

Peoria Pekin Urbanized Area Transportation Study STU Project Application - Roadway Projects



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*The proposed project must be designated a Federal-Aid Route.
The proposed project must be included in the Long Range Transportation Plan.*

Submittal Date

Project Name

Lead Agency

Joint Agency

Type of Project

Description of Project as it relates to MAP-21 Goals.

MAP-21 Goals

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

Project Qualifications



Location

Municipality County

Roadway

Termini

Intersection of

Please attach a map of location.



Contact Person

Name Agency

Address

City State Zip Code

Phone email



Funding

Project Budget	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total
Engineering	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Right of Way	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Construction	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	\$ 1,600,000	\$ 1,600,000
Utilities	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	\$ 1,600,000
Total	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	\$ 1,600,000	\$ 1,600,000

Total STU Funds Requested



Utilities

Please note what types of utility relocation may be involved with the project.

There are existing power poles on south side and fiber optic cable within existing ROW. No reimbursible utility costs anticipated. Advance grading contract will require relocation of utilities, if necessary



Right of Way

Please note what types of right of way acquisition may be involved with the project.

Strip ROW takes are anticipated on both sides of roadway with advance grading contract.

Regional Significance



(30 Points Maximum) up to 6 Points for each sub-category. Regional Significance points shall be assigned by PPUATS subcommittee members based upon individual project context.

Major Significance	6 Points
Some Significance	3 Points
Minimal Significance	0 Points

A brief description is needed for each criteria. Responses must fit in the area provided. (Maximum 350 words)

Regional Connector

Connects municipalities or major roads, resulting in efficiency gains and joint cooperation among local agencies.

Broadway Rd is a key east-west connector from I 155 westerly to the City of Pekin(county seat). It also connects to the south edge of Village of Morton. The Pekin Chamber of Commerce has included the subject project on the list of key regional projects in the Tri-County area that are supported by area chambers.

Employment Center (Identify on Map)

Improves movement of workers and shopping patrons.

The projects' west terminus connects with Veteran's Rd. The City of Pekin's primary retail area is located along Veteran's Dr, 1.8 miles to the south of Broadway

Transportation Facility (Identify on Map)

Project improves area access and/or connectivity to a major facility for air, freight, barge, or truck routes.

Broadway Rd is a key east- west that provides access to the City of Pekin(county seat) to the west and Interstate I 155 to the east. There is an interchange at I 155/Broadway.

Public Facility (Identify on Map)

Project improves area access and/or connectivity to a school, hospital, or other major public place.

Pekin High School is located west of the project terminus, just south of Broadway Rd. The Pekin Hosipal is also located west of the project terminus, 0.4 miles to the south.

Project Phasing Continuity

Supplements existing or funded projects.

This is the last remaining section of Broadway Rd to be upgraded.The section immediately to the west (Veterans to Schramm) was completed in 2008 and was a joint PPUATS project between Tazewell County and City of Pekin

Safety



(25 Points Maximum) Points based off data.

Criteria for this category includes the average daily number of vehicles, total number of crashes, the crash rate at intersections and/or roadway segment locations, and the severity of crashes. Points will be assigned based on the value of these different variables. In addition, the application needs to demonstrate that the proposed project will address the cause of crashes through the length of the project. A PPUATS sub-committee will review the projects identified and could recommend a maximum of 25 points for a single project according to these criterion.



Crash Rate

Max 10 Points

Accident rates are particularly significant in measuring accident experience, since they relate accident frequency to traffic exposure. Accident rates are normally expressed in terms of accidents per million vehicle miles (MVM) for roadway segments and accidents per million entering vehicles (MEV) for intersections. For purposes of comparison we will only be using the MVM calculation. The use of accident rates provides a common denominator for comparison of accident experience between different locations or against a critical rate in identifying locations with unusually high accident experience. The calculated crash rate is given a score based on AADT. For number of crashes, include all within logical termini for the project.

$$\text{Crash Rate} = \frac{\text{(Crashes x 1,000,000)}}{\text{(Years of data x AADT x 365 x Section Length)}}$$

Use 3 most recent years of data available

Number of Crashes AADT

Years of Data Section Length

Crash Rate

AADT	Crash Rate						
20,000 +	<input type="radio"/> < 2.0	<input type="radio"/> 2.00-3.99	<input type="radio"/> 4.00-5.99	<input type="radio"/> 6.00-7.99	<input type="radio"/> 8.00-9.99	<input type="radio"/> 10.0-12.0	<input type="radio"/> >12.0
10,000 - 19,999	<input type="radio"/> < 1.00	<input type="radio"/> 1.00-1.99	<input type="radio"/> 2.00- 2.99	<input type="radio"/> 3.00-3.99	<input type="radio"/> 4.00- 4.99	<input type="radio"/> 5.00-6.00	<input type="radio"/> >6.00
5,000 - 9,999	<input type="radio"/> < 0.50	<input checked="" type="radio"/> 0.50-0.99	<input type="radio"/> 1.00-1.49	<input type="radio"/> 1.50-1.99	<input type="radio"/> 2.00-2.49	<input type="radio"/> 2.50-3.00	<input type="radio"/> >3.00
4,999 - 0	<input type="radio"/> < 0.25	<input type="radio"/> 0.25-0.74	<input type="radio"/> 0.75-1.24	<input type="radio"/> 1.25-1.74	<input type="radio"/> 1.75-2.24	<input type="radio"/> 2.25-2.75	<input type="radio"/> >2.75
POINTS	0	1	2	4	6	8	10

Check the appropriate category based on Crash Rate, then type the correlating point total in the below.

Total

Safety - continued



Crash Severity

Max 15 Points

$$R = 10 \text{ (Fatal Crash)} + 1 \text{ (Personal Injury)}$$

Fatal Crashes

Personal Injury

Fatal Crashes shall be defined as type K crashes Personal Injury Crashes shall be defined as type A crashes

Data shall include all crashes in logical project termini from the last 3 years of available data.

Crash Severity Result

Accident Score	1-2	3-4	5-6	7-8	9-10	11-12	13-14	15-16	17-18	19-20
Points Received	6	7	8	9	10	11	12	13	14	15

Total

Existing Conditions



(20 Points Maximum) Points based on existing condition data and proposed design.

- Average Daily Traffic 5 points
- Curvature 5 points
- Lane Modification 10 points
- 20 points**



Average Daily Traffic

Max 5 Points

A total is to be calculated, which includes vehicles traveling in both lanes through the corridor. Data is to be based off of the three most recent traffic counts.

3 Year Average Passenger ADT 3 Year Average Total ADT

3 Year Average Truck ADT

ADT	<1,999	2,000 - 3,999	4,000 - 5,999	6,000 - 7,999	8,000 - 9,999	>10,000
Jurisdictions over 16,000 population	0 <input type="radio"/>	1 <input type="radio"/>	2 <input type="radio"/>	3 <input checked="" type="radio"/>	4 <input type="radio"/>	5 <input type="radio"/>
Jurisdictions under 16,000 population	1 <input type="radio"/>	2 <input type="radio"/>	3 <input type="radio"/>	4 <input type="radio"/>	5 <input type="radio"/>	

A different point scale applies for jurisdictions with populations over or under 16,000. County projects shall use the unincorporated area population to determine the appropriate scale.

Type the score that correlates to your 3 Year Average Total ADT and Jurisdiction Population in the box to the right. **Total**

Existing Conditions - continued



Curvature

Max 5 Points

To determine if the existing project meets horizontal or vertical curvature consult federal, state, and local guidelines.

Curvature	Both Horizontal and Vertical Curvature will be corrected along the entire corridor or intersection.	Either Horizontal or Vertical Curvature will be corrected along the entire corridor or intersection.
Points Available	5	3
Check Applicable	<input type="radio"/>	<input checked="" type="radio"/>

Total 3



Lane Modification

Max 10 Points

Lane modifications to existing streets can improve operations, safety, and livability. When appropriately applied, land modification provides a benefit to all modes of transportation. The resulting benefits include reduced vehicle speeds, improved mobility and access, reduced collisions and injuries, and improved liability and quality of life. Criteria awards projects that achieve these benefits, based on the proposed design. Check all boxes that apply, points will be awarded for each modification.

Proposed Accommodation	Points Available	Points Received
<input type="checkbox"/> Adding through lanes to reduce congestion.	2	<input type="text" value="0"/>
<input type="checkbox"/> Adding turn lane to increase efficiency.	2	<input type="text" value="0"/>
<input type="checkbox"/> Lane widening to improve safety or accommodate other travel modes.	3	<input type="text" value="0"/>
<input type="checkbox"/> Lane/Road diet implementation to improve safety or accommodate other travel modes.	3	<input type="text" value="0"/>
Total		<input type="text" value="0"/>

Multi-Modal



(25 Points Maximum) Points based on proposed design

The criteria are used to reward projects that promote convenient intermodal connections between all elements of transportation systems to achieve a seamless travel network which incorporates pedestrian, bike, and transit access, as well as maintains efficient, balanced multimodal transportation systems within the urbanized area. A maximum of 25 points may be assigned to a single project according to its contribution to a multimodal transportation system.

Proposed designs for pedestrian and bicycle facilities should reflect surrounding traffic volumes, patterns, speed, and number of access points. For guidance consult the FHWA's Priorities and Guidelines for Providing Places for Pedestrians to Walk Along Streets and Highways. FHWA (1999).

Pedestrians

Max 10 Points

Provide a brief description of pedestrian accommodations.

This roadway is a rural type cross section and does not lend itself to pedestrian traffic at this time.

Proposed Accommodation	Points Available	Points Received
<input type="checkbox"/> Project includes pedestrian amenities such as benches, bump-outs, pedestrian refuges, etc.	2	<input type="text" value="0"/>
<input type="checkbox"/> New Sidewalk on one side only.	2	<input type="text" value="0"/>
<input type="checkbox"/> New Sidewalk on both sides.	4	<input type="text" value="0"/>
<input type="checkbox"/> Pedestrian activated signals and crosswalks.	1	<input type="text" value="0"/>
<input type="checkbox"/> Right of way preservation for future pedestrian improvements.	1	<input type="text" value="0"/>
<input type="checkbox"/> Upgraded ADA compliance to existing sidewalks beyond FHWA requirements.	1	<input type="text" value="0"/>
<input type="checkbox"/> Buffer provided between sidewalk and travel lanes.	1	<input type="text" value="0"/>
Total		<input type="text" value="0"/>

Multi-Modal - continued

Bicyclists

Max 10 Points

Provide a brief description of bicyclist accommodations.

The addition of a 8'+ paved shoulder will provide bicycle accommodation for the entire section. The inclusion of the paved shoulders will provide a continuous section that will allow bicyclists to commute from I 155 westerly all the way to Pekin city limits.

Select only one of the first five accommodations listed.

Proposed Accommodation	Points Available	Points Received
<input type="checkbox"/> Right of way preservation for future bicycle improvements.	1	<input type="text" value="0"/>
<input checked="" type="checkbox"/> Providing a wide curb lane or paved shoulder.	1	<input type="text" value="1"/>
<input type="checkbox"/> Providing a shared lane arrow or "sharrow".	1	<input type="text" value="0"/>
<input type="checkbox"/> Providing on road bicycle lanes.	3	<input type="text" value="0"/>
<input type="checkbox"/> Construction of a multi-use path.	6	<input type="text" value="0"/>
<input type="checkbox"/> Installation of bicycle wayfinding/signage.	1	<input type="text" value="0"/>
<input type="checkbox"/> Connects to existing bicycle infrastructure or trail system.	1	<input type="text" value="0"/>
<input checked="" type="checkbox"/> Providing safe travel to a nearby school (within 3 miles).	1	<input type="text" value="0"/>
<input type="checkbox"/> Providing amenities such as bicycle racks, benches, water fountains, etc.	1	<input type="text" value="0"/>
Total		<input type="text" value="1"/>



Transit

Max 5 Points

Provide a brief description of transit accommodations.

Proposed Accommodation	Points Available	Points Received
<input type="checkbox"/> Provides modal choices for disabled, aging, and/or low income communities.	2	<input type="text" value="0"/>
<input type="checkbox"/> Route includes existing transit services.	1	<input type="text" value="0"/>
<input type="checkbox"/> Route includes planned transit services.	1	<input type="text" value="0"/>
<input type="checkbox"/> Includes transit accommodations such as shelters, signage, or wayfinding.	1	<input type="text" value="0"/>
Total		<input type="text" value="0"/>

Project Scoring



For Roadway Projects

	Points Available	Points Received
Safety	25	<input type="text" value="1"/>
Crash Rate	10	<input type="text" value="1"/>
Crash Severity	15	<input type="text" value="0"/>
Existing Conditions	20	<input type="text" value="6"/>
Average Daily Traffic	5	<input type="text" value="3"/>
Curvature	5	<input type="text" value="3"/>
Lane Modification	10	<input type="text" value="0"/>
Multi-Modal	25	<input type="text" value="1"/>
Pedestrian	10	<input type="text" value="0"/>
Bicyclists	10	<input type="text" value="1"/>
Transit	5	<input type="text" value="0"/>
Subtotal	70	<input type="text" value="8"/>
Regional Significance	30	<input type="text"/>
Regional Connector	6	<input type="text"/>
Employment Center	6	<input type="text"/>
Transportation Facility	6	<input type="text"/>
Public Facility	6	<input type="text"/>
Project Phasing Continuity	6	<input type="text"/>
TOTAL	100	<input type="text" value="8"/>

STU Evaluation Committee

Criteria for Regional Significance



Each project is evaluated independently in all five categories by a small committee. Projects are not evaluated relative to one another. Regional significance values are evaluated relative to the community and surrounding area.

As stated on Page 4, each of the five categories for regional significance can receive a maximum of six points: 6 Points if they showed Major Significance, 3 Points if they showed Some Significance and 0 Points if they showed Minimal Significance.

Regional Connector

Connects municipalities or major roads, resulting in efficiency gains and joint cooperation among local agencies

To be considered a municipal connector, the project has to serve as a primary route between two municipalities. To be considered a major road connector, the project has to serve as one of the primary links between major roads which may include state or US routes (arterial routes).

Employment Center

Improves movement of workers and shopping patrons

If a major employment or shopping center is present within the project limits, or if the project serves as a major connector to a employment or shopping center, points will be awarded. Employment centers include major commercial retail areas, shopping malls, office parks, factories, and industrial areas. Transportation and public facilities are not considered major employers in this category as they are factored into later categories.

Transportation Facilities

Project improves area access and/or connectivity to a major facility for air, freight, barge, or truck routes

If the project serves as a primary route for heavy vehicles or other freight, points are awarded. Points are also awarded if the project limits contain major transportation facilities such as trucking companies, transit centers, airports, intermodal terminals, bus yards, and so on.

Public Facility

Project improves area access and/or connectivity to a school, hospital, or other major public place

If public facilities are present within the project limits, or if the project serves as a major connector to a public facility, points are awarded. Facilities may include: schools, medical centers, parks, nursing homes, churches, libraries, and so on.

Project Phasing Continuity

Supplements existing or funded projects

If the project is a supplementary phase of a project previously funded through STU or other State or Federal funds, points are awarded.

Mail complete form to: 211 Fulton Street, Suite 207, Peoria, IL 61602
OR

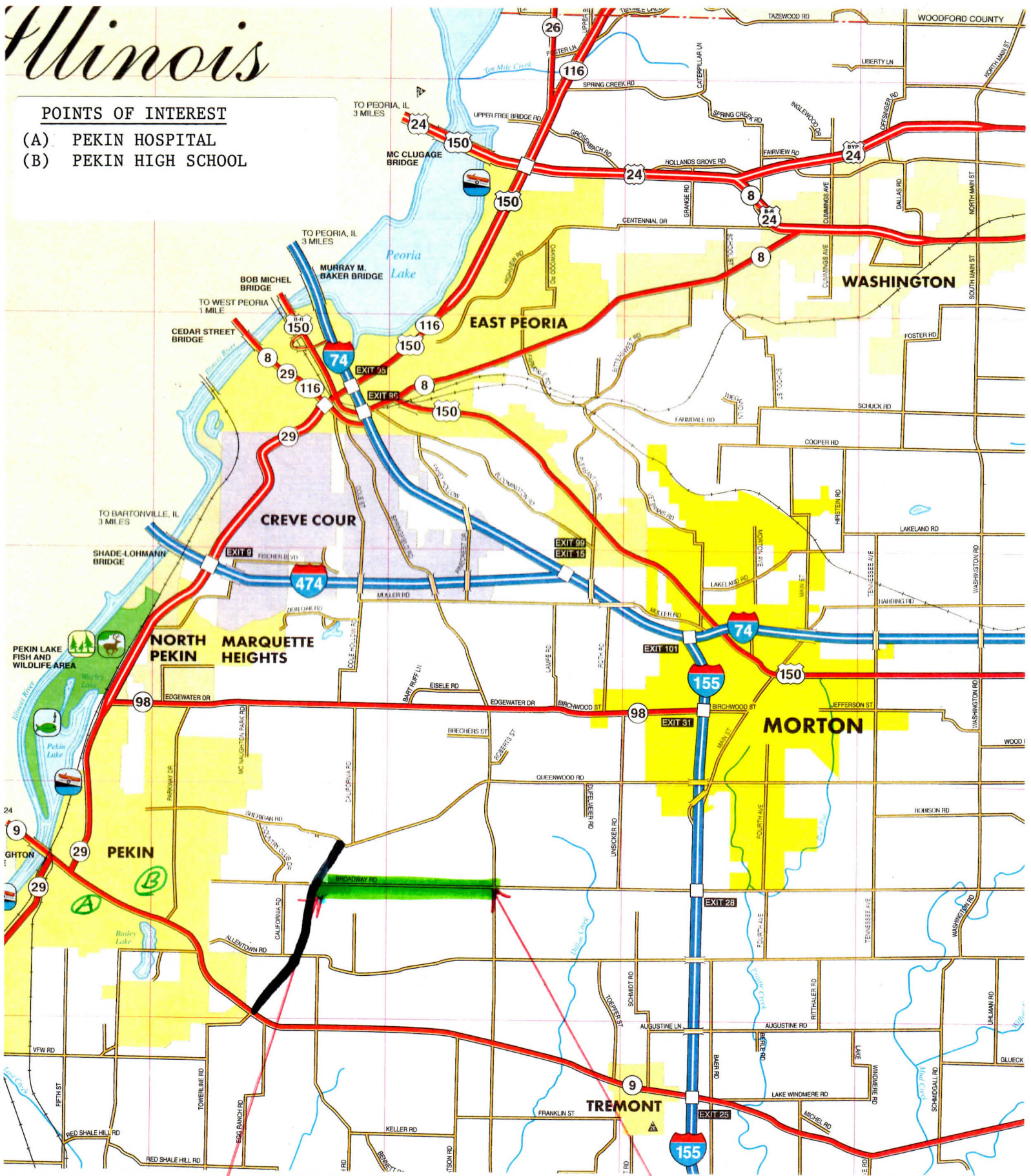
Email complete form to: ksmith@tricityrpc.org

Print Form

Illinois

POINTS OF INTEREST

- (A) PEKIN HOSPITAL
- (B) PEKIN HIGH SCHOOL



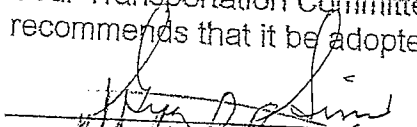

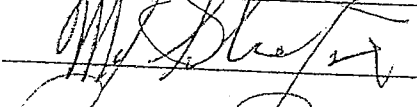
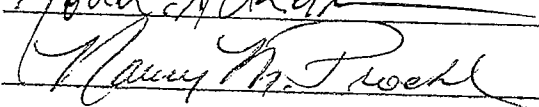
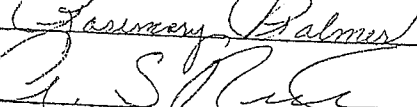
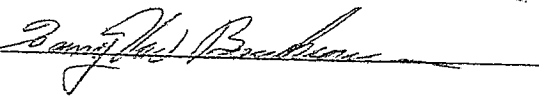
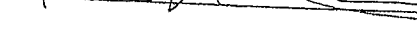
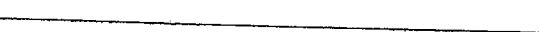
PROJECT LIMITS

START AT COUNTY HIGHWAY 1 SPRINGFIELD ROAD
END AT VETERANS DRIVE

COMMITTEE REPORT

Mr. Chairman and Members of Tazewell County Board:

Your Transportation Committee has considered the following RESOLUTION and recommends that it be adopted by the Board.

RESOLUTION

WHEREAS, approximately 2.50 miles of Broadway Road (C.H. 19), from Springfield Road (C.H. 1) to Veterans Drive, has experienced significant traffic growth and is in need of a rehabilitation project to better meet current safety requirements; and

WHEREAS, Tazewell County wishes to support said project for the forthcoming PPUATS project funding cycle; and

THEREFORE BE IT RESOLVED that the County Board would approve said recommendation of the Transportation Committee;

BE IT FURTHER RESOLVED that the County Clerk notify the County Board Chairman, Chairman of the Transportation Committee, Peoria/Pekin (IL) Urbanized Area Transportation Study – PPUATS, Illinois Department of Transportation, and the County Engineer of this action.

ADOPTED this 30th day of October, 2013.

ATTEST:


TAZEWELL COUNTY CLERK


TAZEWELL COUNTY BOARD CHAIRMAN