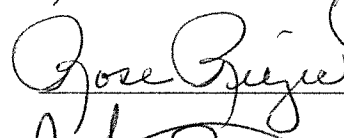
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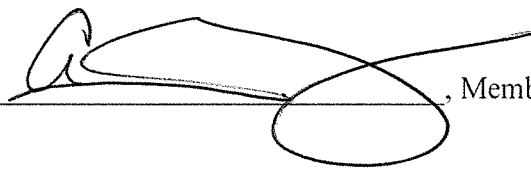
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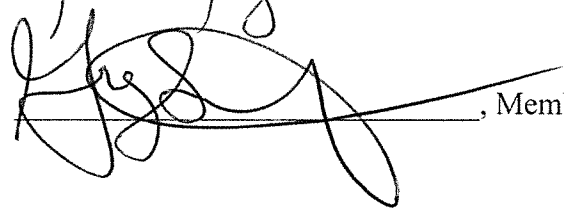
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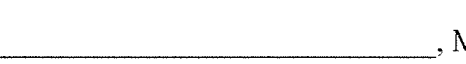
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SANGAMON COUNTY - GRANT APPROVAL FORM

8-3

Requesting Department: Highway

Grant Program Title: FY2020 - Truck Access Route Program

This request is for: a new grant renewal or extension of an existing grant

Grantor: Illinois Department of Transportation

Brief description of the grant program and its benefits to Sangamon County:

The Truck Access Route Program (TARP) is funded with \$7.0M statewide for use by local agencies in upgrading existing routes to designated truck routes utilizing a terminous of an existing truck route or a municipality or truck generator.

Anticipated Grant Revenue Amount: \$206,050

Are matching funds required? Yes No

If yes, please state the amount and the source of matching funds:

If this grant is approved, will any new personnel be hired: Yes No

If Yes, please indicate the number and cost of personnel:

Are there any **indirect** costs or **legal** requirements associated with this grant (i.e., increased workload on existing staff, requirements to continue specific programs after grant periods, etc.): Yes No

If Yes, please provide details. Include attachment if needed:

| | Current FY | Current FY + 1 | Current FY + 2 |
|------------------------------|------------|----------------|----------------|
| Number of Employees | | | |
| Personnel Costs (in dollars) | | | |
| Fringe Benefit Cost | | | |
| Other Costs (Equipment, etc) | | | |
| Total Cost | | | |

Requested by: 
(Department Head Signature)

Date: 11-5-2018

R E C E I V E D

2660

NOV 05 2018

Andy Goleman
SANGAMON COUNTY AUDITOR

Illinois Truck Access Route Program (TARP) FY 2020 Application

Project Information

| | | | |
|---------------------------|---------------------------|------------------------------|----------------------------|
| IDOT District | Six | Functional Classification | Minor Arterial |
| County | Sangamon | Route Name / Number | Woodside Rd/CH 23/FAU 8048 |
| Local Public Agency | County Highway | Section Number | 07-00090-08-FP |
| Is this a phased project? | Yes | -----> If "yes" which phase? | Phase 2 of 2 |
| Project Length (feet) | 4,315 | ADT | 10,200 |
| Project Length (miles) | 0.817 (Sta 99+00-142+15) | ADTT | 340 |
| Number of Lanes | Five (4 Lane + Turn Lane) | -----> Total Lane Miles | 4.09 |

Project Termini

| | | | |
|--|--|--|--|
| What is the project beginning termini? | Just east of IL Rte 4 at Woodside Rd (CH 23), previously completed 4-lane improved section | | |
| Is this a truck route, municipality, or truck generator? | IL Rte 4 is Truck Rte to Municipality | | |
| What is the project ending termini? | Just west of Interstate 55 at Toronto Road | | |
| Is this a truck route, municipality, or truck generator? | Interstate is Truck Rte. Project completion will provide Truck Rte between State and Interstate Truck Rtes | | |

Eligible Intersections

List Intersections Between Designated Truck Routes And The Proposed Route That Will Be Improved

- 1) Woodside Road at Iron Bridge Road: Relocated west of RR, 4-lane, Signalized with turn lanes, Grade Separation from RR
- 2) Intersection Item 1) will also promote the extension of MacArthur to Woodside, thus offers another truck rte off Interstate 72
- 3)

Programming Information

| | |
|----------------------------------|---|
| Anticipated Letting Date | Spring/Summer 2020 |
| Estimated Total Project Cost | \$26,567,352 |
| TARP Funds Requested | \$206,050 (\$45,000 x 4.09 Lane Mi.+ \$22,000 Intersect.) |
| List Other Fund Types To Be Used | 1) Sangamon County, Fed-SATS ST-U |
| | 2) Illinois Commerce Commission (ICC), UPRR/HPP |
| | 3) IL Dept of Transportation |

List All Major Truck Generators (Including Municipalities and Industry) Along The Proposed Route

- 1) Chatham is southwest of Springfield, both communities will benefit from 4-lane grade separated Woodside Rd betwn IL 4 & I-55
- 2)
- 3)

List All Types Of Projected Growth In The Project Area

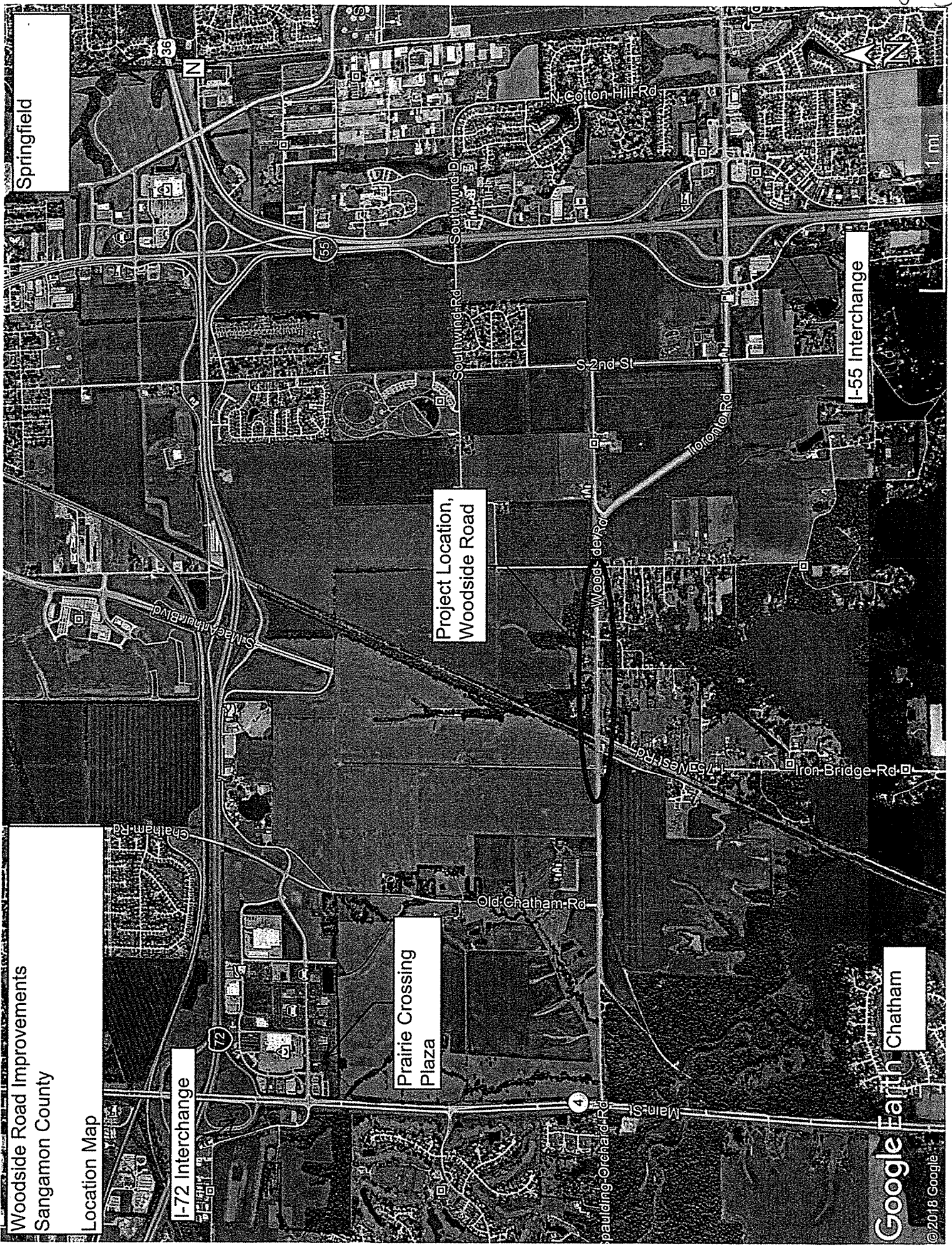
- 1) Industrial, residential, and commercial growth is expected with new 4-lane connection from IL 4 to I-55, increase ADTT
- 2) Project completion will foster the MacArthur exten. w/4-lane accessibility to I-72 with retail and commercial devel, increase ADTT

List Any Prior Commitments Made By The Department With Regard To This Project

- 1) ICC & IDOT have committed and budgeted this project in their fiscal planning.
- 2) Sangamon County is funding nearly 20% of construction costs of the project.

Additional Documentation

| | Included? |
|--|-----------|
| 1) A narrative of the proposed project improvements and the truck generators in the area | Yes |
| 2) Location map highlighting proposed route and termini | Yes |
| 3) Photographs of the proposed route / truck generators | Yes |
| 4) Project cost estimate | Yes |



Woods Road Improvements
Sangamon County

Location Map

I-72 Interchange

Prairie Crossing
Plaza

Project Location,
Woodside Road

I-55 Interchange

Google Earth Chatham

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This Woodside Road project is listed in the table of Committed Road & Bridge Projects (2015-2019) in the 2040 LRTP and is part of the South Growth Area Corridor Development Planning Study sponsored by the Springfield-Sangamon County Regional Planning Commission. The Woodside Road project is consistent with a number of goals in the Sangamon County Long Range Transportation Plan (LRTP) by 1) providing a connection of existing major truck routes on the National Highway System, 2) increasing roadway capacity and level of service, 3) creating a railroad grade separation, 4) improving emergency access, 5) supporting non-motorized transportation, 6) establishing a basis for a new interchange connection, and 7) fostering economic development between municipalities.

Providing a connection of existing major truck routes

The project provides interconnectivity between I-72 (National Highway System, NHS), I-55 (National Highway Freight Network, NHFN), and Illinois Route 4. Interstate 55 is a primary connection between Chicago, Illinois and St. Louis, Missouri with continuation to the Gulf of Mexico at New Orleans, Louisiana. Interstate 72 is a connection between western Illinois and Champaign, Illinois. Illinois Route 4 serves as a primary connection between Springfield and southern Illinois. According to the IDOT website, the average daily truck traffic (ADTT) count for the northbound and southbound on Interstate 55 is 12,250. The ADTT on IL Route 4 is 2,075. The ADTT for the Woodside Road is calculated to be 340 at present. Upon completion of the project plus the connection of Woodside Road to Interstate 72 will increase the ADTT as an alternate four-lane truck route for east-west and north-south travel between I-72, I-55 interstates and IL Route 4. The new ties to the truck routes will greatly enhance the movement of services and goods to local, state and national commercial and retail outlets. The Woodside Road improvements will result in a new truck access between established major truck routes.

Increasing roadway capacity and level of service

The proposed project will double the roadway capacity by widening the existing two lane roadway to a four-lane roadway with a turn lane or median for approximately 4,300 feet. This section will be an extension of the recently widened roadway westward to IL Route 4 and continues improvements eastward to the Toronto Road four-lane section. The additional lanes will assist in relief of the area classified as "congested" by the LRTP. The existing at-grade Woodside Road/Iron Bridge Road "T" intersection east of the tracks currently provides an overall level of service of D (a.m.) and D (p.m.) with an Average Daily Traffic (ADT) count of 11,600 on Woodside and 6,700 on Iron Bridge Road. Iron Bridge Road is designed to be an overpass of the tracks and tie into Woodside west of the tracks. The proposed Woodside Road/Iron Bridge Road four-way intersection, with the grade separation, is projected to upgrade the overall level of service to a minimum of a C (a.m.) and C (p.m.) with an ADT count increase of 17,100 on Woodside and 12,800 on Iron Bridge Road. With the reduction of congestion at these intersections the noise and air pollution will be subsequently reduced as well as the wait times for vehicles traveling between Chatham and Springfield. The Iron Bridge Road overpass project, although not part of this grant request, is funded with the expectation of a late 2019 construction letting. The traffic increase on Iron Bridge Road will contribute to greater volumes of traffic on Woodside Road from the Chatham community. The proposed project, with the addition of two lanes, will increase the capacity along Woodside Road which will reduce the need for an additional

separate east/west minor arterial in between Springfield and Chatham. The Woodside project finalizes the signalized Iron Bridge Road intersection, widens the roadway, and creates the railroad underpass, thus increasing the level of service for traffic compared to the existing at-grade "T" intersection.

Creating a railroad grade separation

The \$206,050 TARP grant will assist in greatly increasing safety and reducing delays for the users of the system by eliminating an at-grade railroad crossing with the Union Pacific Railroad line. This line is being upgraded with double tracks to accommodate the Chicago to St. Louis High Speed Rail line operated by AMTRAK while providing additional capacity for the freight traffic on the Union Pacific rail line. The at-grade crossing on Woodside Road that is directly adjacent to its intersection with Iron Bridge Road and the traffic signals at this intersection are interconnected with the railroad signals. The average daily train counts are projected to double by 2030 resulting in 40 trains per day (estimated at 22 freight trains and 18 passenger trains). Without the grade-separation provided in this project, the rail increase will have a negative impact on the Woodside Road corridor between Illinois Route 4 and Iron Bridge Road and Interstate Route 55. Woodside Road at the intersection of Iron Bridge Road is categorically "High" in the Sangamon County Intersection 2017 Local Jurisdiction Safety Tier Analysis Period: 2011-2015, produced by IDOT District Six. This complicated and busy "T" intersection and at-grade rail crossing will be eliminated when the projects are complete thereby increasing safety and movement of goods between two major interstates.

Improving emergency access

Woodside Road is considered an "Emergency Route" according to the Springfield Area Transportation Study Emergency Routes Map. Recent completion of the intersection of IL Route 4 at Woodside Road has increased the capacity and level of service near the intersection. However, TARP grant funds are needed to continue eastwardly with the four-lane section to Toronto Road and complete the Truck Access Route between designated truck routes. Currently, trains at these intersecting two-lane roadways cause delays, with some motorist sitting through three or four traffic signal cycles before proceeding through intersection. Emergency vehicle delays due to the at-grade railroad crossing are a cause for concern in a crisis of fire, health, and police. The proposed project, with the additional lanes and turn lane, will allow emergency vehicles the ability to utilize Woodside Road as the intended emergency route it is labeled as according to the Emergency Routes Map. This corridor connects IL Route 4 to the west and I-55 to the east and could provide a crucial corridor should major catastrophes strike the on either I-72 or I-55 or near the confluence of the two to the north.

Supporting non-motorized transportation

Woodside Road is listed Cross section elements along the project's four-lane roadway are curb and gutter with sidewalks on each side of the arterial. These features will aid in proper drainage and permit recreational use for non-motorized transportation and pedestrians while placing them safely from the auto and trucking corridor. The project also provides an independent Interurban Trail bridge over

Woodside Road; no longer will the users of the trail have to “share the road” and compete with the signalized intersection adjacent to the at-grade railroad crossing on Woodside Road.

Establishing a basis for a new interchange connection

The Woodside Road project fits the purpose of TARP: help local governments upgrade roads to accommodate 80,000 pound truck loads. The proposed project will not only help east-west traffic by connecting service routes from Springfield and Chatham to I-72 and I-55, but also is the precursor for a new north-south access to Interstate 72 at the MacArthur interchange to Woodside Road. This missing link for the interstate connection to Woodside Road is also listed in the LRTP as a Planned Illustrative Road and Bridge Project (2020-2030). The MacArthur extension, pending the completion of the Woodside project opens up a new avenue to Legacy Point retail development on the north with national retailer Scheels Sporting Goods as an anchor, and Prairie Crossing development on the west with multiple auto dealerships. Menard’s, Meijer, and other restaurant and retail merchants, the University of Illinois – Springfield and Lincoln Land Community College to the east along with Chatham School grounds and other recreational and residential developments on the south all benefit from the upgrades of this Woodside project. This connection would provide a more direct route to the two major hospitals and medical district in Springfield, better access to the economic center and employment center of Springfield, safer access to the education facilities in Chatham, and also easier access to the recreational complex that offers baseball, softball, volleyball and soccer for all ages near the Village of Chatham. The MacArthur extension can only be realized with the completion of the Woodside enhancements noted in this grant application.

Fostering economic development between municipalities

Woodside Road upgrades in this project match a strategy to achieve Goal #1 of the LRTP: “Incorporate strategies and design standards in transportation projects to promote economic growth and sustainability along identified corridors.” Studies through the Springfield Area Transportation Study (SATS) and presented in the LRTP show this roadway section as a priority to economic development in the area southwest of Springfield and a bonding thread between the communities of Chatham and Springfield. Woodside Road is also currently included in the SMTD Access Springfield Boundary, a key role in community development. Additionally, this project has the opportunity to address an "Action Item" on page 41 within the Illinois State Transportation Plan 2012 as this project would create a more efficient and reliable freight system for trucks by creating a grade separation between the UPRR crossing and Woodside Road, thus eliminating the potential for car-train accidents and eliminating the potential for delays within the rail transport system. A safer grade-separated roadway with its capacity doubled and tied between existing truck routes that promotes economic and social improvements are exactly the intentions of planning committees and the surrounding communities.

Funding

The Illinois Commerce Commission, Union Pacific Railroad, IDOT, and the Federal Highway Administration have committed funding resources in delivering the final project. Collectively, these agencies along with the Sangamon County funding, have secured 99% (\$26,361,302) of the project cost, Phases 1 & 2. The breakdown is as follows: ICC: \$12,000,000, UPRR: \$1,246,212, IDOT: \$1,818,597. FHWA: \$369,866, SATS-STU: \$6,000,000, Sangamon County Highway: \$4,926,607. The project consists of two phases built sequentially on the County Highway system, Woodside Road (CH 23) and Iron Bridge Road (CH 22). The first phase constructs an overpass of Iron Bridge Road bridging the Union Pacific Railroad. Funding for this phase has been secured and not part of this grant application. The second phase is the construction of an underpass that will take Woodside Road under the Union Pacific Railroad and connect to the previously completed widening and realignment of Woodside Road/Toronto Road to Interstate Route 55. Both phases are shown in the attachment Proposed Funding for Woodside Improvements (Phases 1 and 2). Sangamon County has secured funding commitments for 99% of the project costs through partnerships. Pending the remaining funding through this TARP application, construction is estimated to be complete by end of 2021 or early 2022.