



Community Advisory Group Meeting  
Odell Community Center / Public Library  
Wednesday, June 10, 2009

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**MEETING MINUTES**

**Community Advisory Group Attendees**

Randy Balk (City Administrator, City of Fulton)  
Barb Bees (MAPPING Group)  
John Bishop (Home Owner)  
David H. Blanton (Mayor, City of Rock Falls)  
Allen Bush (Farmer)  
Tom Determann (Iowa-Illinois Highway Partnership)  
Arlyn Folkers (Farmer)  
Russ Holesinger (Developer)  
Darryl Houge (Morrison Community Unit School District)  
Roger Johnson (Business Owner)  
Gayla Kolb (Rock Falls Community Development Corporation)  
Doug Kuehl (Farmer)  
Glen Kuhlemeir (Blackhawk Hills RG&D Council)  
Tim Long (City Administrator, City of Morrison)  
Karen Nelson (Home Owner)  
Everett Pannier (Morrison Area Development Corporation)  
Jerry Paulson (Natural Land Institute)  
Phil Renkes (Morrison Rotary Club)  
Elisa Rideout (Whiteside Natural Area Guardians)  
Kay Shelton (Illinois Lincoln Highway Association)  
William "Bill" Shirk (Morrison Preservation Historic Commission)  
Scott Shumard (City Administrator, City of Sterling)  
Ann Slavin (Friends of the Park/ Illinois League of Bicyclist)  
Dale Sterenberg (Farmer)  
Barbara Suehl-Janis (Fulton Kiwanis Club)  
Fred Turk (Whiteside Natural Area Guardians)

**Special Guests**

Leonard Janis  
Michael Hastings  
John Cox

**Media**

None

**Project Study Group Attendees**

Dawn Perkins (IDOT)	Gil Janes (Howard R. Green)
Bridgett Jacquot (Volkert)	Jon Estrem (Howard R. Green)
Mark Nardini (IDOT)	Mary Lou Goodpaster (Kaskaskia Engineering Group)
Dr. Cassandra Rodgers (IDOT)	Shelia A. Hudson (Hudson and Associates, LLC)
Vic Modeer (Volkert)	
Mike Walton (Volkert)	

**Agenda (See Attachment)**

**Handouts (See Attachments)**

**Meeting Purpose**

On Wednesday, June 10, 2009 the US Route 30 Project Study Group (PSG) hosted their fifth Community Advisory Group (CAG) meeting at the Morrison Community Center in Morrison, Illinois. The purpose of the meeting was to update the CAG on the US 30 corridor public meeting, results from the environmental survey, alignment adjustments and evaluation results, potential environmental impacts, and next steps. Also, the CAG was presented with information about the outcome of the February NEPA/404 Merger meeting and the upcoming September NEPA/404 meeting.

**PRESENTATION:**

**Opening Remarks**

Dawn Perkins opened the meeting by thanking the CAG for their ongoing participation and briefly explained that the purpose of the meeting was to update them on various tasks and meetings the Project Study Group (PSG) has been involved with since the last CAG meeting in November.

**Agenda Overview**

Vic Modeer followed by highlighting the meeting agenda and reiterating the meeting protocol for CAG members and guests.

**Project Progress**

**Environmental Survey Results:**

Mary Lou Goodpaster highlighted the results from the Environmental Survey. She went on to explain that “there were no Federal or State listed threatened or endangered species collected during the studies. However, there are historic records of federally listed species for the study area and the project team will continue to coordinate with US Fish & Wildlife Service. There are Illinois listed threatened or endangered species present within the study area.

*Special Note: For informational purposes, two additional Myotis individuals (a post-lactating female and a juvenile) exhibited some, but not all, the diagnostic feature characteristics of the Indiana bat. Although a definitive identification was not made, it is possible that an Indiana bat maternity colony inhabits the riparian corridor or island on the west side of the Rock River. No Indiana bats were caught at this site in 2008. We have to assume they are present.*

Under “Wetlands” she indicated that approximately 80 wetlands had been confirmed in the Study Area. Based on the vegetation present within the wetlands, there are no “high quality” wetlands. The better quality wetlands in the Study Area are sedge meadows.

*Special Note: After the meeting it was determined that there are three sedge meadows and one wet meadow that are considered high quality wetlands.*

Mary Lou Goodpaster closed by stating that the team will continue to evaluate the results from the study. In addition they will begin analyzing agriculture, air, noise, floodplains, and socio-economic impacts.

**Public Informational Open House Results/Purpose of NEPA 404 Meeting:**

Mike Walton highlighted the information the public viewed at the Public Informational Open House held on January 29<sup>th</sup> in Morrison, Illinois. Information presented included the sixteen corridors developed by the CAG, corridors created by the CAG and PSG (or final corridors) as a result of the consultant team evaluation process, potential environmental impacts, and the next steps.

As a result, there were 237 people in attendance and the public's main concern was the impacts to agricultural land, development, and environmental disturbance. Mike informed the CAG that most the comments leaned in favor of the southern corridor and a strong sentiment voiced concern about the northern corridor.

Mike explained that the purpose and goals of the NEPA/404 merger meetings are to meet with the environmental regulatory agencies such as US Environmental Protection Agency and the Corps of Engineers to either gain concurrence on chapters of the EIS or provide them with a project update. In addition he highlighted what information the PSG will present at the September 2009 NEPA/404 merger meeting.

**Initial Alignments/ Evaluation Results:**

Jon Estrem explained to the CAG how six alignments have been created based on engineering and environmental assessments, technical input from the CAG and PSG, as well as public comments following the public informational open house. In addition, the alignments were created with the mind-set to avoid or minimize as many impacts to properties, the environment, and historically significant structures. He went on to explain how each alignment was screened against 23 factors within four major categories: traffic and safety, social and economic, environmental impacts, and cost. The alignments were scored and ranked - based on preliminary data – and the results to date indicate Alternatives 4 and 5 ranked 1<sup>st</sup>; Alternative 6 ranked 3<sup>rd</sup>, Alternative 1 ranked 4<sup>th</sup> and Alternatives 2 and 3 ranked 5<sup>th</sup>. Jon closed by informing the CAG that the team will continue to evaluate all six alignments to determine the preferred alignment.

**Potential Environmental Impacts:**

Bridgett Jacquot explained the potential environmental impacts of the six alignments. She presented maps that highlighted agricultural land, Centennial Farms, personal property displacements, and wetlands. Another map highlighted, special waste, parks, potential historic properties, nature preserves, and natural areas. A final map highlighted forested areas, wildlife habitats, and prairies. In closing, Bridgett emphasized that the study team will continue to refine the alignments to avoid as many environmental impacts as possible.

**Closing Remarks**

Gil Janes closed the meeting by highlighting some of the key points made during the presentation. He thanked the CAG for their on-going commitment to the project and its process. The floor was then open for comments and questions.

Question and Answers:

Q: Why were areas added back into the study?

A: The project was presented to the NEPA/404 Merger Agencies, which include the Federal Highway Administration, Corps of Engineers, USEPA, US Fish & Wildlife Service, Illinois Department of Agriculture and Illinois Department of Natural Resources. These agencies did not want to remove corridors from study until we had the field verified data on environmental resources. We now have that data.

Q: Is Alternate 6 too far south of Morrison to serve existing traffic?

A: One of the criteria for evaluating alternatives is to what extent the proposed route would draw traffic from the existing route.

Q: At what point will drainage impacts be addressed?

A: Differing aspects of drainage issues are addressed throughout the study, design, construction and maintenance process. For example, floodplains, erodible soils and water quality are addressed in the EIS; detailed hydraulic studies of streams and rivers are conducted after the EIS prior to design; subsurface drainage (field tiles) is addressed during design, land acquisition, and construction; and stormwater runoff is addressed during design, construction, and operation. Each of these steps will also consider opportunities to mitigate existing drainage issues during construction of the new facility. A drainage and hydraulic report will be submitted as part of the Phase I design report.

Q: How will the connection to IL 136 be handled?

A: Several different options are available and will be evaluated as the study progresses. One potential solution is construction of a roundabout at this location. The pros and cons of roundabouts were discussed. IDOT will be improving the intersection next summer as a separate project.

Q: What about overall US 30 system continuity – what is Iowa doing about its sections of two-lane US 30?

A: The Major Investment Study had been concluded for Clinton, which concluded that additional lanes should be added to the US 30 Mississippi River crossing when traffic levels justify it.

Q: What's the time line on the environmental study?

A: June 2012

Q: Will the study look at secondary road impacts?

A: The study will need to consider the connectivity of a proposed improvement to the secondary roadways. At this time it appears that most of the intersections will be at-grade. The study will also include the benefits to safety and traffic impacts.



Illinois Department of Transportation

# U.S. ROUTE 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



**COMMUNITY ADVISORY  
GROUP MEETING  
June 10, 2009**

# AGENDA

- 1) Environmental Survey Results
- 2) CAG Recommended Corridor
- 3) Public Informational Open House
- 4) NEPA/404 Merger Meeting
- 5) Corridors to Alignments
- 6) Initial Alignments
- 7) Alignment Adjustments
- 8) Evaluation Matrix for Alternatives
- 9) Alignment Evaluation Results
- 10) Potential Environmental Impacts
- 11) Timeline



# Environmental Survey Results to be discussed in the EIS

## ➤ Cultural

- 27 structures have been deemed potential NRHP eligible by IHPA
- Section 4f/6f sites include historic sites, Morrison State Park, and City parks
- Centennial Farms

## ➤ Special Waste

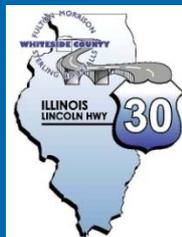
- Preliminary Waste Assessment Reports have been completed
- Seven sites identified as sites with special waste concerns

## ➤ Biological

- Creeks & Rivers - 22 stream sites
  - 19 sites are poor, 3 sites are fair, None were ranked good or excellent
- Floodplain: 100 year and 500 year
- No Threatened & Endangered species or habitat
- Nature Preserve/Natural Areas

## ➤ Wetlands

- 114 wetland site determinations; 293 acres of wetland; 75 wetland sites
  - Majority are Marshes; severely degraded
  - Four high quality wetland meadows





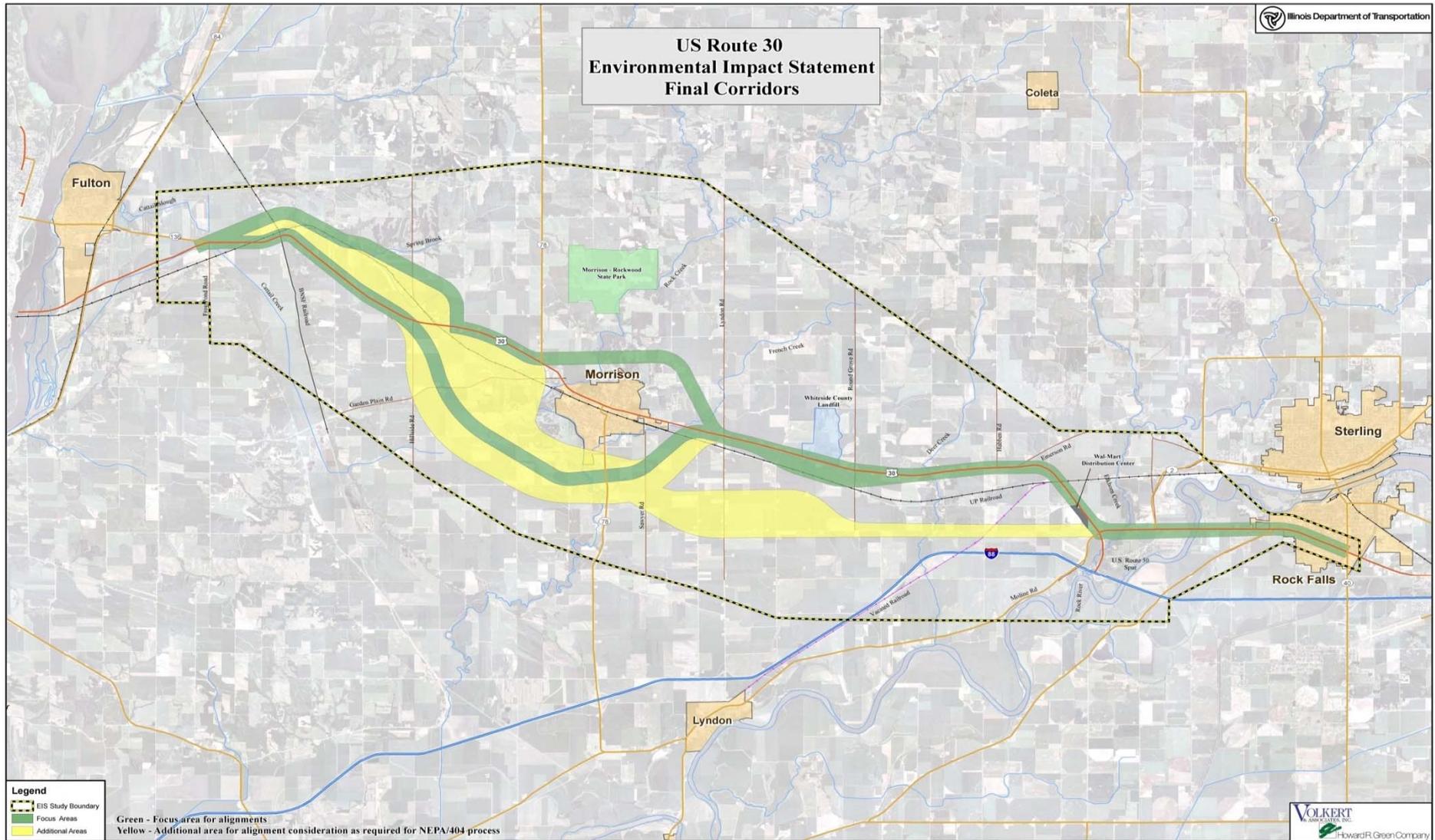
# Where are we in the project and how did we get there?

The remainder of the presentation is going to explain how the project has progressed since meeting with the CAG in November 2008.





# Corridors Presented at the Public Informational Open House January 2009



# Summary of Public Informational Open House

- January 29, 2009; 1:00-7:00pm; Morrison
- 237 people attended
- Presented Environmental Issues, Schedule, CAG Corridors & Final Corridors
- Public's main concerns:
  - **Agricultural Land**
  - **Environmental Concerns**
  - **Many Prefer South Corridor**
  - **Route to the North not preferred by many**
  - **Development**



# CAG, Public & Stakeholder Comments on Corridors

- The majority of the comments were from those in favor of a south route and against a north route
- Some comments against project all together
- Some stated to use as much of the existing roadway as possible
- Major concerns were agriculture, displacements, and development



# ILLINOIS NEPA/404 MERGER MEETING

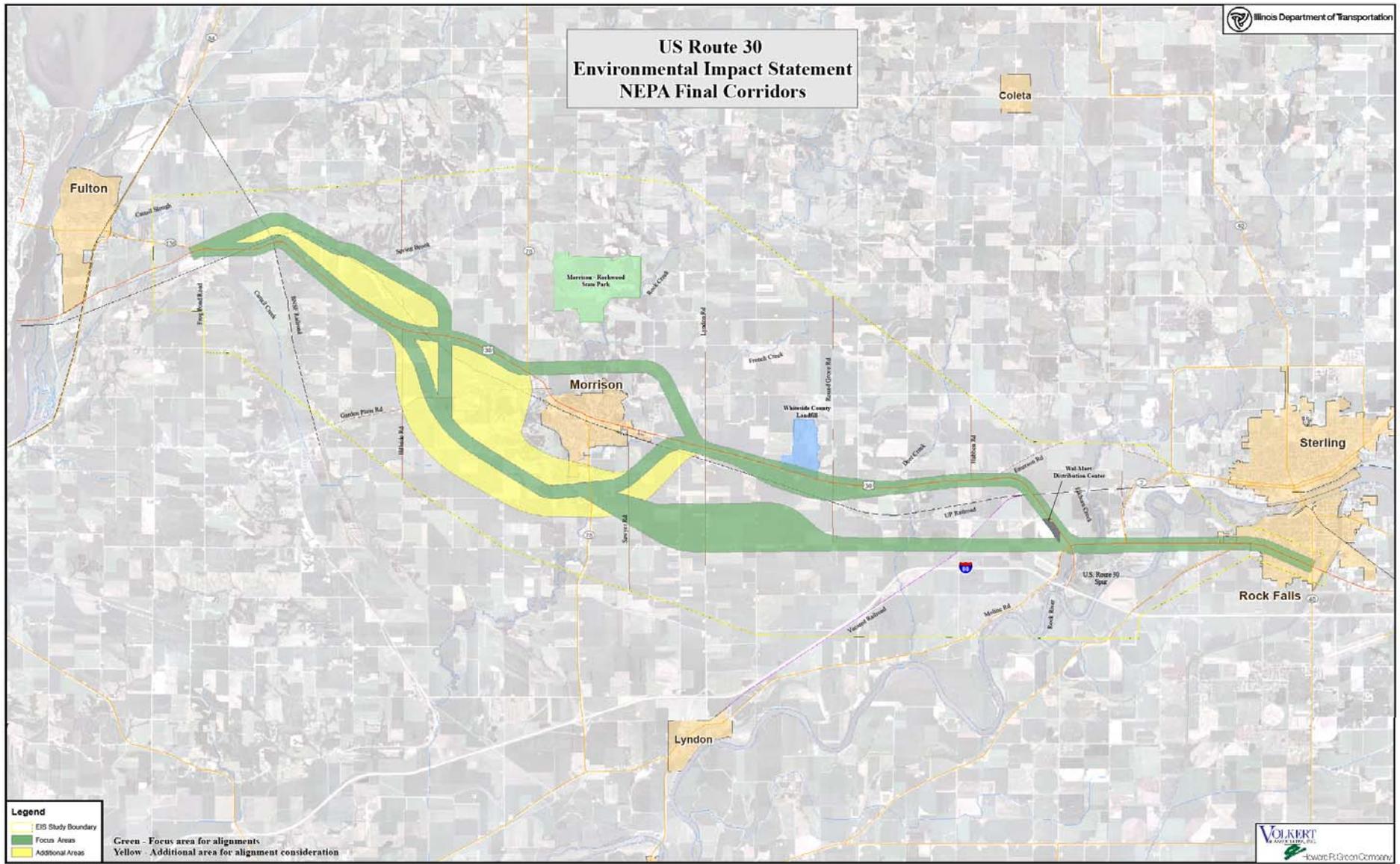
February 3, 2009

- Purpose of this meeting was to update the environmental regulatory agencies (US EPA, IEPA, IDNR, CORPS, USFWS, FHWA) on the corridor selection process.



# Final Corridors

US Route 30  
Environmental Impact Statement  
NEPA Final Corridors



# Corridors (1400 feet wide) to Alignments (200 feet wide)

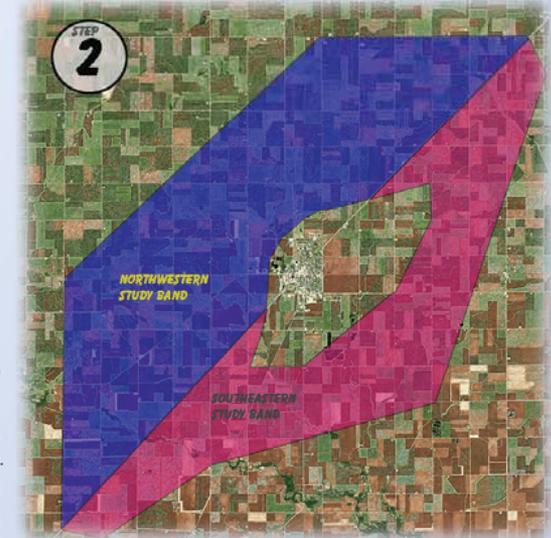
## EXAMPLE OF PROCESS

### HOW DOES A HIGHWAY GET FROM PLANNING TO CONSTRUCTION?

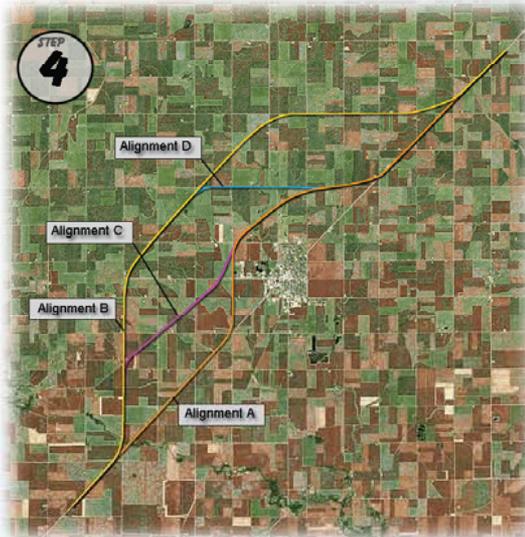
THE EXAMPLE BELOW ILLUSTRATES THE PROCESS OF SELECTING A FINAL ROADWAY ALIGNMENT ONCE A NEED HAS BEEN SHOWN FOR ITS CONSTRUCTION.



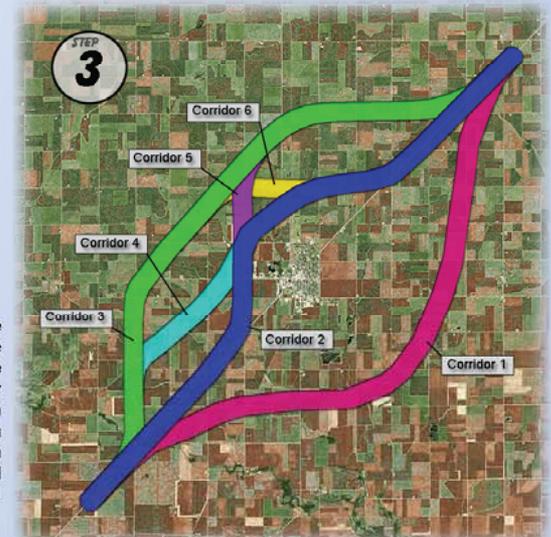
Local officials work in coordination with the Illinois Department of Transportation to initiate roadway improvement studies. Traffic congestion and safety concerns for an existing roadway (highlighted with a red dashed line) prompt a need to study alternative transportation improvements.



The study bands define the outer limits of possible transportation improvement. Based on the information collected, potential transportation corridors can be identified within one or both of these bands.



Alternative Alignments are developed within the study corridors that offer the least relative impacts while achieving the greatest transportation benefits. The alignments represent the actual location of a proposed roadway. The information is refined further still to determine the specific impacts each roadway could have. Additionally, this phase includes the detailed analysis of construction costs of the highway. From these alignments, one will be selected to move forward to the final design phase for construction.



Study Corridors are defined within the study bands. Numerous corridors are studied to define and narrow available options. Information collected for the study bands is further refined at this point. From this, potential impacts of construction of a transportation improvement within each corridor can be determined and compared.

# Alignments Created

## Six (6) Initial Alignments Created within the Corridors

Each alignment as described below starts on the west end of the project at IL 136/Frog Pond Road and continues east to the Moline Road intersection.

- The alignments west of Morrison go either north of U.S. 30 or stay on existing U.S. 30
- The alignments continue and go either north or south of Morrison
- The alignments east of Morrison go either south of U.S. 30 or stay on existing U.S. 30 until Moline Road
- From the Moline Road intersection, all alignments continue on existing U.S. 30 to the IL 40 intersection.

Alignment #1 North, North, Existing

Alignment #2 North, South, Existing

Alignment #3 North, South, South

Alignment #4 Existing, North, Existing

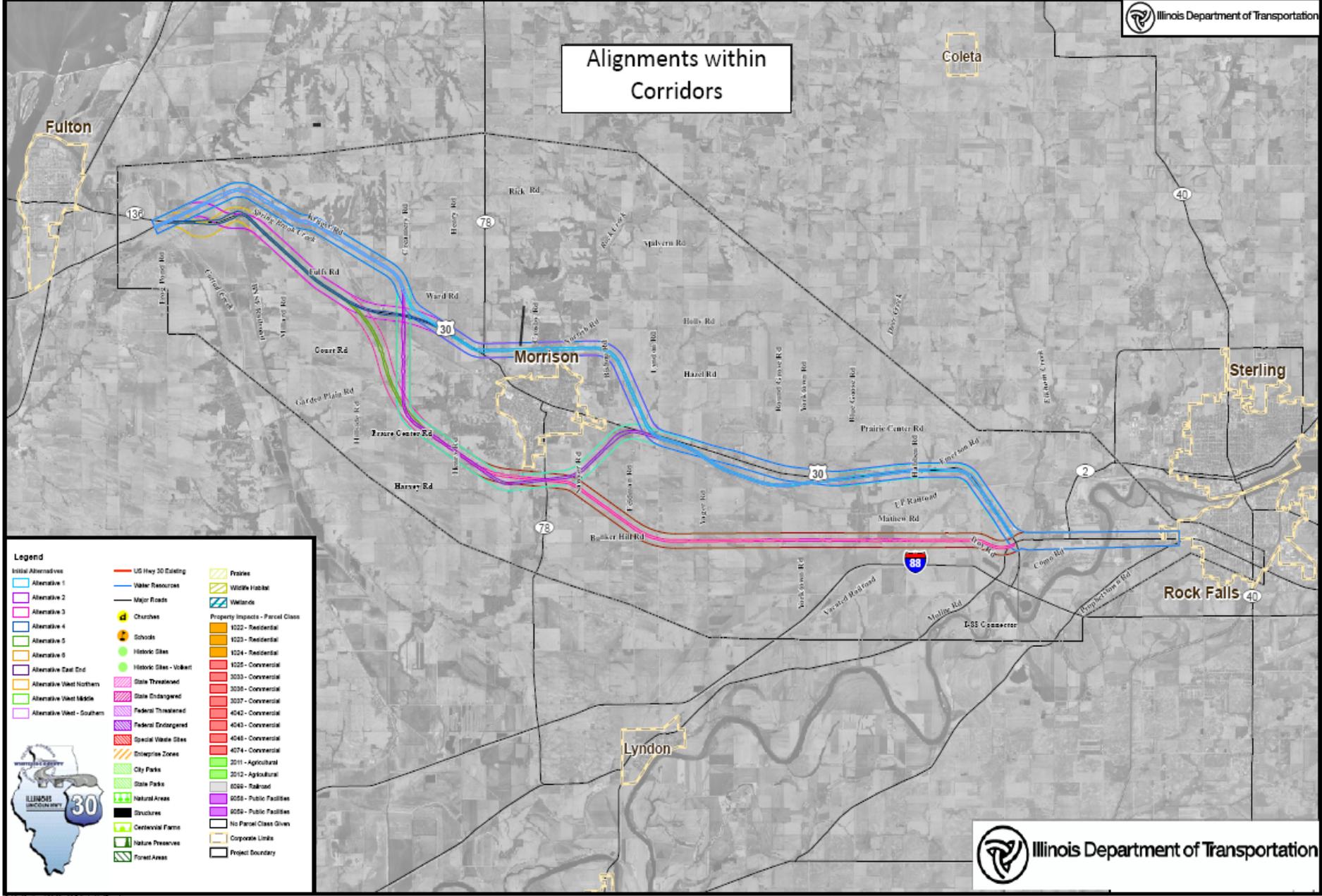
Alignment #5 Existing, South, Existing

Alignment #6 Existing, South, South

**\*Map on next slide illustrates the six initial alignments with the corridors\***



# Alignments within Corridors



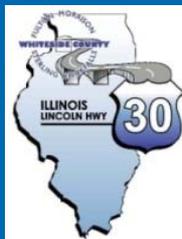
**Legend**

Initial Alternatives	US Hwy 30 Existing	Wetlands
Alternative 1	Water Resources	Property Impacts - Parcel Class
Alternative 2	Major Roads	1022 - Residential
Alternative 3	Churches	1023 - Residential
Alternative 4	Schools	1024 - Residential
Alternative 5	Historic Sites	1025 - Commercial
Alternative 6	Historic Sites - Volant	3030 - Commercial
Alternative Tail End	State Threatened	3036 - Commercial
Alternative Vialt Northern	State Endangered	3037 - Commercial
Alternative Vialt Middle	Federal Threatened	4042 - Commercial
Alternative Vialt - Southern	Federal Endangered	4043 - Commercial
	Special Value Sites	4048 - Commercial
	Enterprise Zones	4074 - Commercial
	City Parks	2011 - Agricultural
	State Parks	2012 - Agricultural
	Natural Areas	0066 - Railroad
	Structures	0056 - Public Facilities
	Cemeterial Farms	0056 - Public Facilities
	Nature Preserves	No Parcel Class Given
	Forest Areas	Composite Limits
		Project Boundary

# Adjustments to Initial Alignments to Avoid or Minimize Impacts

- Assumed Cross Section: Divided 4-Lane
- Initial Alignments: Center of Each Corridor
- Initial Adjustments: Use of Existing Highway & ROW
- Other Adjustments:
  - Environmental Resources
  - Houses, Farms & Businesses
  - Potential Historic Properties
  - Cemeteries
  - Use of Existing Bridges
  - Improved Locations for Stream Crossings
- The entire length of each alignment was studied to find potential adjustments.

**\*Map on next slide shows an example utilizing Alternative 3\***



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# Morrison

Cros

Norrish R

Bishop Rd

Praire Center Rd

Henry Rd

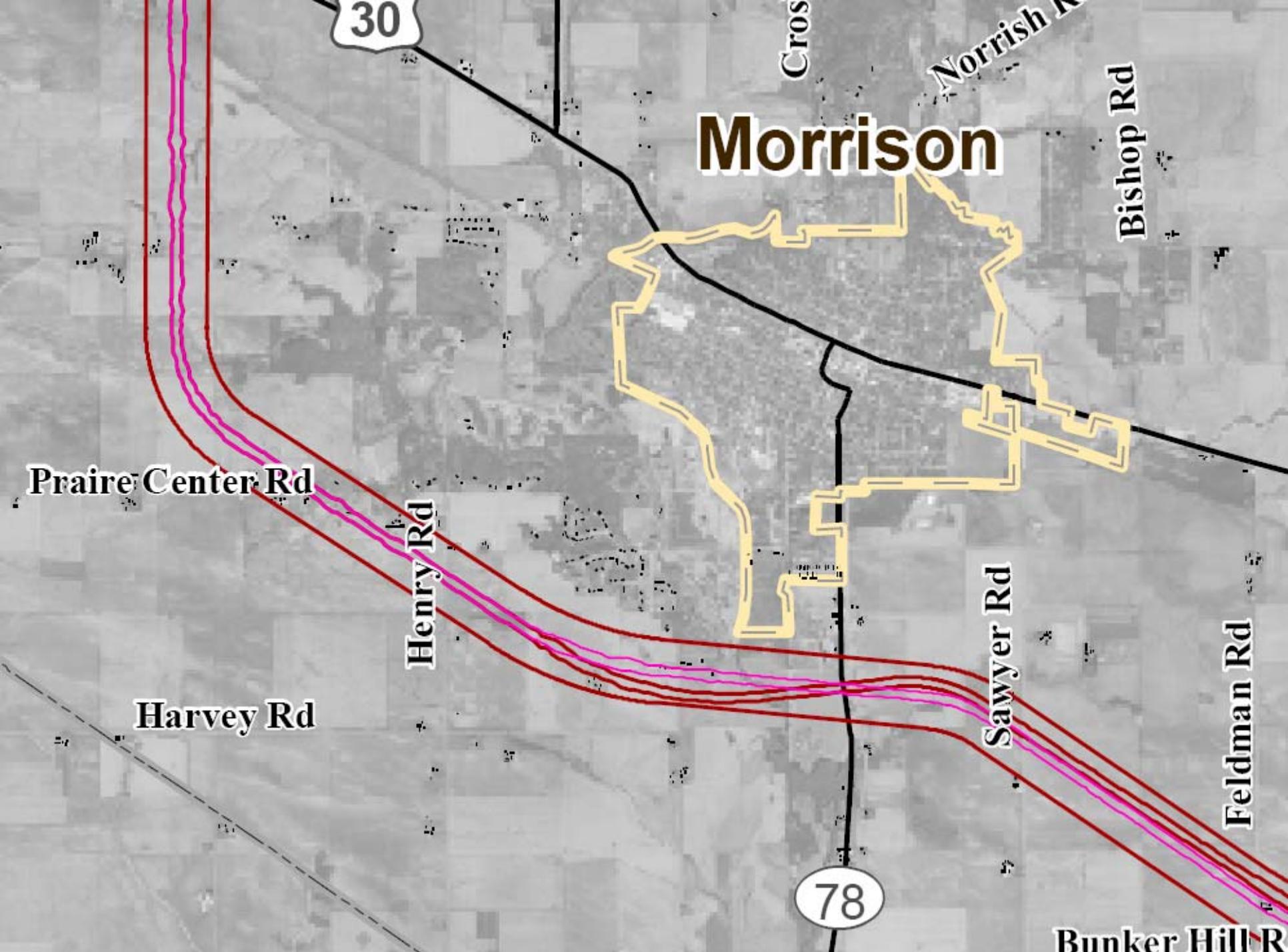
Sawyer Rd

Feldman Rd

Harvey Rd

78

Bunker Hill R



# West End Options

➤ **Four (4) west end alternatives were studied:**

1. Over both railroads - BNSF and UP
2. Over both railroads - BNSF and UP
3. Over both railroads - BNSF and UP; requires significant grade change
4. Over the UP RR and under the BNSF RR utilizing the existing underpass on U.S. 30

**\* Map on next slide illustrates the four alternatives\***



# Fulton



West End Option 1

West End Option 2

West End Option 4

West End Option 3

UP Railroad

Spring Brook Creek

Kruger Rd

Creamery Rd

Frog Pond Rd

Cattail Creek

BNSF Railroad

Millard Rd

Fulfs Rd

Court Rd

Ward Rd

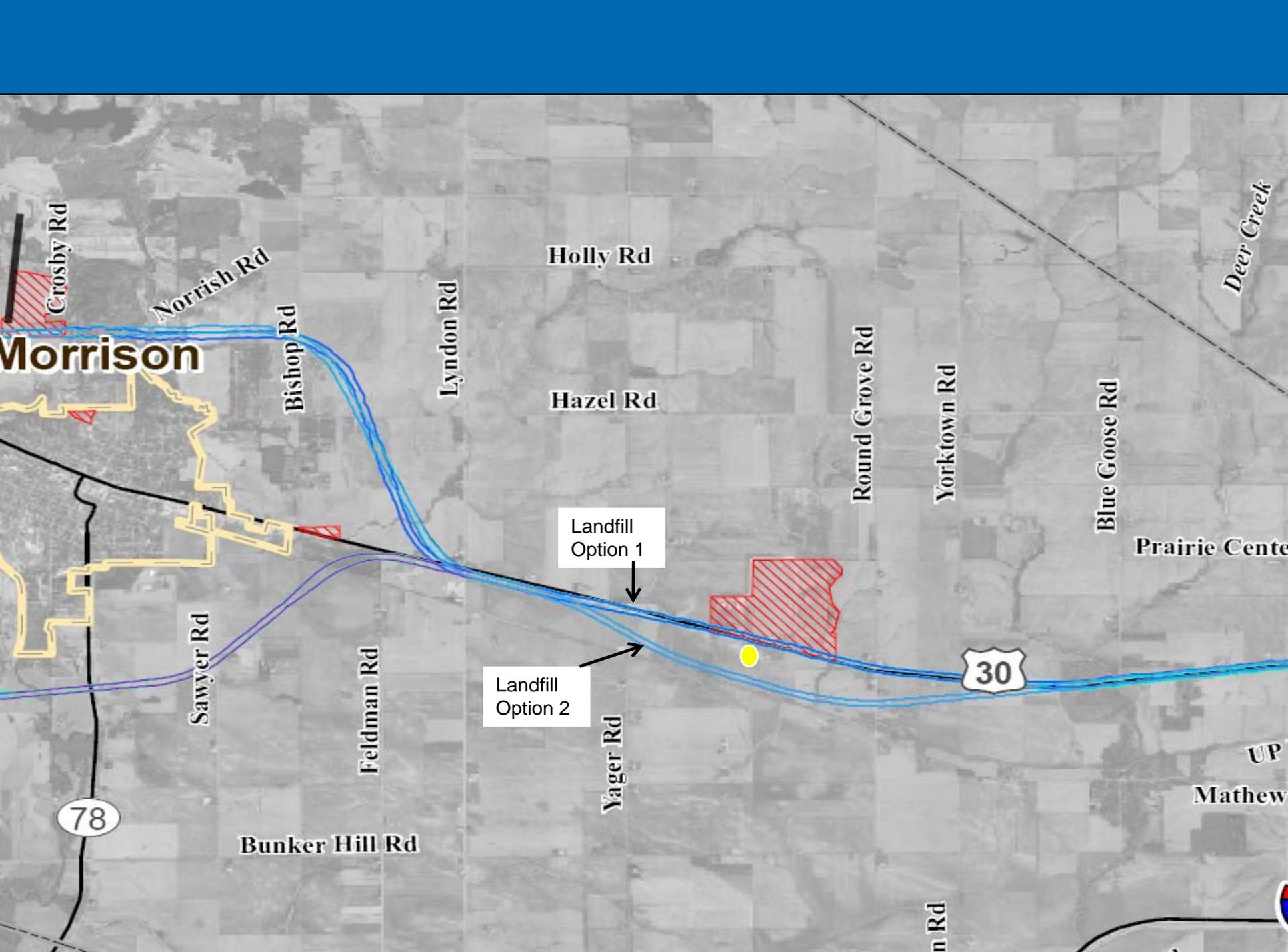
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# Landfill Options

- Two (2) alternatives were studied in the landfill area:
  1. Uses existing U.S. 30 for eastbound lanes
  2. Goes south of the cemetery and County Highway Department

**\*Map on the next slide illustrates the alternatives\***





**Morrison**

Crosby Rd

Norris Rd

Bishop Rd

Lyndon Rd

Holly Rd

Hazel Rd

Round Grove Rd

Yorktown Rd

Blue Goose Rd

Deer Creek

Landfill Option 1

Landfill Option 2

Yager Rd

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78

Sawyer Rd

Feldman Rd

Bunker Hill Rd

Prairie Center

UP  
Mathew

n Rd

# BREAK



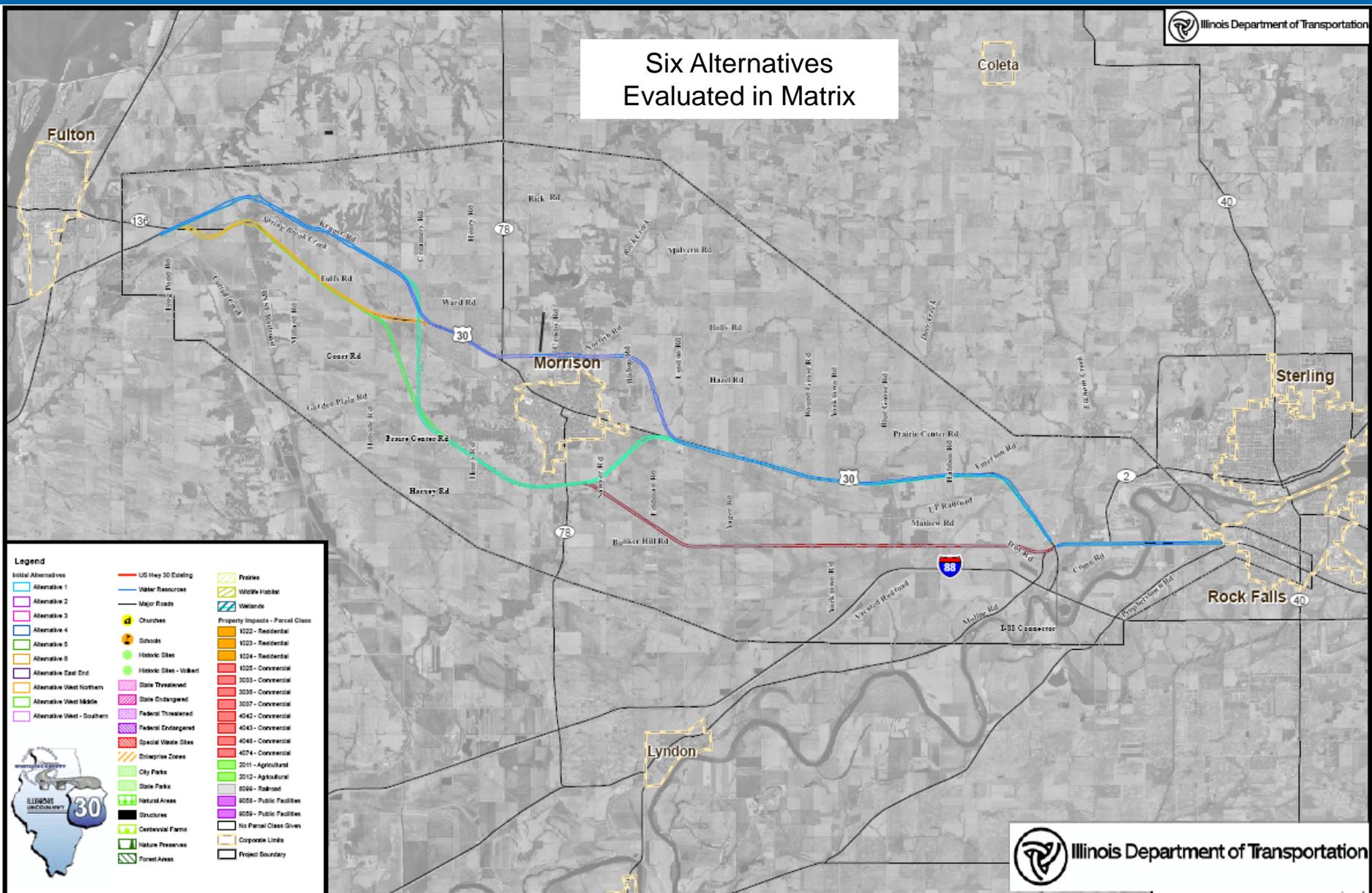
# Alternatives Evaluated in Matrix

- Six (6) Alternative alignments were screened against 23 factors within four (4) major categories:
  - Traffic & Safety
  - Social & Economic
  - Environmental
  - Cost
- The alignments were then scored and ranked

**\*Map on next slide illustrates the six (6) alternative alignments screened in the matrix\***



# Six Alternatives Evaluated in Matrix



**Legend**

Initial Alternatives	US Hwy 30 Existing	Wetlands
Alternative 1	Water Resources	Property Impacts - Parcel Class
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Alternative Vialt Southern	Federal Endangered	4043 - Commercial
	Special Value Sites	4048 - Commercial
	Enterprise Zones	4074 - Commercial
	City Parks	2011 - Agricultural
	State Parks	2012 - Agricultural
	Natural Areas	6090 - Railroad
	Structures	6056 - Public Facilities
	Certified Farms	6056 - Public Facilities
	Nature Preserves	No Parcel Class Given
	Forest Areas	Composite Lines
		Project Boundary

**US Route 30 - Whiteside County  
Information Summary**

Evaluation Factor	Definition/Clarification	Indicators	ALTERNATIVES					
			Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
<b>Traffic &amp; Safety</b>								
Traffic Operations / Congestion Relief	Evaluate alternatives from a traffic operations standpoint based on Level of Service. LOS A to F correspond to point values 1 to 6. Point values then totaled for each alternative for comparison.	Roadway Segment LOS (points)	1	1	1	1	1	1
Utilization of Improvements	Improve LOS along existing US 30 in design year.	Existing Roadway LOS in 2033 within Segment (points)	1.92	1.75	2.78	1.69	1.52	2.36
Potential for Crash Reduction	Evaluate proposed countermeasure effectiveness based on traffic volumes from US 30 Corridor OD study and average crash reduction rates as given in the FHWA study "Effects of the conversion of Rural Two-Lane Roadways to Four-Lane Roadways".	Crash Reduction Factor (points) based on crashes on both new roadway and existing roadway resulting from proposed alternative.	66	81	70	64	60	68
<b>Environmental Sensitivity - Social and Economic Criteria</b>								
Property Impacts	Evaluate potential property impacts	Commercial/Industrial (acres)	4.83	7.94	1.01	4.45	6.34	0.24
		Public Facilities (acres)	10.47	9.44	0.99	10.44	9.44	0.99
		Agricultural Ground (acres)	351.19	422.46	497.94	358.38	340.62	414.38
		Residential (acres)	34.93	15.01	27.60	31.58	13.78	22.33
		<b>Total (acres)</b>	<b>481.32</b>	<b>454.85</b>	<b>523.94</b>	<b>384.83</b>	<b>378.17</b>	<b>437.54</b>
Agricultural Land Severance	Evaluate alternatives relative to Farm Severance	Number of farms severed - longitudinal	19	0	0	12	2	4
		Number of farms severed - diagonal	21	32	31	0	29	25
Displacements	Evaluate potential displacements	Churches (each)	0	0	0	0	0	0
		Commercial/Industrial (each)	1	4	1	2	3	0
		Schools (each)	0	0	0	0	0	0
		Public Facilities (each)	0	0	0	0	0	0
		Farmsteads (each)	13	10	7	11	12	9
		Residential (each)	19	0	6	19	7	5
		<b>Total (each)</b>	<b>32</b>	<b>22</b>	<b>14</b>	<b>32</b>	<b>22</b>	<b>14</b>
Centennial Farm Impacts	Evaluate alternatives re: disturbance to centennial farms	Area of centennial farms affected (acres)	3.38	7.57	11.85	6.57	13.69	17.73
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities.	Requires ROW from Enterprise Zone (acres)	15.86	20.47	2.38	15.86	20.43	2.37
		Brings roadway closer to Enterprise Zone (Rank 1 to 5)	5	1	1	5	1	1
<b>Environmental Sensitivity - Additional Criteria</b>								
Special Waste	Evaluate potential impact on special waste sites.	Number of sites affected (each)	3	1	0	5	2	1
Section 4(f) Properties	Evaluate potential impact on 4(f) properties (parkland, recreational land, historic sites).	Number of sites affected (each)	3	2	0	5	2	0
Floodplain	Evaluate potential impact on floodplains.	Area of floodplain affected - longitudinal (acres)	2.66	0.00	0.00	33.07	30.45	45.49
Natural Area	Evaluate potential impact to Natural Area	Area of floodplain affected - diagonal (acres)	27.99	37.43	40.54	14.24	25.99	13.97
Nature Preserve	Evaluate potential impact to Nature Preserve	Number of sites affected (each)	0	0	0	0	0	0
Air Quality	Evaluate potential impact on air quality.	Total point value for LOS under Traffic Operations Congestion Relief criterion (points)	1	1	1	1	1	1
Water Resources	Evaluate potential impacts to streams using Habitat Assessment Score. Point values assigned to each stream site based on HA score. Point values range from 1 to 4 with 1 being poor and 4 being excellent.	Habitat Assessment Score (number of times alternative crosses stream x assigned point value)	14	17	10	14	17	10
Wetlands	Evaluate potential impacts to wetlands using Fentic Quality Index of Q0. Point values assigned to each site based on FQI. Point values range from 1 to 4 with 1 being severely degraded & 4 being statewide significant natural area.	Area of sites affected (acres x assigned point value)	0.95	2.29	1.10	0.47	1.48	0.19
Threatened & Endangered Species and/or habitat	Evaluate potential impacts to T&E species by type	State Threatened - Number of sites affected	1	1	1	1	1	1
		State Endangered - Number of sites affected	0	0	0	0	0	0
		Federal Threatened - Number of sites affected	0	0	0	0	0	0
		Federal Endangered - Number of sites affected	0	0	0	0	0	0
		<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
Forest Areas	Evaluate potential impact on forested areas	Area of sites affected (acres)	35.34	26.09	31.64	11.23	1.96	7.46
Praries	Evaluate potential impact on praries	Area of sites affected (acres)	0.00	0.00	0.00	0.00	0.00	0.00
Wetland Habitat	Evaluate potential impacts to high quality wetland cover types.	Area of sites affected (acres)	42.55	36.28	44.76	20.62	14.25	19.84
<b>Cost</b>								
Construction Cost	Opinion of probable construction cost	Total Construction Cost	\$219,925,000	\$253,749,000	\$237,561,000	\$222,028,000	\$233,200,000	\$221,892,000
Land Acquisition Cost	Opinion of probable land acquisition cost.	Single Family Homes	\$1,452,222	\$659,923	\$680,458	\$1,537,263	\$659,496	\$749,031
		Farm Buildings	\$797,100	\$996,120	\$251,050	\$994,570	\$996,630	\$691,660
		Commercial Buildings	\$60,264	\$190,096	\$60,264	\$61,964	\$1,26,922	\$0
		Residential Property Impacts	\$176,845	\$134,702	\$113,235	\$164,769	\$140,747	\$176,898
		Agricultural Property Impacts	\$1,755,940	\$2,112,257	\$2,499,609	\$1,793,559	\$1,703,166	\$2,173,602
		Commercial Property Impacts	\$116,341	\$32,460	\$5,270	\$17,092	\$26,074	\$999
		<b>Total Land Acquisition Cost</b>	<b>\$4,280,711</b>	<b>\$3,698,548</b>	<b>\$3,866,166</b>	<b>\$4,209,068</b>	<b>\$3,666,975</b>	<b>\$3,794,130</b>
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles. Assumes a direct correlation between total lane miles & operational/maintenance costs.	Length of proposed alignment (lane miles)	60.20	66.38	63.80	79.20	62.15	75.66
		Length of resulting existing roadway not in alternative (lane mi.)	20.15	22.01	37.55	9.83	15.57	31.11
		<b>Total Length (lane miles)</b>	<b>80.35</b>	<b>108.39</b>	<b>121.35</b>	<b>89.03</b>	<b>97.72</b>	<b>106.77</b>



## US Route 30 - Whiteside County Rankings

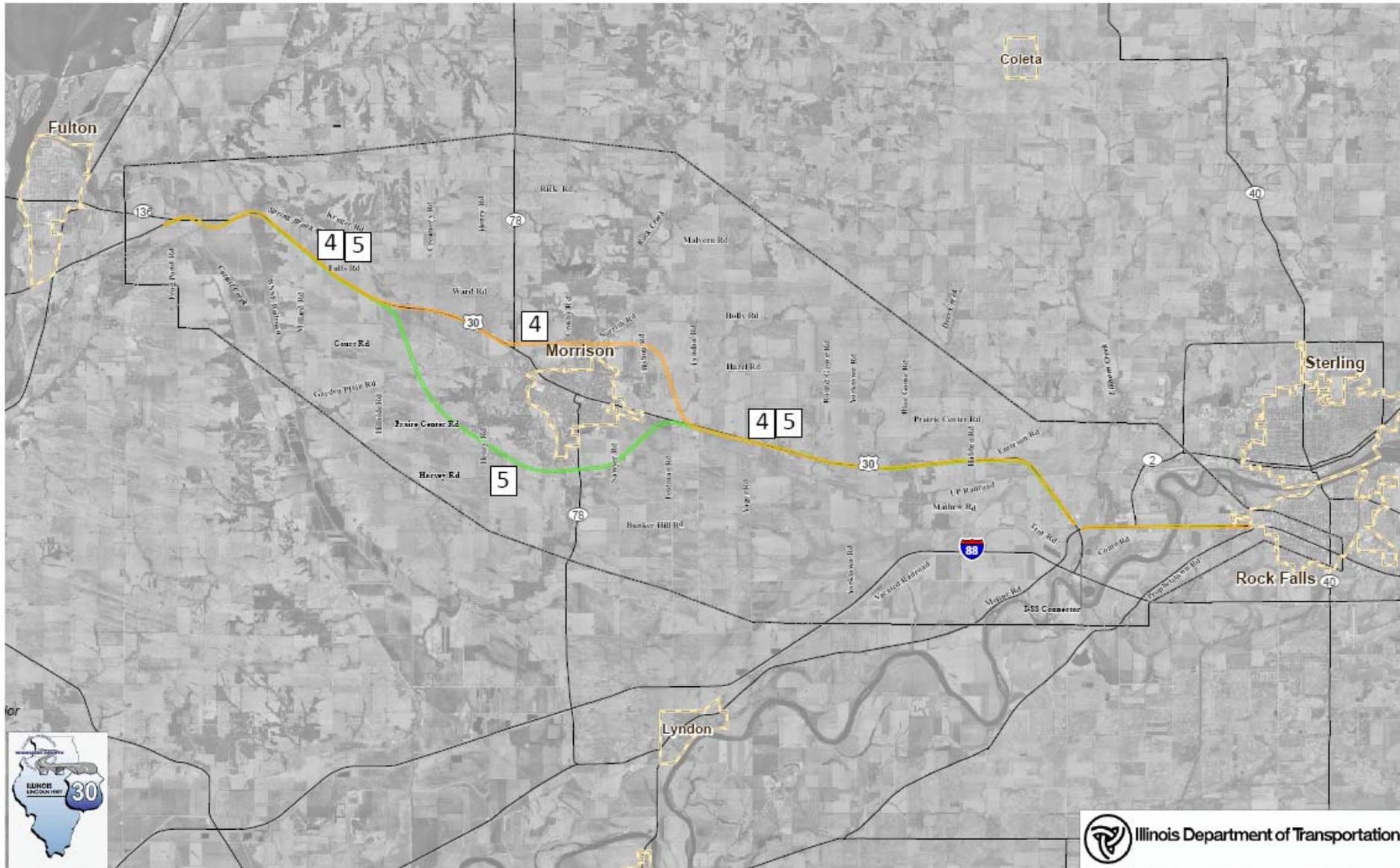
# R A N K I N G S

Evaluation Factor	Definition / Clarification	ALTERNATIVES					
		Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
<b>Traffic &amp; Safety</b>		215.60	224.00	194.80	222.20	228.60	204.80
		Rank: 4	Rank: 2	Rank: 6	Rank: 3	Rank: 1	Rank: 5
Traffic Operations / Congestion Relief	Evaluate alternatives from traffic ops standpoint using LOS. LOS point values (1-6) totalled for each alternative.	100.00	100.00	100.00	100.00	100.00	100.00
Utilization of Improvements	Reduction of ADT along existing US 30 in design year.	81.80	85.00	64.80	86.20	89.80	72.80
Potential for Crash Reduction	Evaluate based on crash reduction factors. Point values totalled for each alternative.	34.00	39.00	30.00	36.00	40.00	32.00
<b>Environmental Sensitivity - Social and Economic Criteria</b>		162.01	207.30	248.05	261.40	235.95	272.39
		Rank: 6	Rank: 6	Rank: 3	Rank: 2	Rank: 4	Rank: 1
Property Impacts	Evaluate magnitude of property acquisitions by type.	23.40	13.19	0.00	41.82	29.35	16.49
Agricultural Land Impacts	Evaluate alternatives relative to Longitudinal Farm Severance	0.00	55.56	55.56	33.33	88.89	77.78
	Evaluate alternatives relative to Diagonal Farm Severance	34.38	0.00	3.13	100.00	12.50	21.88
Displacements/Structural Impacts	Evaluate displacements/structural impacts by type.	0.00	31.25	58.25	0.00	31.25	58.25
Centennial Farm Impacts	Evaluate alternatives relative to disturbance of centennial farms	80.95	57.31	33.16	62.96	23.85	0.00
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities	13.28	50.00	99.97	13.29	50.11	100.00
<b>Environmental Sensitivity - Additional Criteria</b>		792.66	791.65	864.68	816.77	900.03	977.70
		Rank: 6	Rank: 6	Rank: 3	Rank: 4	Rank: 2	Rank: 1
Special Waste	Evaluate potential impact on special waste sites.	40.00	80.00	100.00	0.00	80.00	80.00
Section 4(f)/106 Properties	Evaluate potential impact on 4(f)/106 properties (parkland, recreational land, historic sites).	40.00	80.00	100.00	0.00	80.00	100.00
Floodplain	Evaluate potential impact on floodplains - longitudinal.	94.15	100.00	100.00	27.30	33.07	0.00
Floodplain	Evaluate potential impact on floodplains - diagonal.	31.06	7.67	0.00	64.87	40.92	70.48
Natural Area	Evaluate potential impact to Natural Area	100.00	100.00	100.00	100.00	100.00	100.00
Nature Preserve	Evaluate potential impact to Nature Preserve	100.00	100.00	100.00	100.00	100.00	100.00
Air Quality	Evaluate potential impact on air quality.	100.00	100.00	100.00	100.00	100.00	100.00
Water Resources	Evaluate potential impacts to streams using Habitat Assessment Score.	22.22	5.56	0.00	22.22	5.56	0.00
Wetlands	Evaluate potential impacts to wetlands using Flonstic Quality Index (FQI).	60.31	0.00	54.10	80.22	37.88	92.20
Threatened & Endangered Species and/or Habitat	Evaluate potential impacts to T&E species by type.	100.00	100.00	100.00	100.00	100.00	100.00
Forest Areas	Evaluate potential impact on forested areas	0.00	26.18	10.48	68.22	94.44	78.90
Prairies	Evaluate potential impact on prairies	100.00	100.00	100.00	100.00	100.00	100.00
Wildlife Habitat	Evaluate potential impacts to high quality wildlife cover types.	4.93	12.24	0.00	53.93	68.16	56.12
<b>Cost</b>		30.16	10.69	6.32	38.36	27.46	21.06
		Rank: 2	Rank: 6	Rank: 6	Rank: 1	Rank: 3	Rank: 4
Project Cost	Opinion of probable cost for construction & land acquisition.	12.91	0.00	6.32	11.73	7.99	12.33
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles.	17.24	10.69	0.00	26.63	19.48	8.72
<b>OVERALL RANK TOTALS</b>		17 Rank Pts	18 Rank Pts	19 Rank Pts	10 Rank Pts	10 Rank Pts	11 Rank Pts
<b>OVERALL RANK OF ALTERNATIVE</b>		Rank: 4	Rank: 5	Rank: 5	Rank: 1	Rank: 1	Rank: 3



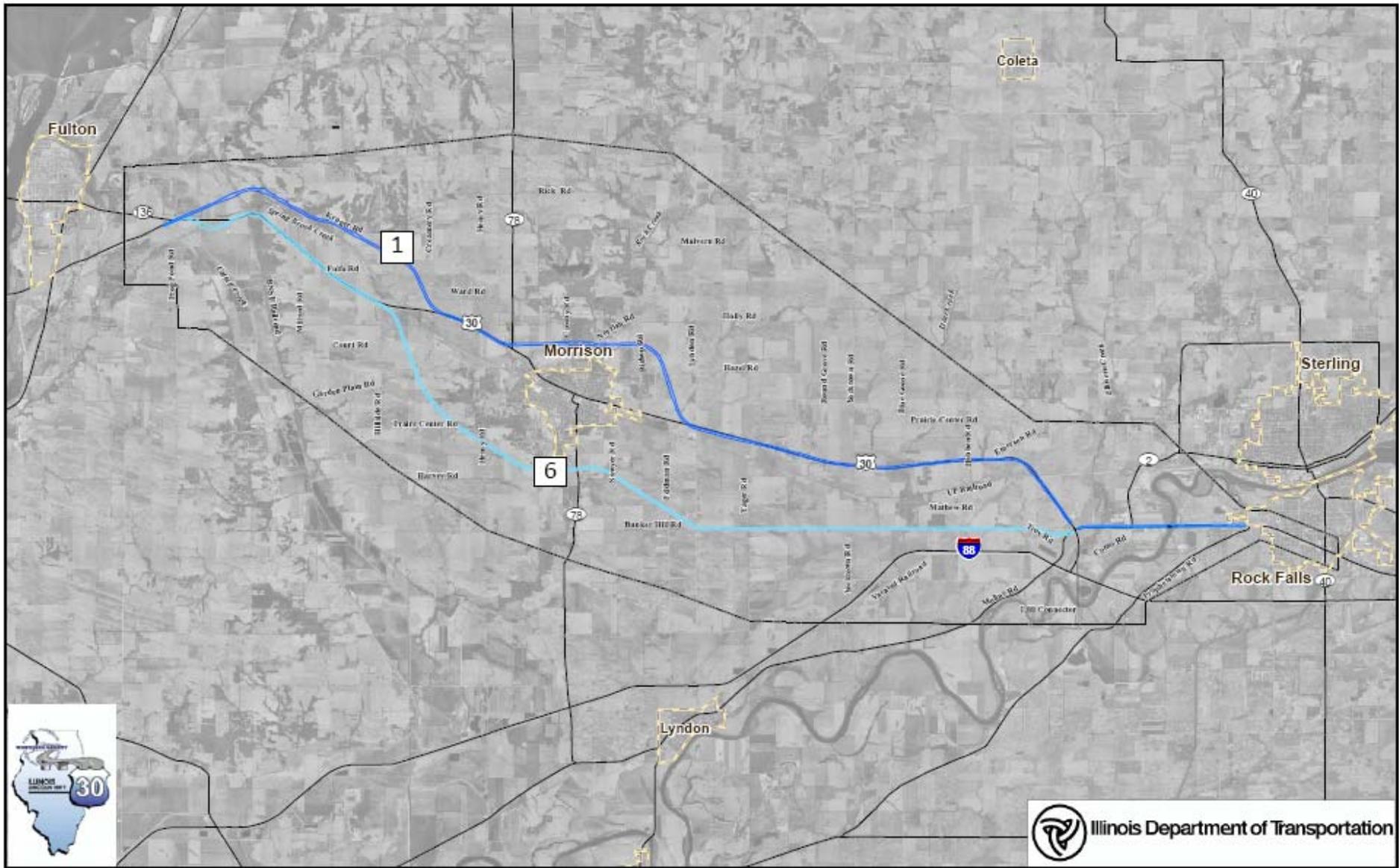
# Alternative 4 ranked #1

# Alternative 5 Ranked #1



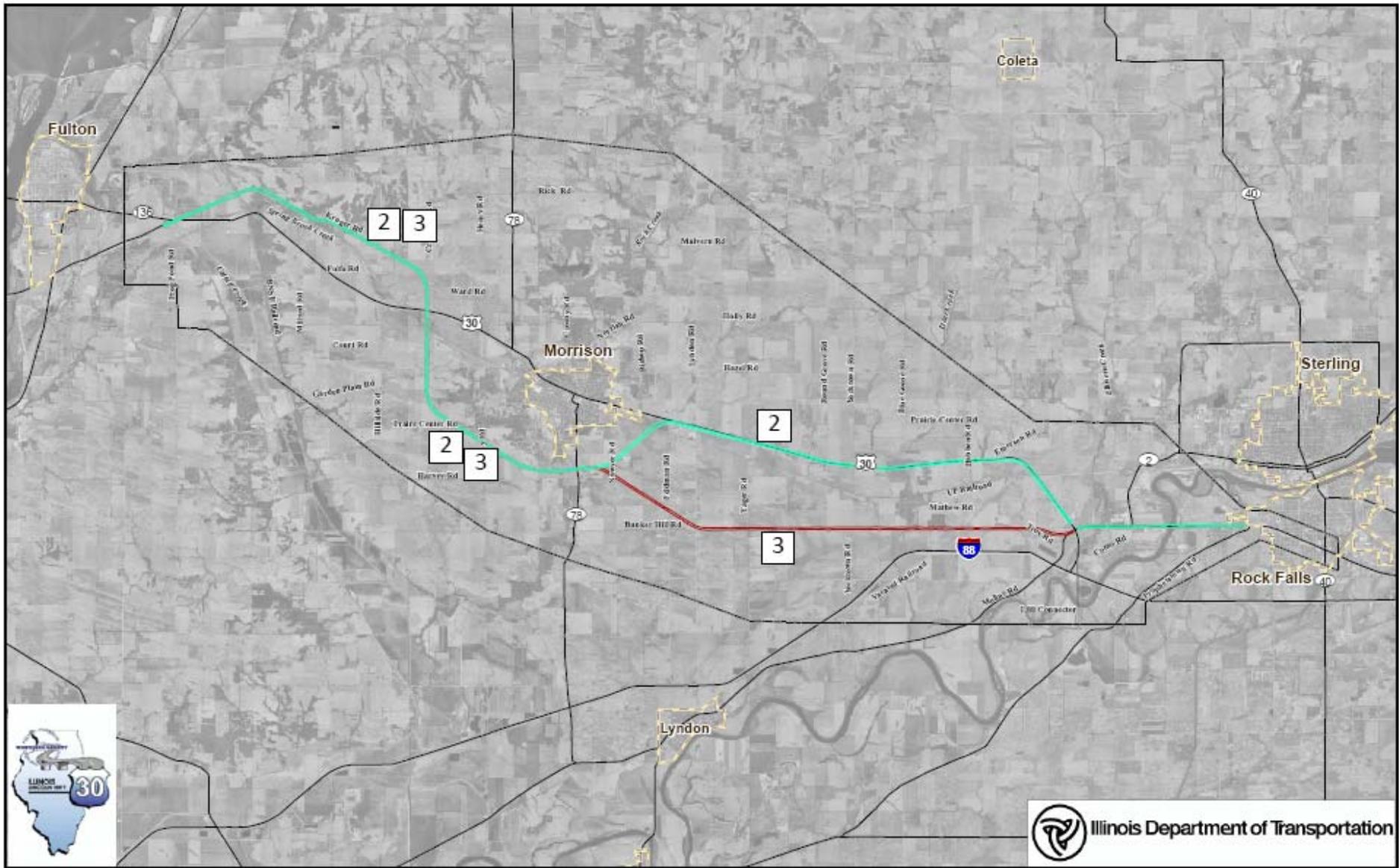
Alternative 6 ranked #3

Alternative 1 Ranked #4



# Alternative 2 ranked # 5

# Alternative 3 ranked #5



# Potential Environmental Impacts

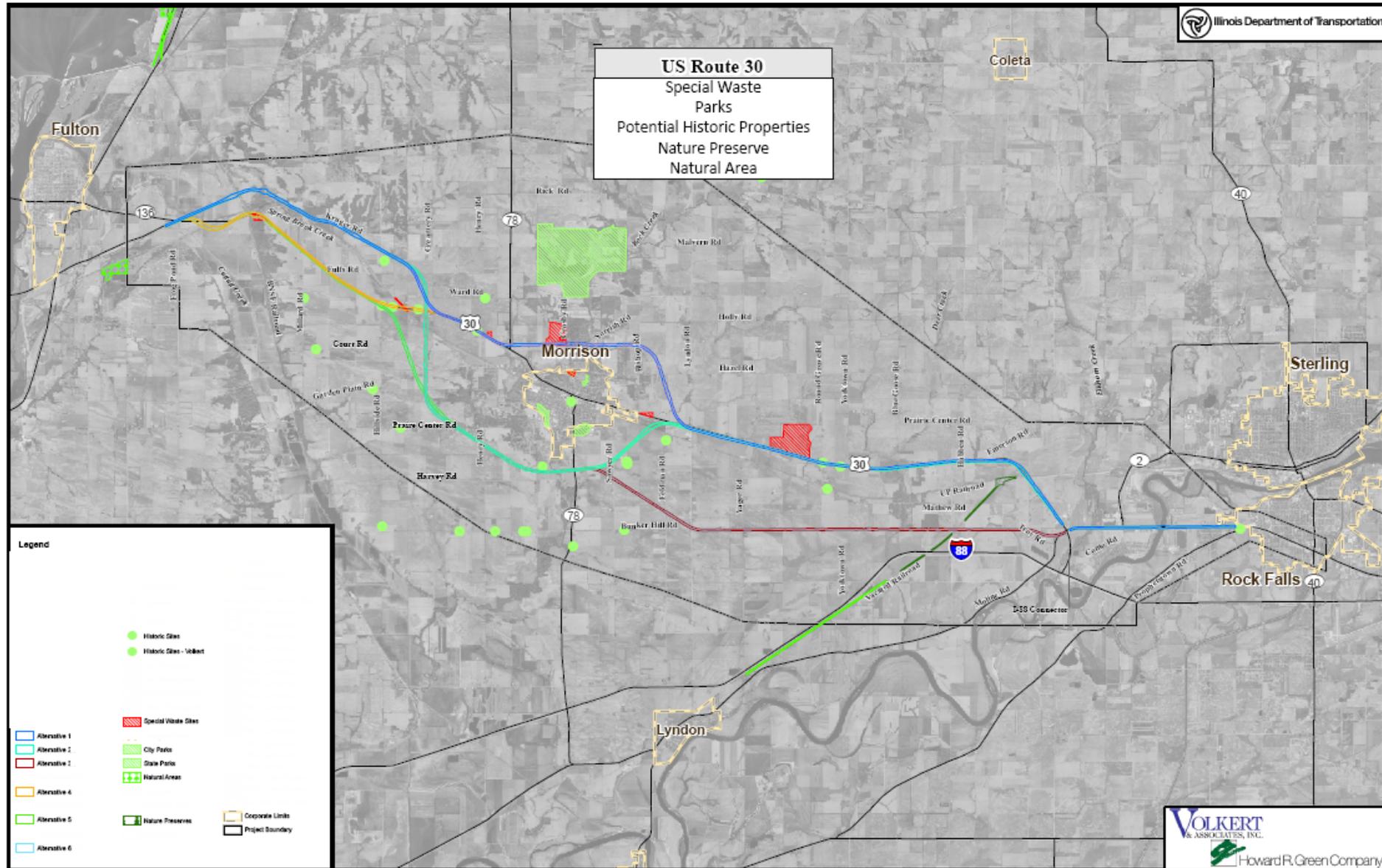
- Alignments have been adjusted to avoid and minimize environmental impacts.
- As alignments move forward in the study, they will continue to be refined to avoid as many environmental impacts as possible.



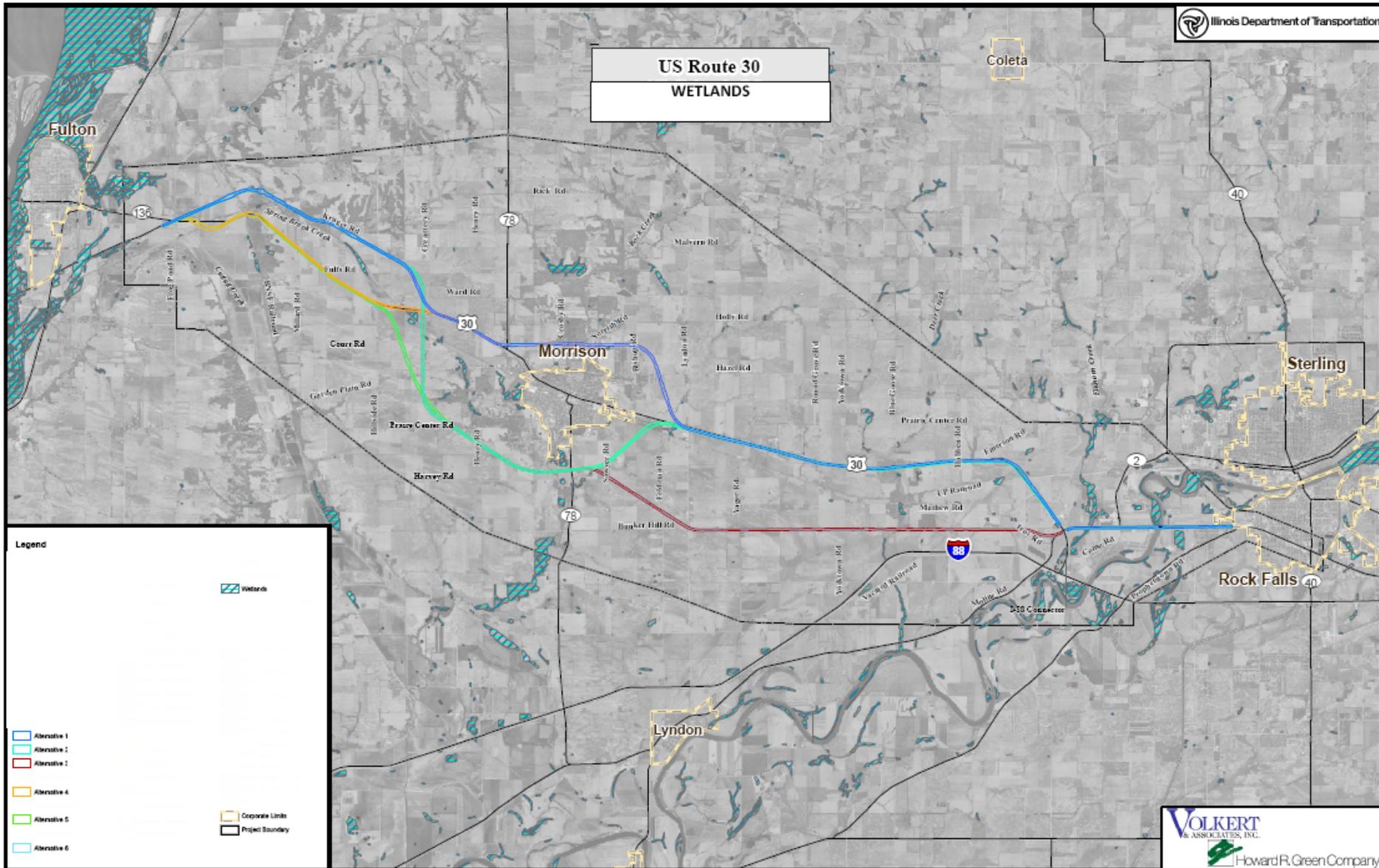




# Special Waste/Parks/Potential Historic Properties/ Nature Preserves/Natural Areas



# Wetlands







# Timeline

- Begin in-depth study of six alternative alignments:  
**June 2009**
- DEIS Chapters on Affected Environment and Alternatives to IDOT:  
**July 2009**
- NEPA/404 Merger Meeting: **September 2009**
- PSG & CAG Identify Alternative for Detailed Study: **Nov 2009**
- Public Informational Open House #3: **January 2010**
- NEPA/404 Merger Meeting: **February 2010**
- DEIS signed: **October 2010**
- Public Hearing: **January 2011**
- FEIS signed: **January 2012**
- ROD signed: **June 2012**



**Thank You**  
**for your Continued Support !!!!**

