

APPENDIX C

APPENDIX C

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Stakeholder Involvement Plan

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Project Newsletters

10/01/2010 Newsletter 1.....

08/02/2011 Newsletter 2.....



01/03/2012 Newsletter 3.....

12/04/2012 Newsletter 4.....

Media Articles

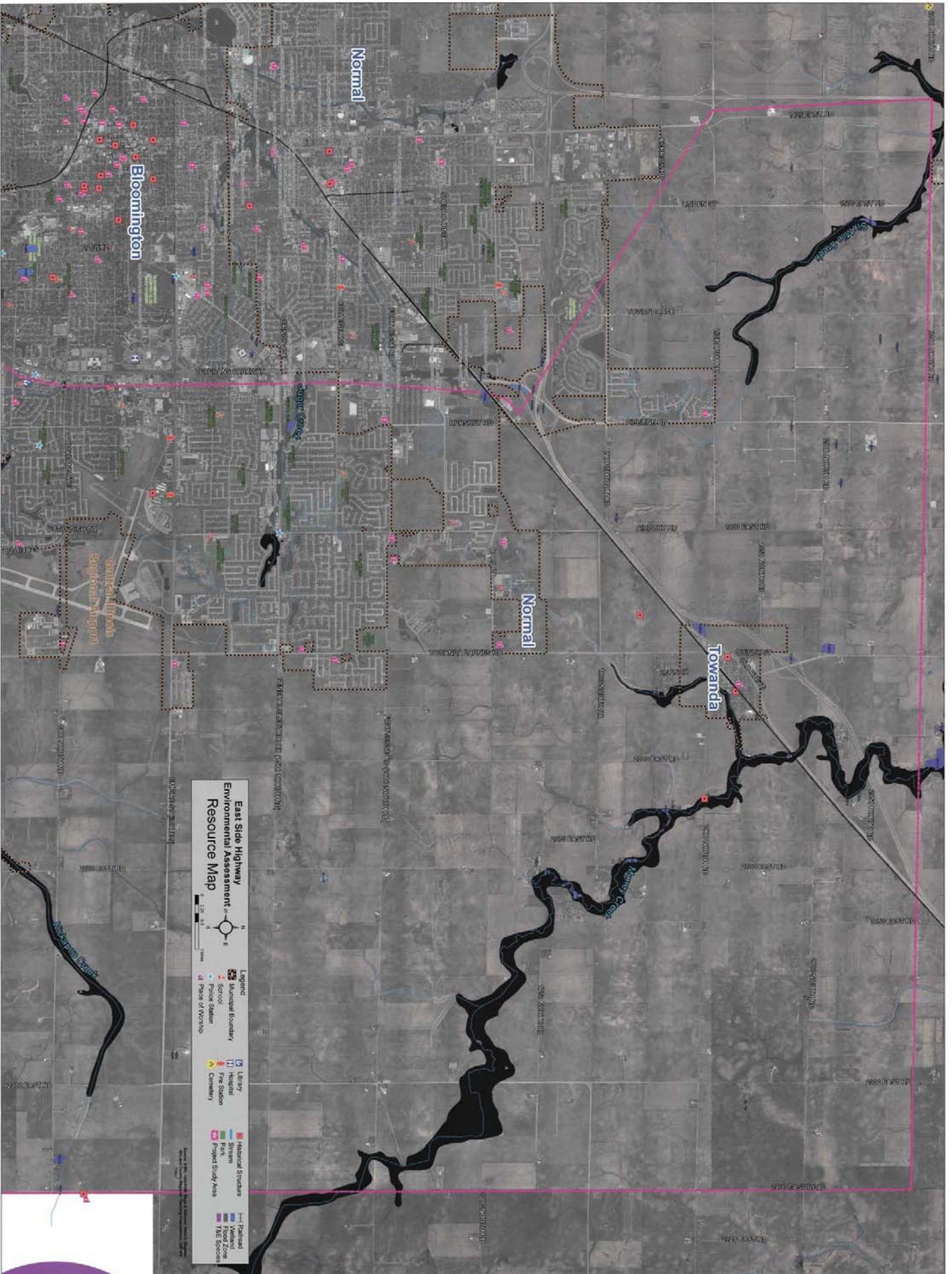
Newspaper and Radio Articles





NEPA/404 MERGER MEETING

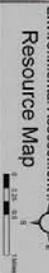
SEPTEMBER 8, 2010



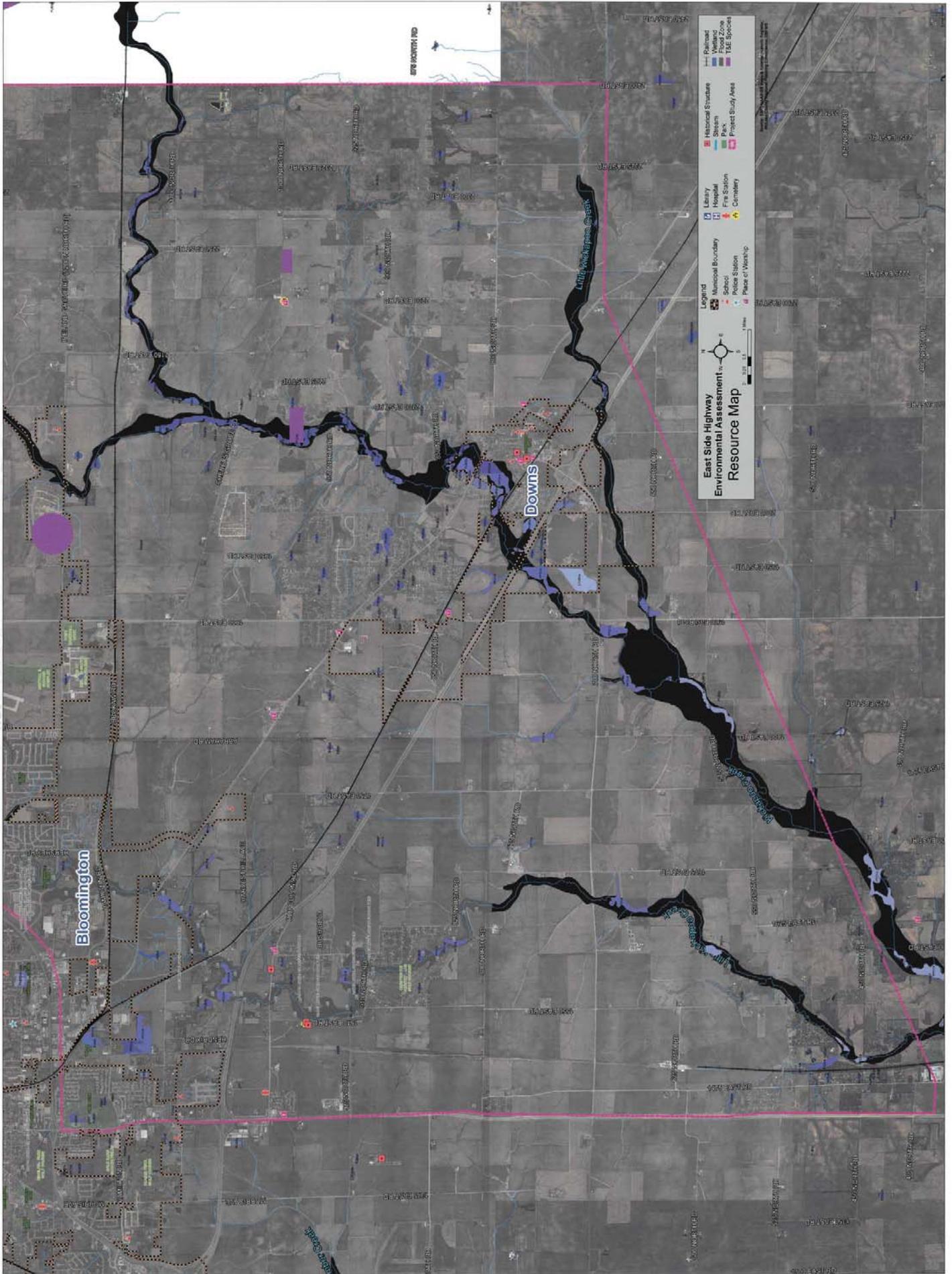
**East Side Highway
Environmental Assessment
Resource Map**

- Legend**
- Municipal Boundary
 - School
 - Police Station
 - Place of Worship
 - Historical Structures
 - Stream
 - Park
 - Project Study Area
 - Railroad
 - Wetland
 - T&E Species
 - Library
 - Hospital
 - Fire Station
 - Cemetery

Scale: 1 inch = 1,000 feet
 0 250 500 750 1,000 feet



Source: GIS, Aerial Imagery, and Other Data



STUDY SCHEDULE

Public Information Meeting (August 25th, 2010)

- Provide Study Information
- Gather Input
- Describe the next steps



-  PUBLIC MEETING
-  PUBLIC HEARING
-  STUDY MILESTONE

**IDOT District 5, McLean County
Eastside Highway
Environmental Assessment
Information – Project Introduction**

The purpose of the meeting was to introduce the East Side Highway (ESH) Environmental Assessment (EA). Jerry Payonk of Clark Dietz presented an overview of the project's history and project study area. Linda Huff of Huff & Huff, Inc. presented an overview of environmental resources.

The Bloomington-Normal metropolitan area, located in McLean County, Illinois, is an established community that has experienced rapid growth since 1960, both in population and employment. Centrally located in the state, Bloomington-Normal has benefited from regional connection to the Midwest via three Interstate highways and one partial access control freeway. This growth trend is expected to continue, particularly on the east side of Bloomington-Normal. New commercial and residential development continues to occur, and major roads have been improved to accommodate the associated growth in traffic.

The Bloomington-Normal area is an important economic region in central Illinois and is home to numerous large corporations. Five Bloomington-Normal corporations have more than two thousand employees. Bloomington-Normal attracts employees and visitors from other areas in central Illinois, including Champaign-Urbana, Peoria, Decatur, and Springfield, in addition to those from within the community. The Central Illinois Regional Airport, located on the east side of Bloomington-Normal, experienced its busiest year to date in 2008, and has plans to expand to accommodate projected traffic growth from increased population and employment.

Development of a transportation corridor on the east side of Bloomington-Normal to address the growth in traffic has been the subject of study since the mid-1990s. In 1994, the Long Range Transportation Plan (LRTP) for the Bloomington-Normal Urbanized Area recommended the improvement of Towanda-Barnes Road (a north-south arterial) and the study of an additional transportation improvement farther to the east side.

Since that time, through the cooperative efforts of Bloomington, Normal, McLean County and the Illinois Department of Transportation, two pre-Phase I studies have been conducted and the LRTP has been updated to a 2035 planning horizon. The 2002 Feasibility Study forecasted that significant roadway congestion in the east portions of Bloomington-Normal would occur even if capacity were added to existing major roads and identified a potential east side transportation corridor and a preferred alternative for a planning horizon of 2025. A second study, the 2009 ESH Corridor Study, identified a single feasible corridor 500 feet in width that would serve the needs of anticipated growth on the east side of the Bloomington-Normal community.

The 2009 ESH Corridor Study was conducted with the intent to follow NEPA when the funding became available for Phase I study. Project elements from the Corridor Study will be used during the EA to the extent possible. The Context Sensitive Solution (CSS) approach to public involvement was used throughout the Corridor Study to provide opportunities for public input on alternative development.

Some environmental resources of note within the project study area:

- Primary Land Use: Agriculture
- New Development east of Towanda Barnes Road
- Smaller Communities: Towanda and Downs have populations between 500 and 700
- Four parks and two golf Courses
- Wetlands – National Wetland Inventory (NWI) shows more than 214 wetlands comprising over 500 acres, including forested areas adjacent to the streams
- Two watersheds: Money Creek and Kickapoo Creek
- Kickapoo Creek: Class 1 stream, portions are biologically significant, and is part of a TMDL study for fecal coliform

- Money Creek flows to Lake Bloomington, which is a community water supply. A TMDL study has been completed for Lake Bloomington with the primary pollutants of concern being nutrients.
- Threatened & Endangered Species: State listed species: 3 birds, 1 plant
Federally listed species: Eastern prairie fringed orchid and Indiana bat
- High probability for archaeology near creeks
- Historic Route 66: National Scenic Byway
- Constitution Trail
- Regional Greenways Plan identifies as high priority sites: Money Creek, Kickapoo Creek, and US 66

The project will follow Context Sensitive Solutions (CSS) guidelines for public involvement and SAFETEA-LU Section 6002 guidelines. Advisory Groups will be developed for the project and for focused initiatives. A public meeting was held on August 25, 2010 to introduce the EA and solicit public input on scope, Purpose and Need, and study area. The project team plan to present the purpose and need for concurrence at the February 2011 NEPA-404 Merger meeting.

NEPA/404 MERGER MEETING

FEBRUARY 15, 2011

Illinois NEPA/404 Merger Meeting

February 15, 2011

East Side Highway Environmental Assessment



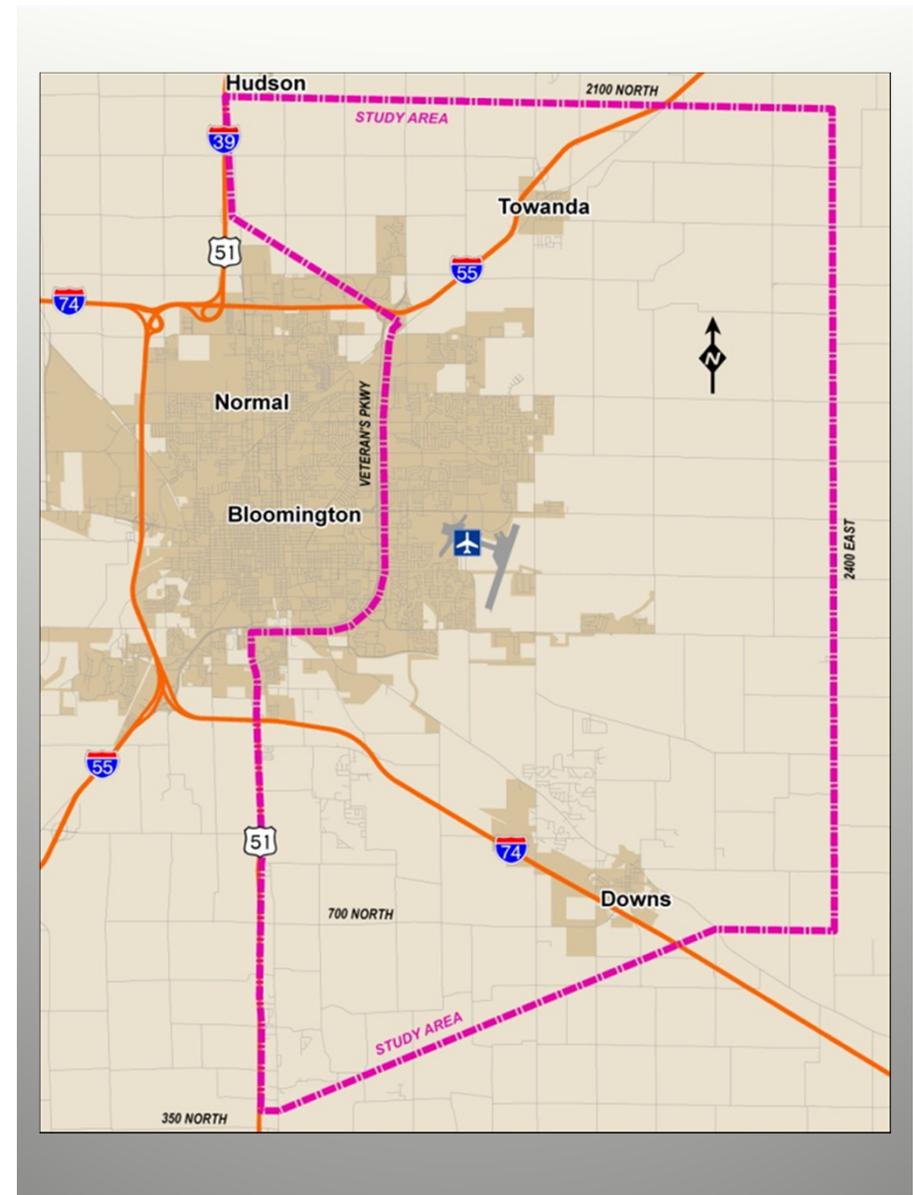
Agenda

- Introduction
- Forecasted Growth
- Traffic Analysis
- Purpose and Need
- Summary of Public Comments
- Next Steps
- Questions



Agenda

- Introduction
- Forecasted Growth
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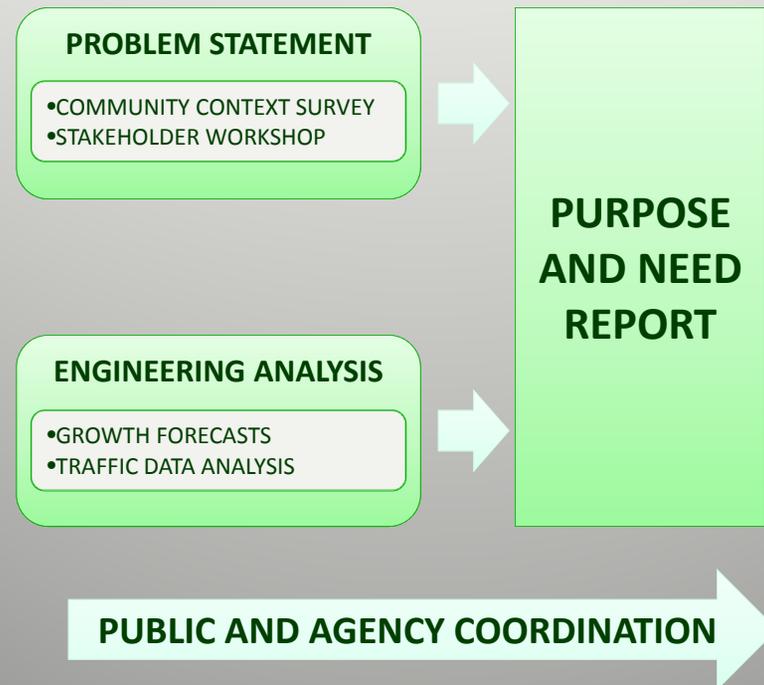


Introduction

- P&N Developed during 2009 ESH Corridor Study
- Stakeholder involvement
- Updated with current data for EA
- Additional stakeholder involvement



Introduction

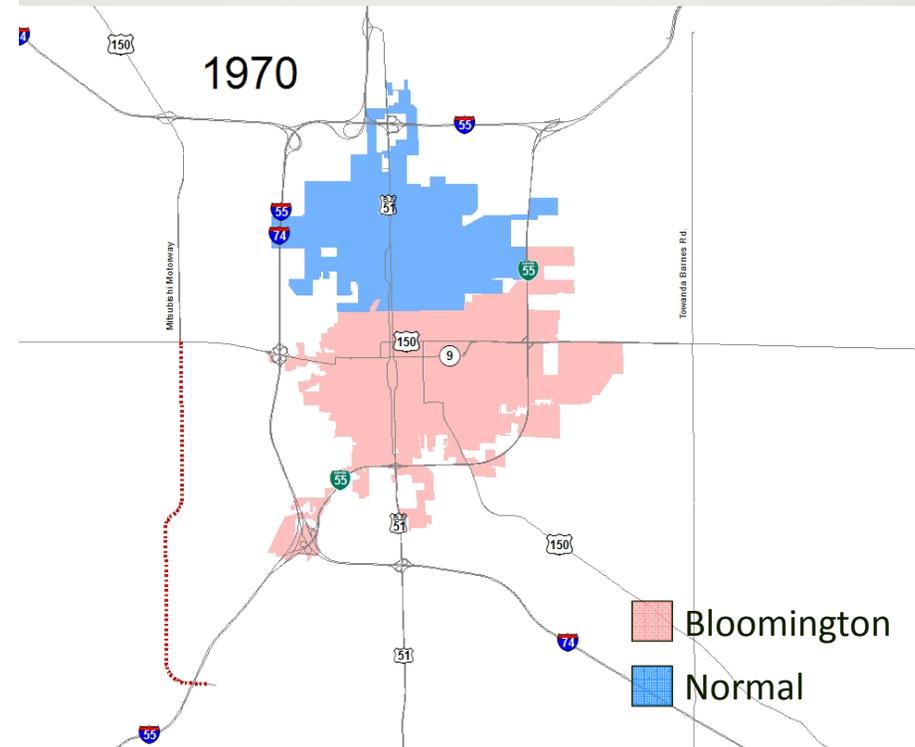


Agenda

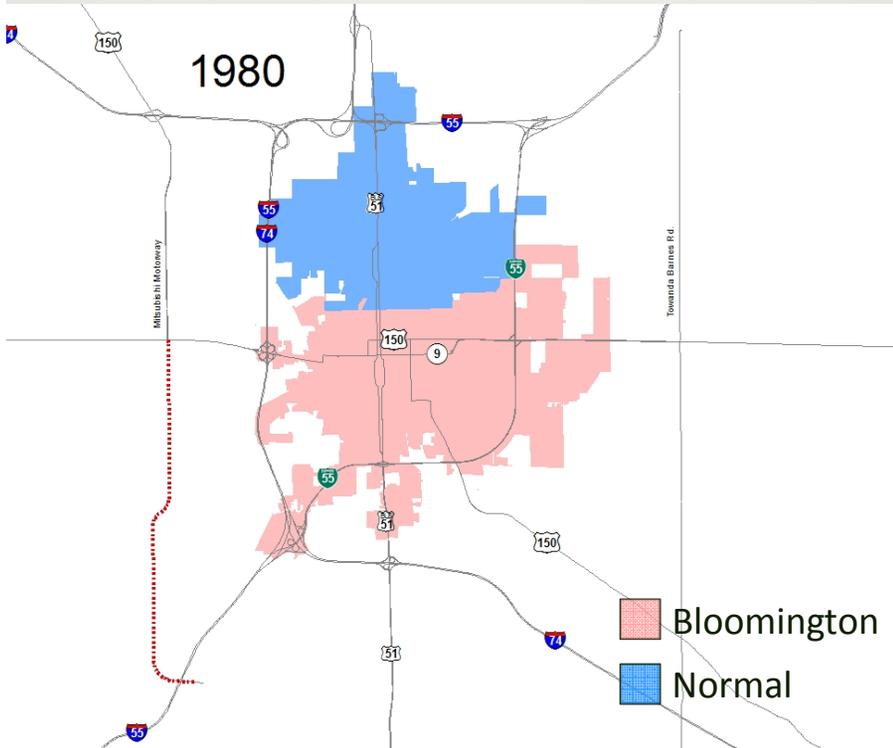
- Introduction
- **Forecasted Growth**
- Traffic Analysis
- Purpose and Need
- Summary of Public Comments
- Next Steps
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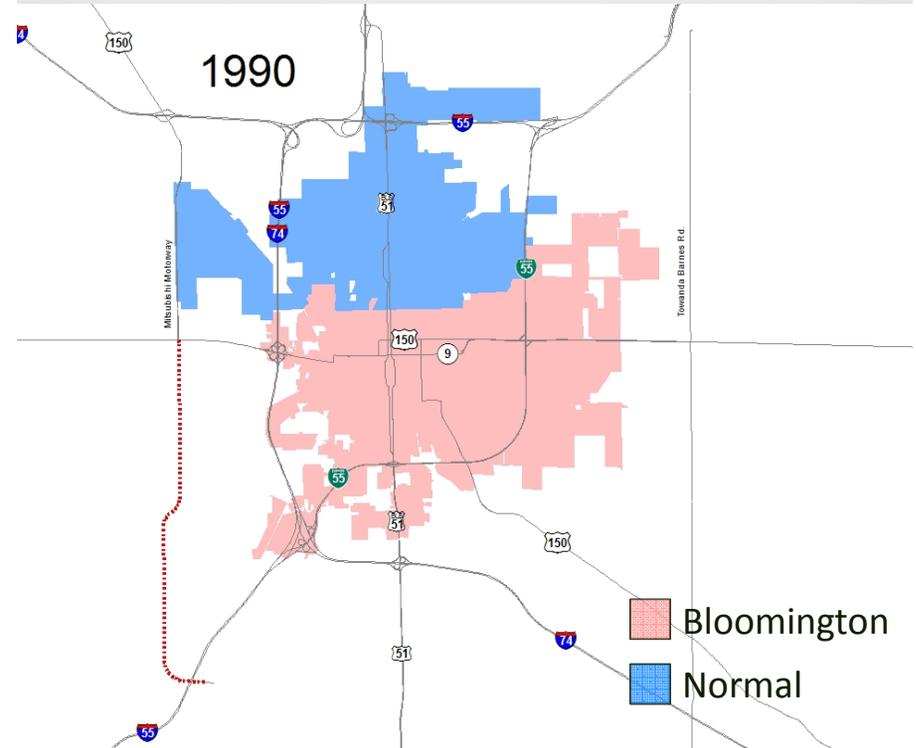
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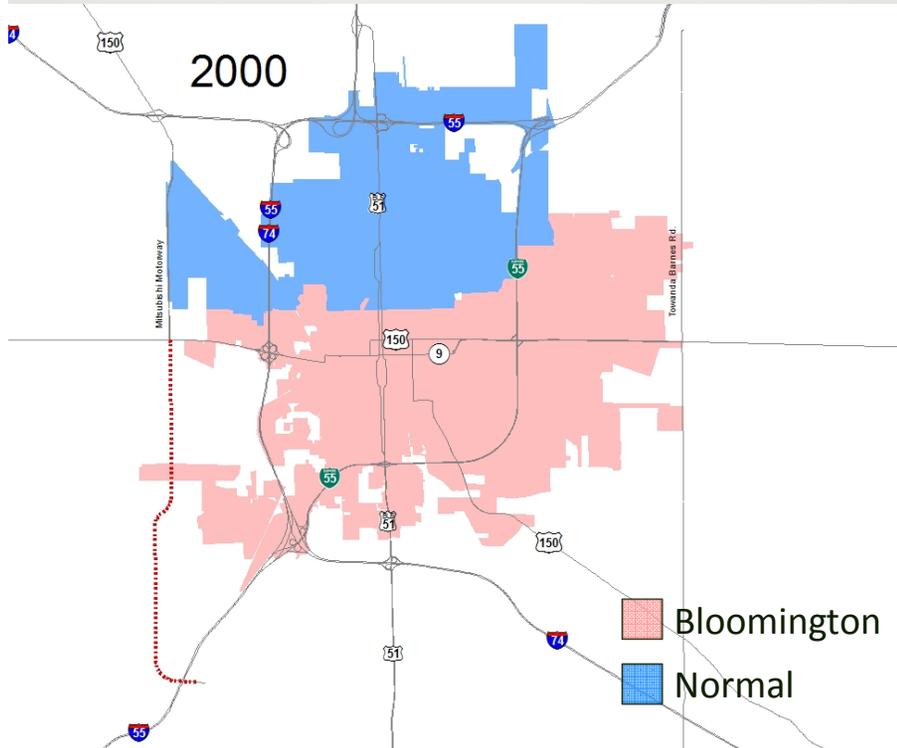
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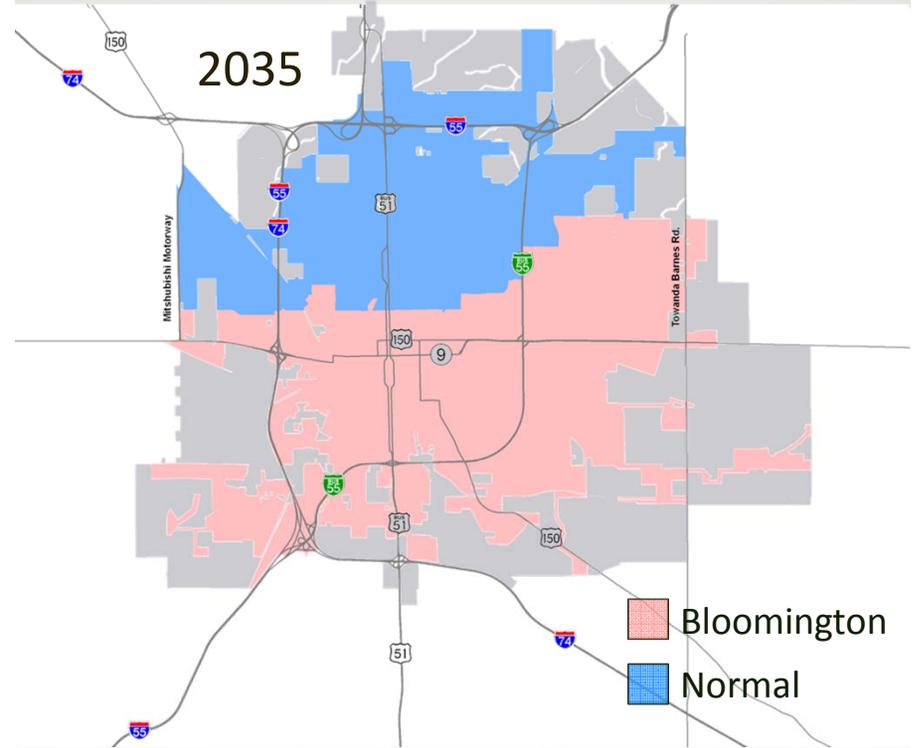
Corporate Limits



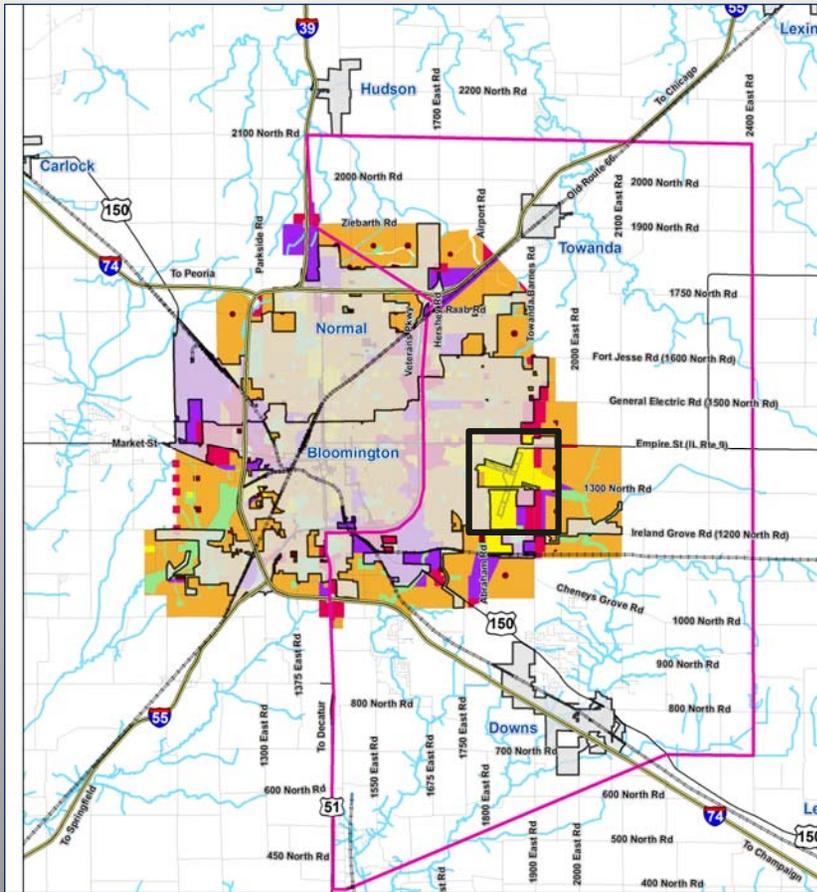
Corporate Limits



Corporate Limits



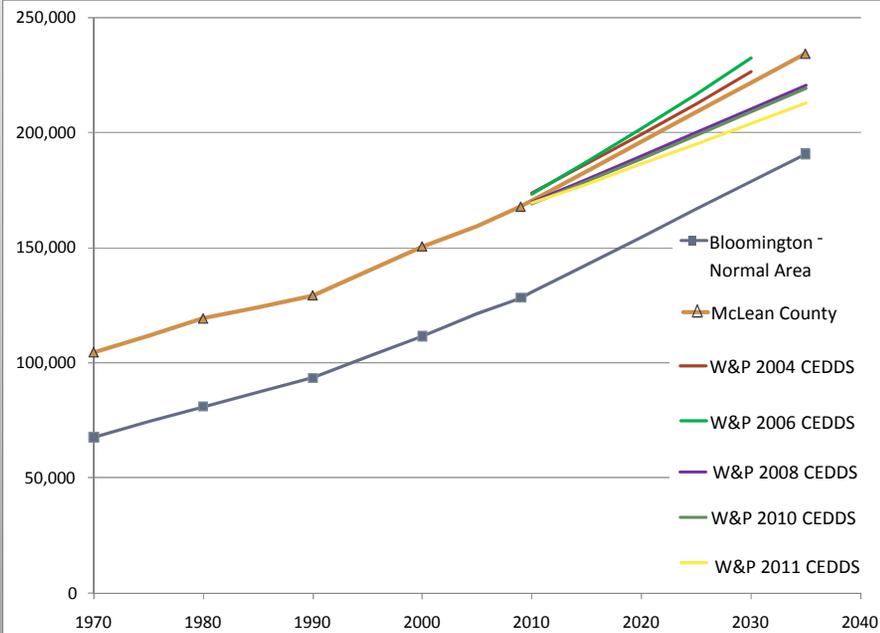
2035 Land Use Plan



CIRA



Projected Population Growth

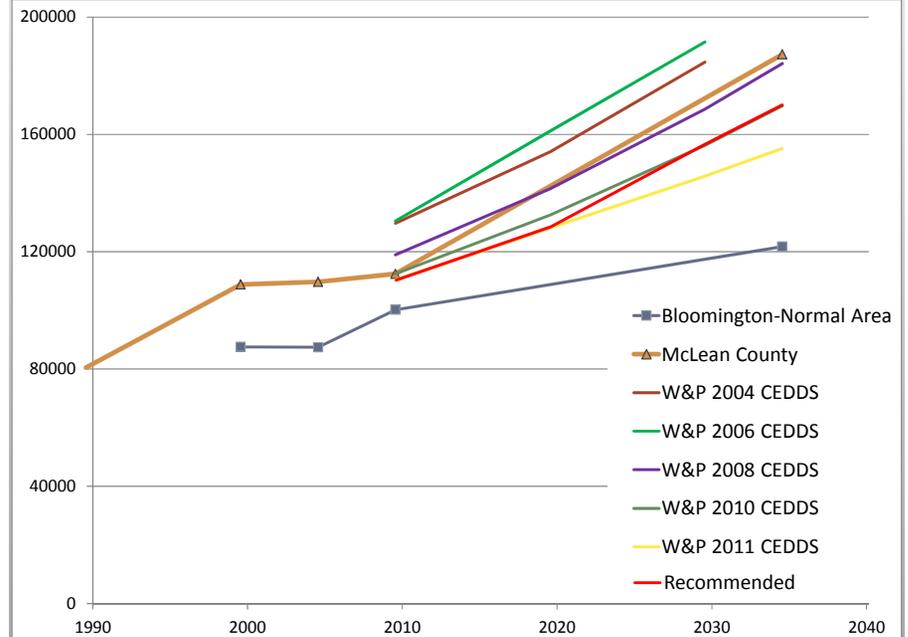


Sources:

- U.S. Bureau of Census Data: 1970, 1980, 1990, 2000, 2005, and 2009.
- 2035 projects adopted from Long Range Transportation Plan 2035 - Bloomington-Normal, Illinois Urbanized Area, June 22, 2007, McLean County Regional Planning Commission.
- The source for the 2035 population data for the State of Illinois is the 2010 Complete Economic and Demographic Data Source (CEDDS), Woods and Poole Economics – release date September 2009.



Projected Employment Growth



Sources:

- The primary source for 1990, 2000 and 2005 data is BEA.
- Illinois and County data are from Woods & Poole (W&P) 2010 CEDDS.
- The 2009 State and County estimates are derived by applying 2007-2009 BLS rates of change to 2007 BEA as published in W&P.
- Illinois 2035 forecasts are from W&P 2010 CEDDS
- Sub-County 2000, 2005 and 2009 are from Nielsen/Claritas, as published by Tetrad Computer Application, Inc.



Agenda

- Introduction
- Forecasted Growth
- **Traffic Analysis**
- Purpose and Need
- Summary of Public Comments
- Next Steps
- Questions



Traffic Analysis

Assessment of Operating Conditions

- Capacity Analysis
- Travel Demand Model



Agenda

- Introduction
- Forecasted Growth
- Traffic Analysis
- **Purpose and Need**
- Summary of Public Comments
- Next Steps
- Questions



Purpose and Need

Problem Statement

“Provide transportation infrastructure on the east side of Bloomington-Normal, defined by the project study area map, that will accommodate managed growth and address future mobility and safety needs.”



Purpose and Need

Project Purpose

To improve local and regional mobility and access that accommodates the managed growth forecasted on the east side of Bloomington-Normal.



Purpose and Need

Project Needs

- 1. Accommodate Managed Growth**
- 2. Provide Improved Mobility and Access**
 - a. Improve Local and Regional Mobility
 - b. Address Local and Regional Access



Purpose and Need

Need: Accommodate Managed Growth



Technical Analysis

*Census data
Regional and local
land use plans
2035 population
and employment
forecasts
Long Range
Transportation Plan
2035*



Stakeholder Input

*Issues of sprawl
Consistency with
land use plans
Concerns regarding
farmland*



Purpose and Need

Need: Provide Improved Mobility and Access



Technical Analysis

*Traffic data
Origin-Destination
Study
Traffic forecasts
Travel Demand
Model*



Stakeholder Input

*Improve access into
and out of
Bloomington-
Normal
Improve access at I-
55 and I-74
Address existing
areas of congestion
North/south
mobility
East/west mobility*



Agenda

- Introduction
- Forecasted Growth
- Traffic Analysis
- Purpose and Need
- **Summary of Public Comments**
- Next Steps
- Questions



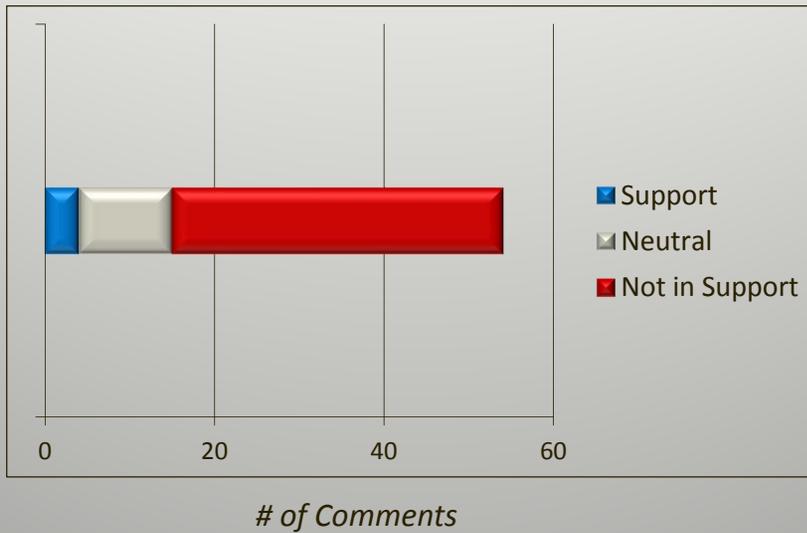
Summary of Public Comments

Public Information Meeting – January 25, 2011

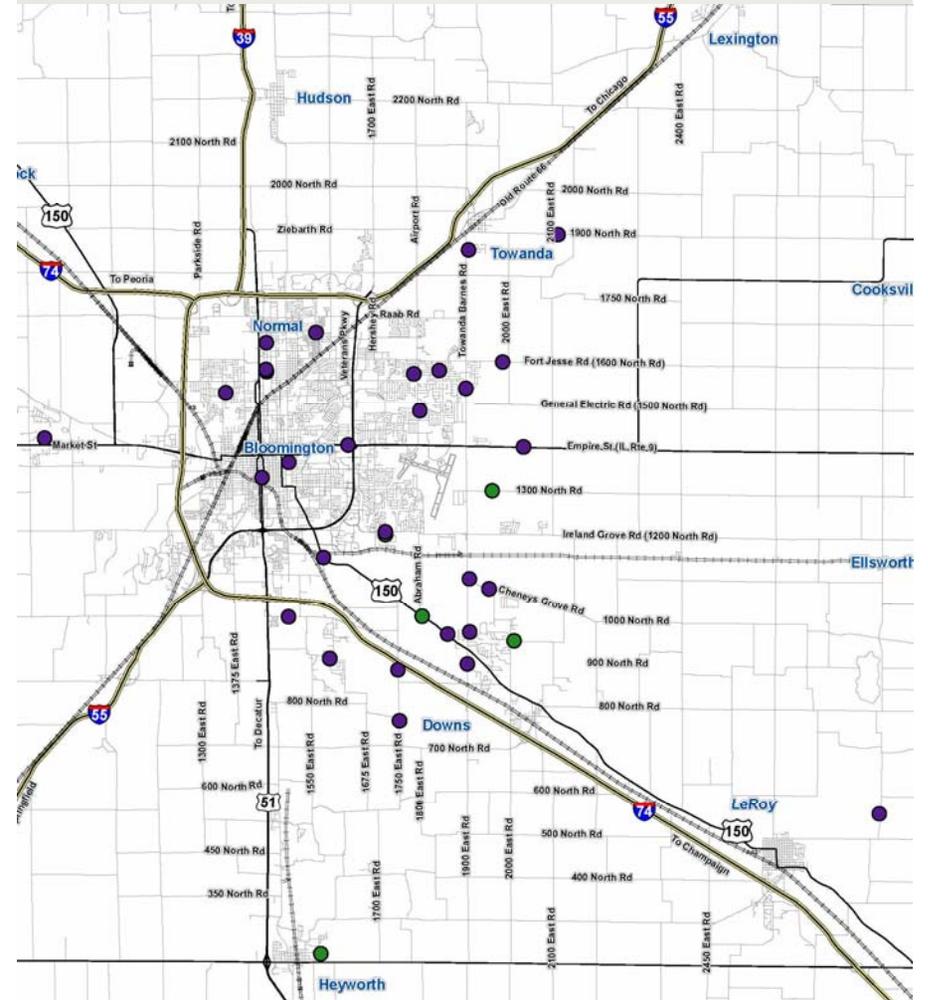
- 53 attendees
- 54 comments and two information requests received



Summary of Public Comments

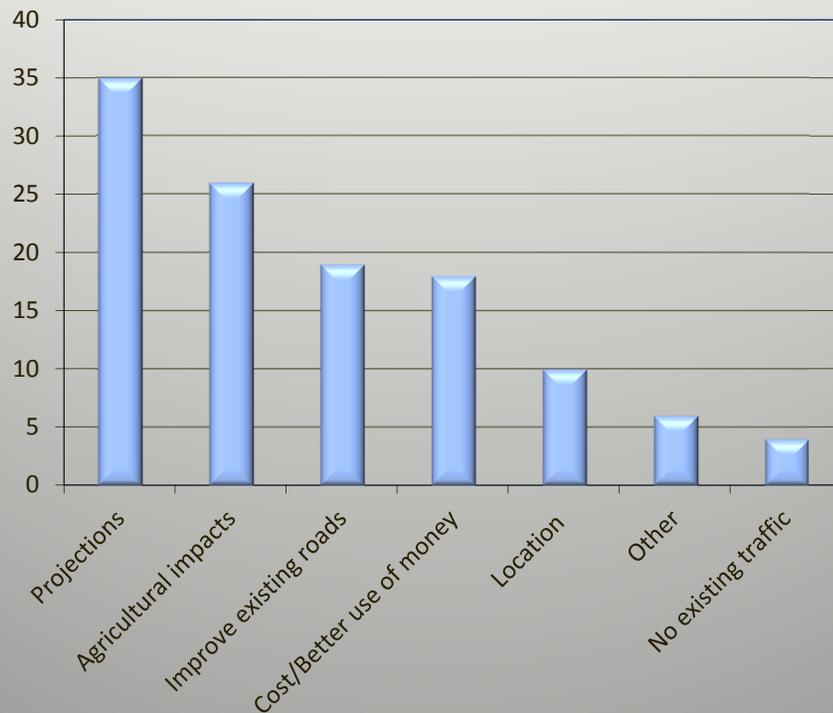


Summary of Public Comments



Summary of Public Comments

Concerns



Agenda

- Introduction
- Forecasted Growth
- Traffic Analysis
- Purpose and Need
- Summary of Public Comments
- **Next Steps**
- Questions



Next Steps



-  PUBLIC MEETING
-  PUBLIC HEARING
-  STUDY MILESTONE



Agenda

- Introduction
- Forecasted Growth
- Traffic Analysis
- Purpose and Need
- Summary of Public Comments
- Next Steps
- **Questions**



**IDOT District 5, McLean County
Eastside Highway, Bloomington, IL
Environmental Assessment
Concurrence – Purpose and Need**

The purpose of the meeting was to seek concurrence on the Purpose & Need Statement (P&N). The Purpose & Need Final Draft submitted on January 12, 2011, was reviewed.

Jerry Payonk of Clark Dietz, Inc. gave the PowerPoint presentation. The following summary points were made:

- The P&N was developed with stakeholder input during the 2009 East Side Highway (ESH) Corridor Study, and was updated with current information and additional stakeholder input during the Environmental Assessment (EA).
- Bloomington-Normal has grown steadily over the past 40 years, and the McLean County Regional Planning Commission 2035 Land Use Plan shows additional contiguous growth planned, particularly on the south and east side of the community. Of note, the Central Illinois Regional Airport (CIRA) is located on the east side of Bloomington.
- The historic and projected (Year 2035) population and employment graphs were displayed. The projected values as shown in the P&N submittal package were displayed along with 2004, 2006, 2008, 2010, and 2011 Woods and Poole Economics, Complete Economic and Demographic Data Source (CEDDS) for comparative purposes. The Woods and Poole population and employment forecasts for 2008, 2010, and 2011 show a slight decrease when compared to estimates from earlier years. This is in part due to the recent economic turndown. Although the projections have slightly declined, the overall trend is an increase in population and employment in McLean County and Bloomington-Normal.

The 2011 Woods and Poole report specifically cites Bloomington-Normal as a community in the Northeast Region (defined as New England, Mideast, and the Great Lakes) which is forecasted to have employment growth greater than the national average through 2040. As the EA progresses, the most current national, state, and local census data and employment/population trends will be used to ensure that the growth rates are credible.

- Traffic analyses to be completed as part of the EA include volume to capacity analysis and a Travel Demand Model. Traffic data collected from the Origin-Destination Survey conducted within the project study area in 2010 will be incorporated into the model. Exhibits showing preliminary volume to capacity ratios for Year 2005 and 2035 were displayed.
- The P&N was developed using stakeholder input and technical analysis. The needs identified for the project area:

1. Accommodate Managed Growth
 2. Provide Improved Mobility and Access
 - a. Improve Local and Regional Mobility
 - b. Address Local and Regional Access
- A public meeting was held on January 25, 2011, to present the P&N. A summary of public comments received after the meeting was presented. A handout summarizing the main concerns identified from the public comments, the project team's response, and edits to be made to the P&N (if required) were distributed and reviewed. A copy of the handout is attached.

The majority of responders were not in favor of the project. The most frequently mentioned concern was accuracy of the population and employment forecasts and agricultural impacts resulting from an ESH.

- The population and growth forecasts will be updated when the 2010 Census data is released. Public outreach activities will continue.

During and after the presentation, the following questions were addressed:

Q: Is the Chamber of Commerce represented on the CWG? (USEPA-West)

A: Yes, the CWG has diverse representation that includes a member of the Chamber of Commerce, residents, farmers, archaeology, historic, bike interests, among others.

Q: Is anyone from the Farm Bureau represented on the CWG? (IDOA-Savko)

A: Yes, the Farm Bureau and Soil and Water Conservation District are represented, in addition to local farmers.

Q: What type of facility will the ESH be, for instance, partial access control? (USEPA - West)

A: That has not yet been determined, but will be evaluated during the next step of the process, the alternative development stage. The 2002 ESH Feasibility Study recommended that the ESH should be an interstate, and the 2009 ESH Corridor Study recommended that the ESH should be a lesser facility. The new traffic data will be evaluated during the EA to determine the type of facility that is recommended.

Q: I am surprised at the difference between the current (Year 2005) and future (Year 2035) volume to capacity. What is driving the increase in volume on these roads, including I-74, I-55, and Veterans Parkway? (USEPA-West)

A: The Year 2035 volume to capacity exhibit shows the volume to capacity ratios if no ESH is built, but it does take into account planned and programmed improvements. The traffic forecasts are determined in part by the future land use plan, and projected population and employment. The Bloomington-Normal area is home to large job centers such as State Farm, Mitsubishi, and ISU and Wesleyan Universities. CIRA draws regional traffic. These are stable economic generators according to the recently published data.

If the ESH is built, the east-west roads will likely have additional volumes resulting from the ESH. That will be evaluated in the EA, and east-west improvements will be recommended in conjunction with the ESH as necessary.

Q: Is the scope of the project sufficient? How will the ESH address the bulk of the future congestion? (USEPA-West)

A: It is acknowledged that the ESH will not solve all of the future volume problems in Bloomington-Normal. Veterans Parkway is a destination for travels. According to traffic analysis performed during the Corridor Study, placing a new roadway parallel to Veterans Parkway does relieve some volume. Veterans Parkway is likely to remain over capacity in the future unless improvements independent of the ESH are made.

Q: Right now the ESH is a “wish-list” road, but to fund and build is still a long way away. The best use of funds might not be in Bloomington-Normal. (USACE-Betker)

A: The ESH is being planned based on Year 2035. The County would like to plan for the road now.

Q: I agree it is smart to plan now, but it is difficult to tell if this is absolutely necessary because it is based upon future projections. If you get through the analysis and the data says the No-Build is the right alternative, then it should be the preferred. It is understood that the road will not be constructed for some time. The projections should be verified in the future before construction. But I agree with planning ahead. (USACE-Betker)

A: The P&N is predicated upon 2035 projections. The County would like to identify a location for the road for planning purposes before the development and growth occurs.

Q: Does the County intend to save the corridor once it has been determined? (IDNR-Savko)

A: The County cannot legally do so, but the location will become part of the land use plan.

Concurrence on the P&N was granted by USACE (Betker), USFWS (Woeber), USEPA (West), IDOA (Savko) and IDNR (Hamer). The goal for the next merger meeting presentation is to attain concurrence on the Alternatives to be Carried Forward.

NEPA/404 MERGER MEETING

MARCH 2, 2012

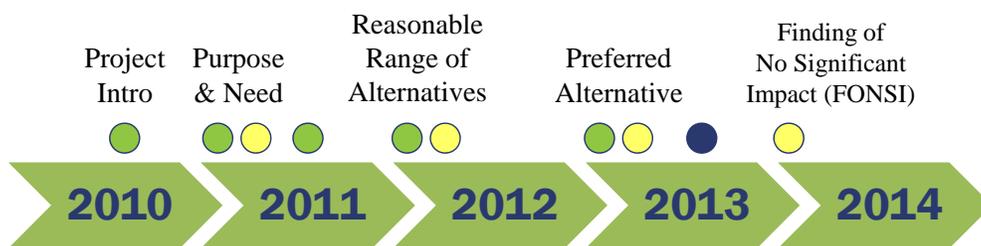


March 2, 2012

EAST SIDE HIGHWAY ENVIRONMENTAL ASSESSMENT

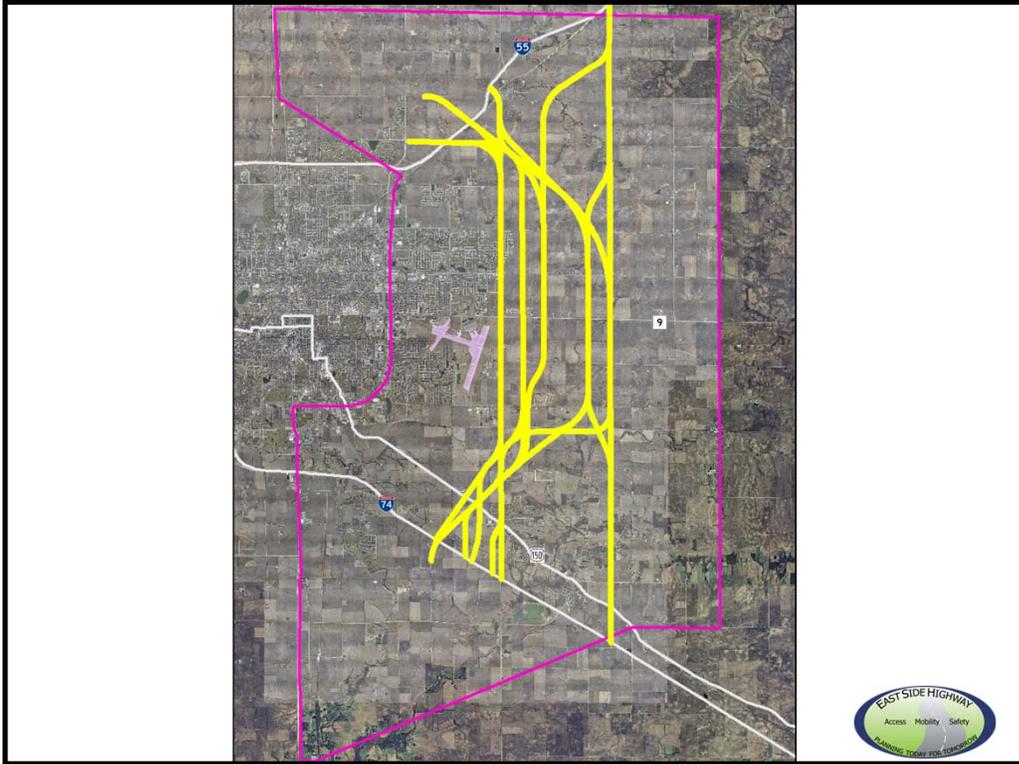


TIMELINE

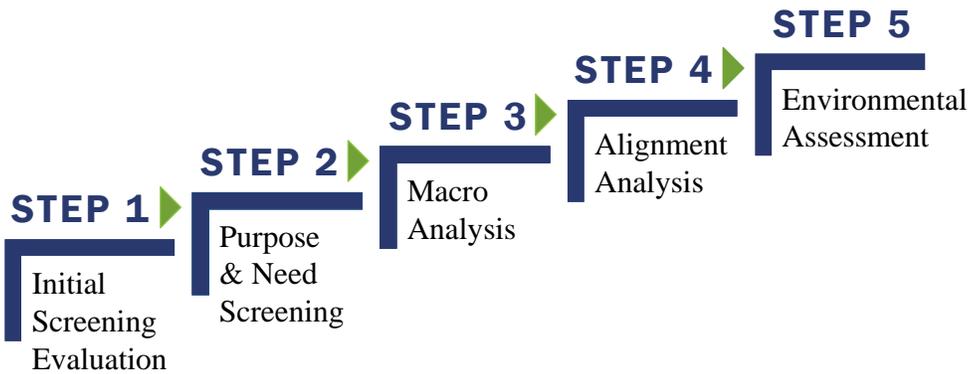


- Public Information Meeting (PIM)
- Study Milestone
- Public Hearing

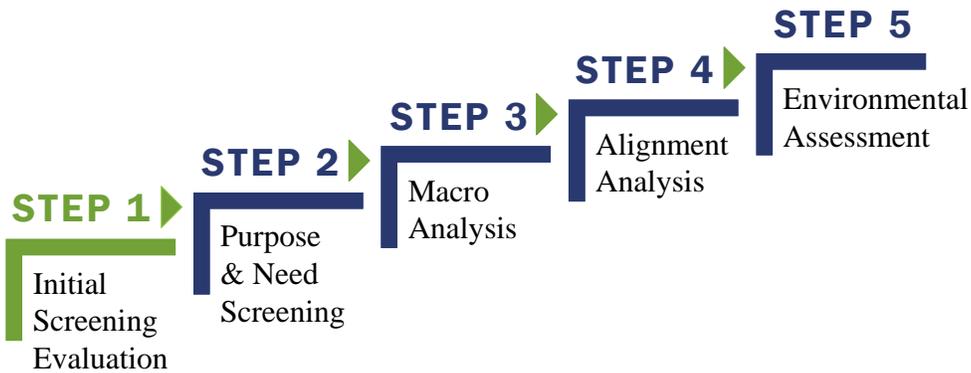




ALTERNATIVE EVALUATION PROCESS



ALTERNATIVE EVALUATION PROCESS



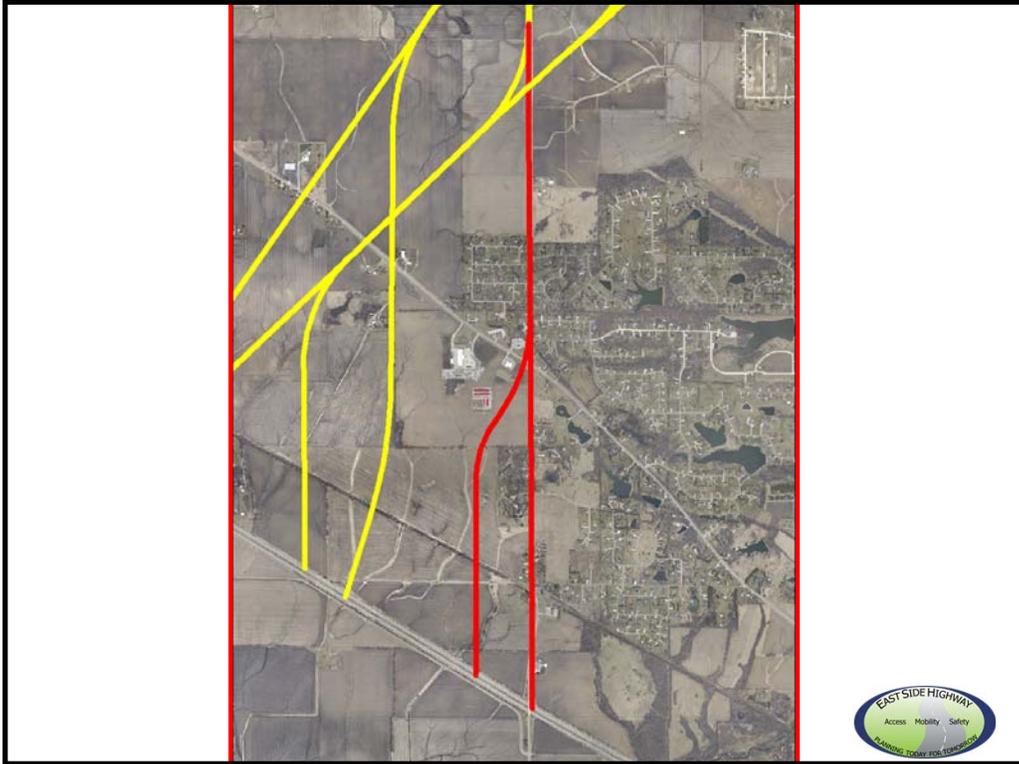
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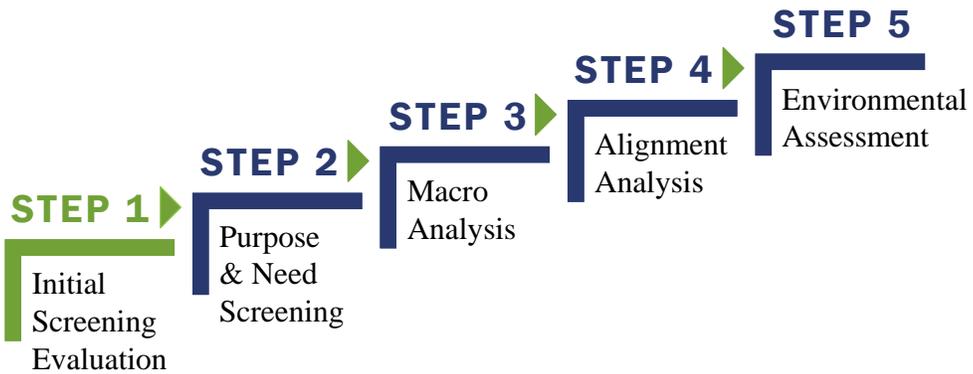
INITIAL SCREENING CRITERIA

1. Does the alternative directly impact State/Federally protected areas?
2. Does the alternative meet the horizontal and vertical clear zone requirements for the Central Illinois Regional Airport?
3. Does the alternative divide or isolate a neighborhood or community? (follows IDOT Community Impact Assessment)





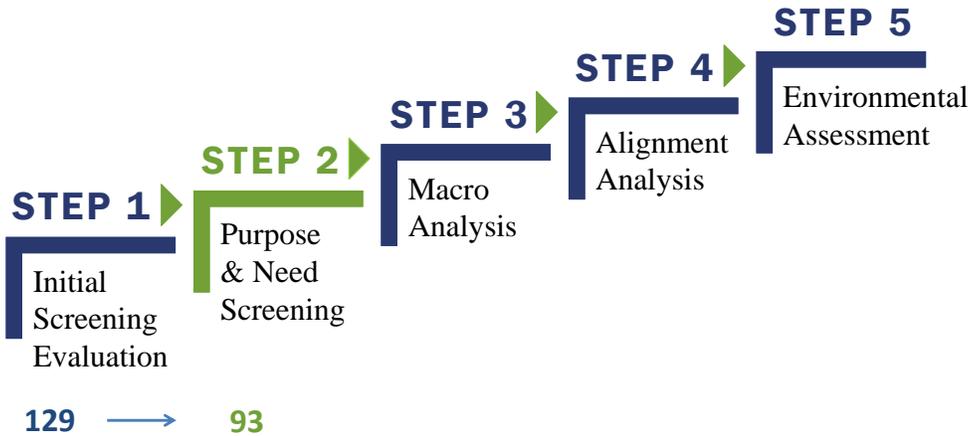
ALTERNATIVE EVALUATION PROCESS



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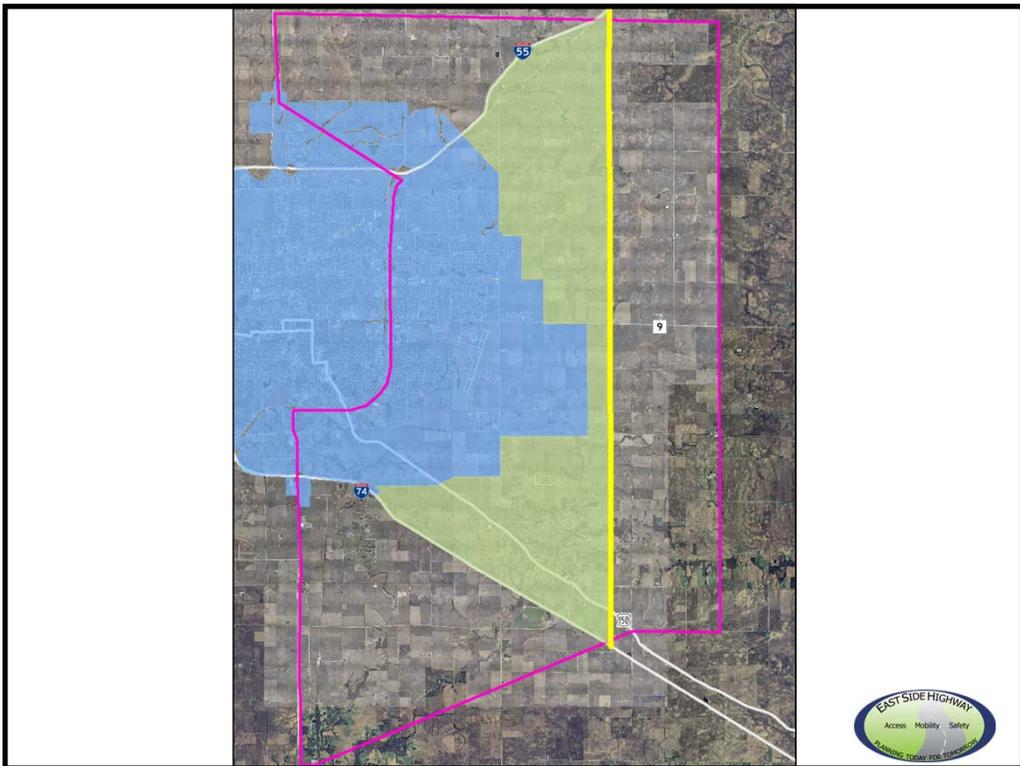
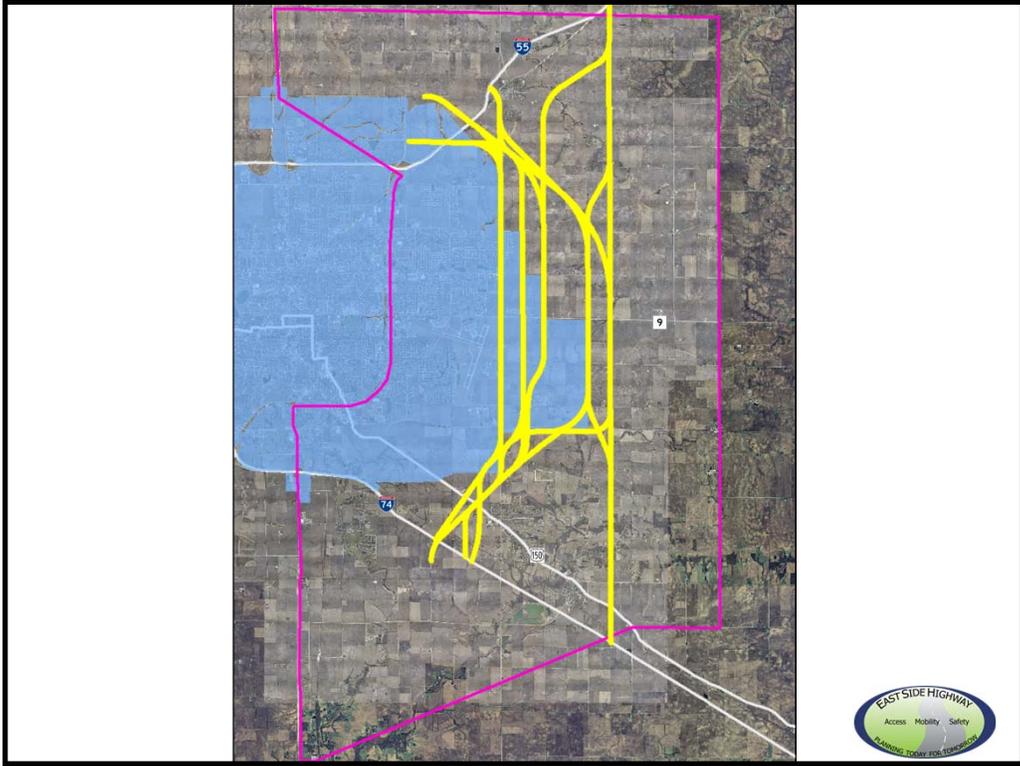


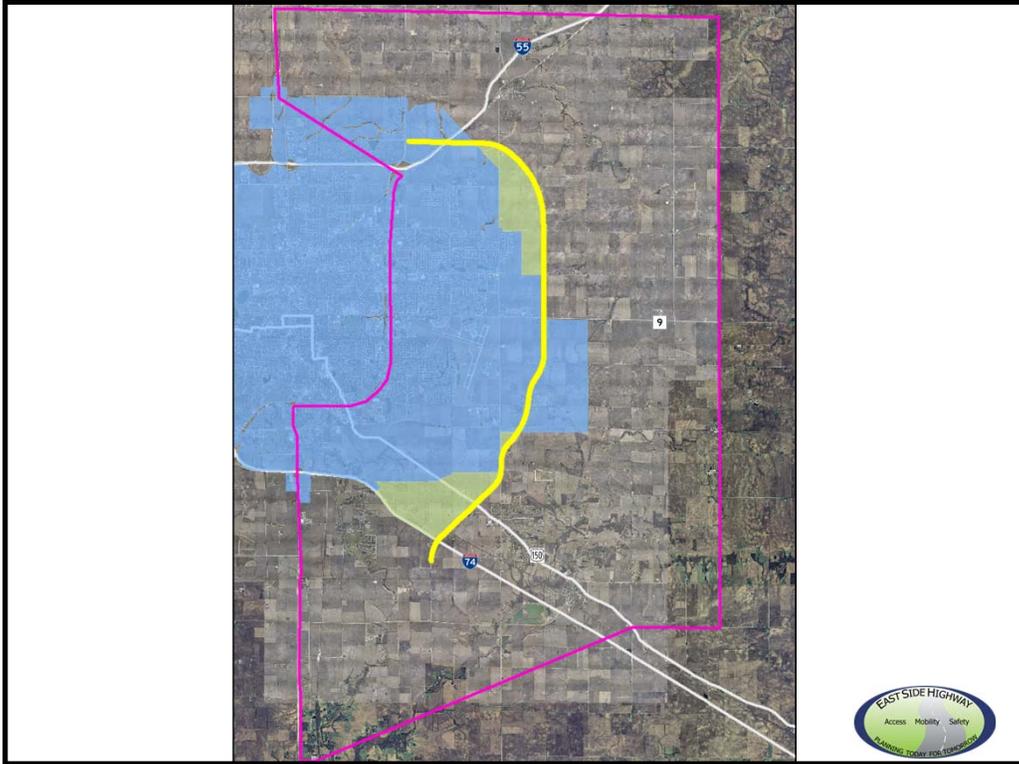
ALTERNATIVE EVALUATION PROCESS



PURPOSE & NEED SCREENING







PURPOSE & NEED SCREENING

METRICS

**Accommodate
Managed Growth**

Area between 2035 Land Use Plan and Alternative

**Volume To
Capacity Ratio
(v/c)**

% Decrease of
Congested Roadways

Access

Does the alternative:

- improve travel efficiency to the interstate system?
- provide N-S connectivity?
- provide E-W connectivity?

PURPOSE & NEED SCREENING

METRICS

Accommodate
Managed Growth

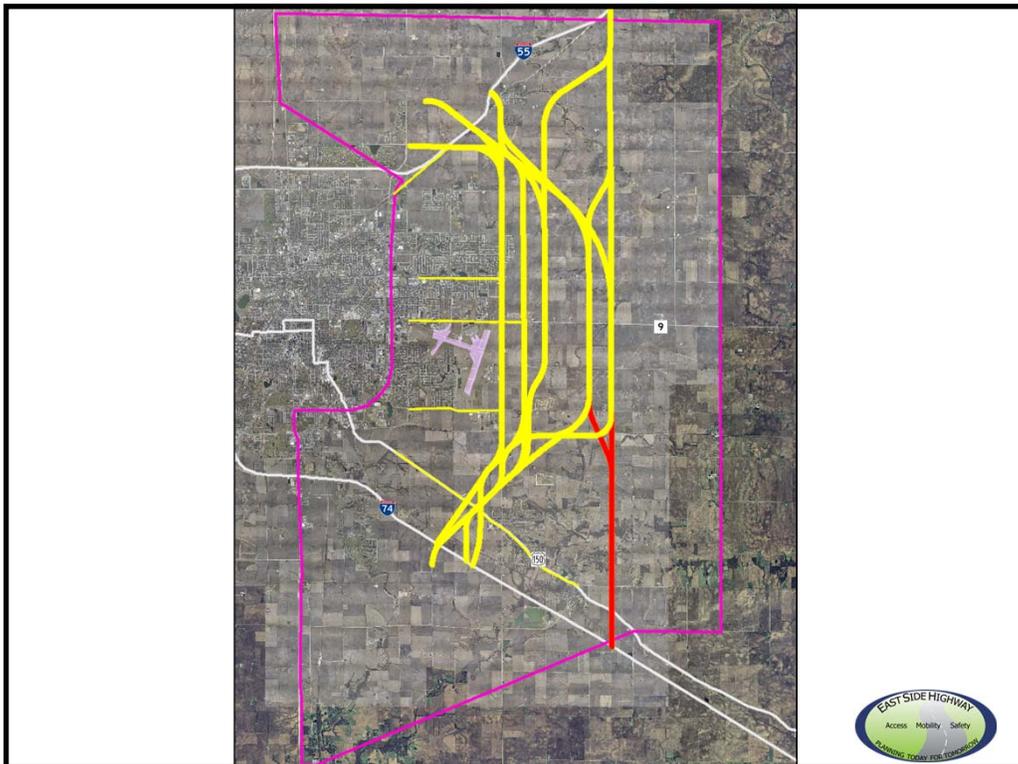
Area between 2035 Land
Use Plan and Alternative

Volume To
Capacity Ratio
(v/c)

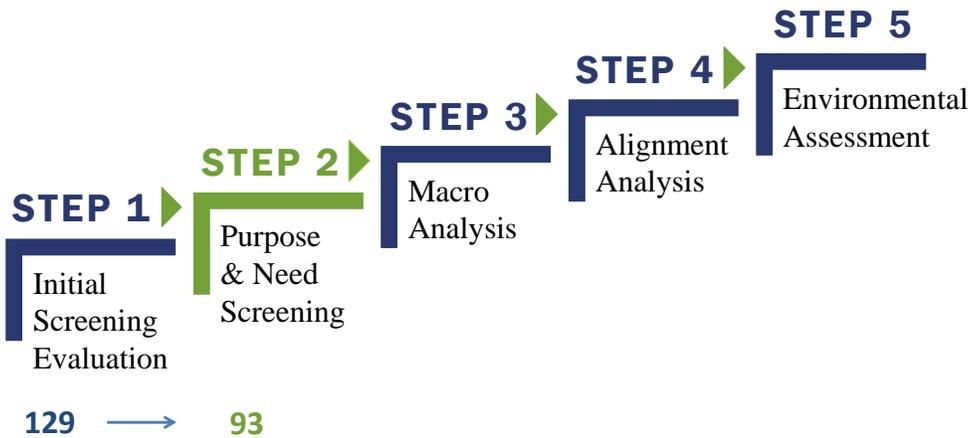
% Decrease of
Congested Roadways

Travel Time
Savings
(to/from Travel
Generator)

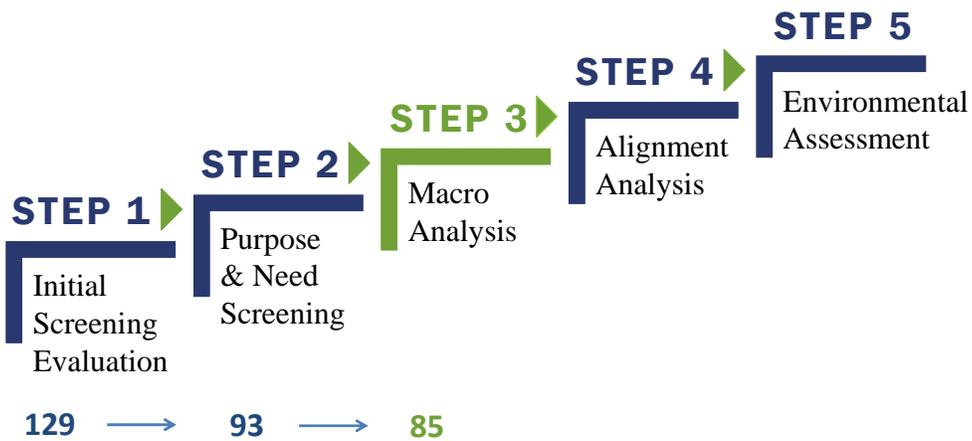
- Travel Pairs tem?
- Cumulative/Network



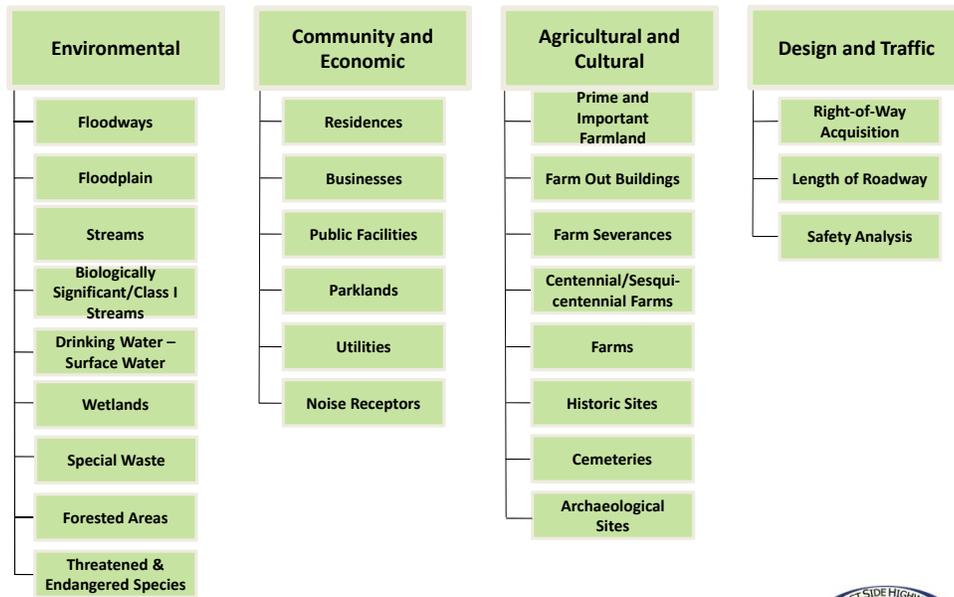
ALTERNATIVE EVALUATION PROCESS



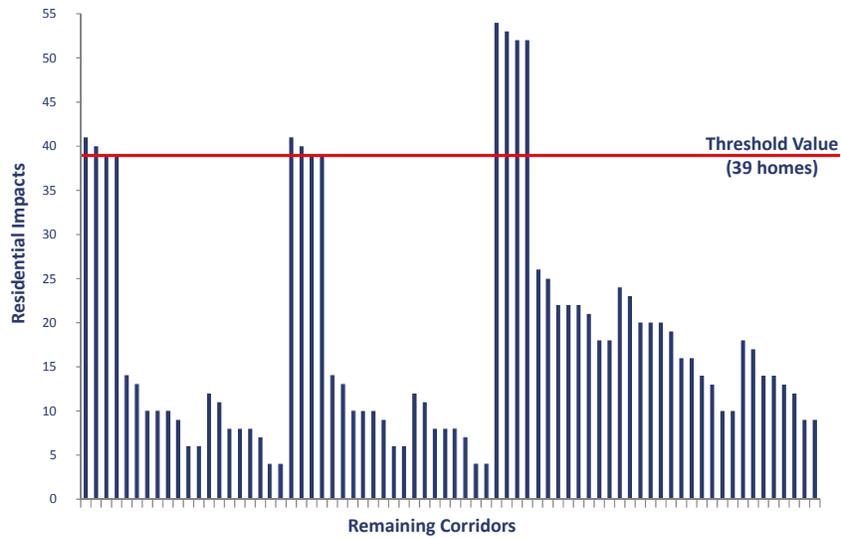
ALTERNATIVE EVALUATION PROCESS



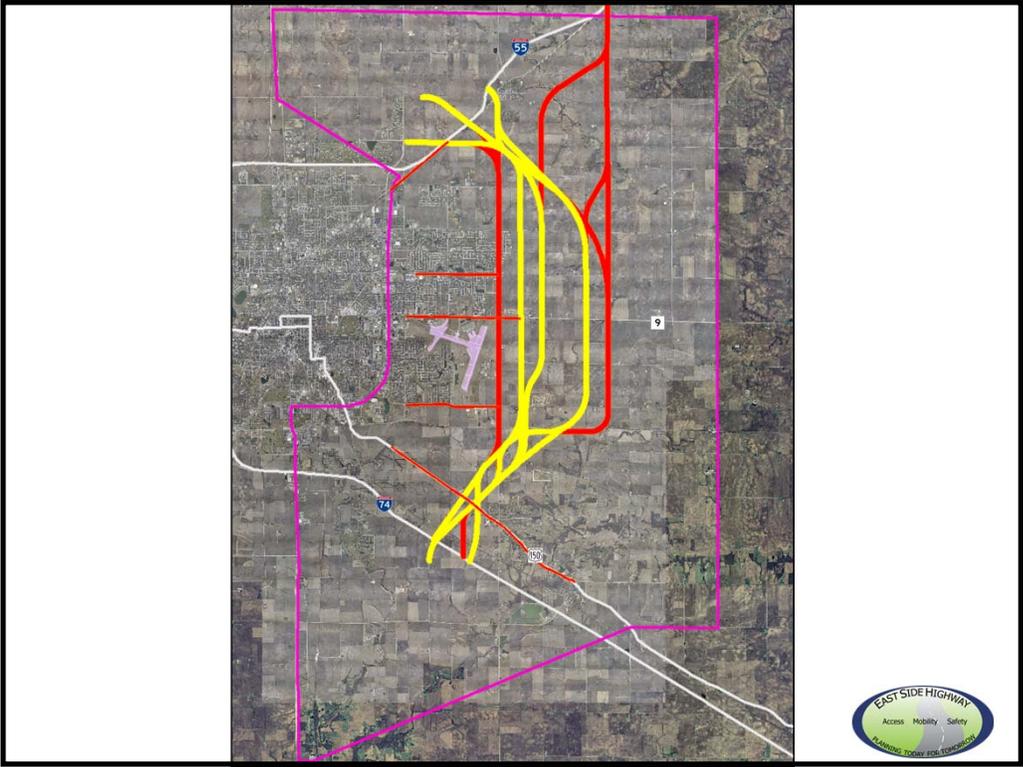
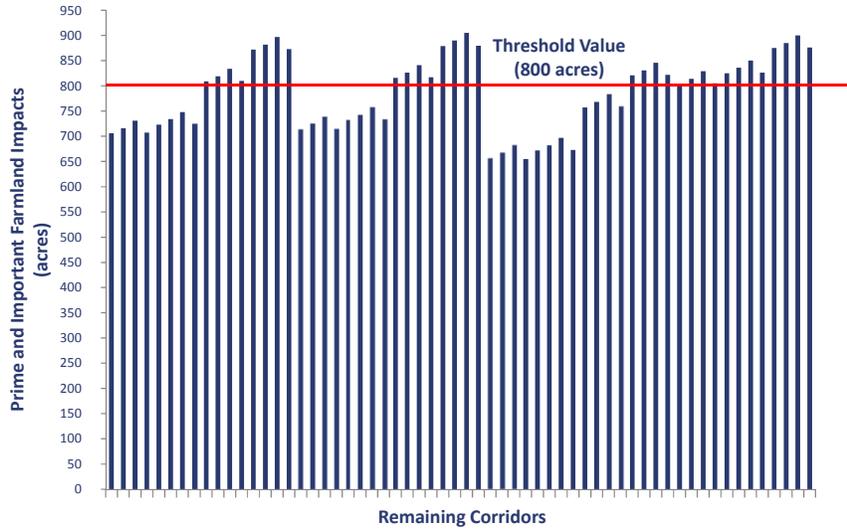
MACRO ANALYSIS CRITERIA



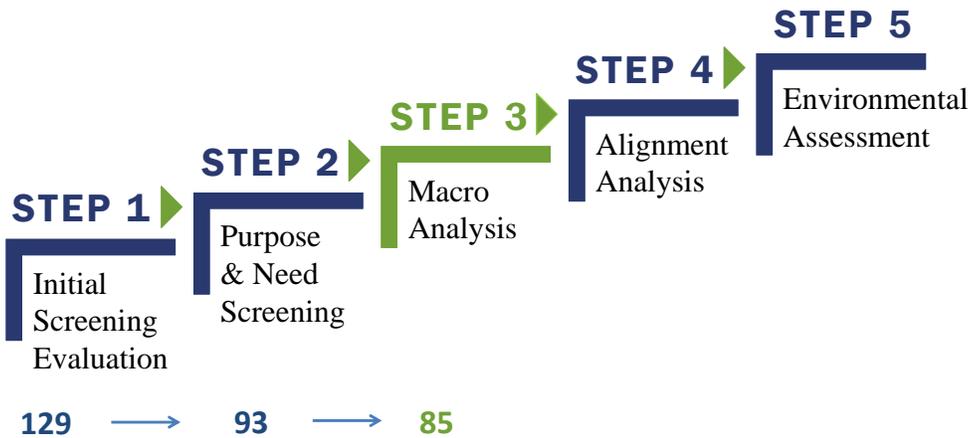
MACRO ANALYSIS RESIDENTIAL IMPACTS



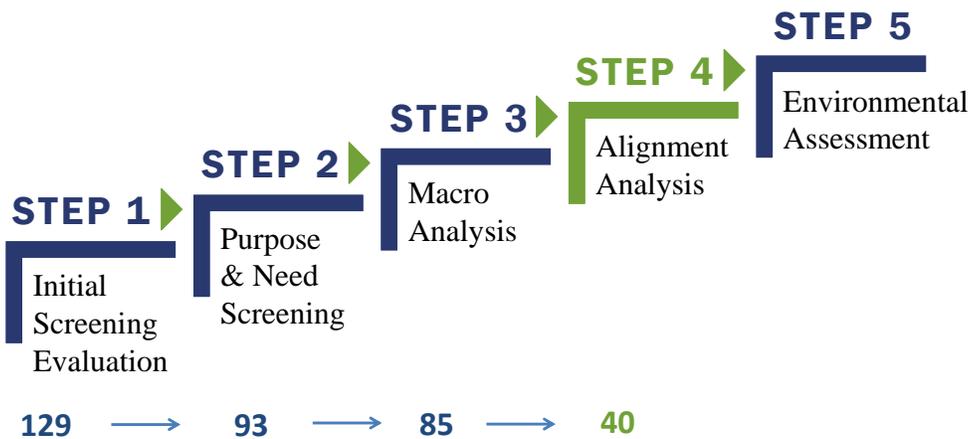
MACRO ANALYSIS PRIME FARMLAND IMPACTS

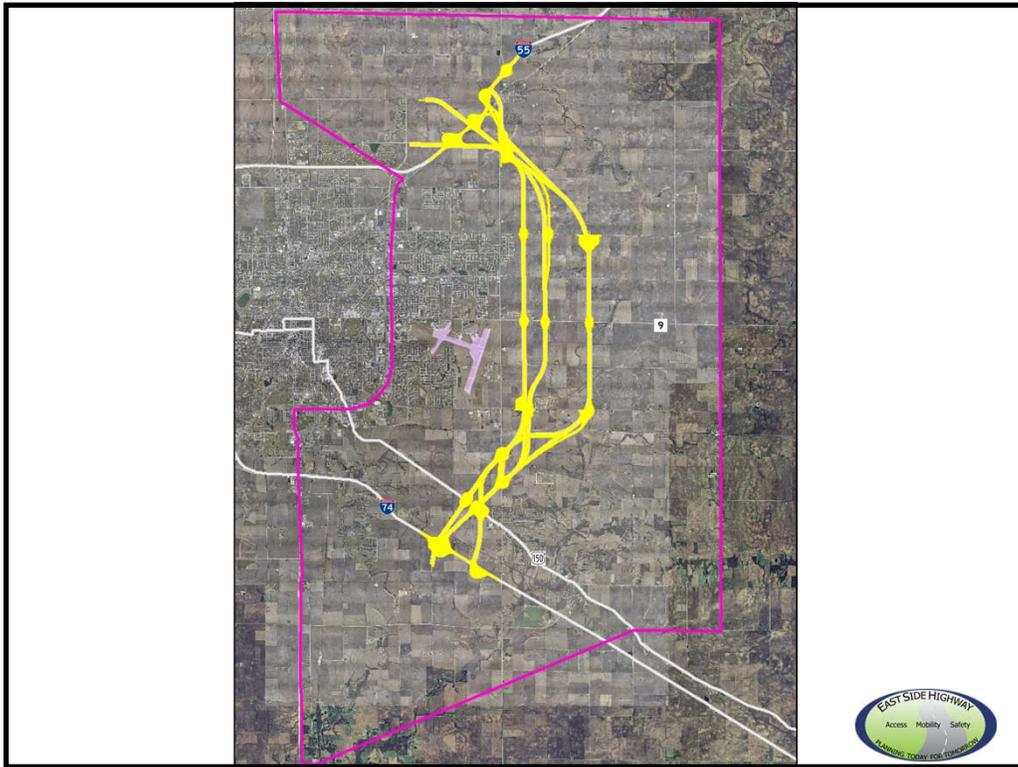


ALTERNATIVE EVALUATION PROCESS



ALTERNATIVE EVALUATION PROCESS





ALIGNMENT ANALYSIS CRITERIA

Environmental	Community and Economic	Agricultural and Cultural	Design and Traffic	Sustainability
Floodways	Residences	Prime & Important Farmland	Right-of-Way Acquisition	Area of New Pavement
Floodplain	Businesses	Farm Out Buildings	Termini Connections	Primary Agricultural Land within ROW
Streams	Public Facilities	Farm Severances	Area of Total Pavement	Tracts b/w Alignment & 2035 Land Use
Biologically Significant /Class I Streams	Parklands	Centennial/ Sesqui-centennial Farms	Constructability	Agriculture b/w Alignment & 2035 Land Use
Drinking Water – Surface Water	Utilities	Farms Otherwise Affected	Safety Analysis	ROW within Watershed
Wetlands	Utility Infrastructure	Historic Sites		Riparian Areas
Special Waste	Noise Receptors	Cemeteries		Highly Erodible Soils
Forested Areas		Archaeological Sites		Proximity to Existing Bike/Ped Path
Threatened & Endangered Species				



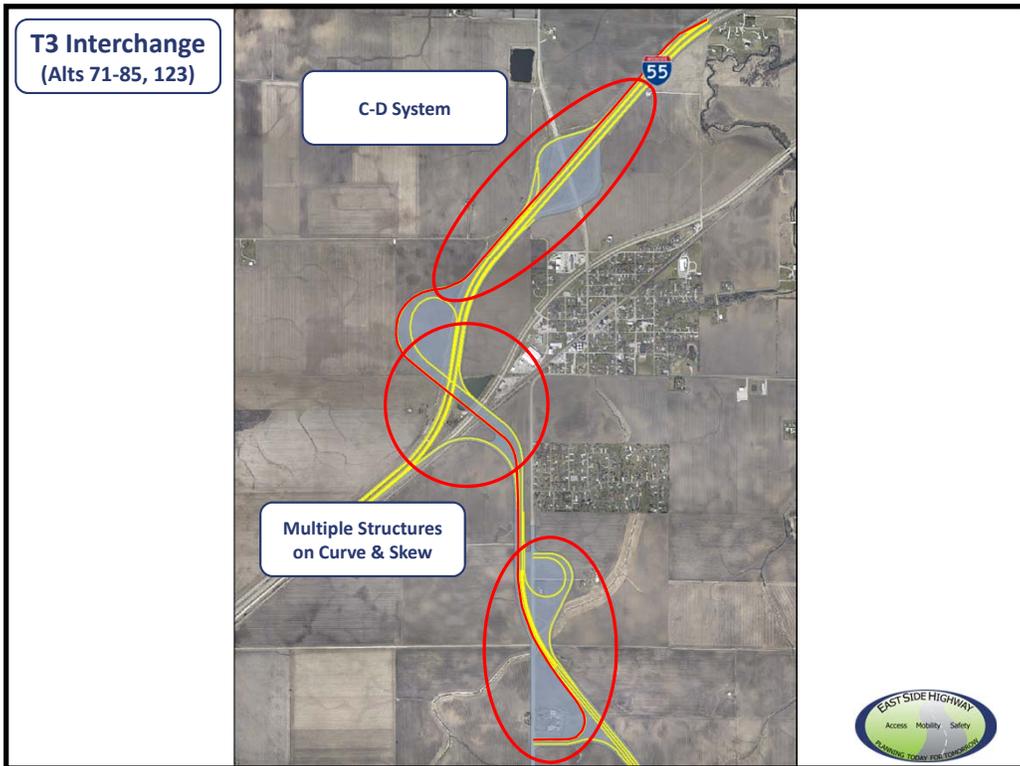
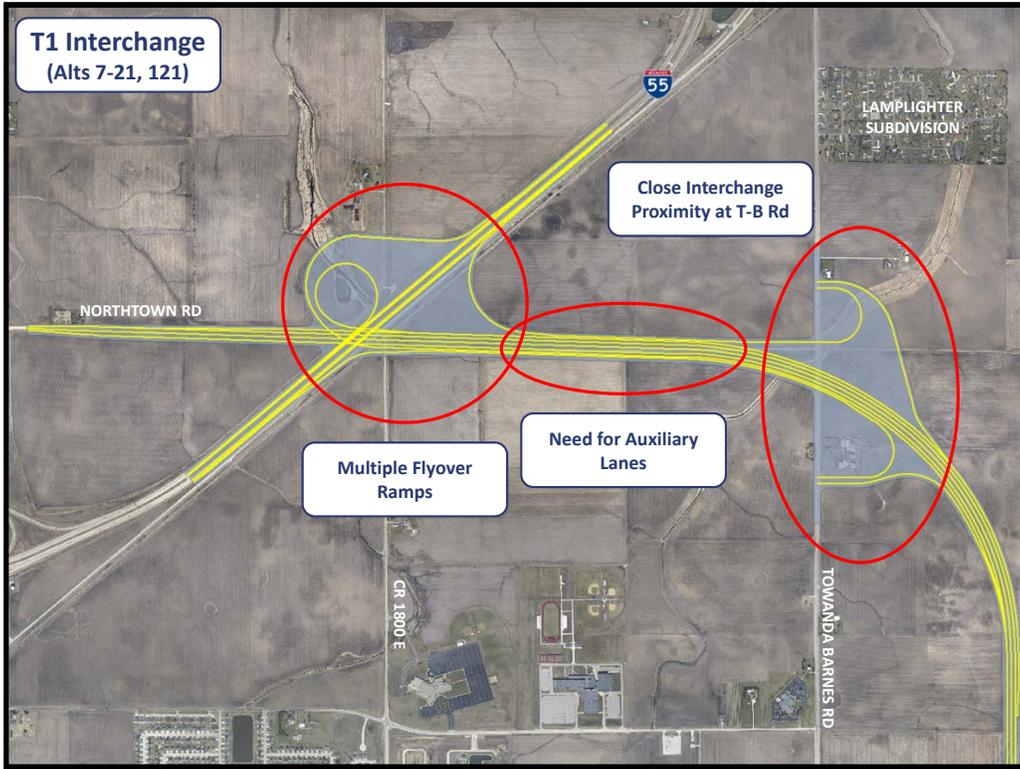
ELIMINATION CRITERIA

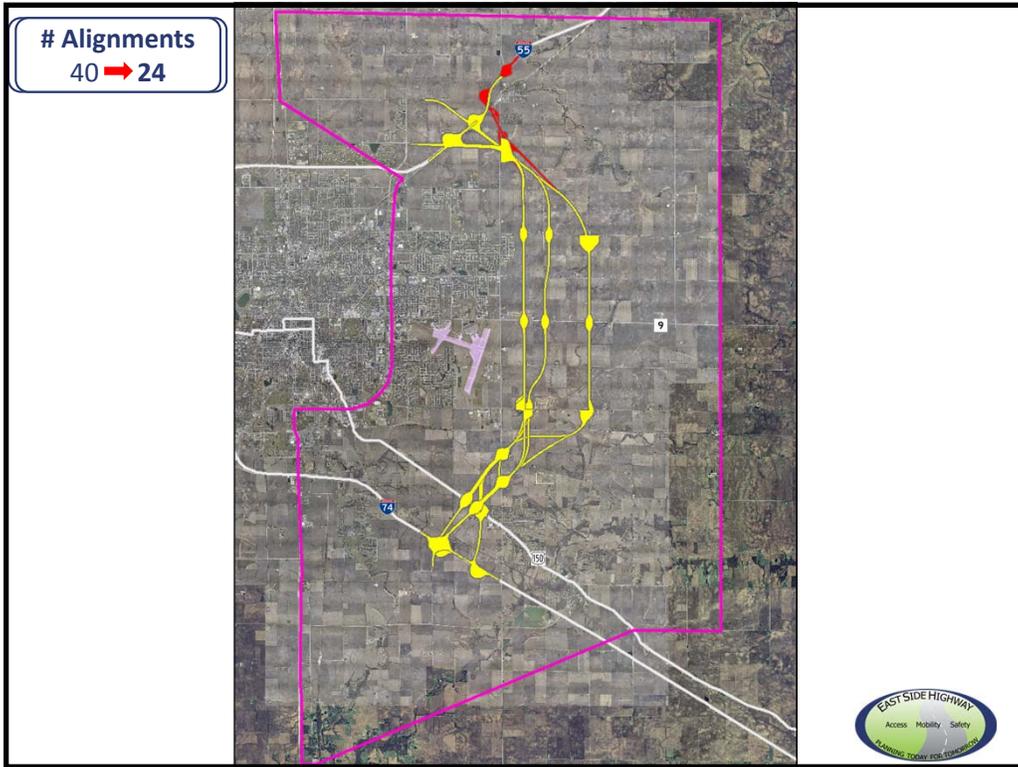
- Design and Traffic
 - Termini Connections
 - Engineering Constructability
- Environmental Resources
 - Residential
 - Agricultural
 - Sustainability



~~Collector~~ Distributor Road

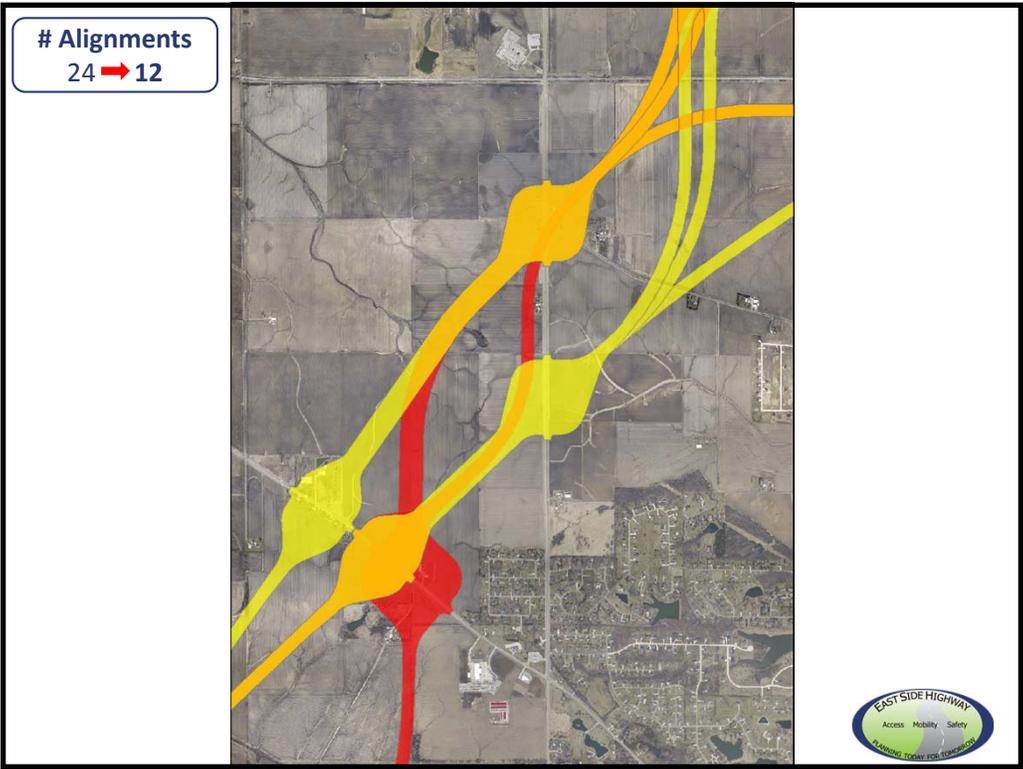




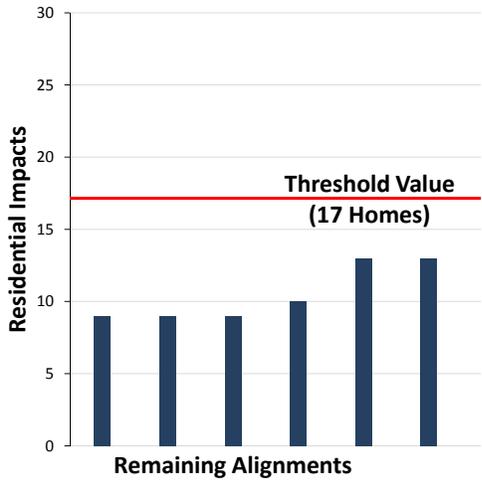


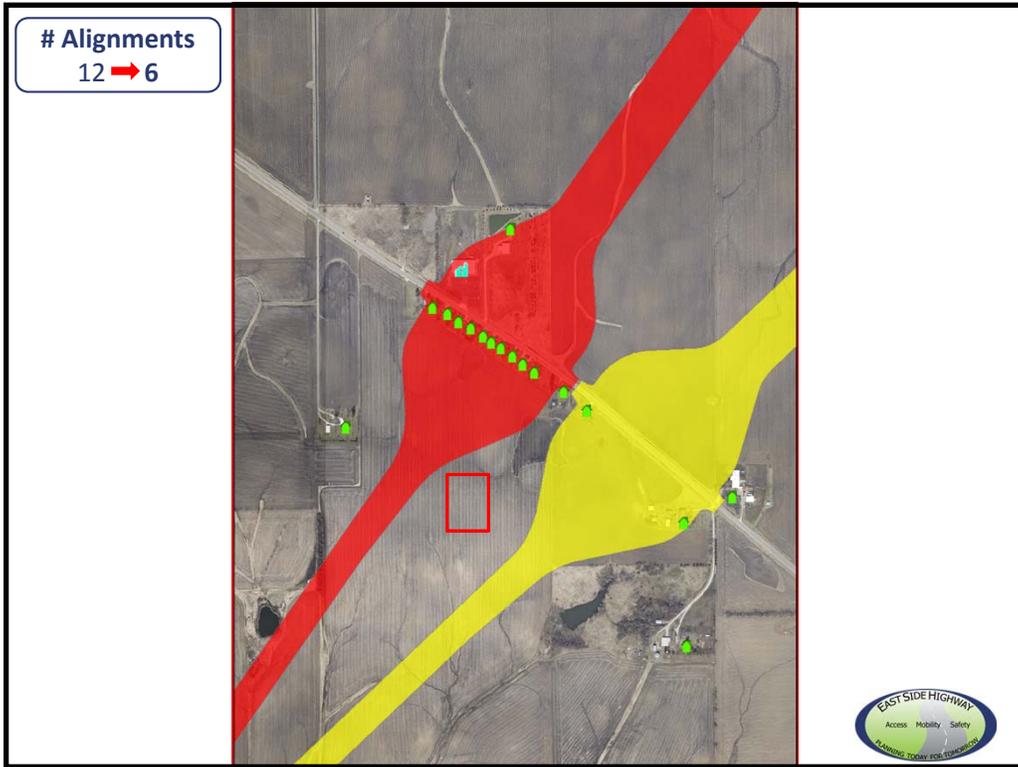
ENGINEERING CONSTRUCTABILITY

- Skewed crossing at Towanda Barnes Road and US 150



ALIGNMENT ANALYSIS RESIDENTIAL IMPACTS



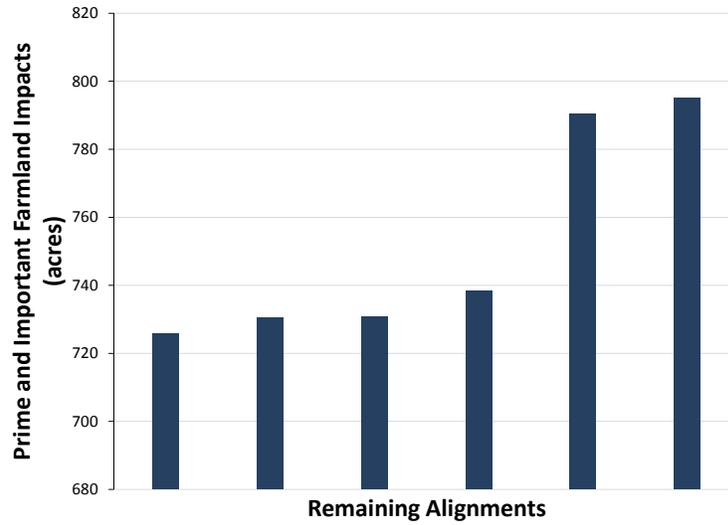


ALIGNMENT ANALYSIS CRITERIA

Environmental	Community and Economic	Agricultural and Cultural	Design and Traffic	Sustainability
Floodways	Residences	Prime & Important Farmland	Right-of-Way Acquisition	Area of New Pavement
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Special Waste	Noise Receptors	Cemeteries		Highly Erodible Soils
Forested Areas		Archaeological Sites		Proximity to Existing Bike/Ped Path
Threatened & Endangered Species				

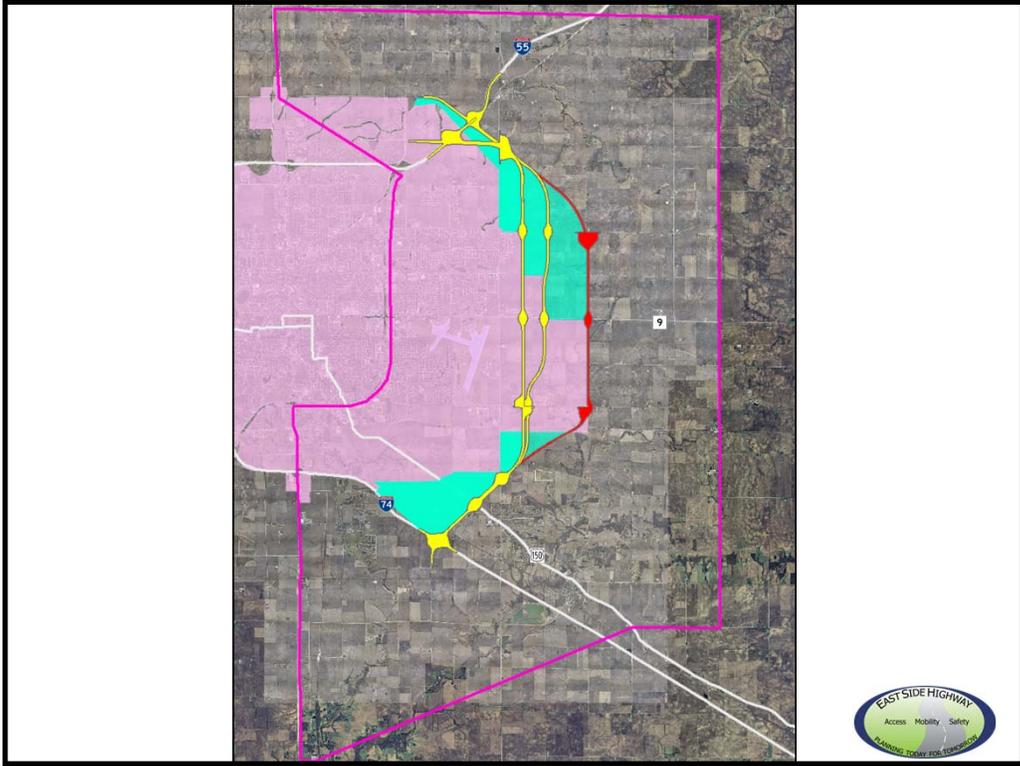


ALIGNMENT ANALYSIS AGRICULTURAL IMPACTS

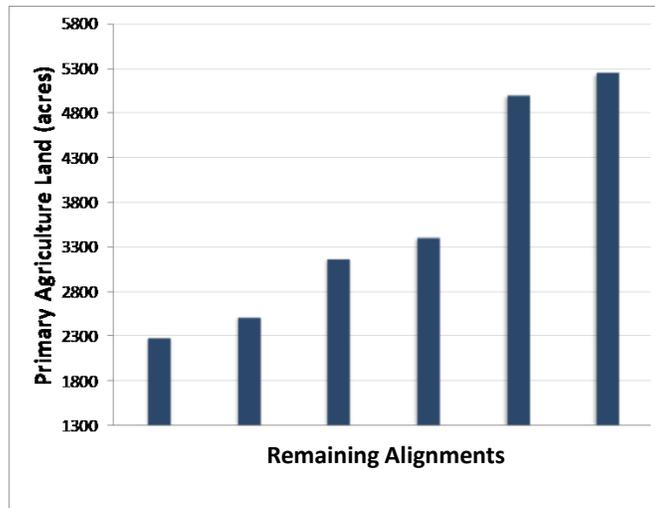


ALIGNMENT ANALYSIS CRITERIA

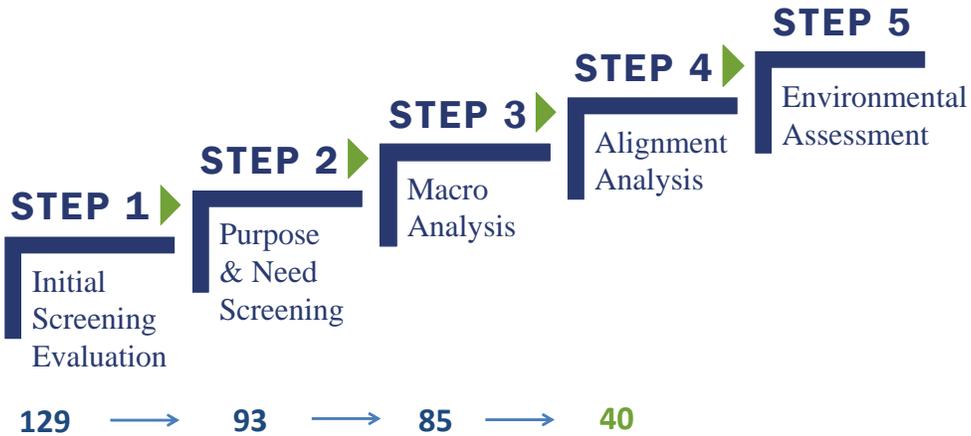




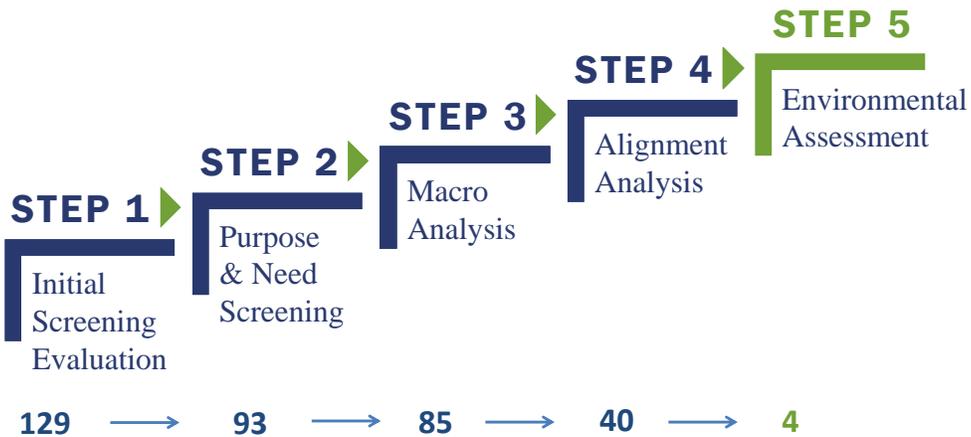
ALIGNMENT ANALYSIS SUSTAINABILITY IMPACTS

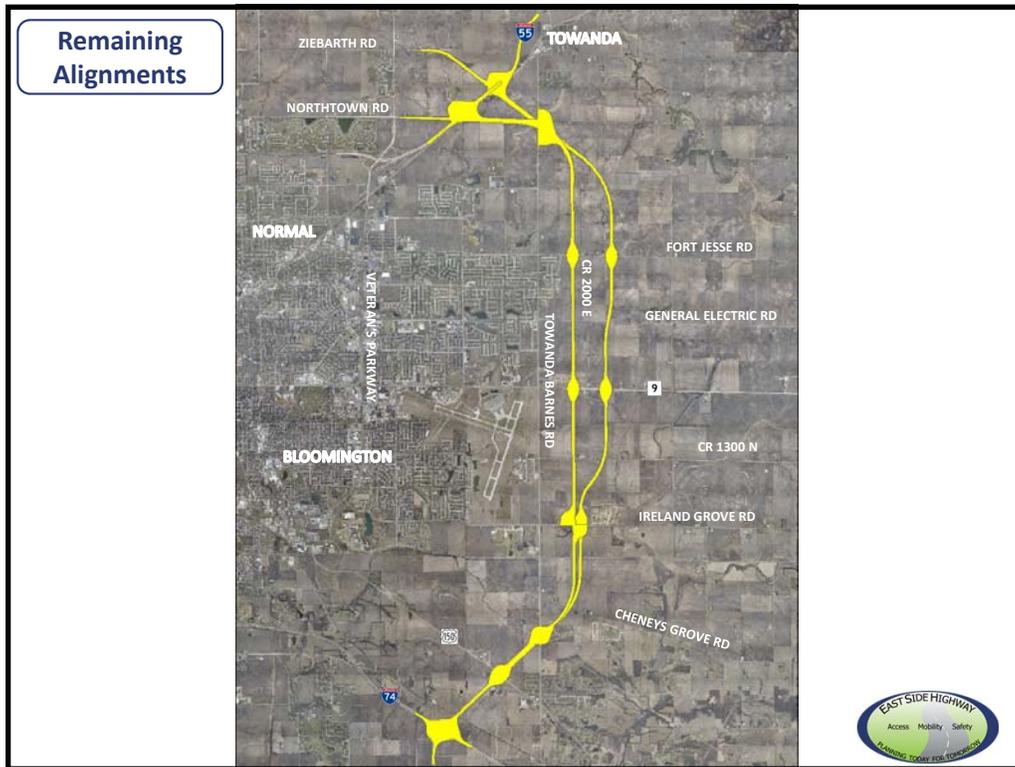


ALTERNATIVE EVALUATION PROCESS



ALTERNATIVE EVALUATION PROCESS





Remaining Alignments

FACILITY TYPE EVALUATION

Two Principal Needs:

- Accommodate Managed Growth
- Provide Improved Mobility and Access
 - North-South and East-West Mobility (Local Access)
 - Interstate System (I-55 & I-74)(Regional Access)
 - Central Illinois Regional Airport (Regional Access)

NEED: MOBILITY

	Expressway and Freeway	Arterial
Less Traffic	✓	✗
Towanda Barnes	✓	✗
Existing North-South	✓	✗

**Based on the Analysis
Expressway or Freeway is
Recommended Over the
Arterial Option**



NEED: IMPROVE REGIONAL ACCESS

	Arterial Option	Expressway and Freeway Option
2035 Travel Time on ESH Between I-55 and I-57	18 minutes	12 minutes
v/c	✓	✓

**Based on the Analysis
Expressway or Freeway is
Recommended Over the
Arterial Option**

The Expressway and Freeway Option include interchanges at Grove Road and Grove Road, providing efficient access to Central Illinois Regional Airport for both local and regional travelers.



FREEWAY VS. EXPRESSWAY

Results of Analysis:

- Freeway and Expressway have identical access at crossroads for this analysis
- Expressway has more access points but more complex access points
- Freeway is safer because it only allows access at interchanges. Expressway may have driveways that would create conflict points and increase risk of crashes.

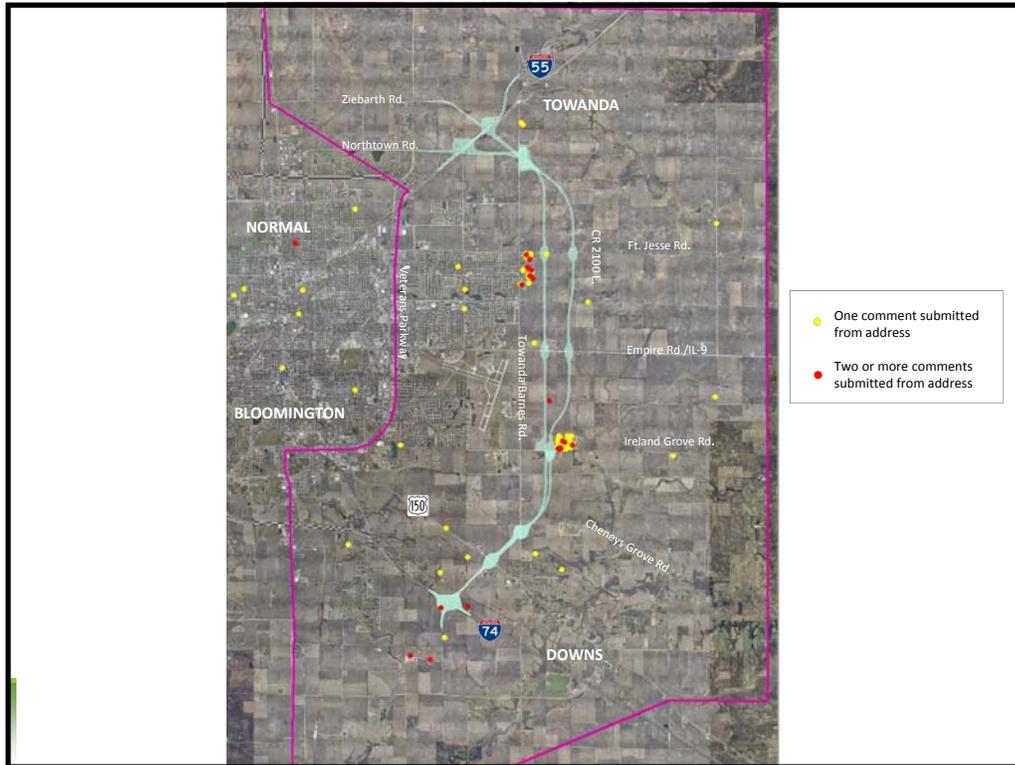
Based on the Analysis
**Freeway is Recommended
Over the Expressway Option**



PIM#4

- Alternative evaluation process to date
 - January 11, 2012
 - 228 attendees
- Comments
 - 152 comments received from 132 people

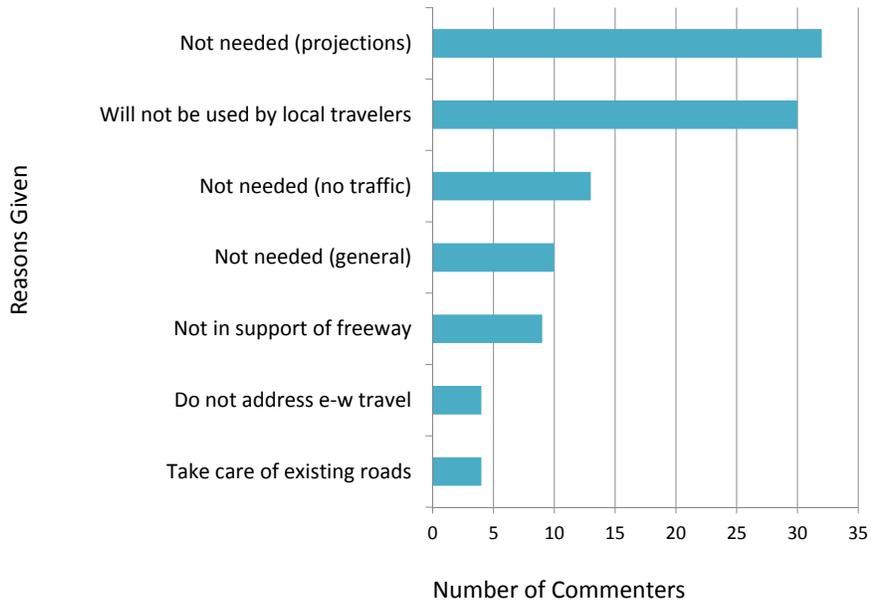




PIM#4

- Of the 132 people who submitted comments
 - 19 in support of project or neutral
 - 113 not in support the project and/or proposed build alternatives
 - 32 in support of No-Build Alternative
 - 63 stated their property was affected or impacted in some way

PIM#4 COMMENTS



PIM#4

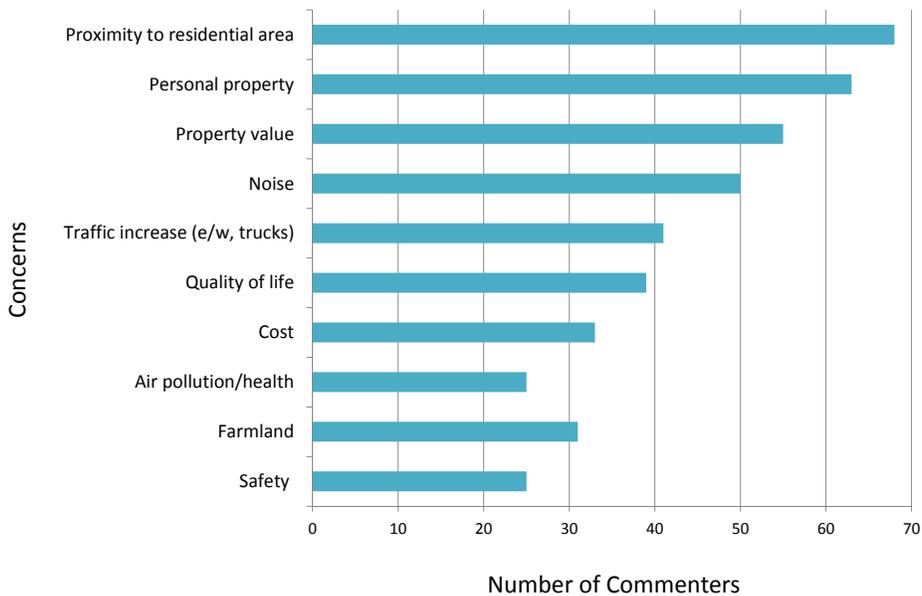
- Other alternatives suggested (59 total)
 - Further east (33)
 - Towanda Barnes Road (8)
 - Section D4 over D2 (6)
 - Public transit or bike, no roads (3)
 - Further west (2)
 - Smaller project near Northtown Road (2)

PIM#4

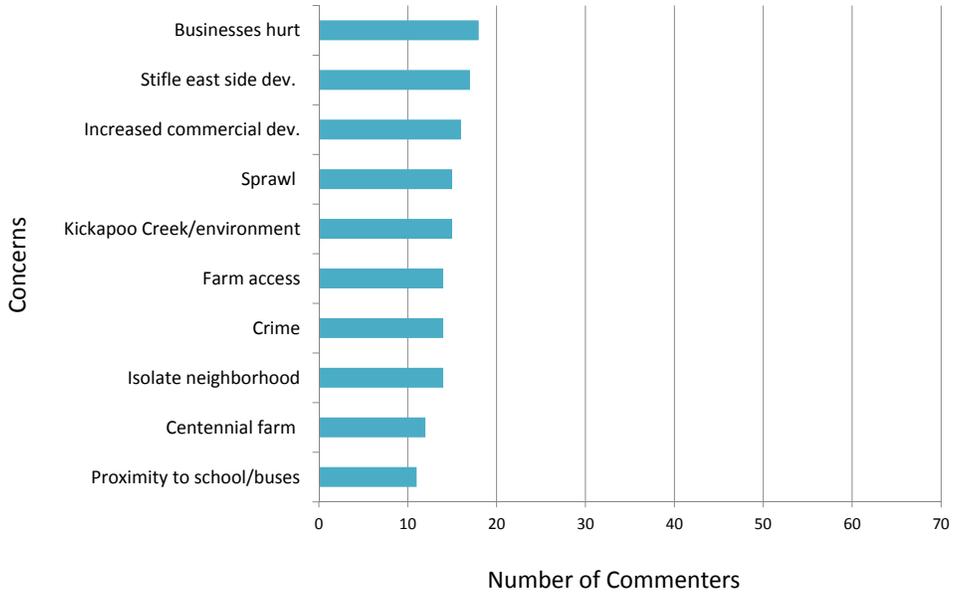
- Bi-level road; upper bypass, lower local access (1)
- Upgrading existing ROW (roads) to connect I-55 and I-74 and improve east-west roads (1)
- Connect Section T1 with CR 2100 E (1)
- Combine middle sections to travel west of The Grove and east of neighborhood on Empire (1)
- Non-transportation alternatives such as staggering State Farm start and end times (1)



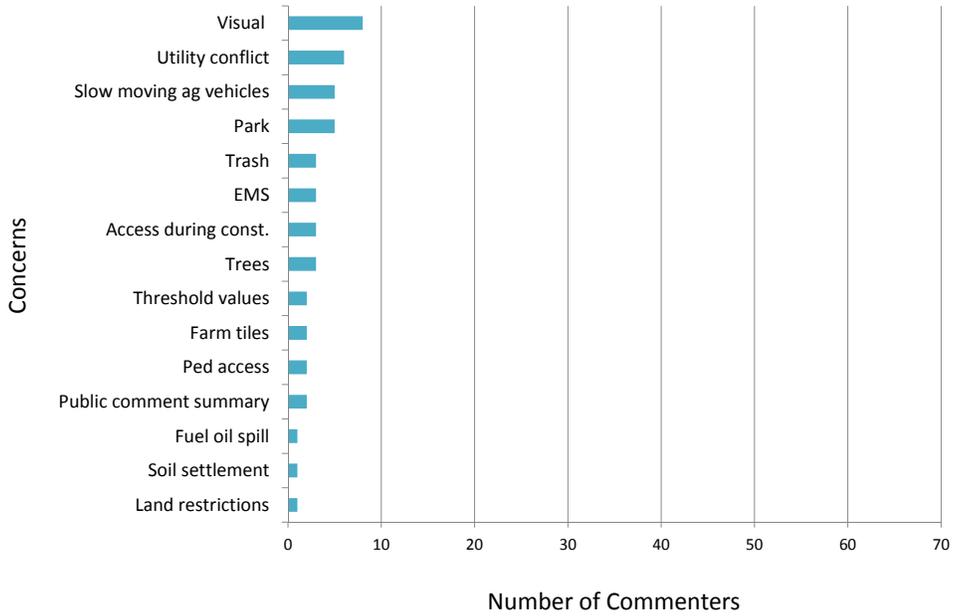
PIM#4 COMMENTS



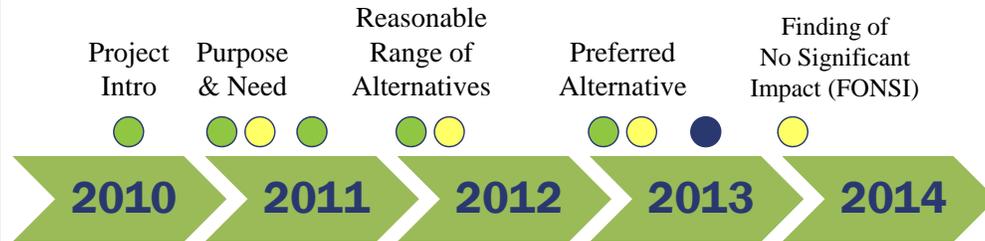
PIM#4 COMMENTS



PIM#4 COMMENTS



TIMELINE



- Public Information Meeting (PIM)
- Study Milestone
- Public Hearing



Questions?





MEMO

To: Matt Fuller (Federal Highway Administration)
From: East Side Highway Environmental Assessment Project Team
Date: March 2, 2012
Subject: Summary of Public Information Meeting #4 Public Comments
Copies: Eric Schmitt (McLean County), NEPA/404 Resource Agency
Representatives

This memo compiles the summary of public comments received during the comment period after East Side Highway (ESH) Environmental Assessment (EA) Public Information Meeting (PIM) #4. This summary is consistent with the PowerPoint presentation presented during the March 2, 2012 NEPA/404 Merger Meeting. A hard copy of the original public comments was submitted to the Federal Highway Administration (FHWA).

PIM#4 presented the alternative evaluation process through the Alignment Analysis and was held on January 11, 2012, from 6:00 to 8:00 p.m. at Normal Community High School. A total of 228 people signed in during the meeting. During the two-week public comment period following PIM#4, 152 comments were received from 132 people. Of the 132 people who submitted comments, 19 were in support of the project or were neutral, and 113 were not in support of the project and/or the four remaining build alternatives. Thirty-one (31) people indicated they are in support of the No-Build Alternative.

Those not in support of the project listed the following reasons; the number of commenters that commented on each item is included in parentheses:

- Project is not needed based on population and/or employment projections (32)
- Road will be a bypass and/or will not be used by local travelers (30)
- Road is not needed because there is no existing traffic (13)
- Road is not needed – general (10)
- Do not support a freeway (9)
- Alternatives do not address east-west travel (4)
- Should take care of existing roads not build a new road (4)

Fifty-nine (59) people suggested that other alternatives be considered. The suggestions are listed below; the number of people who suggested the alternative is included in parentheses.

MEMO

Summary of PIM#4 Comments

March 2, 2012

Page 2

- Alternative should be further east (33)
- Improve Towanda Barnes Road (8)
- Section D4 over D2 (6)
- Public transit or bike, no roads (3)
- Alternative should be further west (2)
- Smaller project near Northtown Road (2)
- Bi-level road; upper- bypass, lower - local access (1)
- Upgrading existing ROW (roads) to connect I-55 and I-74 and improve east-west roads (1)
- Connect Section T1 with CR 2100 E (1)
- Combine middle sections to travel west of The Grove and east of neighborhood on Empire (1)
- Non-transportation alternatives such as staggering State Farm start and end times (1)

The commenters indicated several concerns of the proposed alternatives as listed below. The number of commenters that listed the concern is included in parentheses.

- Proximity to residential areas (68)
- Impacts to personal property (63)
- Diminished property value, including decrease in tax revenue (55)
- Traffic noise (50)
- Traffic increase – truck traffic and traffic on east-west roads (41)
- Decreased quality of life (39)
- Cost of road to taxpayers and state (33)
- Farmland impacts (31)
- Safety (25)
- Air pollution/health (25)
- East and west side businesses negatively impacted (18)
- Road will stifle east side growth (17)
- Increased commercial development on east side near residential areas (16)
- Impacts to Kickapoo Creek/water quality/environment (15)
- Increased sprawl on east side (15)
- Road will isolate neighborhood – The Grove (14)
- Increased crime (14)
- Farm access (14)
- Impacts to Centennial farms (12)
- Proximity to school/school bus route (11)
- Visual (8)

MEMO

Summary of PIM#4 Comments

March 2, 2012

Page 3

- Utility conflicts (6)
- Proximity to park – proposed near Eagle View (5)
- Slow moving agricultural vehicles (5)
- Impacts to trees (3)
- Access during construction (3)
- EMS access (3)
- Trash (3)
- Public comments will be summarized inaccurately to resource agencies and FHWA (2)
- Pedestrian access (2)
- Farm tiles (2)
- Threshold values selected in Macro Analysis and Alignment Analysis (2)
- Land restrictions (1)
- Soil settlement (1)
- Fuel oil spill (1)

The project team will send a response letter addressing each comment and concern submitted.

EAST SIDE HIGHWAY – PUBLIC INFORMATION MEETING #4
INDEX TO TOPICS IN RESPONSE TO PUBLIC COMMENTS

1. Proximity to existing residential developments (Grove, Harvest Point, Eagle View)
2. ESH will bypass traffic, especially trucks, around east side of Bloomington-Normal and have a negative influence to existing west side interstate and business; this is a bypass, no local traffic will use it
3. Environmental concerns (noise, air pollution, trash)
4. Decline in property values
5. Danger to children/pets, safety
6. Build it further east
7. Choose the No-build option
8. Why was Alignment T-11 eliminated? Go thru how and why T1 or T2 over other T's.
9. ESH will be a barrier to East/West travel
10. Loss of irreplaceable farmland and losses to agricultural economy
11. Emotional ties to impacted land or residences
12. Increase in traffic (cars and trucks) on east-west routes
13. Need to minimize urban sprawl (there were two different types of comments on this topic – those saying the alternatives should be selected based upon minimizing sprawl, and those saying that the remaining alternatives will encourage sprawl to the east).
14. Utilize existing alignment of Towanda Barnes Road for ESH
15. ESH will conflict with existing utilities (high voltage transmission lines, cell towers, pump stations).
16. Employment/population trends projections (graph) is too high. Slope (rate of growth) should be flatter.
17. a) The west side did not benefit from an interstate, neither will the east side
b) ESH will stunt future residential development and on the east side of B-N (because no one will want to live by a freeway)
18. ESH will increase crime
19. Loss of trees
20. Splitting of existing farms (access, shorter rows, increased mobilization \$'s)
21. Traffic model is too high, too low, or invalid.
22. Impacts to Kickapoo Creek watershed/wetlands
23. Land Acquisition (would be in accordance with IDOT and FHWA requirements)
24. Placing restrictions on the private property which amount to a taking w/o compensation
25. Website FAQ's biased, Representatives close minded
26. Ozone analysis
27. Status of connection from I-74 to US51 south of Bloomington
28. Promote bike trails, also incorporate existing or proposed trails.
29. Loss of home / buildings
30. Neg. impact of proximity of ESH to schools (Benjamin / Christian Academy)
31. The 2035 Land use plan is available on the _____
32. Consider the size/scale of modern farm equip in designing access & crossings (Rd width, Vert. Clear)
33. Consider response time of emergency vehicles when limiting access to the ESH and in locating crossings to the ESH.
34. EA/ESH is a waste of money. State/Feds are broke. Concentrate priorities on existing infrastructure. Where will funding come from?
35. Pleased with open/transparent CSS process and PIM mtgs.
36. In favor of ESH
37. Consider an elevated freeway facility stacked over an existing arterial.
38. What is a grade separation for the ESH crossing an existing roadway?
39. Consider Public (Mass) Transportation
40. Maintain access during construction
41. CWG groups do not adequately represent homeowners, farmers, and _____
42. Eliminating the E – W Arterial Expansion Option does not make sense.
43. Ground settlement caused by proximity of heavy construction.
44. Disposition of Northtown Rd in remaining alignments (124/125/126/127). Concern it will be cut off/closed.
45. Type of facility should be: _____. (Arterial, Expressway, Freeway)
46. Choosing D2 over D4 (thereby crossing Bozarth Cent. Fm. at diagonal rather than follow PL's) or other D choices. Go thru how and why eliminated.
47. Individual notices to all residences in study area of all meetings.
48. Interchange Type

49. Isolate community (The Grove)
50. Field tiles
51. No existing traffic – not needed
52. Comments will be “summarized” incorrectly
53. Will increase commercial development (gas station next to home)
54. Threshold values are subjective

Response to #1: Proximity to existing residential developments (Grove, Harvest Point, Eagle View)

While in closer proximity to residential subdivisions than several of the other eliminated alignments, the remaining alignments have passed four levels of increasingly detailed analysis for the following reasons:

1. They contain no unrealistic or non-feasible alternatives.
2. They are more consistent with the Purpose and Need of the project; these alignments were found to best provide needed access to existing and future development on the east side of Bloomington-Normal and will help to accommodate projected traffic increases from the development.
3. They have fewer “direct” impacts on existing homes (i.e., acquisitions) and fewer acres of farmland removed from production than alignments which were eliminated.
4. They have fewer impacts to primary agricultural land, are less likely to encourage development inconsistent with the County land use plan, do not cross the mainstream of Kickapoo Creek, and are closer to existing and planned pedestrian and bicycle routes than alignments which were eliminated.

The proximity of the alternatives to existing and planned residential development was considered during the alternative evaluation process. As the Environmental Assessment process goes forward, both direct and indirect impacts of the ESH will be analyzed in detail. This analysis will include studying direct impacts such as acquisition of residences, and farmland conversion as well as potential impacts to land use, noise levels, air quality, community impacts, and water quality.

Response to #2: ESH will bypass traffic, especially trucks, around east side of Bloomington-Normal and have a negative influence to existing west side interstate and business; this is a bypass, no local traffic will use it

The primary purpose of the ESH study is not to create a bypass around Bloomington-Normal. The approved Purpose and Need Statement for the ESH has two major points of focus: 1) to accommodate managed growth on the east side, and 2) to address both local and regional mobility and access. The proposed facility is not intended as an alternate route around Bloomington-Normal for through traffic on Interstate 55, Interstate 74, or Interstate 39/US 51. Using the proposed ESH as a “bypass” would likely increase the duration of any of the through trips on any of these routes. The ESH is being designed to provide improved north-south and east-west mobility to and from east side residential areas, job centers and improved access to the interstate system. A detailed traffic model using accurate existing traffic data and traffic patterns will be developed for each proposed alternative to ensure that the alternative facilitates both local and regional traffic. For these reasons it is not anticipated that a new east side facility will divert traffic from the existing west side interstate system or draw potential customers away from west side businesses. The ESH project will improve overall mobility in the project area with more efficient travel, reduced congestion, and improved safety. Improved accessibility and mobility would be a long-term benefit to employees and customers of local businesses. The effect of the ESH on existing businesses and socioeconomics will be evaluated in the Environmental Assessment.

Response to #3: Environmental concerns (noise, air pollution, trash)

The National Environmental Protection Act (NEPA) requires that the Environmental Assessment consider many types of potential impacts of a chosen alignment, such as acquisition of property or buildings for right-of-way, increased traffic noise, community impacts, and changes in air quality.

The detailed noise assessment will identify all sensitive land uses (residences, parks, schools, etc., as defined by FHWA traffic noise regulation) where there is a potential for noise impacts. The assessment will identify existing noise levels and calculate the change in these levels associated with the proposed alternatives. The analysis will be conducted following Federal and State traffic noise regulations and policies. In keeping with IDOT’s traffic noise assessment policy, any noise abatement measure must be determined both feasible (can be constructed and will achieve a specified traffic noise reduction level) and reasonable (a combination of noise reduction goals and a benefit-cost analysis) in order to be

considered by IDOT for implementation. IDOT typically uses noise walls for noise mitigation. Where noise walls are found to be both reasonable and feasible, the public and immediate property owners will be notified. A public meeting or hearing will present the results of the traffic noise analysis and proposed abatement measures. The viewpoints on proposed noise walls will be solicited from residents who would benefit from the abatement, and the viewpoints determine if a noise wall will be constructed.

With regards to air quality, the ESH project must meet the requirements of the Clean Air Act. The Clean Air Act contains detailed transportation "conformity" requirements, the purpose of which is to ensure that the project conforms to the State Implementation Plan. These conformity requirements are based upon air pollutant criteria levels as established by the U.S. Environmental Protection Agency (USEPA). The air quality analysis studies the potential of the ESH to increase air pollutants to levels above the criteria established by the USEPA.

Response to #4: Decline in property values

Property valuation is determined from a variety of factors, and can be determined using multiple methods. The most common valuation method is the sales comparison method, which evaluates property value to comparable properties. The performance of the regional and local real estate markets is a reflection of housing demand factors such as income, employment, interest rates, and population, and is a large determinant of property valuation change. Variations in residential property values reflect differences within housing and neighborhood characteristics. Generally, research has not yielded any definitive property value impacts from transportation projects. Some research finds property values benefit simply from nearby public infrastructure investment. National research has found that property value benefits may occur for those living near a transportation facility that provides reduced travel times and increased accessibility. The impact of the ESH on property values may vary depending on the location of the property in proximity to the project. Some properties may see an increase in property value due to the improved accessibility of the properties. Other properties may see little or no change in property value. The Environmental Assessment will identify and potentially mitigate noise, air quality, and visual impacts due to the ESH.

It is important to consider that the ESH is being studied to provide for anticipated growth through year 2035, and future land use plans for the east side show continued land development in this area. The 2035 land use plan suggests that east side neighborhoods will no longer be isolated but will likely be surrounded by other residential developments whether or not the ESH is built. Increased urbanization could have property value benefits or impacts, depending on land use type and market factors.

Response to #5: Danger to children/pets, safety

Safety is an important component of any transportation project. A detailed safety evaluation of the alternatives will be included in the Environmental Assessment. Independent of the ESH project, population and traffic are predicted to increase within the study area. The transportation agencies have a responsibility to plan for orderly improvement to the infrastructure to accommodate that growth or the result will be congestion, and the negative impacts that it brings. The type of facility being considered, an access controlled freeway, is the best option to accommodate future traffic volumes and improve mobility, while reducing crash potential. Proximity impacts to schools and parks will be evaluated in the Environmental Assessment. The ESH will be designed with the safety of its users and its neighbors in mind.

Response to #6: Build it further east

Numerous alternatives that were located to the east of the remaining alignments were developed and evaluated. These alternatives were eliminated for a number of reasons, including the inability to meet the Purpose and Need of the project, which is to accommodate growth on the east side and address both local and regional mobility and access. Some eastern alternatives were eliminated due to a higher number of farmland impacts in comparison to other alternatives. The far eastern alternatives are less compatible with future land use plans and may encourage sprawl or other unintended negative land use consequences.

Response to #7: Choose the No-build option

The No Build Alternative is included in this study. The No Build Alternative does not meet the Purpose and Need of the project, as it does not improve north-south or east-west mobility in the study area, nor improve access to the regional transportation system. However, the No Build Alternative is carried through the Environmental Assessment and serves as a baseline for comparison with the build alternatives. If, in the course of the Environmental Assessment, all of the remaining alignments are found to have significant environmental impacts that outweigh the No Build Alternative's inability to meet the Purpose and Need, the Federal and State resource agencies could select the No Build Alternative as the Preferred Alternative.

Response to #8: Why was Alignment T-11 eliminated?

Both of the two remaining "T" sections connecting the ESH to I-55 provide connectivity across I-55. Section T-1 connects to Northtown Road (1800N) and T-2 connects to Ziebarth Road (1900N). Other alternative sections were considered at these locations. These sections were eliminated for the following reasons:

- Section T-3 (a north-south section immediately west of Towanda which traverses along a segment of Towanda Barnes Road) was eliminated during the Alignment Analysis due to engineering concerns, specifically because its interchange configuration with I-55 would have been highly complex, potentially making it less safe and more costly.
- Section T-4 (a north-south section located along 2150E extended and associated only with alignments BN-4 and BN-5) was eliminated when the associated main alignments of BN-4 and BN-5 were eliminated.
- Section T-11 (an "S" shaped section which connects BN-3 at 2000E to I-55 at 2150 E extended) was eliminated during the Macro Analysis for disproportionately high impacts to prime and important farmland.
- Section T-19 (a diagonal section immediately west of Towanda which intersects I-55 at the same location as T-3 and serves only alignment BN-3) was eliminated during the Alignment Analysis due to engineering concerns, specifically because its interchange configuration with I-55 would have been highly complex. Additionally, providing full access to Towanda Barnes Road would have required a northbound ramp going through the Lamplighter subdivision, resulting in more residential impacts.

Response to #9: ESH will be a barrier to East/West travel

As stated in the ESH Purpose and Need Statement, the purpose of the ESH is to "Provide improved north-south and east-west mobility to and from residential areas and job centers." The recommended facility type under consideration, a limited access freeway, is anticipated to include interchanges to provide access to and from the ESH and east-west connectivity, at approximately two-mile intervals (per IDOT guidelines) at the major crossroads of: US 150, Towanda Barnes Road (south of Cheney's Grove Road), Ireland Grove Road (1200N), Illinois Route 9 (1400N), Fort Jesse Road (1600N), and Towanda Barnes Road (near 1800N). It is anticipated there will be grade separations allowing east-west connectivity but no access at the other intermediate roads of: Cheney's Grove Road (approximately 1050N), Township Road 1300N, and General Electric Road (1500N). Specific interchange locations are still being studied.

Additionally, improvements to east-west roadways that are needed due to construction of the ESH will be included. The operations of these major east-west roads will be studied as the ESH alternatives carried forward undergo detailed traffic modeling, and east-west roadway improvements will be identified in the Environmental Assessment and recommended for construction prior to or during construction of the ESH.

Response to #10: Loss of irreplaceable farmland and losses to agricultural economy

Farmland impacts were an important factor in the evaluation of potential alternatives in the Macro Analysis and Alignment Analysis. These impacts included identifying total acres of prime and important farmland used for right-of-way in addition to severed tracts, and tracts with access change. Alternatives that resulted in disproportionately high impacts to farmland were eliminated. Refined agricultural impact analyses will occur during the Environmental Assessment Analysis. At that time, the alignments will be refined, the number of impacted farms will be determined in addition to number and acreage of landlocked parcels, uneconomical remnants, miles of adverse travel per tract, and tract severances. Access to residences and farm tracts will also be evaluated in detail.

An analysis of the direct, indirect, and cumulative induced impacts from the project on agricultural land, as well as other land uses, will be included in the Environmental Assessment. The process results in the selection of an alternative that minimizes impacts to farmland as well as many other environmental and socio-economic criteria.

Response to #11: Emotional ties to impacted land or residences

The project team understands the emotional ties that people have to their homes, especially if those homes have been in the family for multiple generations. Every effort is being made to minimize the number of residences and centennial farms directly impacted and to minimize the number of acres of prime farmland consumed. Alternatives that resulted in disproportionately high impacts to residences and farmland were eliminated during the alternative evaluation process.

Response to #12: Increase in traffic (cars and trucks) on east-west routes

As stated in the ESH Purpose and Need Statement, the purpose of the ESH is to “Provide improved north-south and east-west mobility to and from residential areas and job centers.” The recommended facility type under consideration, a limited access freeway, is anticipated to include interchanges to provide access to and from the ESH and east-west connectivity at approximately two-mile intervals (per IDOT guidelines) at the major crossroads. Specific interchange locations are still being studied. Additionally, improvements to east-west roadways that are needed due to construction of the ESH will be included in the project.

The increase in traffic within the study area by the year 2035 has been modeled, and a valid, realistic traffic projection for the year 2035 has been made. Evaluations were not based directly on numerical traffic volume, but on the volume to capacity ratio (v/c) which is a measure of a roadway’s ability to carry a particular volume of vehicles. Projections were made for several “Build” options, a “No Build” option, and an East-West option (multiple east-west arterial expansions only). The analysis showed that network wide congestion relief is projected under the Build options vs. the No Build option. To accommodate anticipated growth within the project area, this study will seek to identify east-west routes that need to be improved or widened to accommodate increased volume in conjunction with the ESH. Recommendations to that effect will be included in the final report.

Response to #13: Need to minimize urban sprawl

The majority of the area adjacent to the remaining alternatives is within the limits of the 2035 Land Use Plan and is expected to be developed by 2035, with or without an ESH. One goal of the ESH was to work with existing land use plans to promote infill and redevelopment in order to control sprawl, which is a goal of the regional comprehensive plan. A road can induce sprawl when not built as part of a comprehensive land development strategy. Carefully coordinated and planned roads are among the most effective means of implementing desired plans for harmonious land use development. In the context of this study, alignments were evaluated for consistency with the project’s stated need to accommodate managed growth. This was quantified by measuring the number of acres in the area enclosed between the alignment and the limits of the adopted 2035 Land Use Plan. The more acres of undeveloped/agricultural land between the plan boundaries and the ESH, the higher the potential for uncontrolled, sporadic growth (sprawl). Alignments that were inconsistent with this criterion were eliminated from further consideration.

It is understood that land will be developed on both sides of the ESH because of the enhanced access that it provides. For this reason, the preferred alternative should be one for which the expected land use changes most closely resembles the intent of the 2035 Land Use Plan.

Response to #14: Utilize existing alignment of Towanda Barnes Road for ESH

Per the National Environmental Policy Act, one goal of the ESH Environmental Assessment is to select a Preferred Alternative that minimizes community and environmental impacts. Alternatives utilizing Towanda Barnes Road were developed and evaluated. Widening Towanda Barnes Road to six lanes was included in the range of alternatives, but results in disproportionately high impacts to residences, businesses, and parks, when compared to the other alternatives under consideration. Thus, alternatives using Towanda Barnes Road were eliminated. It should be noted that the only alignments that included direct impacts to parks were along Towanda Barnes Road. Federal regulations require the

examination of other alternatives when publicly-owned parks are directly impacted. Section 4(f) of the Department of Transportation Act of 1966 states that publicly owned parks can only be used for a transportation facility if there are no feasible and prudent alternatives to the use of such land. In addition, due to the large number of residences and businesses along Towanda Barnes Road, impacts such as reduced access and increased noise would likely be higher for this alternative than for others.

Response to #15: ESH will conflict with existing utilities

The alternatives were developed to minimize impacts to utilities. The locations of all utilities which could conflict with a roadway facility (such as power transmission lines, cell phone towers, sewage pump stations, etc.) have been evaluated during the Macro Analysis and Alignment Analysis. These will be further evaluated for the remaining alignments during the Environmental Assessment

Response to #16: Employment/population trends projections (graph) are too high. Slope (rate of growth) should be flatter

The McLean County Regional Planning Commission (MCRPC) developed the 2035 Land Use Plan based upon historical growth trends in McLean County since 1970 and the expected growth in population and employment. Over this period of time the population in this area has grown at a rate of approximately 1.2% per year. The 2035 land use plan assumes a growth rate similar to this. The 2011 national forecast for all states and counties (Woods & Poole Economics) has been used to update the population and employment projections for the project area. This forecast cites Bloomington-Normal as an “area which (is) expected to have relatively rapid employment and population growth over the next three decades.” It has been noted that the economic slowdown of 2008-2009 has caused employment to decline in McLean County, Illinois, and the nation. However, the area is already recovering and unemployment rate for the Bloomington-Normal Metropolitan Statistical Area (MSA) (McLean County) is the lowest among all Illinois MSA’s. The project team has been and will continue to update population and employment projections with the most current census data and employment trends to ensure the growth rates are credible. It is important to plan for the future so that when the need occurs, there is a transportation system in place that can accommodate the growth. Should that growth not be realized, the construction schedule can be adjusted.

Response to #17a: The west side did not benefit from an interstate, neither will the east side

There is a tendency to assume that because there is an interstate on the west side of Bloomington-Normal (I-55/I-74,) and because the west side of the cities has developed slower than the east side, the interstate highway was the direct cause of the obstructed growth. While the Interstate was a factor in that it disrupted east-west connectivity due to a limited number of access points, it was not the primary cause. The primary cause of obstructed growth on the west side was the lack of sanitary sewer. Much of the west side is downstream of the BNWRD sewage treatment plant on West Oakland Avenue and requires expensive pumping stations to be served by sewers. The developed land on the east side of Bloomington-Normal was predominantly upstream of, and within the service area of, the West Oakland Avenue treatment plant. The undeveloped land on the east side of the cities is predominantly in the watershed of Kickapoo Creek and may be served by gravity to the BNWRD sewage treatment plant in Randolph Township. The ESH is being planned from conception to be as transparent as possible to east-west connectivity and to enable east-west mobility.

Response to #17b: ESH will stunt future residential development and on the east side of B-N (because no one will want to live by a freeway)

Historic trends generally show that development, including residential development, is enhanced rather than stifled by proximity to transportation facilities. The east side has seen an increase in residential development in the past several decades and is forecasted to continue to grow. This growth will result in an increased demand for travel to and from Bloomington Normal job and commercial centers. The impacts of the remaining alternatives to the socioeconomic and human environment will be analyzed in the Environmental Assessment. Compatibility with existing and future plans use plans, including planned residential development, is considered during the analysis.

Response to #18: ESH will increase crime

The project team is not aware of any studies correlating the construction of an ESH-type facility and increased crime in residential areas.

Response to #19: Loss of trees

The resources analyzed in the Alignment Evaluation phase included forested areas. There are some trees impacted by the remaining alignments, however, there are no heavily forested areas impacted; heavily forested areas (such as areas north of Downs and forested strips along streams) were avoided as much as possible when alternatives were aligned. Trees were not found to be a differentiating criterion in the alignment selection process. Both IDOT and the Federal Highway Administration (FHWA) have policies on landscaping for proposed projects that include replacing trees that are lost as part of the roadway construction. Additionally, a Focus Working Group (FWG) is being formed to address how to incorporate sustainability in the ESH design and construction. It would be applicable to discuss tree impacts, mitigation, or landscaping in these group meetings.

Response to #20: Splitting of existing farms

Impacts to existing agriculture were an important consideration in both the Macro Analysis and Alignment Analysis. As corridors were developed with the Community Working Group (CWG), alternatives were created that paralleled existing roads or tract lines to the greatest extent possible taking into account avoidance of other features. Minimizing impacts included effects on the splitting of farm parcels in addition to access to the remaining parcels. The Project Study Group and CWG agreed to eliminate those alternatives that impacted the greatest number of agricultural acres. The remaining alternatives carried forward for additional analysis will be studied to understand how agricultural resources would be impacted with respect to farm severances, uneconomical remnants, farms access to agricultural land, and landlocked parcels.

A Focus Working Group (FWG) is being formed to address issues of land use and access management. Input will be sought on ways to address farm vehicle access.

Response to #21: Traffic model is too high, too low, or invalid

The projected increase in traffic volume within the study area by the year 2035 has been modeled using travel demand software that is certified by the Federal Highway Administration (FHWA). Existing traffic data was obtained from IDOT, McLean County, Bloomington and Normal, and was supplemented with an origin-destination survey of the traveling public.

The most current census data and socioeconomic forecasts have been incorporated, and future growth rates have been refined in light of the current economic downturn. From this, a valid, realistic traffic projection for the year 2035 has been made. The study team will incorporate any new data into the model as it becomes available. The FHWA will also be reviewing the traffic projections as they are refined for the alternatives carried forward.

Response to #22: Impacts to Kickapoo Creek watershed/wetlands

The impacts of the alternatives on the Kickapoo Creek watershed were considered in both the Macro Analysis and Alignment Analysis evaluation of alternate alignments. Impacts considered included acres of wetlands affected, acres of floodplain affected, number of stream crossings, and acres of riparian (or bank vegetation) affected. These impacts were considered cumulatively, and alignments with disproportionately high impacts were eliminated; none of the alignments carried forward for analysis in the Environmental Assessment cross the main stem of Kickapoo Creek. Impacts to wetlands, watersheds, and water quality will be investigated in detail during the Environmental Assessment Analysis for the alignments remaining under consideration. A Focus Working Group (FWG) is being formed to address how to incorporate sustainability in the ESH design and construction.

Response to #23: Land acquisition

Procedures for land acquisition will follow the National Environmental Policy Act (NEPA), the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the IDOT Land Acquisition Procedures Manual. The policies detail when compensation to properties with proximity impacts is appropriate. Most land acquisition activities will occur during Phase II design, after the Environmental Assessment has been completed.

Response to #24: Planning restrictions on private property

It is not the intent of this study, or of the Project Study Group, to place any restriction on property that would equate to a taking without compensation. However, there are precedents established that allow governments to plan for the orderly development of property by such means as: zoning codes, land use plans, transportation plans, and designated future road alignments. These measures have been enacted by the local governments and have been created with public involvement and review as required.

Response to #25: Website FAQs biased, representatives close minded

The project website, www.eastsidehighway.com, contains a section on frequently asked questions. The responses are based upon factual information. The personnel involved in conducting the ESH Environmental Assessment are objective professional engineers, scientists, and planners. Public input and opinion is welcomed and considered throughout the ESH project. The project team's replies to inquiries are based on the factual findings of the study. The ESH follows the basic principles of the Context Sensitive Solutions process. The Context Sensitive Solutions Policy for Illinois can be found in the IDOT Bureau of Design and Environment Manual (Chapter 19) available on the IDOT website: <http://www.dot.state.il.us/desenv/bdemanual.html>

Response to #26: Ozone analysis

If USEPA takes action on a new ozone standard in 2013, and if that action were to cause McLean County to be designated an ozone non-attainment area, it will take a certain amount of time for USEPA to get these changes fully implemented (likely 1 to 2 years). Full implementation of this new ozone standard would then be in the 2014 to 2015 timeframe. This would require that the Long Range Transportation Plan (LRTP) for the region go through an air quality conformity process. This conformity process would likely be required 1 year after the new USEPA standard is implemented – 2016 to 2017 timeframe. After that date, for any Federal action to occur, including final environmental approval or authorization of the use of federal funds for construction, the project must be included in an air quality conformity analysis for the region. There are no grandfathering provisions.

Essentially, this will come down to timing for the ESH. The current schedule shows completion of the ESH Environmental Assessment in 2014. If this schedule is met, the ESH will not be required to be included in a conforming LRTP and Federal Highway Administration (FHWA) will be in a position to give final environmental approval of the EA. However, if USEPA changes the standard in 2013 or any other time in the future in a way that would cause McLean County to become a non-attainment area, the conformity process will be required. If this occurs sometime in the future, prior to FHWA being able to take any other Federal actions such as authorization of funds for the construction of the ESH, the ESH will need to be included in a conforming LRTP.

Response to #27: Status of connection from I-74 to US 51 south of Bloomington

The previously performed Corridor Study, which was completed in 2009, included one east-west alignment (referred to as EW8 in that study) that connected between South Main Street (US 51) and I-74 along the alignment of existing County Highway 36 (700N). That option only connected with a north-south alignment along 2150E. Neither option was included in the recommended alignment of the 2009 Corridor Study. This Environmental Assessment does not include any alignment options with a similar east-west connection between South Main Street (US 51) and I-74 because it is not believed they will be warranted by the target year of 2035. Additionally, the 2035 Land Use Plan identifies most of the area south of I-74 and east of US 51 to remain agricultural.

Response to #28: Promote bike trails, also incorporate existing or proposed trails

The network of existing and proposed bicycle routes was reviewed as part of the Alignment Analysis to determine the proximity of the routes to the proposed alternative alignments. Alignments further from the network will have reduced opportunities for multimodal use. A representative of the local bicycling community is a member of the Community Working Group (CWG) which serves an advisory role to the project study group. A Focus Working Group (FWG) is being created to address how alternative modes of transportation (including bikes) can be maximized through the development of an ESH. Through this FWG, bike and pedestrian paths will continue to be evaluated in conjunction with the ESH as the project continues

Response to #29: Loss of homes/buildings

The number of homes, commercial buildings and public facilities displaced was a criterion considered during the Macro Analysis and Alignment Analysis. Alternatives that resulted in a disproportionately high impact to residences were eliminated during the Macro Analysis and Alignment Analysis. The number of homes, commercial buildings and public facilities displaced, or impacted by proximity (noise and air quality), will remain a criterion of comparison throughout the Environmental Assessment. Minimizing all environmental impacts, including residential effects, is a goal of the Environmental Assessment; but all resources impacts are balanced to achieve the best solution possible.

Response to #30: Negative impact of proximity of ESH to schools

Safety is an important component of the ESH project. Should the ESH be carried forward to preparation of construction plans, it will be designed in compliance with IDOT and Federal Highway Administration (FHWA) standards with the safety of its users first and foremost.

Response to #31: The 2035 land use plan availability

The adopted 2035 Land Use Plan, as prepared by the McLean County Regional Planning Commission (MCRPC), can be found in the McLean County Regional Comprehensive Plan (http://www.mcplan.org/community/regional_plan/regionalplan.html). Land use is discussed in Chapter 7.

Response to #32: Consider the size/scale of modern farm equipment in designing access and crossings

The design criteria used for overpasses or underpasses at crossroads will make allowances for the height and width of farm implements. A Focus Working Group (FWG) is being created to address land use and access management. One task for this group will be to assist in identifying farm implement issues. It is important to note, however, that slow moving farm vehicles would be prohibited from accessing the ESH due to safety reasons.

Response to #33: Consider response time of emergency vehicles when limiting access to the ESH and in locating crossings to the ESH.

The Purpose and Need Statement for the ESH addresses the need to accommodate managed growth on the east side, and the need to improve both local and regional mobility and access. Alignments were evaluated to determine their efficiency at moving traffic between major travel nodes, including St. Joseph Hospital. The alignment's ability to move traffic is directly proportional to its ability to move emergency vehicles. All alternatives provided travel time savings compared to the No Build Alternative. Representatives from the EMS and police department are members of the Community Working Group (CWG) which serves an advisory role to the project study group. Additionally, a Focus Working Group (FWG) is being created to address land use and access management. One task for this group will be to identify issues related to emergency vehicles.

Response to #34: ESH is a waste of money. State/Feds are broke. Concentrate priorities on existing infrastructure. Where will funding come from?

The current study in progress is an Environmental Assessment. The funds to pay for the Environmental Assessment were appropriated by the State of Illinois through the "Illinois Jobs Now" Capital Bill. They are being administered locally through the McLean County who holds the contract with the consulting engineers. The funds cannot be used for any other purpose than to fund this Environmental Assessment.

No funding for Phase II (Detailed Engineering design) has been approved. No funding for Phase III (Construction) has been approved. One of the reasons for performing the Phase I (Environmental Assessment) study is to assist in deciding if the project should go forward. Construction funding can come from a variety of sources. There are many Federal programs which fund construction projects, some State funds may be available, and some funding may come from the County or City.

Response to #35: Pleased with open/transparent CSS process and PIMs

The project team is glad the public involvement process has been a positive experience for you, and encourages you to continue your participation.

Response to #36: In favor of ESH

Thank you for your support of the ESH project. Please continue to attend the Public Information Meetings and submit feedback throughout the remainder of the project.

Response to #37: Consider an elevated freeway facility staked over an existing arterial

The only north/south arterial within the project study area where an elevated freeway could potentially be constructed would be over Towanda Barnes Road. There are three factors as to why such a facility would not move forward in the analysis. First, an elevated structure at this location would likely violate vertical clear zone requirements for the Central Illinois Regional Airport (CIRA). Second, while cost is not generally a criterion of consideration during preliminary alternative analysis, excessive cost can be used to screen alternatives if less costly alternatives exist that better meet the project's Purpose and Need. An elevated freeway would be extremely expensive in comparison to the other alternatives being considered. Third, as mentioned during the Public Information Meeting, alternatives using Towanda Barnes Road were eliminated due to the number of residential properties impacted.

Response to #38: What is a grade separation for the ESH crossing an existing roadway?

The term "Grade Separation" refers to two transportation facilities (i.e. roadways, railroads) crossing each other and one is elevated over the other. There is no connection between the facilities. They each operate independently of the other, yet their individual continuity is preserved. Generally, for grade separations the minor road crosses over the major road since the minor road typically has fewer lanes. This results in a less costly bridge. In the context of this project, at this time it is anticipated there will be grade separations at the following lesser crossroads: Cheney's Grove Road (approximately 1050N), Oakland Avenue (1300N), and General Electric Road (1500N), and Old Route 66. There would also be grade separations of the ESH with the Union Pacific and Norfolk Southern railroads, in addition to any abandoned railroads.

Response to #39: Consider public (mass) transportation

A stand-alone Transit Alternative was evaluated for its effectiveness to meet the Purpose and Need Statement of the project. Several modes of bus transit and light rail (including streetcar/trolley) were considered. The Bloomington-Normal urbanized area year 2035 population and employment densities were reviewed in evaluating the appropriate transit mode to serve the area. Given the population density thresholds, Local Bus or Enhanced Local Bus services would likely be the best fit for the project study area. Premium transit modes such as Light Rail Transit are not recommended because the projected population density will not support them.

Given that the system wide ridership for all of Bloomington-Normal is less than 5,000 trips per day with 11 fixed routes, the implementation of Local Bus or Enhanced Local Bus services as a stand-alone alternative would not meet the unmet demand of over 50,000 trips per day within the study area. Unmet demand is defined as the amount of volume reduction required on the failing road in relation to the capacity of the road. However, transit may provide merits as a supplement to the ESH improvements being considered for the project and will be further evaluated as alignments are refined and design progresses. A Focus Working Group (FWG) is being created to address how alternative modes of transportation (including transit) can be maximized through the development of an ESH.

Response to #40: Maintain access during construction

Access during construction to properties within or contiguous to the project alignment is something that is addressed in the Phase II design stage of an improvement (after the Environmental Assessment is completed). It is the policy of all of the transportation agencies (local, state, and federal) involved in this study to maintain access to all commercial properties (including schools) during construction. If this project is built, the assigned construction engineer will work with all affected properties to ease the inconveniences necessitated by construction.

Response to #41: CWG does not adequately represent homeowners, farmers

The Community Working Groups (CWG), formed as part of the Context Sensitive Solutions process being employed in the preparation of this Environmental Assessment, are as diverse as possible. It is the intention that all viewpoints be represented. Care is being taken that no one viewpoint is allowed to “stack the deck” and dominate discussion. The CWG meeting minutes are available on the project website for public viewing.

Response to #42: Eliminating the E-W Arterial Expansion Option does not make sense

The possible alternatives considered in this study included a stand-alone East-West Alternative. The East-West Alternative included improving or widening east-west arterials. The arterials selected for improvement were identified by volume to capacity (v/c) ratios greater than 0.8 in the traffic modeling of the No Build Alternative. The list of arterials included segments of: Morrissey Ave. (US 150), Ireland Grove Road (1200N), Empire Street (IL Rte. 9), General Electric Road (1500N), and Old Route 66. The East-West Alternative was eliminated during the Macro Analysis phase of evaluation for excessive residential impacts. It had the highest number of residential impacts (106) of any alignment considered. However, even though it has been eliminated as a stand-alone solution, segments of east-west arterials may be included in the recommended Build Alternative for improvement.

Response to #43: Ground settlement caused by proximity of heavy construction

During the later stages of the environmental assessment, geotechnical investigations will be conducted to determine soil types and identify locations of unsuitable material that may contribute to unacceptable ground settlement. Construction practices will account for the remediation or removal of any unsuitable soils in the roadbed.

Response to #44: Disposition of Northtown Rd in remaining alignments (124/125/126/127). Concern it will be cut off/closed

The four remaining alternatives impact Northtown Road to varying degrees. Alternatives 124 and 125 directly connect the ESH to Northtown Road. Alternatives 126 and 127 directly connect the ESH to Ziebarth Road. Northtown Road access to the ESH for Alternatives 126 and 127 is still being studied at this time. It is anticipated that existing Northtown Road east of Towanda Barnes Road would be disconnected from Towanda Barnes Road due to the proximity of an anticipated ESH/Towanda Barnes Road interchange. However, cars traveling east on Northtown Road will still be able to access Towanda Barnes Road through the ESH/Towanda Barnes Road interchange.

Response to #45: Type of facility should be: _____ . (Arterial, Expressway, Freeway)

Three different facility type options were considered for the north-south Build Alternatives: a freeway, an expressway, and an arterial. The freeway and the expressway options consist of four travel lanes (two in each direction). The arterial option consists of four travel lanes (new alignments) and six travel lanes (for alternatives that widen existing Towanda Barnes Road). The three options were evaluated for their ability to accommodate future traffic volumes, the type of stop and access control required, and factors related to safety with consideration of how each type fits the context of Bloomington-Normal. An arterial (such as existing Veterans Parkway) has the least access control of the three options, provides moderate mobility at moderate speeds, and incorporates at-grade intersections (with signals or stop control). The expressway (such as US 51 south of Bloomington), given the number of interchanges that would be required per IDOT policy, has no advantages over a freeway option. An expressway would permit farm vehicle access; however, speed differences between farm vehicles and the traveling public could be as great as 40 mph. This would create an unsafe condition in the variance of speeds. This condition could be avoided by the implementation of a freeway, where farm vehicle access is not permitted. The freeway option is recommended as the most appropriate facility for the ESH. It is the best option to accommodate future traffic volumes, enhance mobility, provide appropriate access, and reduce crash potential.

Response to #46: Choosing D2 over D4 (thereby crossing Bozarth Cent. Fm. at diagonal rather than follow PL's) or other D choices.

There is one remaining alternate (section D-2) for the connection to Interstate 74 at the south end of the project. Section D-2 also allows for the connection of the ESH to Township Road 1750E south of I-74. Other alternative sections were considered in this area and were eliminated for the following reasons:

- Section D-1 was eliminated during the Alignment Analysis due to disproportionately high impacts to residences.
- Section D-3 was eliminated during the Macro Analysis because of the skewed curve it contained and because it offered no advantages over Section D-2. Skews are points of intersection at uncommon angles that present safety issues.
- Section D-4 was eliminated during the Alignment Analysis because of its skewed crossing of Towanda-Barnes Road and US 150.
- Section D-5 was eliminated during the Initial Screening because it divided or isolated neighborhoods near Downs.
- Section D-6 was eliminated during the Initial Screening because it divided or isolated neighborhoods near Downs.
- Section D-7 was eliminated during the Purpose and Need Evaluation because it did not provide adequate improvements to mobility.

Response to #47: Individual notices to all residences in study area of all meetings

Meeting notifications were placed in the local newspaper, advertisements were read over the radio stations, and newsletters which included meeting notifications were mailed to all stakeholders on the ESH mailing list. Newsletters were also placed in public facilities (e.g., libraries) in the study area. If you or someone you know wishes to join the mailing list, please forward the contact information to the project team and you will be notified of upcoming meetings. All people who signed in at a public meeting and included their contact information will be added to the mailing list. The project team is required by law to send letters via certified mail to properties directly impacted by the Preferred Alternative prior to the public hearing, which will tentatively be held in fall 2013.

Response to #48: Interchange type

Preliminary Interchange configurations were developed at the intersections of primary east-west routes following freeway interchange spacing standards. Diamond interchanges are initially proposed to reduce interchange footprint size. Where a standard diamond interchange impacts an environmental resource (e.g., home, public facility, or wetland), other types of interchange configurations such as a split diamond or a three-quadrant partial cloverleaf will be considered if the configuration could avoid or minimize impacts to the resource. For example, the interchange of the existing alignments (124, 125, 126, and 127) with Ireland Grove Road could be made a split diamond to reduce the indirect impacts to homes on the northeast quadrant of the interchange on Kell Avenue in The Grove Subdivision. The type of interchange will be refined in the Environmental Assessment for the recommended alignment.

Response to #49: Isolate neighborhoods

The Initial Screening included the criterion “Does the alternative divide or isolate a neighborhood or community? (Is the neighborhood or community divided into 2 or more sections? Are any sections isolated from community services?)” Thirty-six alternatives were eliminated based upon this criterion. This criterion is based upon the definitions and guidelines set forth in the *IDOT Community Impact Assessment Manual*. Although subdivisions including The Grove may meet the definition of a neighborhood, the remaining alternatives do not divide or isolate these neighborhoods. The remaining alternatives provide the residents of The Grove access to downtown Bloomington and Normal via Ireland Grove Road and do not isolate the neighborhood from community facilities such as Benjamin School.

Response to # 50: Farm tiles

During Phase II final design (after the EA is complete), coordination with impacted property owners will assist in the identification of field tile locations. Exploration trenching will be conducted on both sides of the right-of-way prior to construction to locate any unknown tile that may be impacted by the newly constructed roadway. If any are found, they are replaced within the right-of-way with stronger concrete pipe to protect against the structural load of the new roadway.

Response to #51: No existing traffic – not needed

The ESH is being planned to accommodate Year 2035 traffic. The increase in traffic within the study area by the year 2035 has been carefully modeled. The projected increase in traffic volume within the study area by the year 2035 has been modeled using travel demand software that is certified by the Federal Highway Administration (FHWA). Existing traffic data was obtained from IDOT, McLean County, Bloomington and Normal, and was supplemented with an origin-destination survey of the traveling public.

The most current census data and socioeconomic forecasts have been incorporated, and future growth rates have been refined in light of the current economic downturn. From this, a valid, realistic traffic projection for the year 2035 has been made. The study team will incorporate any new data into the model as it becomes available. The FHWA will also be reviewing the traffic projections as they are refined for the alternatives carried forward. A project of this magnitude takes significant time and planning. If we do not start working today, the most effective alignment may be blocked by development in the future when an ESH is vital to accommodate growth.

Response to #52: Concern that comments will be summarized incorrectly when presented to resource agencies

The verbatim public comments will be provided in writing to the Federal Highway Administration (FHWA). No omissions, deletions, or revisions will be made to the public comments. The public comments and responses will also be posted to the project website for public viewing. Due to time constraints, a summary of the comments will be presented to the State and Federal resource agencies at the March 2012 coordination meeting. The presentation made to the resource agencies will be made available to the public.

Response to #53: ESH will create commercial development near east side neighborhoods

The majority of the area adjacent to the remaining alternatives is within the limits of the 2035 Land Use Plan and is expected to be developed by 2035, with or without an ESH. One goal of the project is to accommodate the managed growth, as described in McLean County Regional Planning Commission 2035 Land Use Plan. Alternatives have been considered based on their ability to meet this goal, and alternatives that were not consistent with this goal were eliminated.

Please refer to the 2035 Land Use Plan developed by the McLean County Regional Planning Commission for the proposed 2035 land use at http://www.mcplan.org/community/regional_plan/regionalplan.html.

Response #54: Threshold values are subjective

Per the National Environmental Policy Act (NEPA), one goal of the ESH Environmental Assessment is to select a Preferred Alternative that minimizes community and environmental impacts. The screening process considered a range of impacts for each resource and assigned a unique threshold value for each resource based upon that range. The threshold value for each resource was determined by identifying breakpoints in the total range of impacts. Alternatives with impacts at or above the threshold value were eliminated. A sensitivity analysis was performed on the resource criteria used for elimination. For the analysis, the order of the criteria used was switched (e.g., residential displacements were used as the first, second, and third criteria, etc.) to see if results would be different. When the order of criteria used was switched, the alternatives remaining were identical. The threshold values were presented to the Community Working Group (CWG), an advisory group composed of local stakeholders. The CWG concurred with the threshold values.

One reason for presenting the project for concurrence to the Federal Highway Administration (FHWA) and other resource agencies is to verify that the process to date is reasonable and defensible. The subjective decisions made by the project team are reviewed by the agencies. Unanimous concurrence must be achieved to move forward with the project. A list of the resource agencies can be found in Appendix B of the Stakeholder's Involvement Plan located on the project website under the Downloads tab.

DRAFT

NEPA/404 MERGER MEETING

NOVEMBER 14, 2013

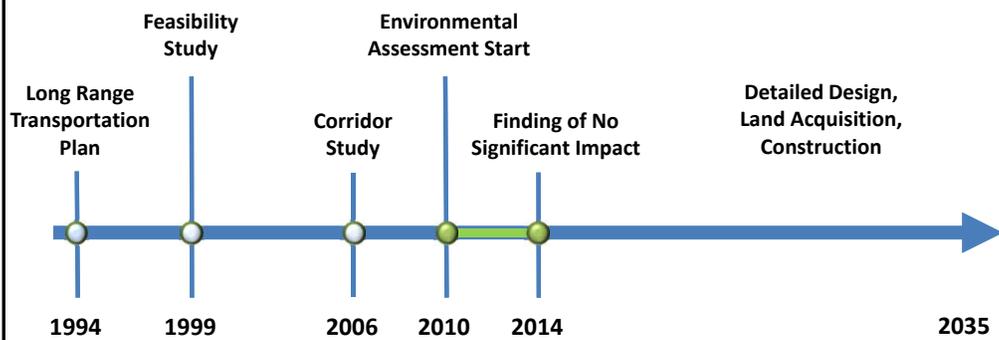


November 14, 2013

EAST SIDE HIGHWAY ENVIRONMENTAL ASSESSMENT



ESH TIMELINE



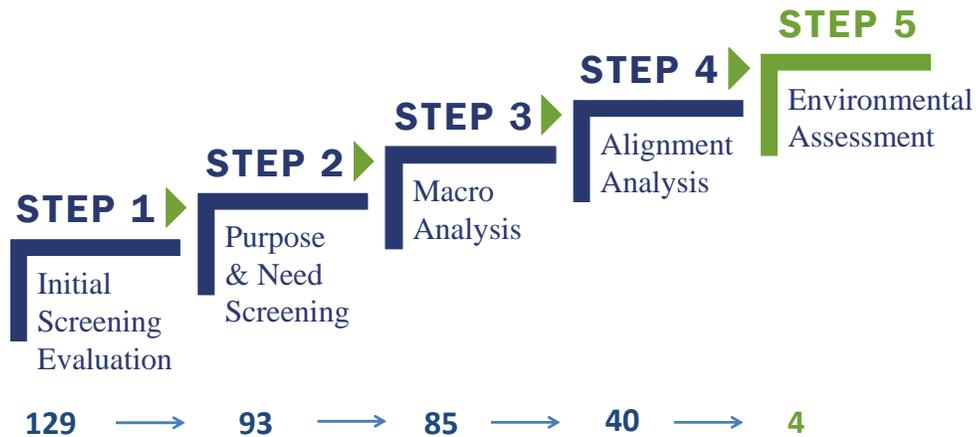
EA TIMELINE



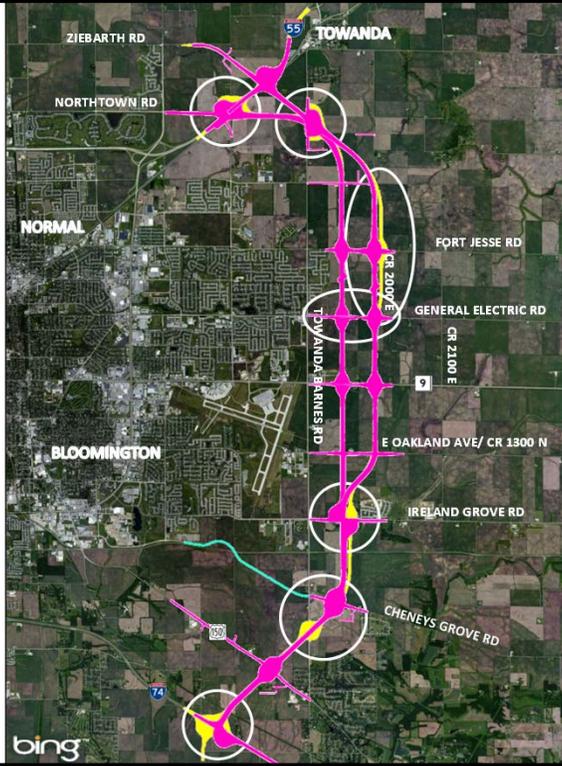
- Public Information Meeting (PIM)
- Study Milestone
- Public Hearing



ALTERNATIVE EVALUATION PROCESS



Remaining Alternatives



TYPICAL SECTION



PREFERRED ALTERNATIVE SELECTION

Factors for consideration in selection:

1. Compatibility with Purpose and Need
2. Environmental Impacts
3. Sustainability
4. Compatibility with Community Plans
5. Stakeholder Input



PREFERRED ALTERNATIVE SELECTION

Factors for consideration in selection:

- 1. Compatibility with Purpose and Need**
2. Environmental Impacts
3. Sustainability
4. Compatibility with Community Plans
5. Stakeholder Input

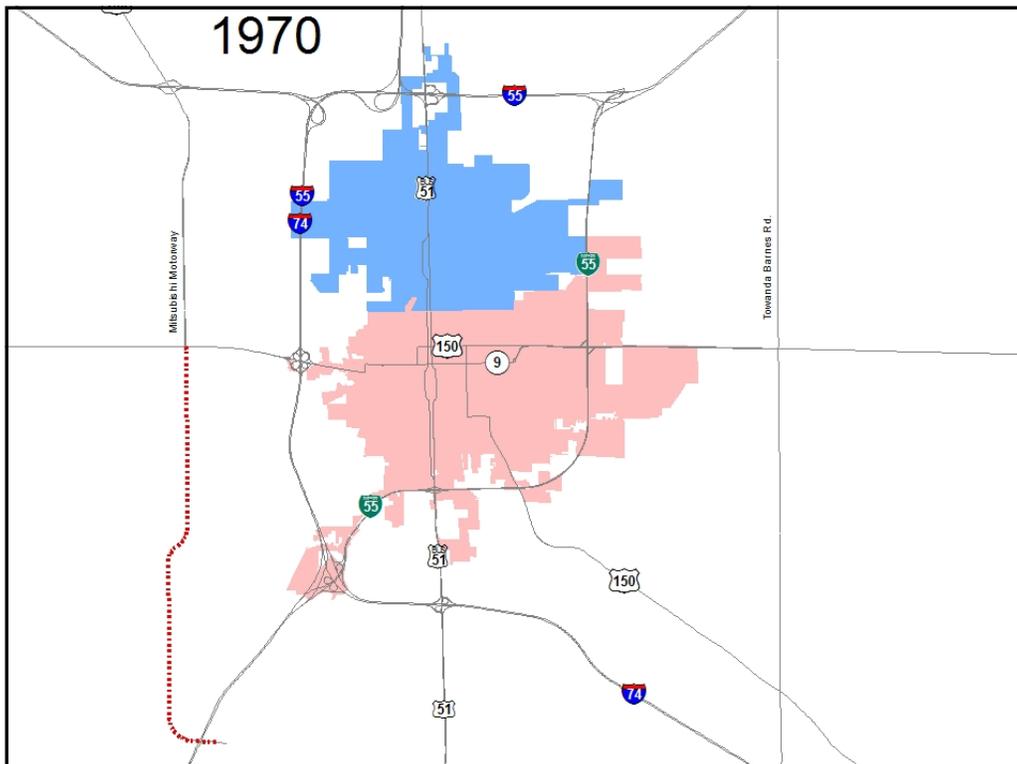


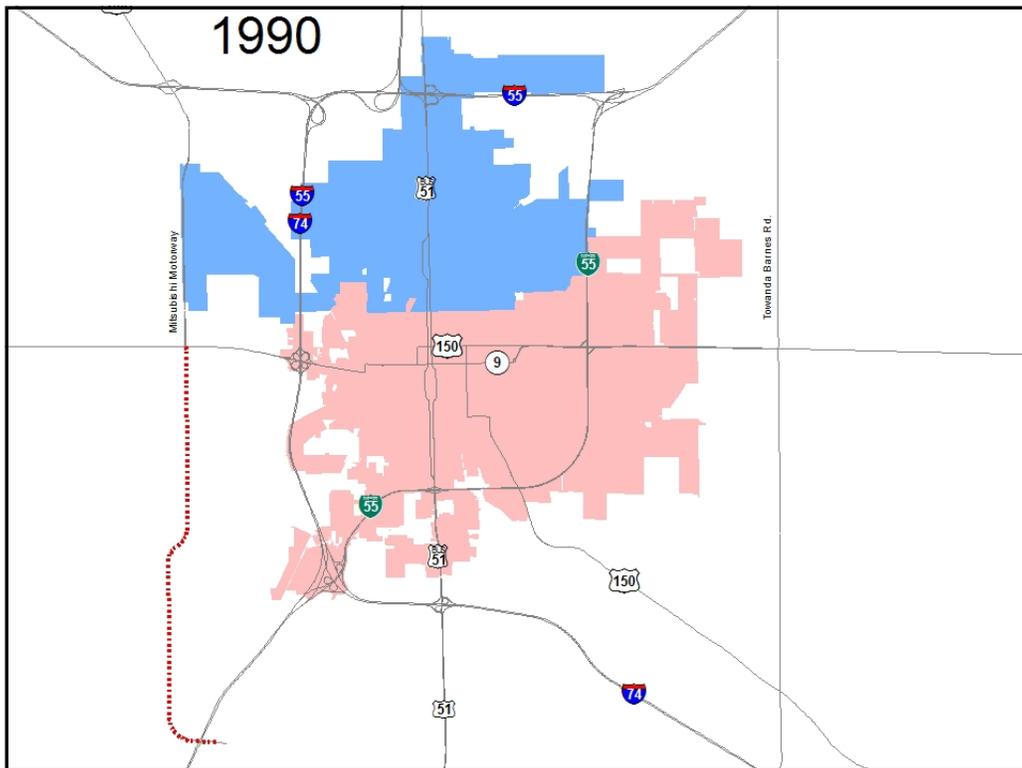
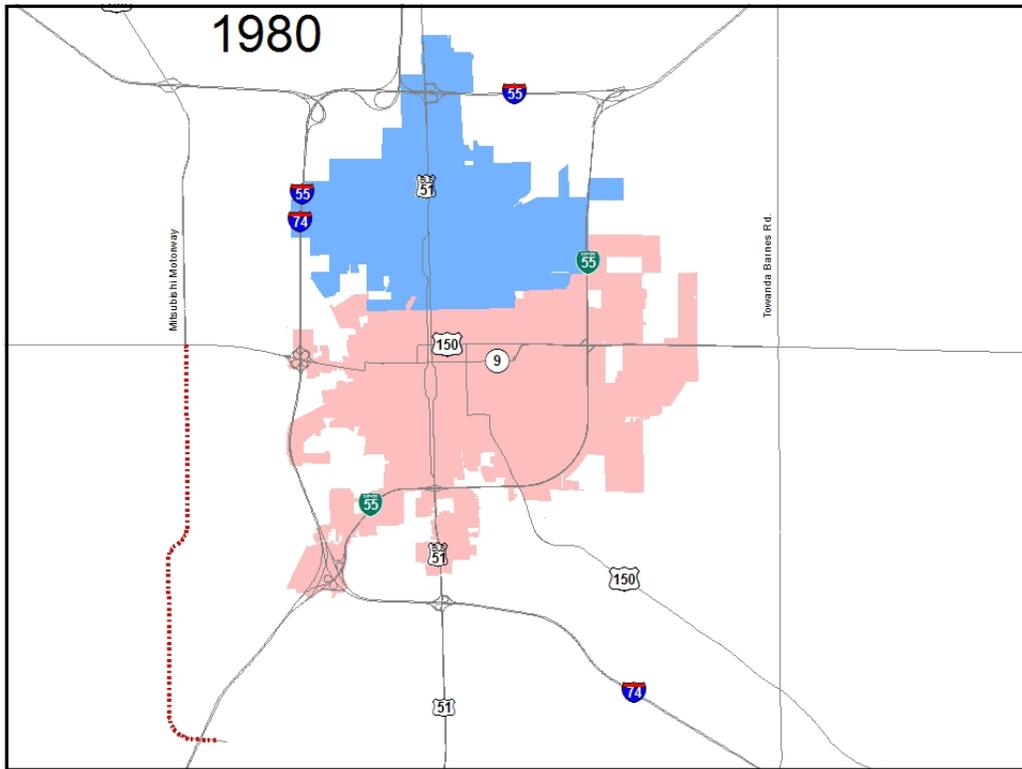
PURPOSE AND NEED

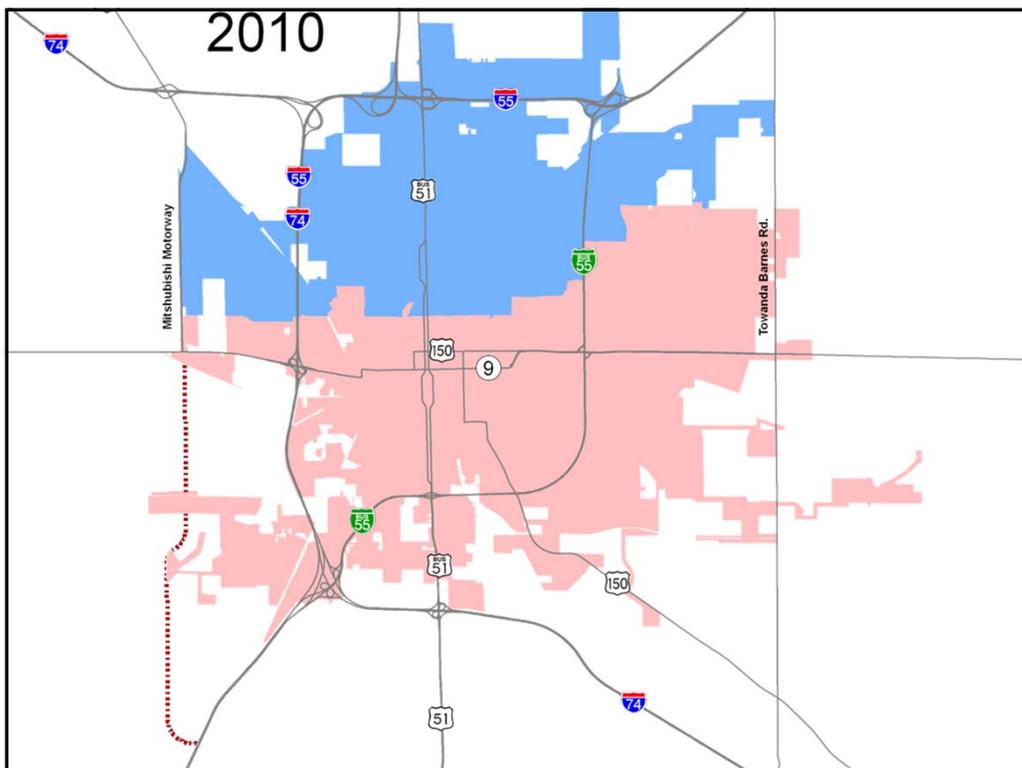
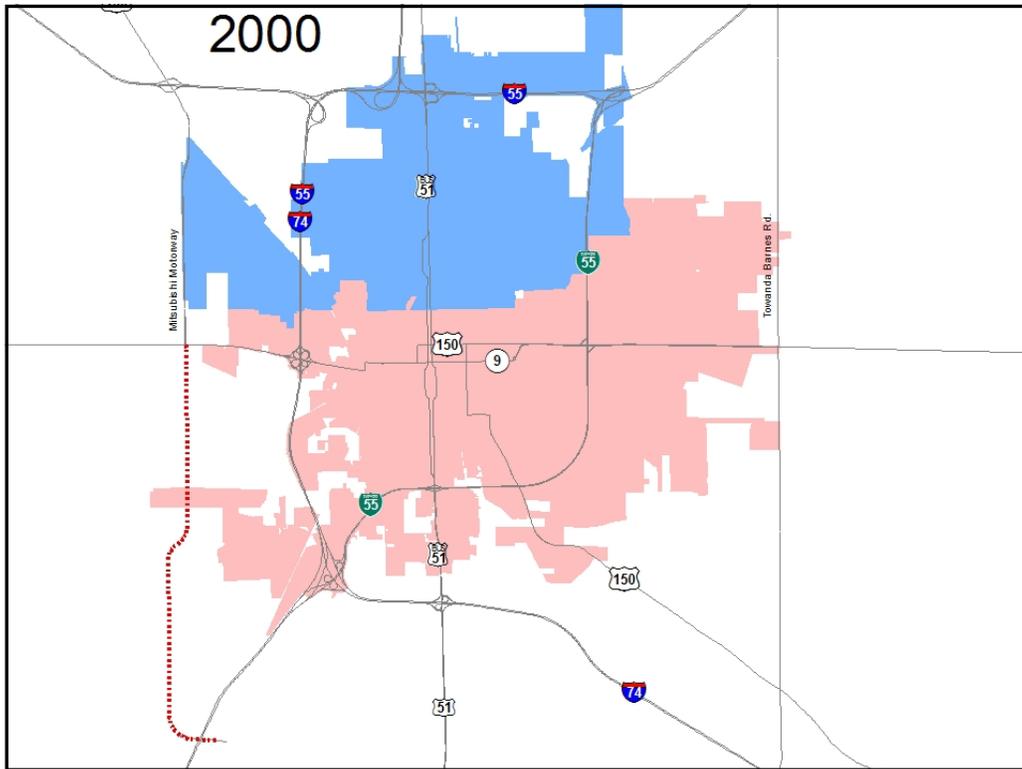
Purpose: Improve local and regional mobility and access that accommodates growth forecasted on east side

Need: Based on the inability of the current transportation system to accommodate projected traffic volumes and provide access for future growth on the east side

All four alternatives are consistent with the purpose and need, as concurred upon in 2011.

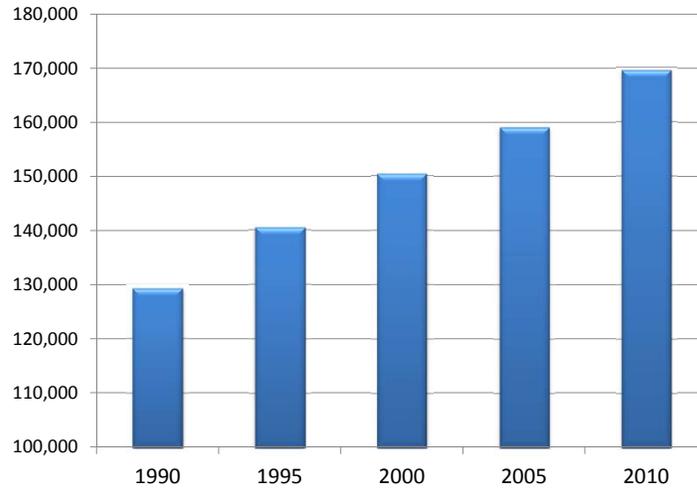






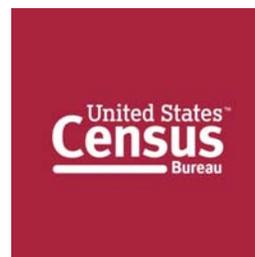
POPULATION CHANGE

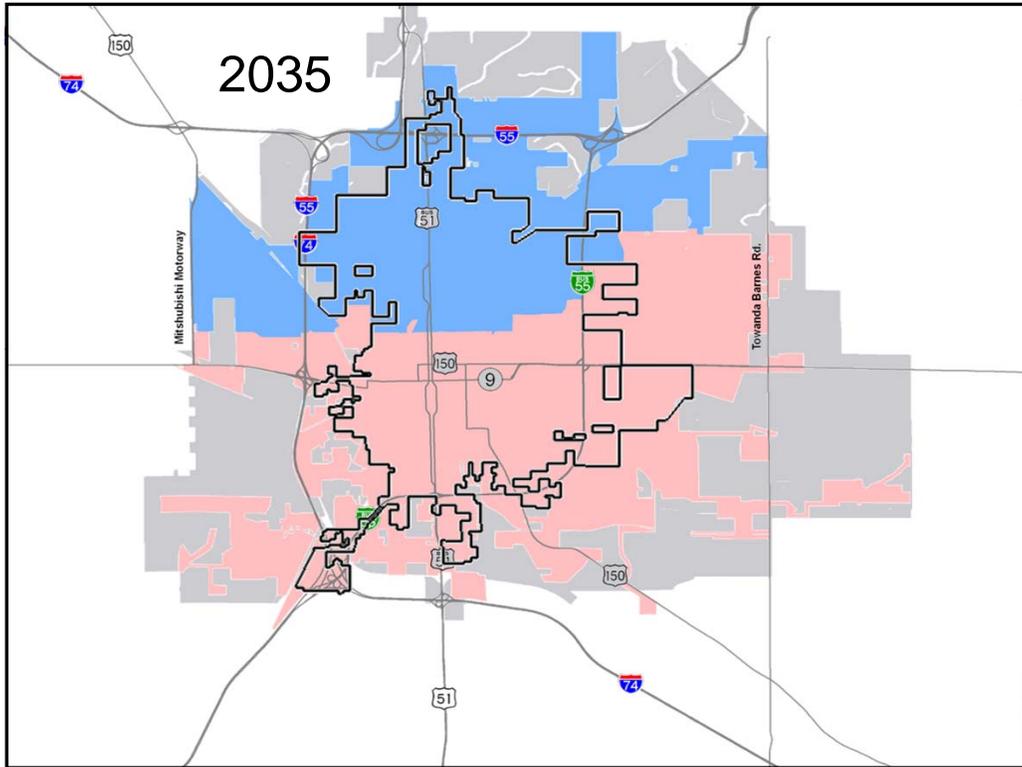
McLean County Population



FASTEST GROWING ILLINOIS CITIES 2012

1. Normal
2. Champaign
3. Elgin
4. Bloomington
5. Naperville

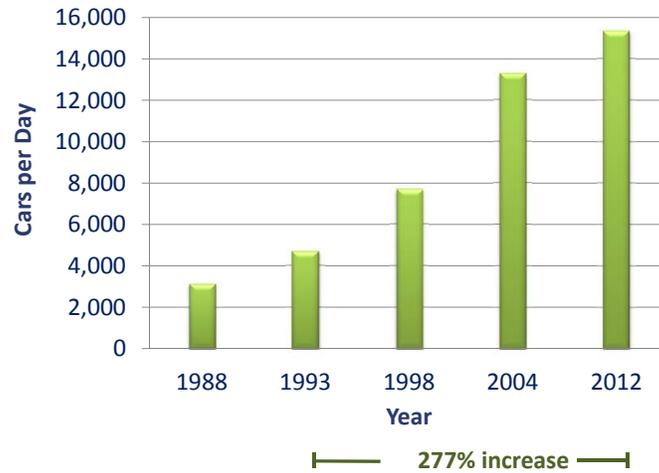




TOWANDA BARNES ROAD TRAFFIC GROWTH



TOWANDA BARNES ROAD TRAFFIC GROWTH



TOWANDA BARNES ROAD AT RAAB ROAD



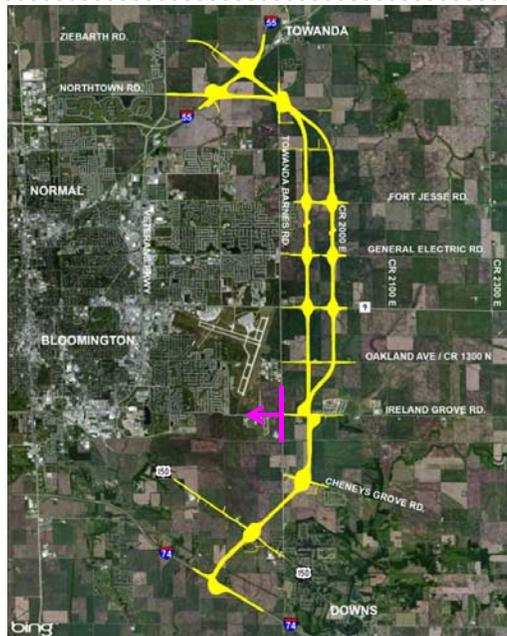
TOWANDA BARNES ROAD AT RAAB ROAD



Northbound left turn lane onto Raab Road – a.m. peak



TOWANDA BARNES ROAD AT IRELAND GROVE



TOWANDA BARNES ROAD AT IRELAND GROVE



Northbound left turn lane onto Ireland Grove Road – a.m. peak



TOWANDA BARNES ROAD AT IRELAND GROVE



Southbound right turn lane onto Ireland Grove Road – a.m. peak



JEFFERSON STREET RECONSTRUCTION



JEFFERSON STREET RECONSTRUCTION



BEFORE



AFTER



JEFFERSON STREET RECONSTRUCTION (AFTER)



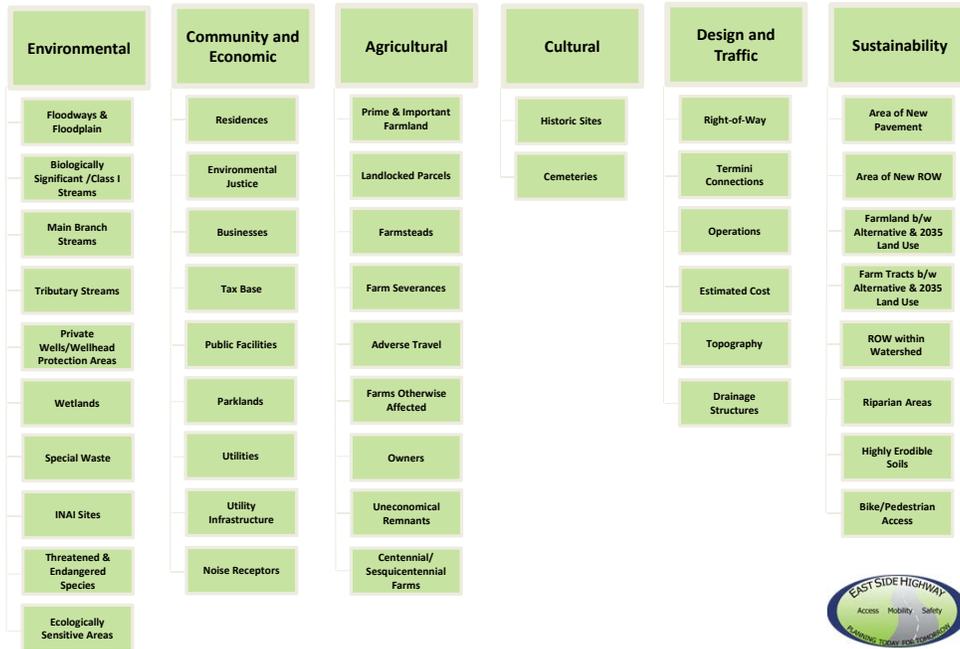
PREFERRED ALTERNATIVE SELECTION

Factors for consideration in selection:

1. Compatibility with Purpose and Need
2. **Environmental Impacts**
3. Sustainability
4. Compatibility with Community Plans
5. Stakeholder Input



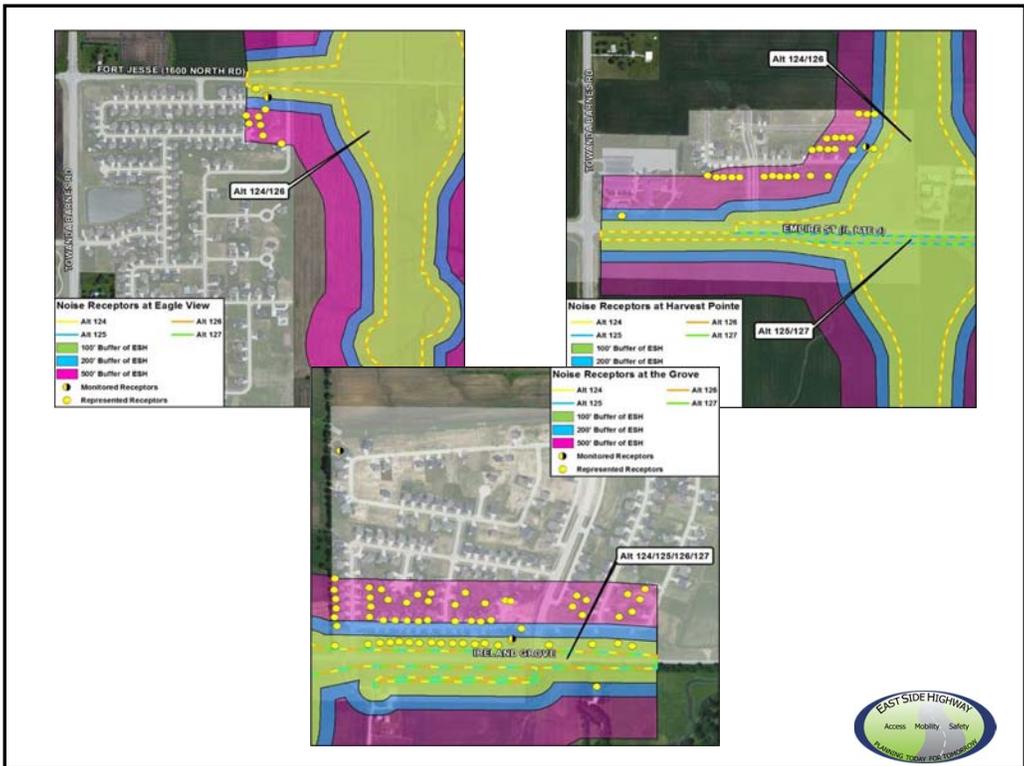
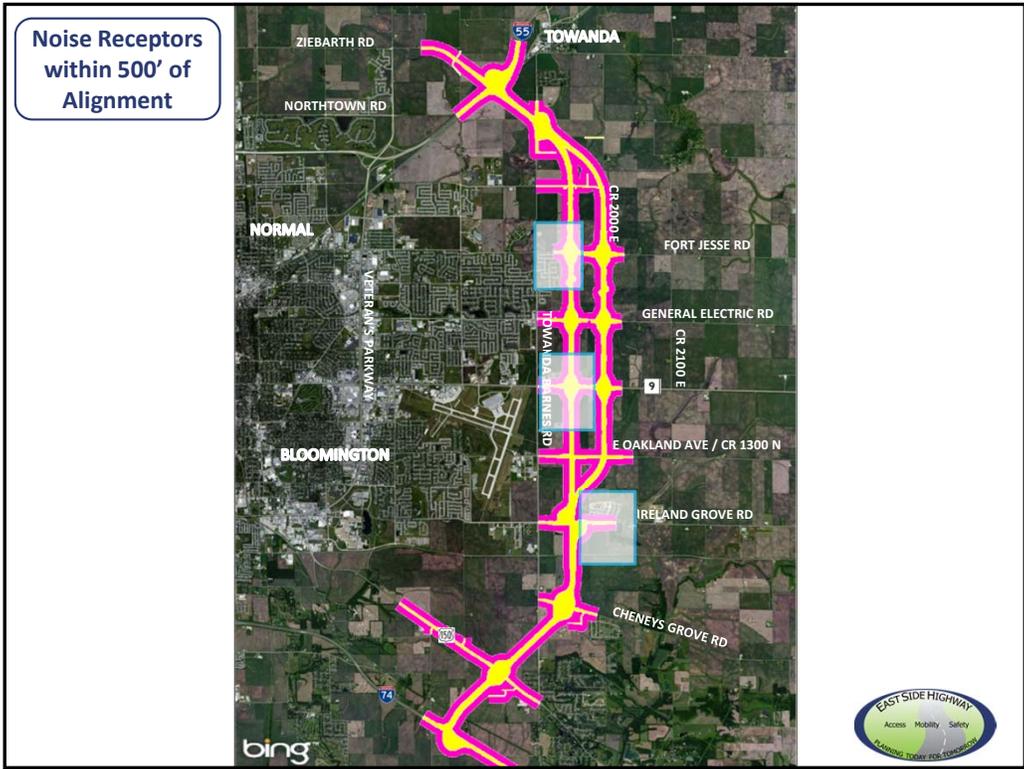
ENVIRONMENTAL ASSESSMENT ANALYSIS CRITERIA

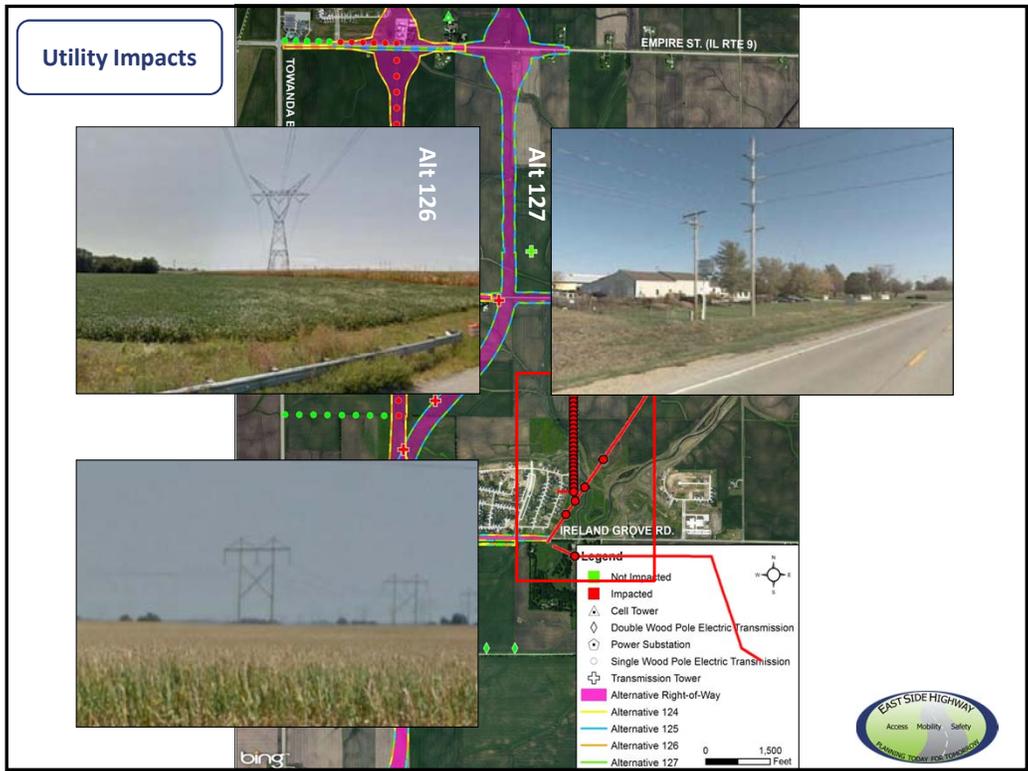


I-55 Operational and Wetlands Impacts







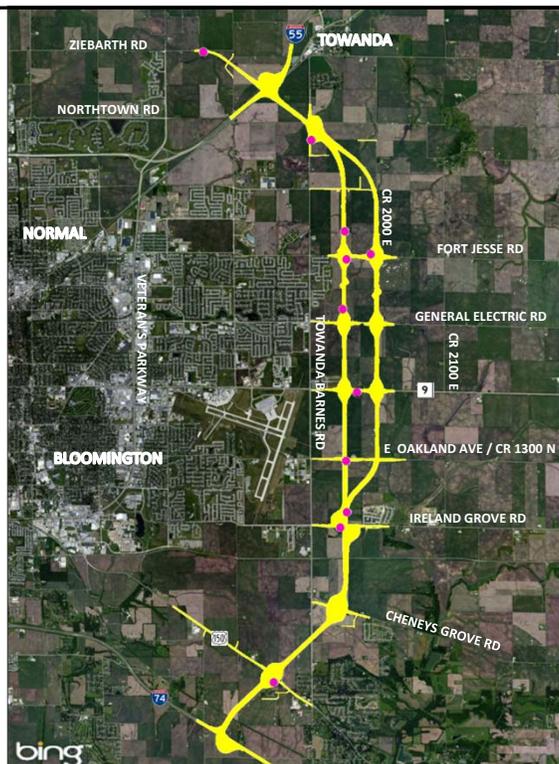


AGRICULTURAL IMPACTS SUMMARY

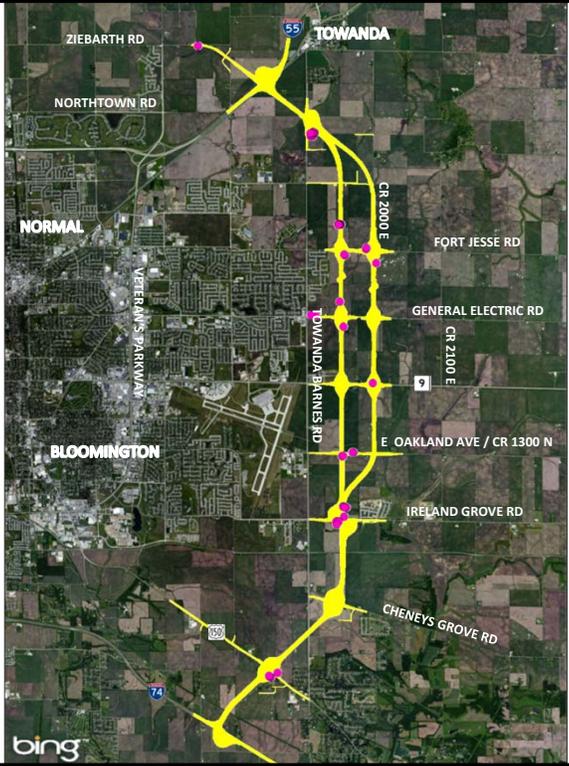
Category	Alternative	
	126	127
Prime and Important Farmland (acres)	832	859
Farm Residences (number)	10	6
Farm Outbuildings (number)	42	30
Diagonal Severances (number of tracts)	10	11
Lateral Severances (number of tracts)	4	1
Severance Management Zones (acres)	40	53
Adverse Travel (miles)	21.5	22.8
Tracts with Access Change (number of tracts)	11	9
Farms Otherwise Affected (acres)	100	109
Uneconomical Remnants (number)	22	27
Landlocked Parcels (acres)	181	234



Farms Residence Displacements



**Farm
Outbuilding
Displacements**



**Alternative 127
Connection to
CR 2000 E**



CR 2000 E



Facing south from General Electric Road



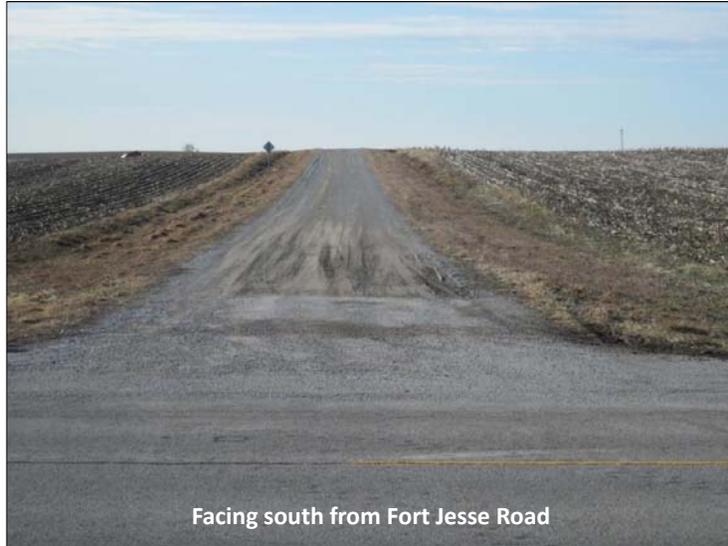
CR 2000 E



Facing north from General Electric Road



CR 2000 E



Facing south from Fort Jesse Road



CR 2000 E



Facing north from Fort Jesse Road



ENVIRONMENTAL IMPACTS SUMMARY

- Alternatives 124 and 125 have higher wetland impacts and have a skewed interchange and were removed from further consideration.
- Alternative 127 has fewer impacts to wetlands, residences, businesses, utility infrastructure, special waste sites, and fewer noise receptors within 500 feet than Alternative 126.
- Agricultural impacts are mixed between Alternatives 126 and 127.



PREFERRED ALTERNATIVE SELECTION

Factors for consideration in selection:

1. Compatibility with Purpose and Need
2. Environmental Impacts
- 3. Sustainability**
4. Compatibility with Community Plans
5. Stakeholder Input



ENVIRONMENTALLY SENSITIVE AREAS

Ireland Grove Road – Kickapoo Creek

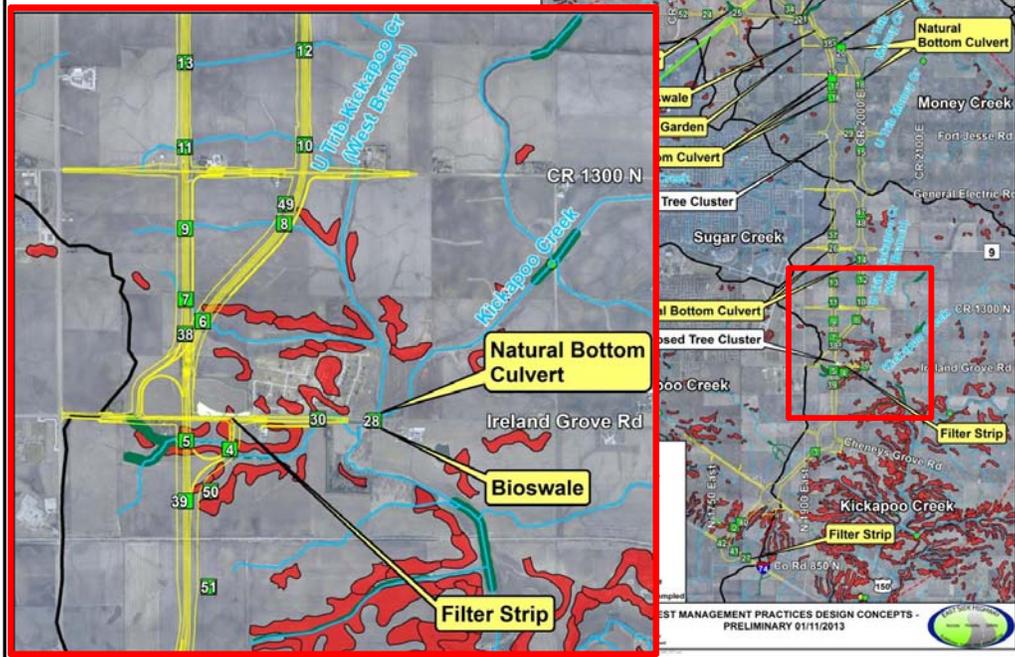
- Highly erodible soils
- Watershed group concerns
- Sustainability Focus Working Group's environmental concerns :
 - Water quality (chloride runoff, highly erodible soils)
 - Fish passage
 - Prairie areas (natural and restored)
 - Increased tree mitigation ratio
 - Native plantings
 - Potential T&E species



Water Quality: Highly Erodible Soils



IRELAND GROVE ROAD AND KICKAPOO CREEK

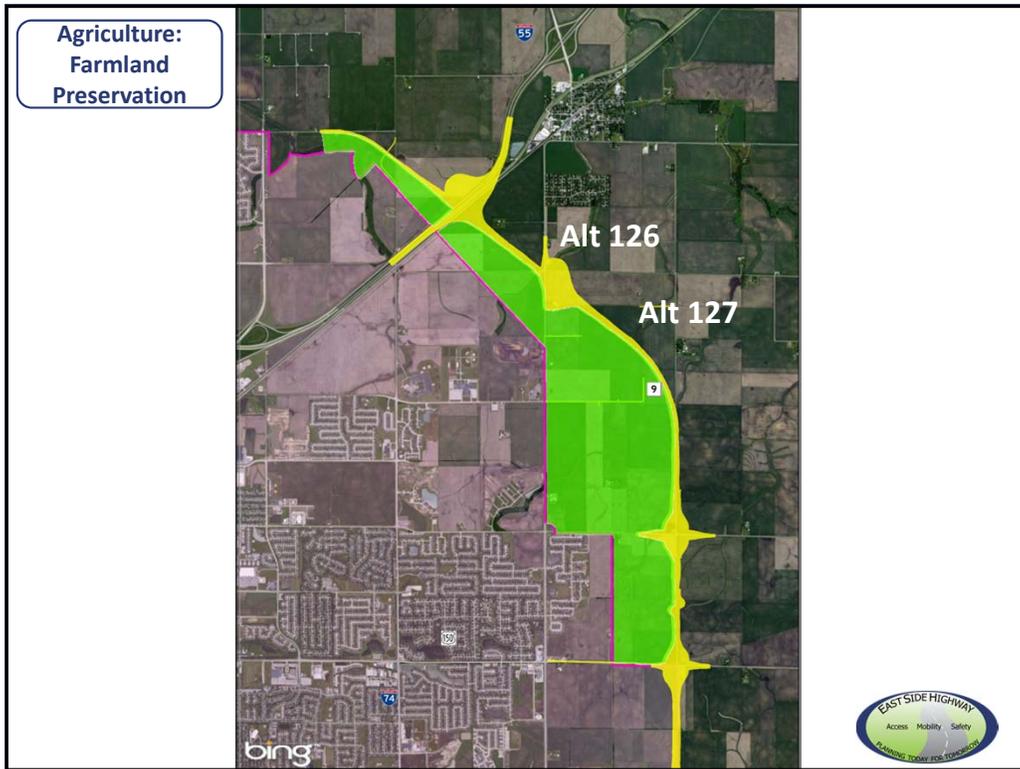


BEST MANAGEMENT PRACTICES

BMPs in consideration for Preferred Alternative

- Natural bottom culverts
- Evaluate velocity of flow to protect Kickapoo Creek at The Grove
- Filter strips along Ireland Grove Road
- Bioswales
- Stormwater detention in compliance with FAA wildlife hazard limitations
- Permeable pavement for bicycle facilities





SUSTAINABILITY SUMMARY

- Alternative 127 requires slightly more pavement and ROW than Alternative 126.
- Alternative 127 is located further east of the 2035 Land Use Plan
- BMP's for water quality will be considered for the Preferred Alternative
- Bike Trail features to expand the existing trail system

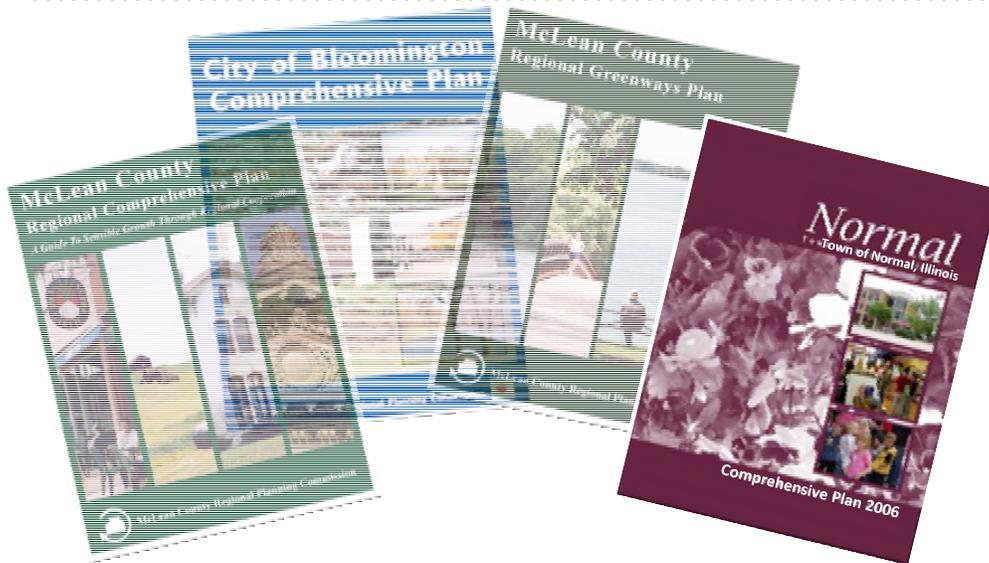
PREFERRED ALTERNATIVE SELECTION

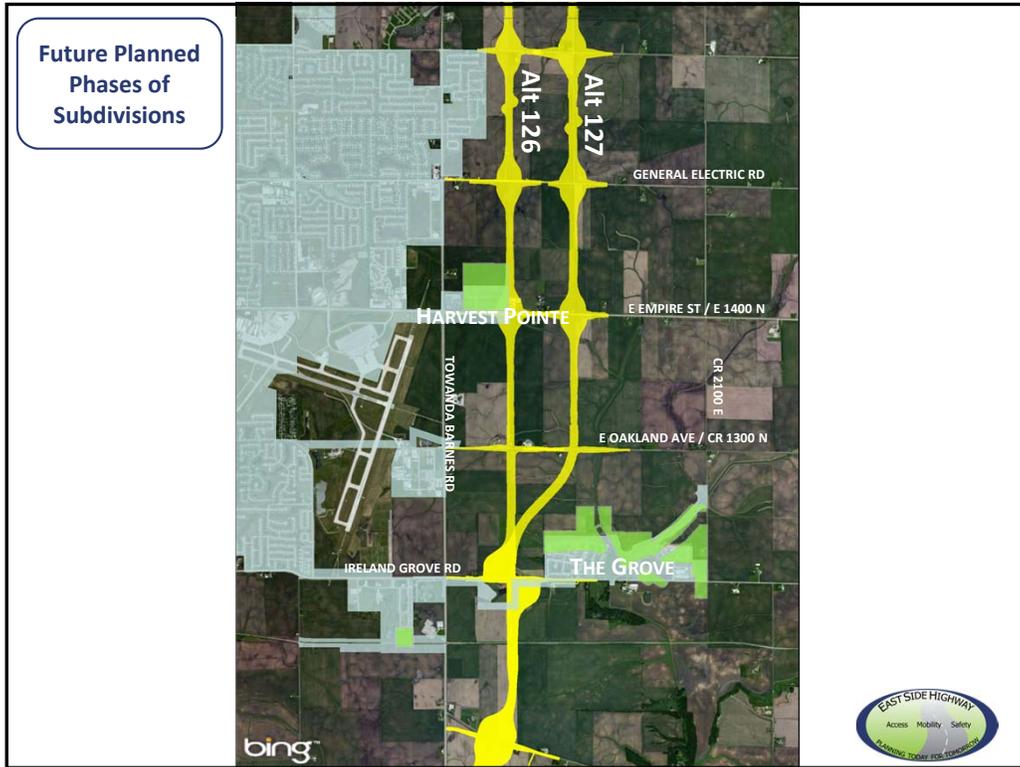
Factors for consideration in selection:

1. Compatibility with Purpose and Need
2. Environmental Impacts
3. Sustainability
- 4. Compatibility with Community Plans**
5. Stakeholder Input



COMPATIBILITY WITH COMMUNITY PLANS





COMPATIBILITY WITH COMMUNITY PLANS SUMMARY

- Continued growth on east side and conversion of farmland, regardless of the ESH.
- Alternative 127 is farther east of the 2035 Land Use Plan boundary in the northern project area.
- Alternative 127 has no direct impact on planned development of area subdivisions.

PREFERRED ALTERNATIVE SELECTION

Factors for consideration in selection:

1. Compatibility with Purpose and Need
2. Environmental Impacts
3. Sustainability
4. Compatibility with Community Plans
5. **Stakeholder Input**

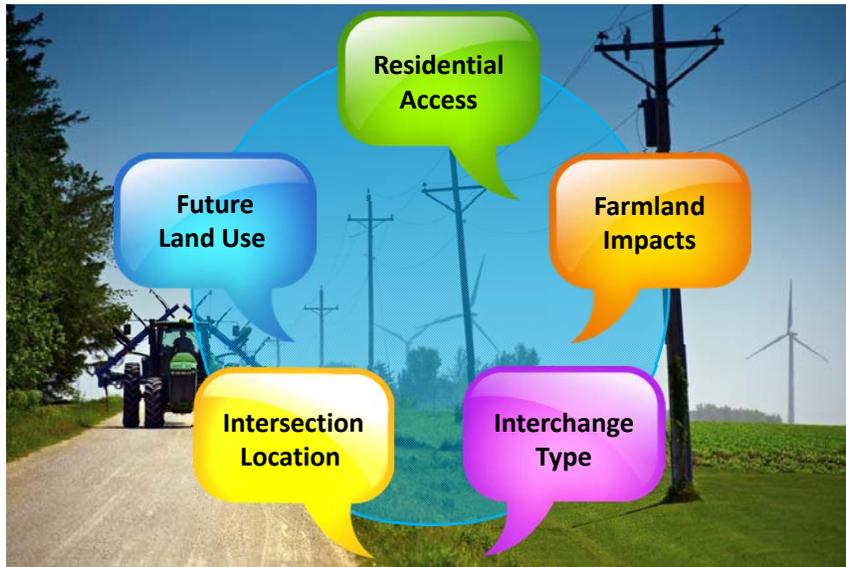


STAKEHOLDER INPUT

1. Focus Working Groups (FWGs)
2. Public Information Meeting (PIM)
3. Agency Outreach



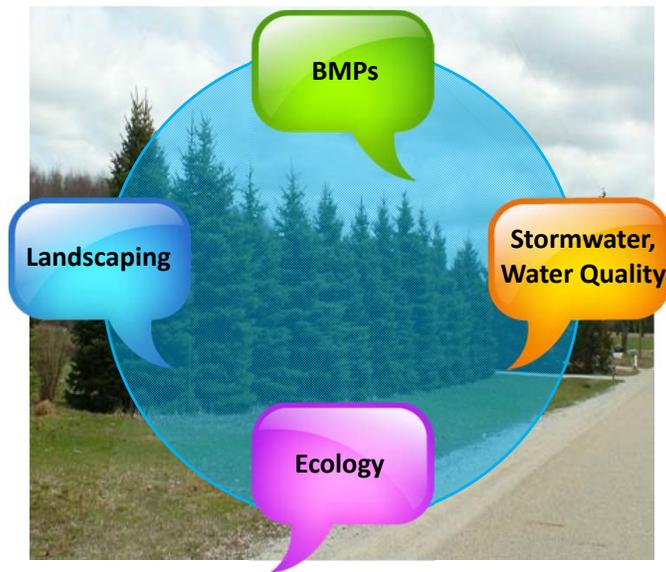
LAND USE AND ACCESS MANAGEMENT FWG



ALTERNATIVE MODES FWG



SUSTAINABILITY FWG



Shared Use Trail

ZIEBARTH RD.

NORTHTOWN RD.

TOWANDA

TOWANDA BARNES RD.

CR 2000 E

CR 2100 E

CR 2300 E

FORT JESSE RD.

GENERAL ELECTRIC RD.

OAKLAND AVE / CR 1300 N

IRELAND GROVE RD.

CHENEYS GROVE RD.

DOWN

56

55

74

63

74

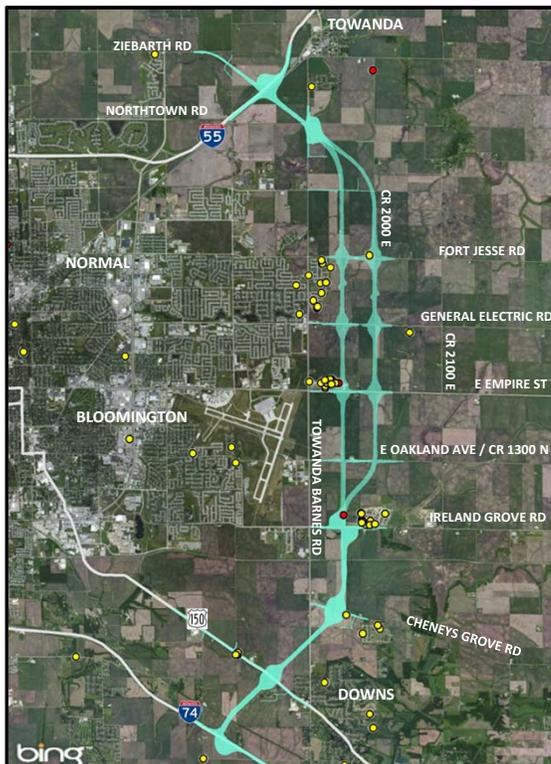
PUBLIC INFORMATION MEETING (PIM) #5

Environmental Assessment Analysis

- June 19, 2013
- 230 attendees

Public Comments

- 115 comments received



- One comment submitted from address
- Two or more comments submitted from address



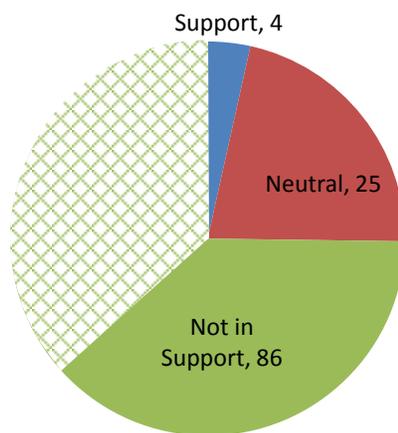


- One comment submitted from address
- Two or more comments submitted from address



PIM #5

115 people who submitted comments:



Of the 86 not in support, 43 stated that they or their property is affected or impacted



PREFERRED ALTERNATIVE

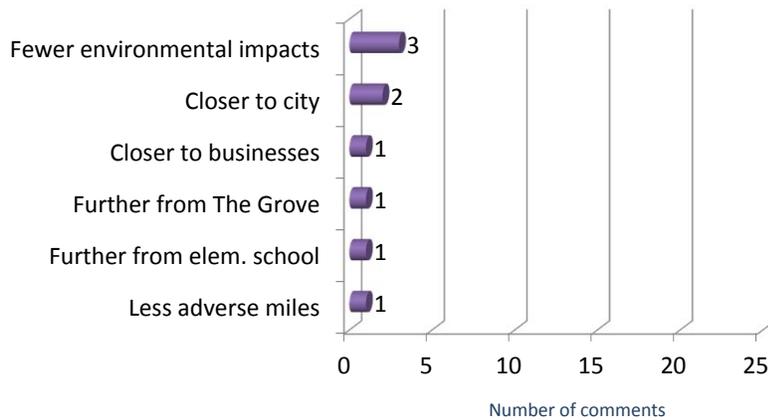
Of the total 115 comment:

- 9 Prefer Alternative 126
- 44 Prefer Alternative 127
- 57 Prefer No Build / Neither alternative
- 33 Proposed different alternatives/refinements
- 29 Did not comment on the alternatives



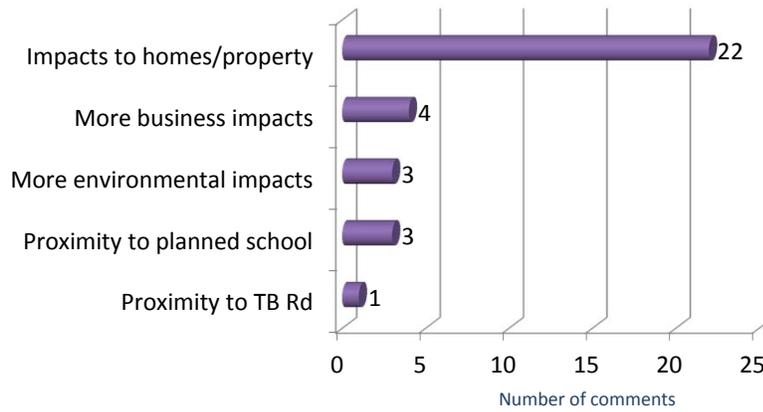
ALTERNATIVE 126

Reasons for Support (9 Comments)



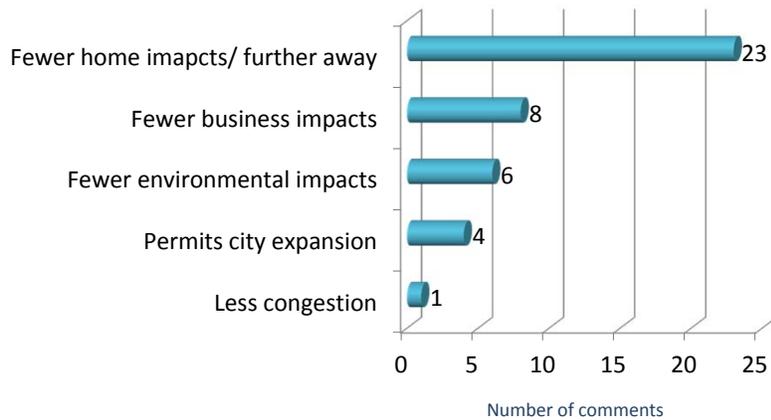
ALTERNATIVE 126

Reasons Against (22 Comments)



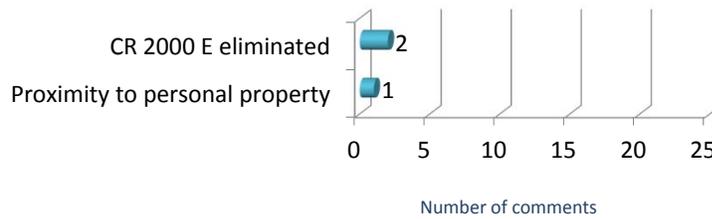
ALTERNATIVE 127

Reasons for Support (44 Comments)



ALTERNATIVE 127

Reasons Against (3 Comments)



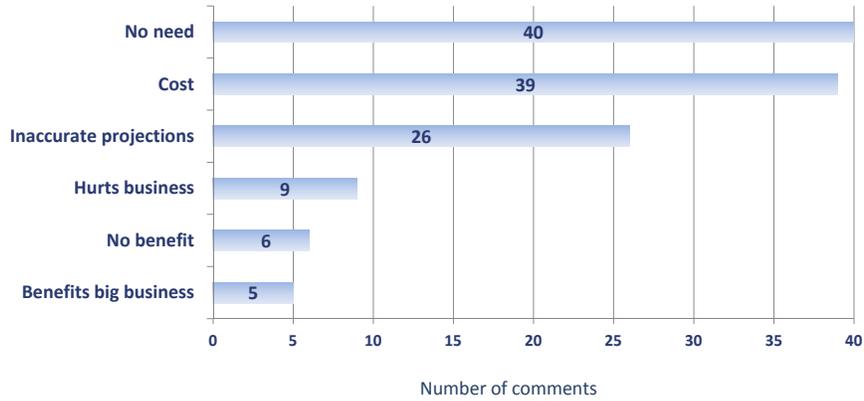
OTHER ALTERNATIVES

Of the 115 total comments, 33 suggested other alternatives or alternative refinements

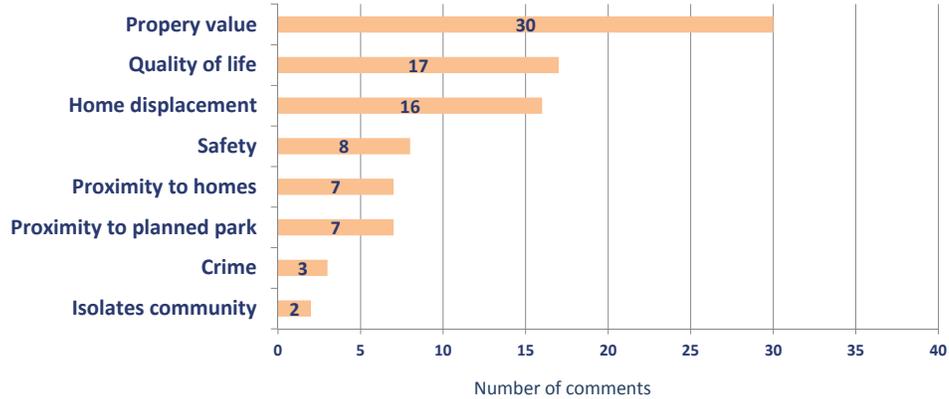
The suggestions and refinements did not meet the Purpose & Need, or were considered during the alternative development, evaluation, or refinement process and were eliminated.



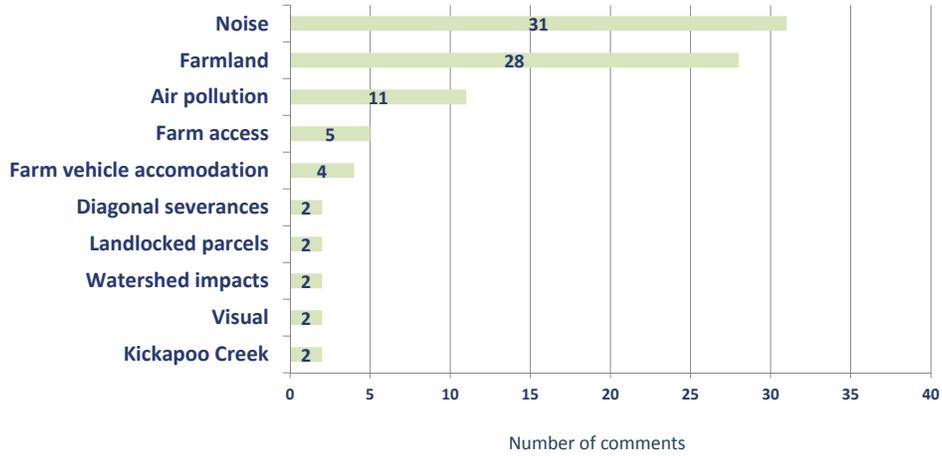
GENERAL CONCERNS



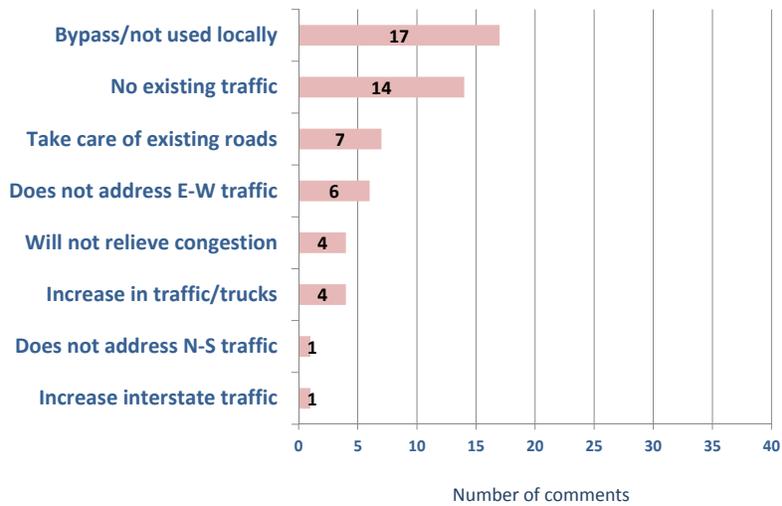
RESIDENTIAL CONCERNS



ENVIRONMENTAL CONCERNS



TRAFFIC CONCERNS



PIM #5

The majority of commenters were against the highway or did not see the need for the road.

The purpose of the EA is to identify and protect a corridor. If the increased growth and traffic does not occur in the future, the ESH will not be constructed.



AGENCY OUTREACH

- **Towanda:** no preference
- **Downs:** choose alternative with fewest home impacts
- **CIRA**
- **Farm Bureau**
- **Friends of the Kickapoo Creek:** prefer No Build, revise Land Use Plan, Alternative 126 over 127; concerned with Kickapoo Creek watershed
- **Chamber of Commerce:** Agree with need to continue project; no input on a Preferred Alternative
- **Economic Development Council**
- **State Farm**



STAKEHOLDER INPUT SUMMARY

- **FWG** input was used to modify alternatives
- **June 19, 2013 PIM**
 - Majority of comments were against project (if future traffic does not warrant an ESH, the project will not be built)
 - Greater support for Alt 127
- **Agency Outreach** is ongoing



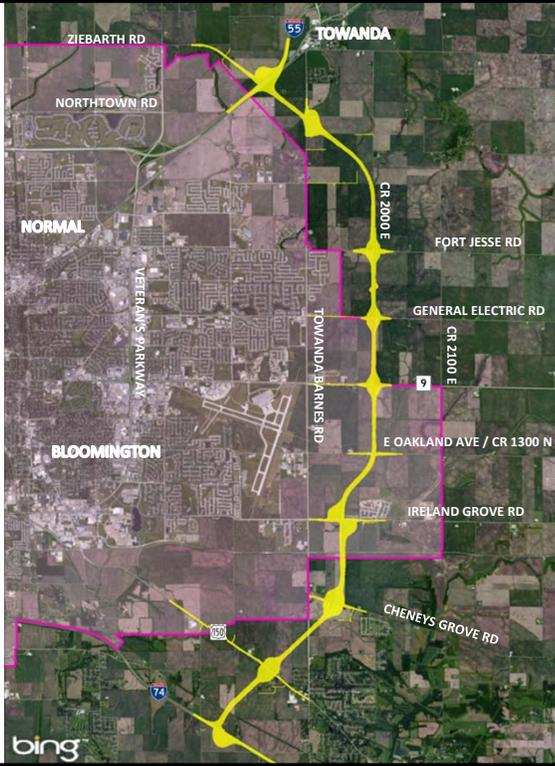
PREFERRED ALTERNATIVE RECOMMENDATION

Alternative 127 is the recommended preferred alternative corridor.

- Fewer impacts to wetlands, residential and business displacements, utility infrastructure, and special waste sites
- Farther from existing residences and fewer noise receptors within vicinity
- No direct impact to planned subdivision development
- Greater public support



Alternative 127 is Recommended as the Preferred Alternative Corridor



TIMELINE



- Public Information Meeting (PIM)
- Study Milestone
- Public Hearing



**IDOT District 5, McLean County
East Side Highway near Bloomington, Illinois
Environmental Assessment
Concurrence – Preferred Alternative**

DECISIONS:

The following agencies concurred with the preferred alternative: USACE, USFWS, USEPA, IDNR.

IDOA pending further internal coordination.

NEXT STEPS:

An environmental assessment is anticipated to be out for public comment in the 2nd quarter of 2014.

DISCUSSION:

The project received concurrence on the Reasonable Range of Alternatives at the March 2, 2012 NEPA/404 Merger Meeting. The purpose of this meeting was to seek concurrence on the East Side Highway (ESH) Preferred Alternative.

Jerry Payonk of Clark Dietz, Inc. gave a PowerPoint presentation that included the following information:

- Project History
- Purpose and Need
- Environmental Impacts
- Stakeholder Input
- Recommended Preferred Alternative

Alternatives 124, 125, 126, and 127 were developed to meet the Purpose and Need of the project while avoiding and minimizing resource impacts. The differentiating resources used to determine the Preferred Alternative were wetlands, special waste, residential displacements, business displacements, utility infrastructure impacts, noise receptors, agricultural resource impacts, geometric design, and sustainability features.

Alternative 127 is recommended as the Preferred Alternative as it minimizes impacts to wetlands, residential displacements, business displacements, utility infrastructure, and special waste sites, and has fewer noise receptors within 500 feet. Agricultural effects are mixed, considering farm operation impacts versus land displacements. The continued growth on the east side of Bloomington-Normal has preceded the ESH corridor planning, and Alternative 127 provides for the best opportunity to serve forecasted growth while minimizing impacts to the community and the environment.

The following questions were addressed during and after the presentation:

Q: Does the project team have a timeframe in mind for the Finding of No Significant Impact (FONSI)?

A: The project team anticipates the draft FONSI being presented in November of 2014.

Q: Did the people who recommended Lexington-Leroy as an alternative say that they would use it?

A: The majority people who recommended the Lexington Leroy live close to Bloomington-Normal and would not benefit from having an alternative 5 miles to the east. The recommendation seemed to arise from the desire to place the ESH as far away from residences as possible.

Q: How will the agricultural land east of Alternative 127 be protected from development?

A: The McLean County 2035 Land Use Plan identifies where development can occur and anything outside of the limits is zoned for agriculture. If a developer wants to use this land for a purpose other than agriculture he/she must petition the McLean County Board for a zoning variation.

Q: Does reserving right-of-way mean that it will be purchased?

A: If the ESH falls under IDOT jurisdiction, the project team can seek corridor protection through IDOT which does not require purchasing right-of-way at this time. If the ESH remains under McLean County jurisdiction, a centerline can be platted to inform future developers of the location of the ESH. In either case, anyone wanting to build within the corridor would need permission to build from either IDOT or McLean County. However, some funds do currently exist to compensate homeowners for hardship cases where the ESH location has prevented them from selling their home.

Q: If the traffic growth projections come to fruition, what threshold must be met before the ESH can be constructed?

A: The McLean County develops an annual roadway maintenance budget and allocates funds for specific roadway projects across the county. At some point it will become apparent that the roadways on the east side of Bloomington-Normal are becoming too expensive to maintain due to the increased traffic. This may prompt the construction of the ESH to handle the increased traffic and provide relief to the existing roadway system.

Q: Has the project team received any more information on the historic property (Duncan Manor)?

A: The project team has not heard anything from the current owners of Duncan Manor and probably will not hear anything until the property has sold. It should be noted that the structure itself is approximately 500 feet from the ESH right-of-way.

Q: Did any of the four remaining alternatives impact centennial farms?

A: All four remaining alternatives impacted 5 centennial farms. Since they all impacted an equal number, centennial farms was not used as a differentiator to eliminate alternatives.

Q: What were the total wetland impacts for Alternatives 126 and 127?

A: Alternative 126 impacted 0.7 acres and Alternative 127 impacted 0.0003 acres

Q: Were there any major stream re-alignments for Alternative 127?

A: At this time, Alternative 127 avoids all major branches of Kickapoo Creek and impacts only minor tributaries and farm drainage swales. All drainage will be handled with box or pipe culverts.

Concurrence on the Preferred Alternative was granted by all reviewing agencies except the Department of Agriculture, which will give a formal response after they have reviewed the NEPA presentation.

Postscript: At the 11/22/13 Project Study Group Meeting, Heidi Liske of the FHWA informed the group that concurrence had been received from the Department of Agriculture.

FEDERAL AND STATE AGENCY MEETING

FIELD REVIEW

FEBRUARY 15, 2012



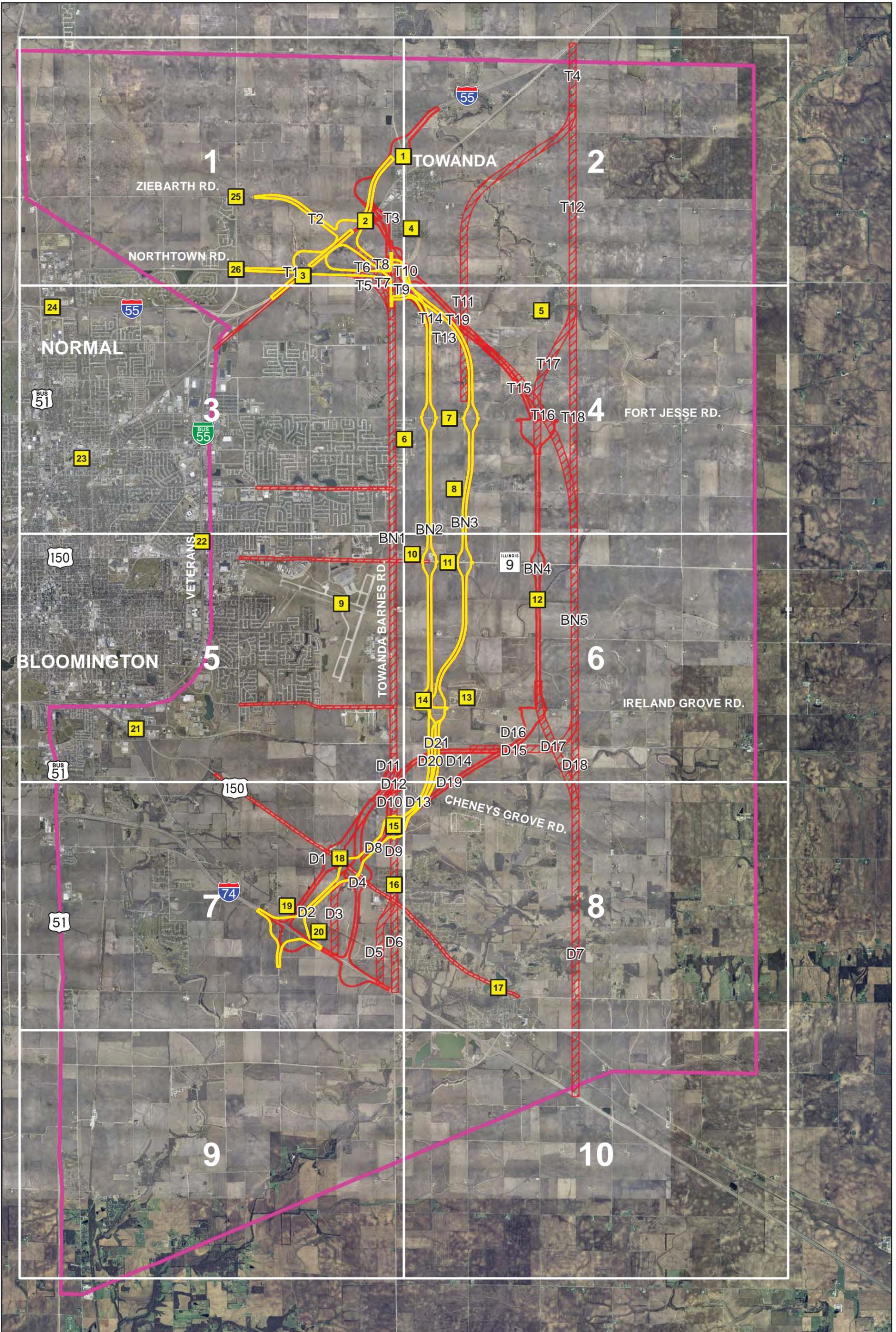
ESH EA Field Visit

Date: February 15, 2012
Subject: ESH EA – Agency Field Visit Location Description Key

Point of Interest	Description	Notes
1	Village of Towanda, Old Rt. 66	
2	Remnant prairie (Site 3 in 2011 INHS botanical report); located between Old Rt. 66 and Union Pacific railroad; 1.05 miles (4.9 acres); natural quality ranged from grade C+ (mid-successional or moderately to heavily disturbed communities) to D (early successional to severely disturbed communities)	
3	Remnant prairie (Site 2 in 2011 INHS botanical report); located between Old Rt. 66 and Union Pacific railroad; 1.7 miles (7.2 acres); natural quality ranged from grade C+ (mid-successional or moderately to heavily disturbed communities) to D (early successional to severely disturbed communities)	
4	Lamplighter subdivision along east side of Towanda Barnes Road	
5	Money Creek crossing at E 1750 N bridge (Site FS508-19 in 2011 INHS aquatic report); state-threatened slippershell mussel (<i>Alasmidonta viridis</i>) specimen identified; fewest number of total individuals and total number of taxa of all sites investigated degraded stream habitat and erosion from cattle	
6	Eagle View and Eagle View Estates subdivisions east of Towanda Barnes Road and south of Fort Jesse Road	
7	Proposed interchanges at Fort Jesse Road	

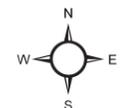
8	General Electric Road	
9	Central Illinois Regional Airport (CIRA) west of Towanda Barnes Road	
10	Harvest Point subdivision along north side of Empire Road (IL 9)	
11	Proposed interchanges at Empire Road	
12	Kickapoo Creek crossing along N 2100 E Road (Section BN4)	
13	The Grove subdivision, Benjamin Elementary School along the north side of Ireland Grove Road, and a tributary of Kickapoo Creek	
14	Proposed interchanges at Ireland Grove Road	
15	Proposed interchange at Towanda Barnes Road	
16	Subdivisions east and west of Towanda Barnes Road	
17	Village of Downs; mesic/wet-mesic floodplain forest at Kickapoo Creek (Site 4 in 2011 INHS botanical report); located at U.S. Route 150 and Seminary Street; natural quality grade C (mid-successional or moderately to heavily disturbed communities); clear-cut swath within forest; FQI 30.8 (mean C 2.9)	

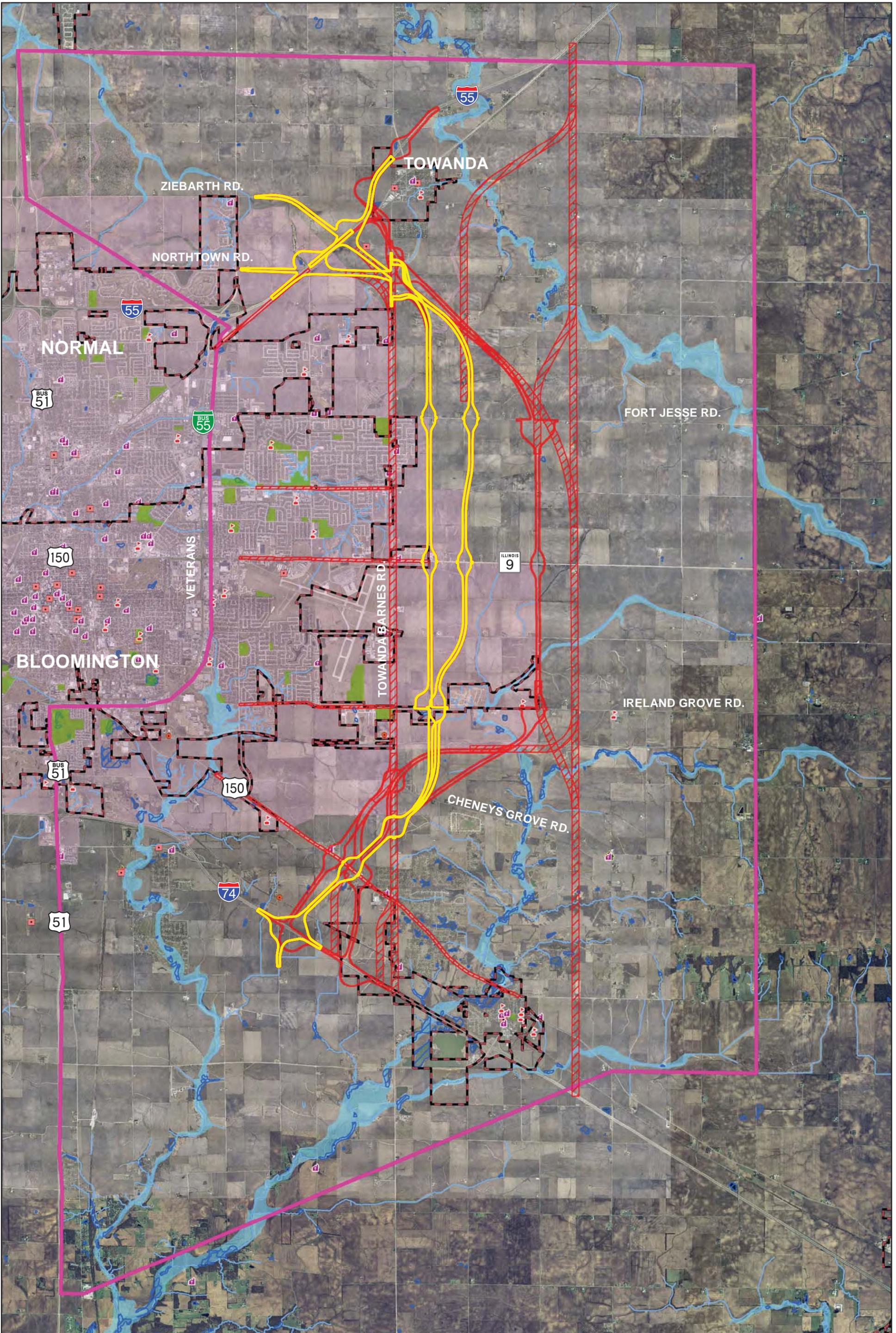
18	Proposed interchange at U.S. Route 150	
19	Remnant prairie (Site 1 in 2011 INHS botanical report); along abandoned railroad line; 0.19 acres; FQI 15.7 (mean C 2.4); natural quality ranged from grade C- to D; overgrown with woody species	
20	Proposed alignments and farm access	
21	State Farm Insurance corporate headquarters	
22	Veterans Parkway (Business I-55)	
23	Normal Multimodal Transportation Center	
24	Collector-distributor (C-D) road at I-55 and I-39	
25	Proposed connection at Ziebarth Road	
26	Proposed connection at Northtown Road	



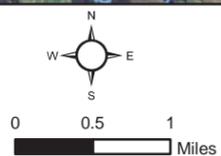
Map Key
February 15, 2012

- Legend**
- Alignments Moving Forward
 - Alignments Eliminated
 - Corridors Eliminated
 - Point of Interest
 - Project Study Area





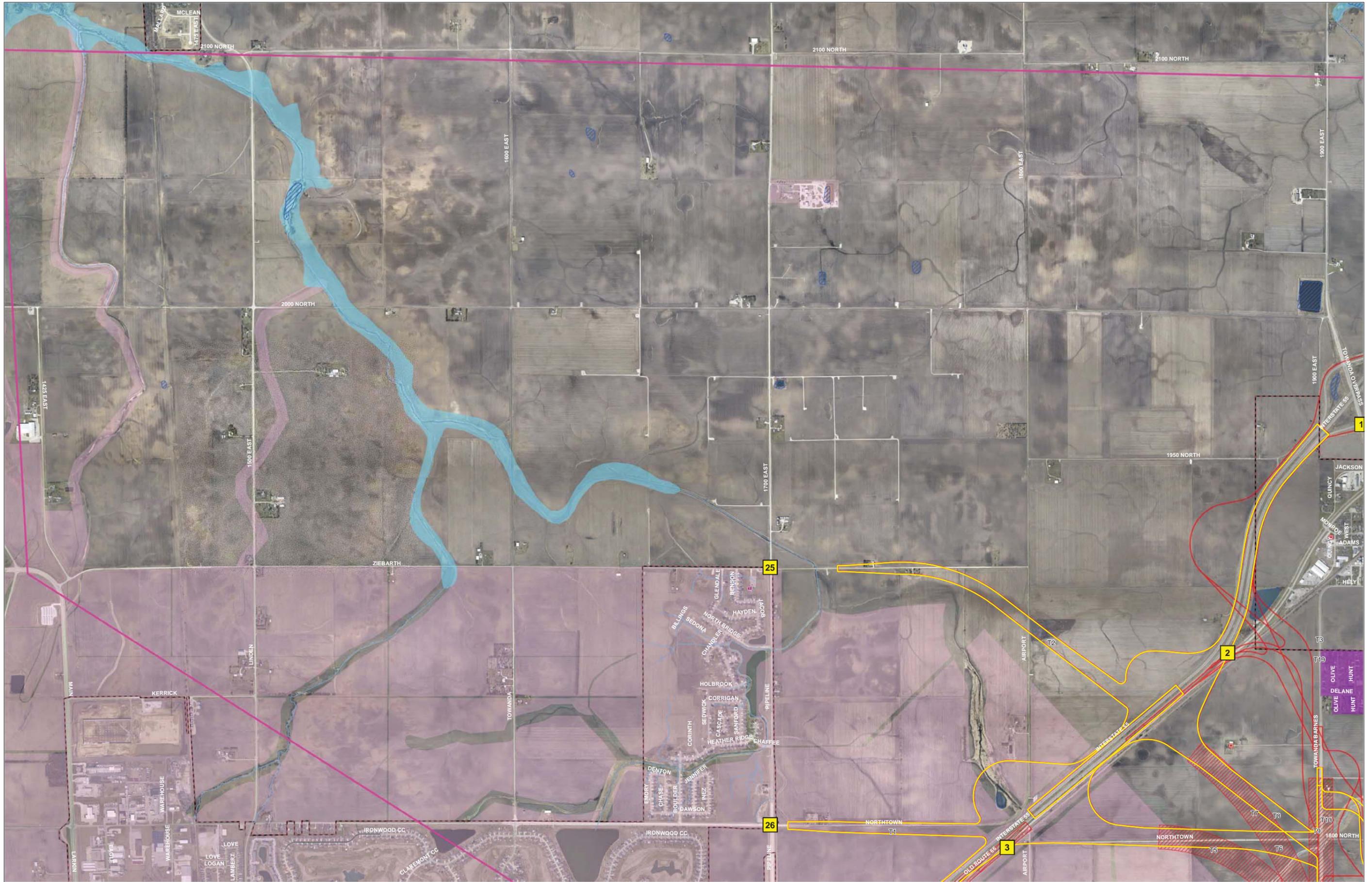
Resource Map
February 15, 2012



Legend

- | | | | |
|---------------------------|------------------------|---------------|---------------------|
| Alignments Moving Forward | Corporate Limits | Floodplain | Place of Worship |
| Alignments Eliminated | 2035 Land Use Boundary | Historic Site | Electrical Facility |
| Corridors Eliminated | NWI Wetland | Park | |
| Project Study Area | Stream | School | |





Legend

- | | | | | | | | |
|---------------------------|----------------------|------------------------|-------------|------------|------------------|---------------------|-------------------|
| Alignments Moving Forward | Corridors Eliminated | 2035 Land Use Boundary | NWI Wetland | Floodplain | School | Historic Site | Subdivision |
| Alignments Eliminated | Project Study Area | Corporate Limits | Stream | Park | Place of Worship | Electrical Facility | Point of Interest |

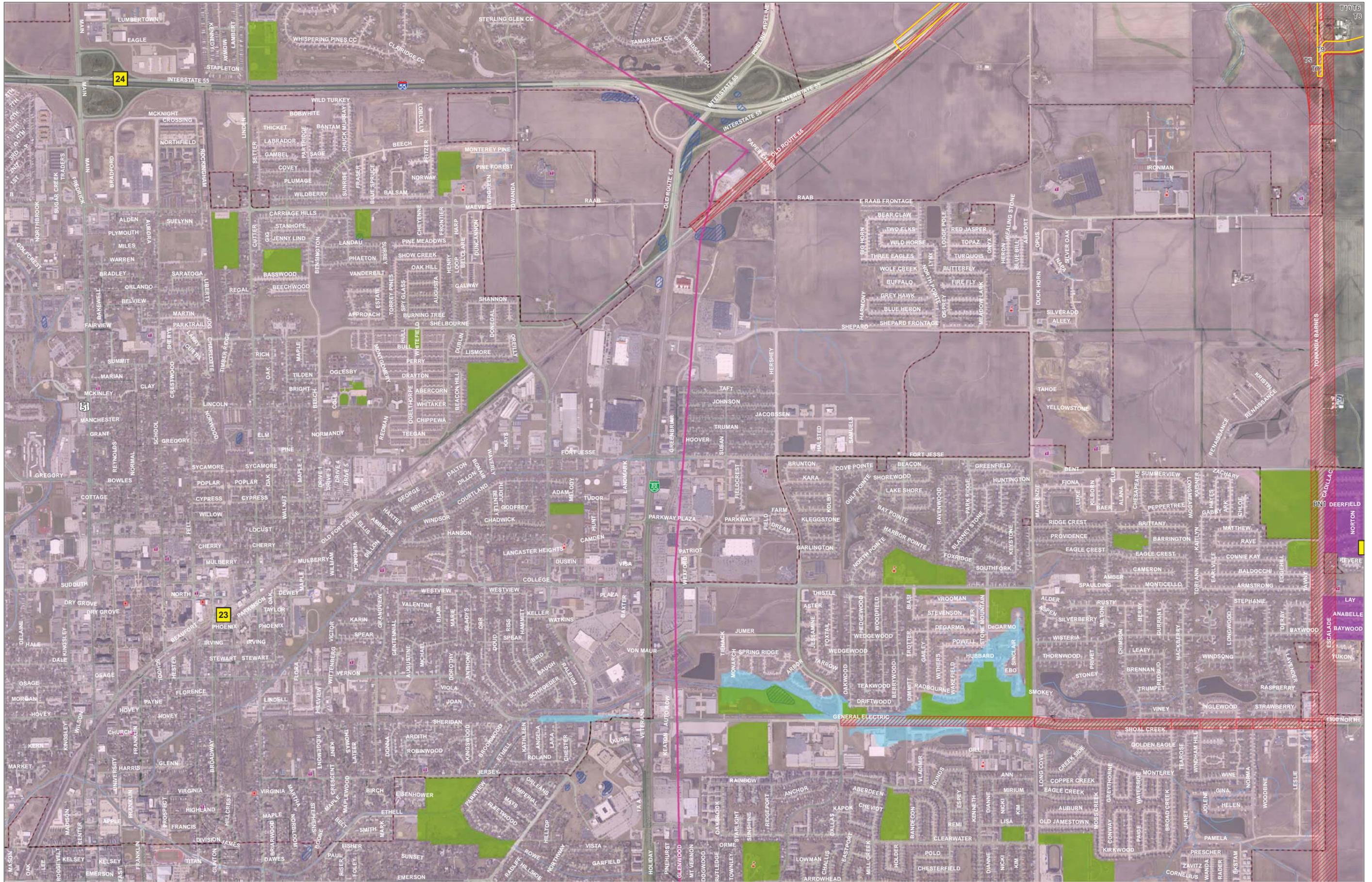




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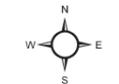
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| Alignments Moving Forward | Corridors Eliminated | 2035 Land Use Boundary | NW1 Wetland | Floodplain | School | Historic Site | Subdivision |
| Alignments Eliminated | Project Study Area | Corporate Limits | Stream | Park | Place of Worship | Electrical Facility | Point of Interest |

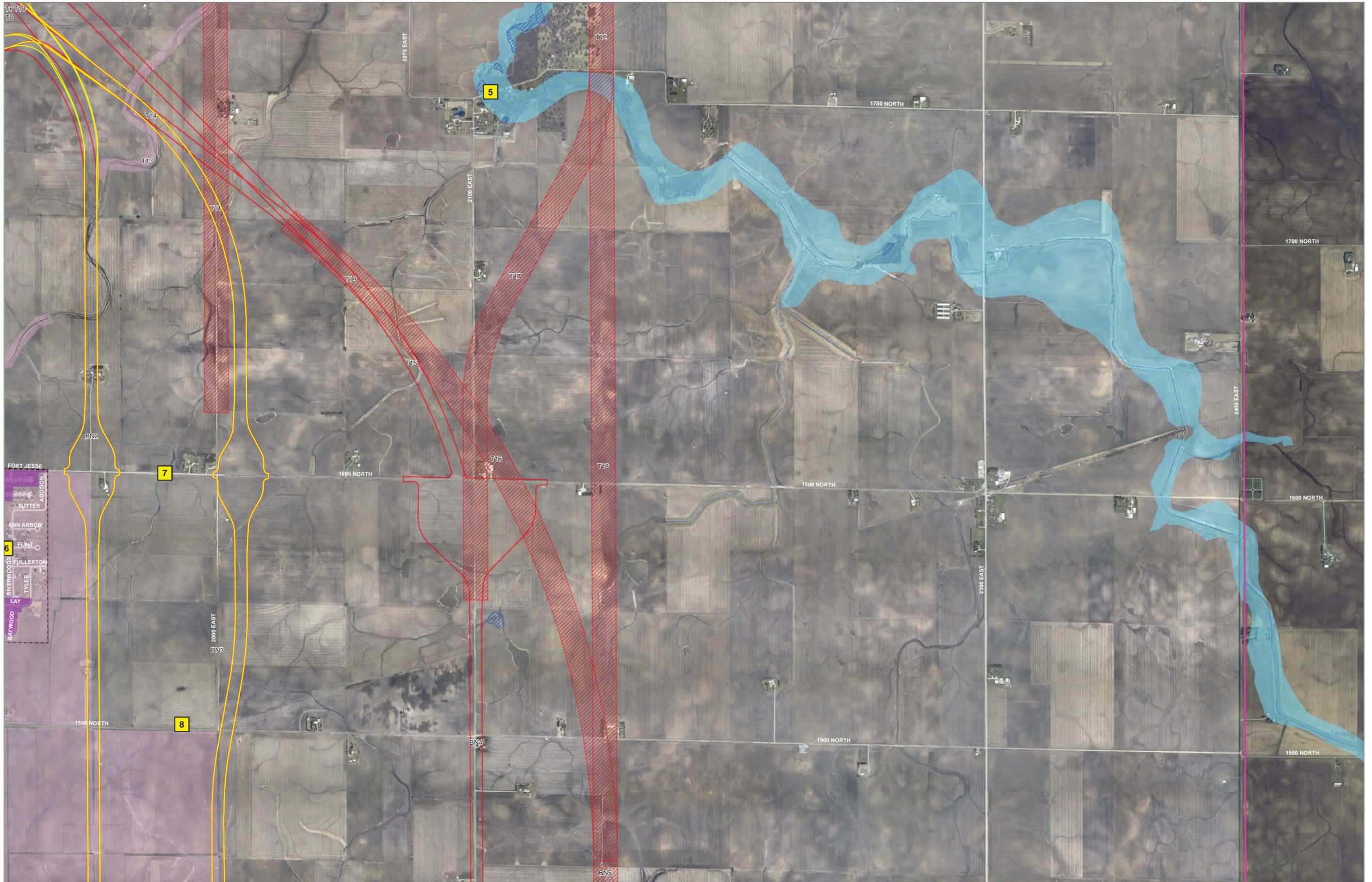




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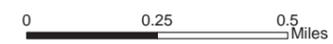
- Alignments Moving Forward
- Corridors Eliminated
- 2035 Land Use Boundary
- NWI Wetland
- Floodplain
- School
- Historic Site
- Subdivision
- Corporate Limits
- Stream
- Park
- Place of Worship
- Electrical Facility
- Point of Interest

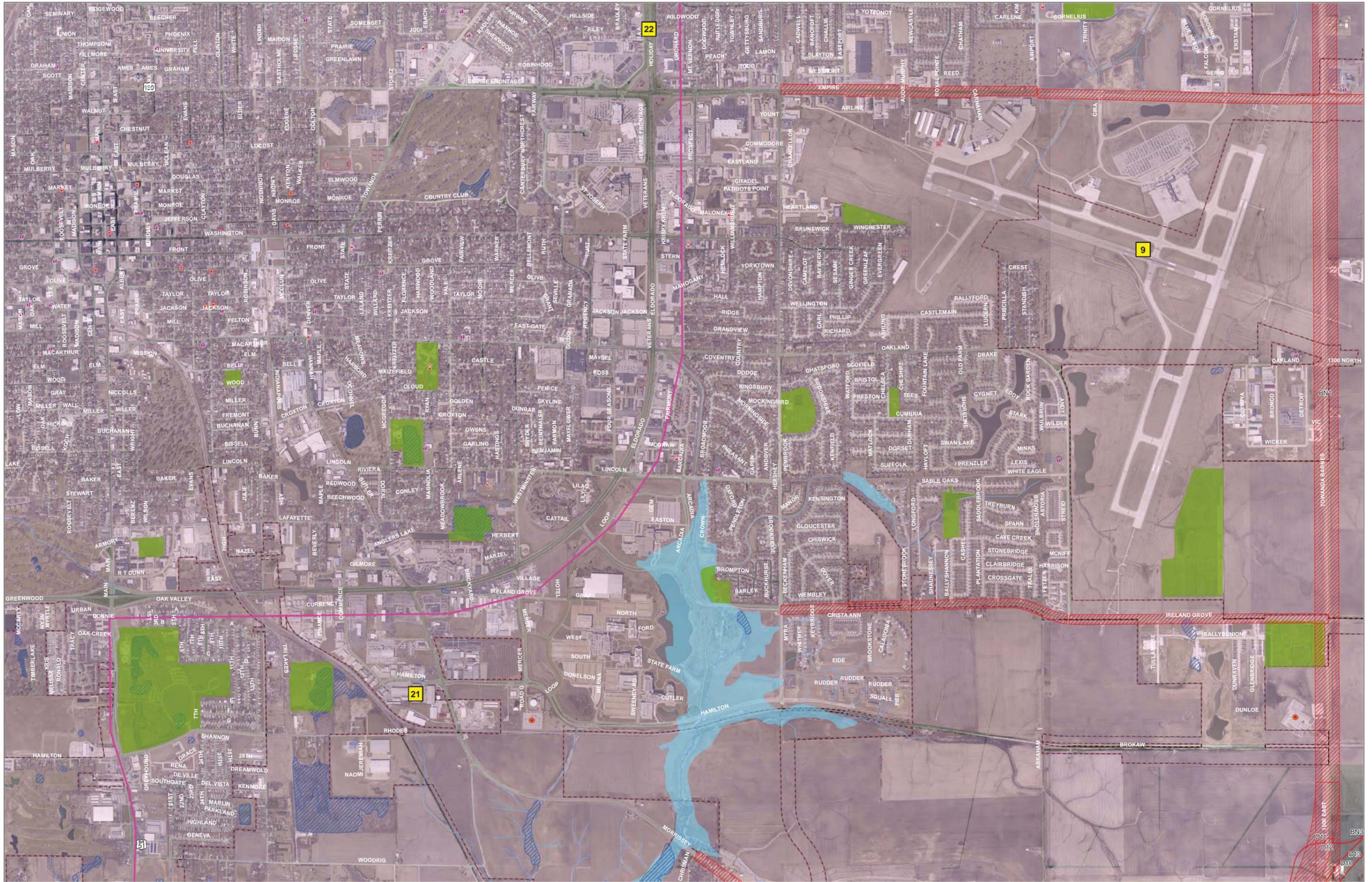




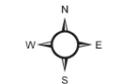
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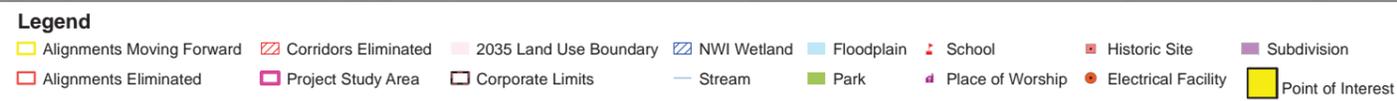
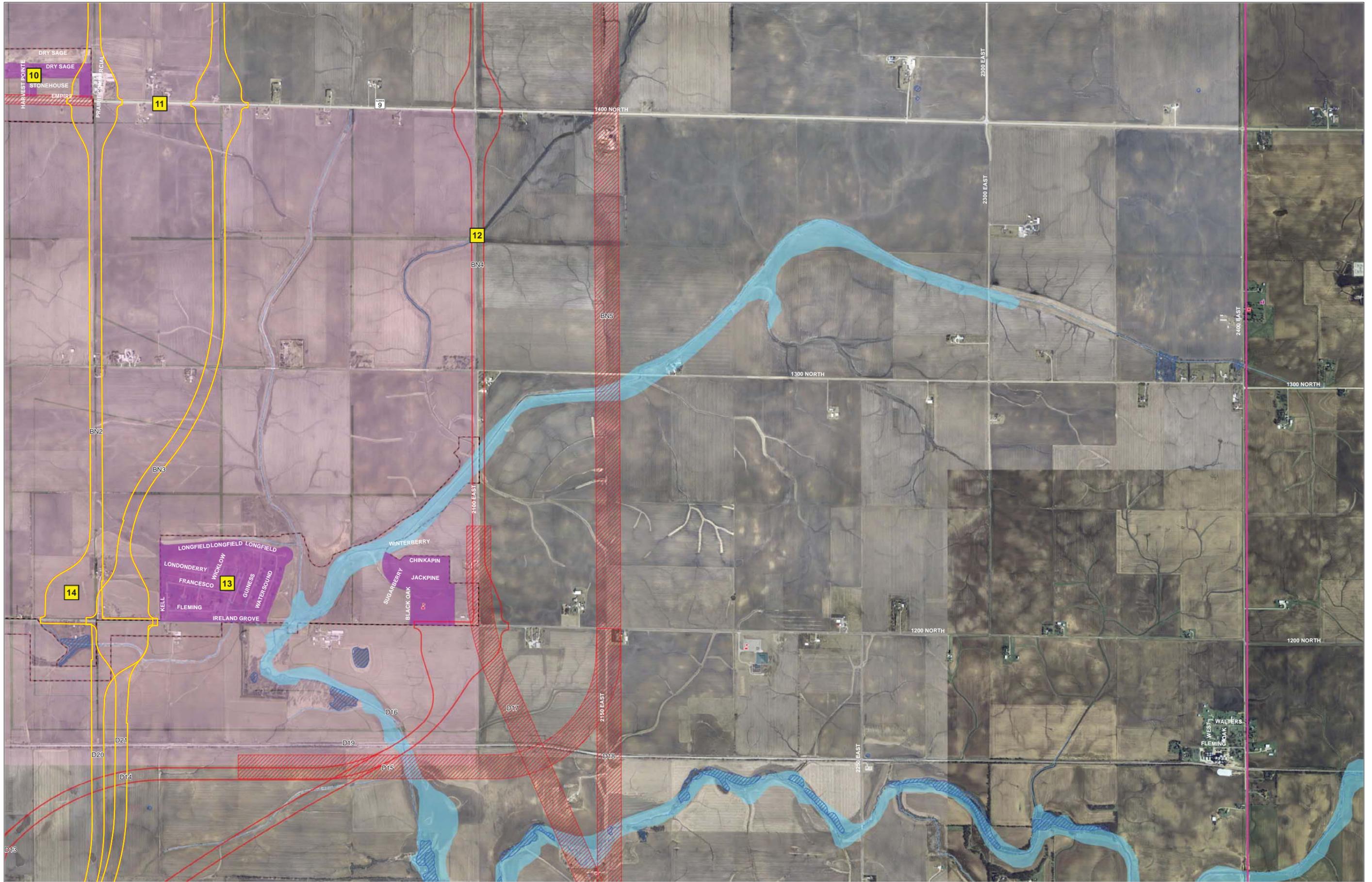
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|---------------------------|----------------------|------------------------|-------------|------------|------------------|---------------------|-------------------|
| Alignments Moving Forward | Corridors Eliminated | 2035 Land Use Boundary | NWI Wetland | Floodplain | School | Historic Site | Subdivision |
| Alignments Eliminated | Project Study Area | Corporate Limits | Stream | Park | Place of Worship | Electrical Facility | Point of Interest |

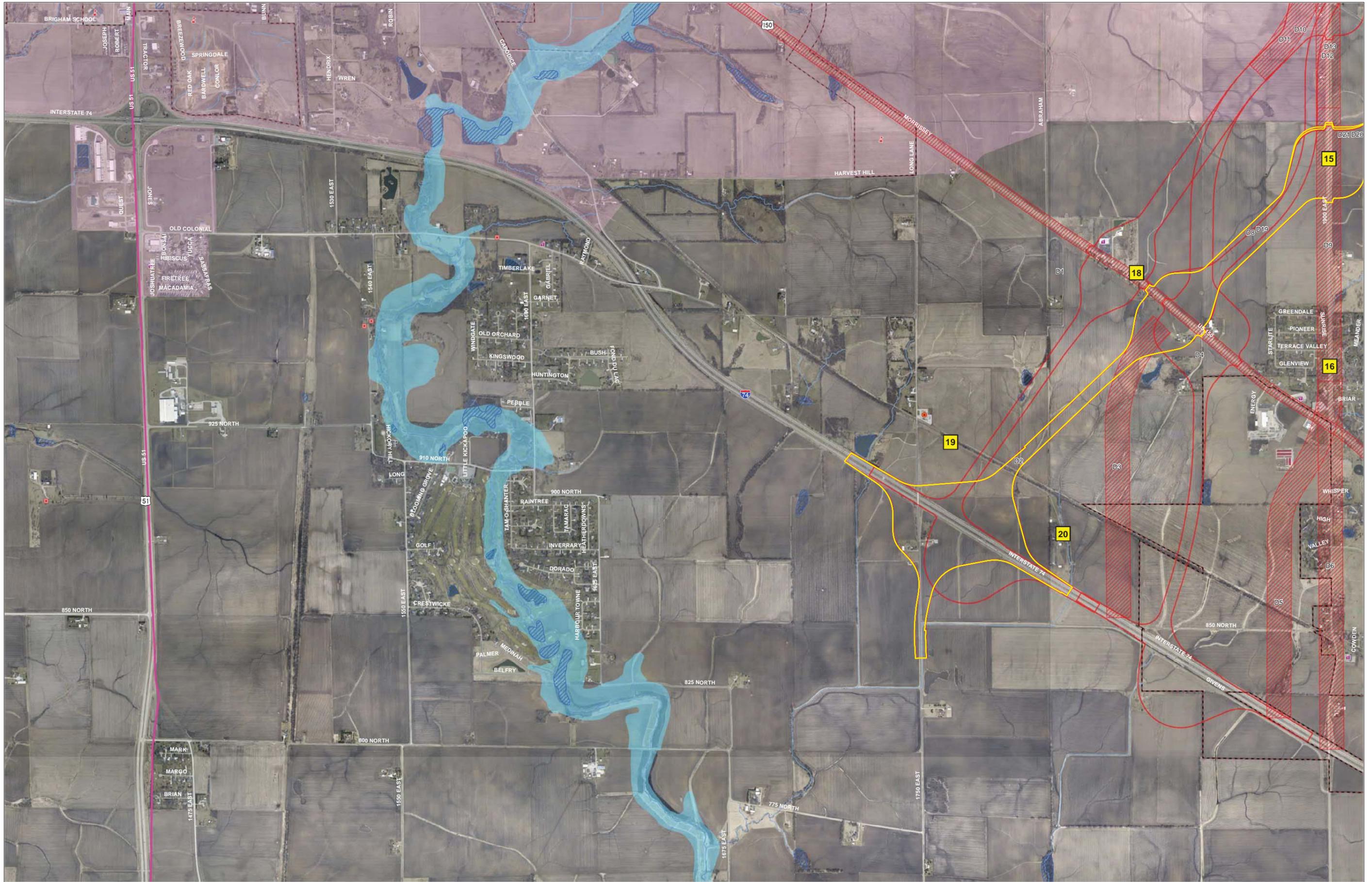




- Legend**
- Alignments Moving Forward
 - Corridors Eliminated
 - 2035 Land Use Boundary
 - NWI Wetland
 - Floodplain
 - School
 - Historic Site
 - Subdivision
 - Alignments Eliminated
 - Project Study Area
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Legend

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|---------------------------|----------------------|------------------------|-------------|------------|------------------|---------------------|-------------------|
| Alignments Moving Forward | Corridors Eliminated | 2035 Land Use Boundary | NWI Wetland | Floodplain | School | Historic Site | Subdivision |
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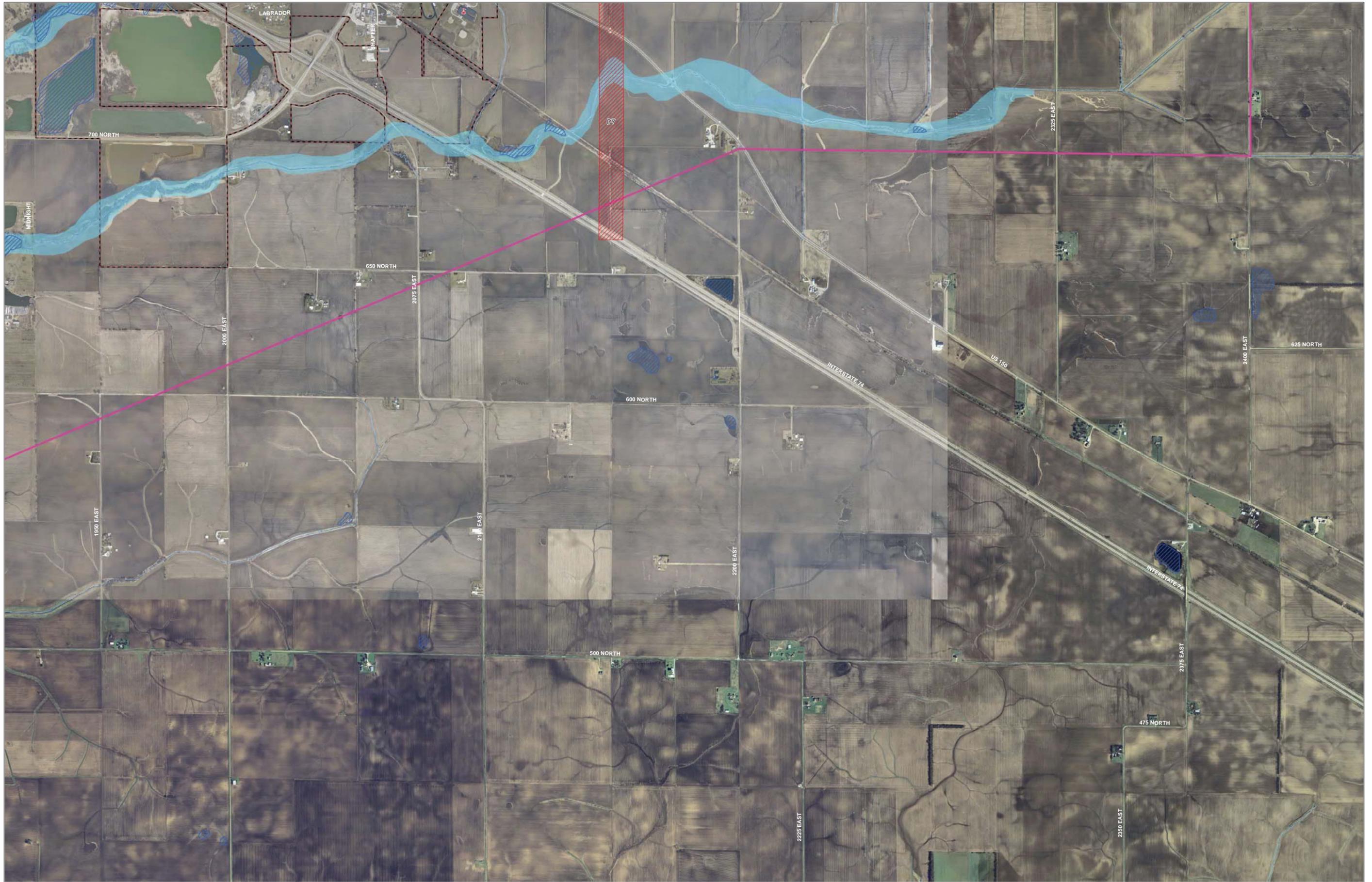




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| Alignments Moving Forward | Corridors Eliminated | 2035 Land Use Boundary | NWI Wetland | Floodplain | School | Historic Site | Subdivision |
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Legend

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|---------------------------|----------------------|------------------------|-------------|------------|------------------|---------------------|-------------------|
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| Alignments Eliminated | Project Study Area | Corporate Limits | Stream | Park | Place of Worship | Electrical Facility | Point of Interest |





ESH EA Field Visit Meeting Notes

Date: February 15, 2012
Subject: ESH EA – Agency Field Visit Location Description Key and Notes

The purpose of the field visit was to provide the regulatory agencies with an overview of the project and the alternatives, and familiarize them with the project study area. The field visit began at the McLean County Department of Transportation, and then by vehicle travelling the study area. The following people were in attendance:

Norm West, USEPA
 Steve Hamer, IDNR
 Jan Pilland, FHWA
 Eric Schmitt, McLean County
 Jerry Payonk, CDI
 Linda Huff, Huff and Huff
 John Lazzara, HDR
 Janice Reid, HDR

Questions:

Q: Will the alternatives adequately the east-west travel needs?

A: Yes. All alternatives improve networkwide travel. The proposed ESH will have some east-west components. The project will include improvements for those which the ESH worsens the congestion level. The environmental impacts of those improvements will also be evaluated in the EA.

The “east-west only” alternative, which consists of widening a number of east-west roads, was eliminated because it had a much larger number of residential impacts compared to the other alternatives, and it did not improve congestion on Towanda-Barnes Road.

Q: At this point, how defined are the interchanges? Some are quite large.

A: Most are still conceptual right now. Geometrics are being developed. Two interchange locations are more complex. Because the proposed interchanges at I-55/ESH and Towanda Barnes Road/ESH are in close proximity, they must be developed as one large interchange. Similarly, at the southern end, the proposed interchanges of US150/ESH and Towanda Barnes Road/ESH are also in close proximity to each other and must be developed together as one large interchange.

Refer to the 2/15/2012 ESH Map Book prepared for the field visit. The points of interest noted below are highlighted on the maps.

Point of Interest	Description	Notes
1	Village of Towanda, Old Rt. 66	The 2035 no-build traffic volumes through here are very high; would have a detrimental effect to the town; existing interchange with I-55 would remain with the alternatives under consideration.

East Side Highway Agency Field Visit **Error! Reference source not found.**

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Page 2

2	Remnant prairie (Site 3 in 2011 INHS botanical report); located between Old Rt. 66 and Union Pacific railroad; 1.05 miles (4.9 acres); natural quality ranged from grade C+ (mid-successional or moderately to heavily disturbed communities) to D (early successional to severely disturbed communities)	The proposed Chicago-St.Louis HSR project will be going through this corridor and could impact these prairies as well.
3	Remnant prairie (Site 2 in 2011 INHS botanical report); located between Old Rt. 66 and Union Pacific railroad; 1.7 miles (7.2 acres); natural quality ranged from grade C+ (mid-successional or moderately to heavily disturbed communities) to D (early successional to severely disturbed communities)	The proposed Chicago-St.Louis HSR project will be going through this corridor and could impact these prairies as well.
4	Lamplighter subdivision along east side of Towanda Barnes Road	Subdivision is not incorporated to Towanda, Bloomington or Normal. Alternative sections T19 and T3 came very close to Lamplighter and would have affected access. These were eliminated.
5	Money Creek crossing at E 1750 N bridge (Site FS508-19 in 2011 INHS aquatic report); state-threatened slippershell mussel (<i>Alasmidonta viridis</i>) specimen identified; fewest number of total individuals and total number of taxa of all sites investigated degraded stream habitat and erosion from cattle	
6	Eagle View and Eagle View Estates subdivisions east of Towanda Barnes Road and south of Fort Jesse Road	Many comments from these residents concerned about proximity of BN2 and BN3 corridors to their homes. New Bloomington park planned at the southeastern end of Eagle View Estates.
7	Proposed interchanges at Fort Jesse Road	BN3 alignment currently curves away from existing road 2000 East to avoid two homes; however, one of the homeowners would prefer to be taken rather than close to interchange; other homeowner is against the project. Project team may adjust the alignment back to follow existing road. BN2 alignment will take home further to north, and also one in southeast quadrant of interchange.
8	General Electric Road	City of Bloomington is requesting that this be the interchange rather than Fort Jesse Road. However, it is in close proximity to proposed interchange at IL9 (Empire Road). Still being worked out.

<p>9</p>	<p>Central Illinois Regional Airport (CIRA) west of Towanda Barnes Road</p>	<p>While one airliner has announced plans to leave CIRA, two others are coming. New routes are also being added to existing carriers. Limited freight now. ESH would expand CIRA's freight transport abilities. Many travelers from central Illinois use CIRA rather than their hometown airports (Champaign, Decatur, Peoria, Springfield) due to less expensive flights and free parking.</p>
<p>10</p>	<p>Harvest Point subdivision along north side of Empire Road (IL 9)</p>	<p>Many lots yet to be sold or homes constructed. Homes on eastern edge of subdivision would be taken for BN2 interchange. Prairie Commercial Park to east would also be taken for BN2. Could possibly modify BN2 interchange using only land south of Empire Road to avoid these property takes.</p>
<p>11</p>	<p>Proposed interchanges at Empire Road</p>	<p>Two homes in BN3 interchange location (northwest quadrant and southeast quadrant).</p>
<p>12</p>	<p>Kickapoo Creek crossing along N 2100 E Road (Section BN4)</p>	<p>Location shown on map is incorrect, it is further to the south. BN4 section crosses Kickapoo Creek AND a tributary to it.</p>
<p>13</p>	<p>The Grove subdivision, Benjamin Elementary School along the north side of Ireland Grove Road, and a tributary of Kickapoo Creek</p>	<p>The Grove is located near interchanges for BN2 and BN3 with Ireland Grove Road. This is a planned community, with expansion plans to the north and east of Kickapoo Creek. Benjamin School located between Kickapoo Creek and 2100 East. Many comments from residents concerned about noise, safety, and road in close proximity to their homes. Cornerstone Christian Academy is further east on Ireland Grove Road. This K-12 school has a great deal of traffic in the morning and afternoon. This school is in favor of the ESH.</p>
<p>14</p>	<p>Proposed interchanges at Ireland Grove Road</p>	<p>See comments for 13. For BN2 interchange with Ireland Grove Road, conceptual plan modified to avoid impacting pond and farm to the south.</p>

15	Proposed interchange at Towanda Barnes Road	
16	Subdivisions east and west of Towanda Barnes Road	BN1 alternatives which widen Towanda Barnes Road would have high residential impacts. Sections D5, D6, and D9 were eliminated because they would divide the neighborhoods and community.
17	Village of Downs; mesic/wet-mesic floodplain forest at Kickapoo Creek (Site 4 in 2011 INHS botanical report); located at U.S. Route 150 and Seminary Street; natural quality grade C (mid-successional or moderately to heavily disturbed communities); clear-cut swath within forest; FQI 30.8 (mean C 2.9)	US150 crosses Kickapoo Creek. Build alternatives may require widening of US150. Existing interchange with I-74 goes through the Village of Downs. 2035 no build traffic expected to increase.
18	Proposed interchange at U.S. Route 150	Numerous interchange locations were studied. Some eliminated due to the residential impacts. This interchange is tied in with the interchange with Towanda Barnes Road. US150 is main route into State Farm Insurance Corporate South headquarters from the south.
19	Remnant prairie (Site 1 in 2011 INHS botanical report); along abandoned railroad line; 0.19 acres; FQI 15.7 (mean C 2.4); natural quality ranged from grade C- to D; overgrown with woody species	
20	Proposed alignments and farm access	One ESH/I-74 interchange alternative (D2). Farms located north and south of I-74 which will have farmland impacts, severances, and possibly access impacts.
21	State Farm Insurance corporate headquarters	Located near US150 and Hamilton Road. Largest employer in Bloomington-Normal area.
22	Veterans Parkway (Business I-55)	Veterans Parkway is major commercial corridor. Runs north to south through Normal and Bloomington. Congested conditions.

East Side Highway Agency Field Visit **Error! Reference source not found.**

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Page 5

23	Normal Multimodal Transportation Center	Did not see on field visit. New center brings together Amtrak, high speed rail, local bus, and regional bus. In Uptown Normal. Funded through TIGER grant. Currently under construction.
24	Collector-distributor (C-D) road at I-55 and I-39	Did not see on field visit. This is similar to what would be developed for the proposed I-55/ESH/Towanda-Barnes Road interchange.
25	Proposed connection at Ziebarth Road	AT 1700 East, north of Ziebarth Road, is Nicor Gas underground storage. In southwest quadrant of 1700 East/Ziebarth Road intersection is Heather Ridge subdivision, in Normal.
26	Proposed connection at Northtown Road	1700 East/Pipeline Road will be widened north of Northtown Road .Heather Ridge subdivision in northwest quadrant. Ironwood Country Club/residential development south of Northtown Road, west of Pipeline Road. Existing Veterans Parkway interchange with I-55 located just to the south.

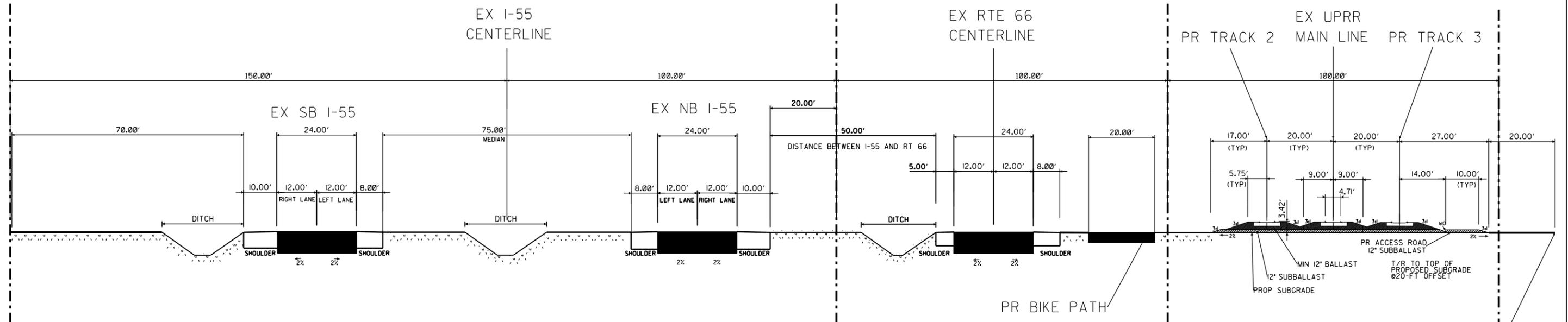
FEDERAL AND STATE AGENCY MEETING
CULTURAL RESOURCES
SEPTEMBER 21, 2012

EX I-55 R.O.W.
ACCESS CONTROL

EX I-55 R.O.W.
ACCESS CONTROL

EX RTE 66
R.O.W.

EX UPRR
R.O.W.



EXISTING TYPICAL CROSS SECTION
I-55 AT US RTE 66

SCALE: 1"=30'

NOTE: DIMENSIONS ARE APPROXIMATE BASED ON AERIAL IMAGING



MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Project Team Meeting with the SHPO, IDOT Cultural Resources
Date: September 21, 2012, 10:00 AM
Location: IHPA, Springfield, IL

Minutes of this meeting were prepared by Jamie Bents of Huff & Huff, Inc. Please inform her of corrections or modifications.

Project Team Attendees: Eric Schmitt (McLean County), Tom Winkelman (IDOT – CBLRS), Jerry Payonk (CDI), Janice Reid (HDR), Jamie Bents (Huff & Huff)

Agency Attendees: Emilie Eggemeyer (IDOT – BDE, Cultural Resources), Brad Koldehoff (IDOT – BDE, Cultural Resources), Anne Haaker (IHPA)

The purpose of the meeting was to review the current East Side Highway (ESH) alignments in the vicinity of US 66, with respect to potential cultural resource impacts.

Jerry Payonk began the meeting with a history of the East Side Highway project and the alternatives development process.

Anne Haaker reviewed the two ESH alignments in the vicinity of US 66. She stated that the section of US 66 in the vicinity of the ESH is not eligible for the National Register. Her initial comments included:

- Northtown Road Alternative:
 - Less visually intrusive to Duncan Manor than the Ziebarth alternative
 - ESH crosses US 66 four times
- Ziebarth Road Alternative:
 - Greater visual impacts to Duncan Manor than Northtown alternative
 - Brad Koldehoff stated that the National Register listing for Duncan Manor should be reviewed to determine the boundaries of the site. If the boundaries include the agricultural field surrounding Duncan Manor, the site could be impacted by the Ziebarth alternative.

McLean County is currently seeking additional funding for the US 66 trail from Towanda to 2.5 miles north of Towanda where the old alignment of Route 66 ends.

Meeting Notes

East Side Highway Environmental Assessment

Project Team Meeting with the SHPO, IDOT Cultural Resources

September 21, 2012

Page 2

IDOT Cultural Resources is still working on cultural resources identification in the ESH project area. No major resource impacts have been identified in the database review and survey to this point. In addition to Duncan Manor, one other house was identified as eligible for the National Register, but this house is not in the vicinity of the project alternatives. IDOT anticipates there will be some Phase II investigative sites in the alignment areas that will need to be surveyed.

Anne Haaker directed the project team to:

- Keep US 66 open for travel, and keep access to US 66.
- Send an invitation for agencies involved with the US 66 trail project (including the McLean County Historical Society and the individual US 66 scenic byway associations involved in the project) to comment on the ESH project with respect to the US 66 bike trail and US 66 for Section 106.
- The statewide US 66 association and the McLean County Historical Society should be invited as participating agencies for the ESH project.
- Send an invitation for the current owners of Duncan Manor to comment on the ESH alternatives.

Emilie Eggemeyer will determine the extent of the Duncan Manor site, and transmit the information to the project team.

The project team will develop letters to invite comments from the US 66 agencies and from the current Duncan Manor owners.

Eric Schmitt will find contact information for the current owner of Duncan Manor, and provide contact information for the McLean County Historical Society and US 66 association contacts from the bike trail project.

9-21-12

HHPA Meeting - ~~EST~~

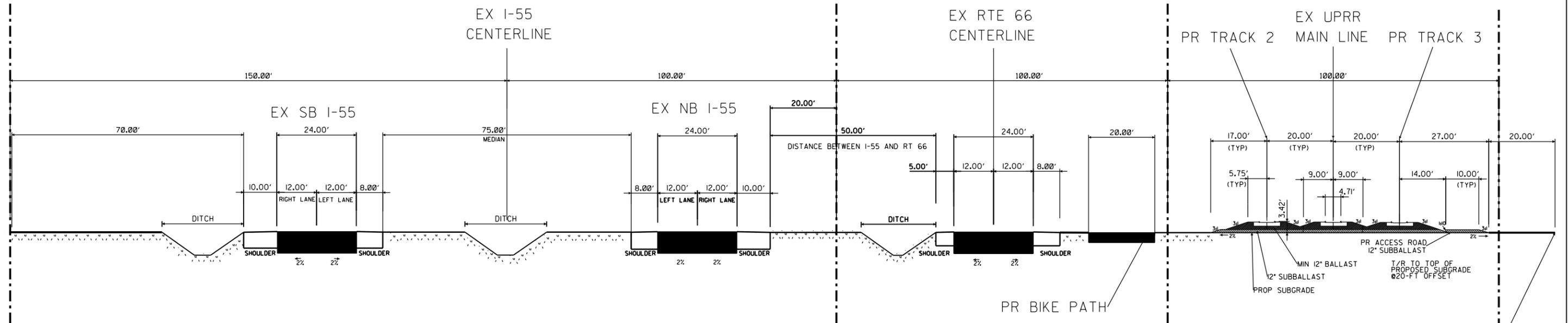
<u>NAME</u>	<u>ORG.</u>	<u>PHONE</u>
Jamie Bents	Huff & Huff	630.684.4409
ERIC S. SCHMITZ	McLEAN COUNTY	309-663-9445
Janice Reid	HJR	773.380.7919
Tom Winkelman	IDOT-CBLRS	(217) 782-0675
Emilie Eggemeyer	IDOT-BDE	217-558-7223
Jean Farkas	CLARK ROTZ, INC.	217.373.8900
Brad Keldenhoff	IDOT	217 785-7833
Anne Haaker	HHPA	217 785-5027

EX I-55 R.O.W.
ACCESS CONTROL

EX I-55 R.O.W.
ACCESS CONTROL

EX RTE 66
R.O.W.

EX UPRR
R.O.W.



EXISTING TYPICAL CROSS SECTION
I-55 AT US RTE 66

SCALE: 1"=30'

NOTE: DIMENSIONS ARE APPROXIMATE BASED ON AERIAL IMAGING

FEDERAL AND STATE AGENCY MEETING

FIELD REVIEW

SEPTEMBER 3, 2013



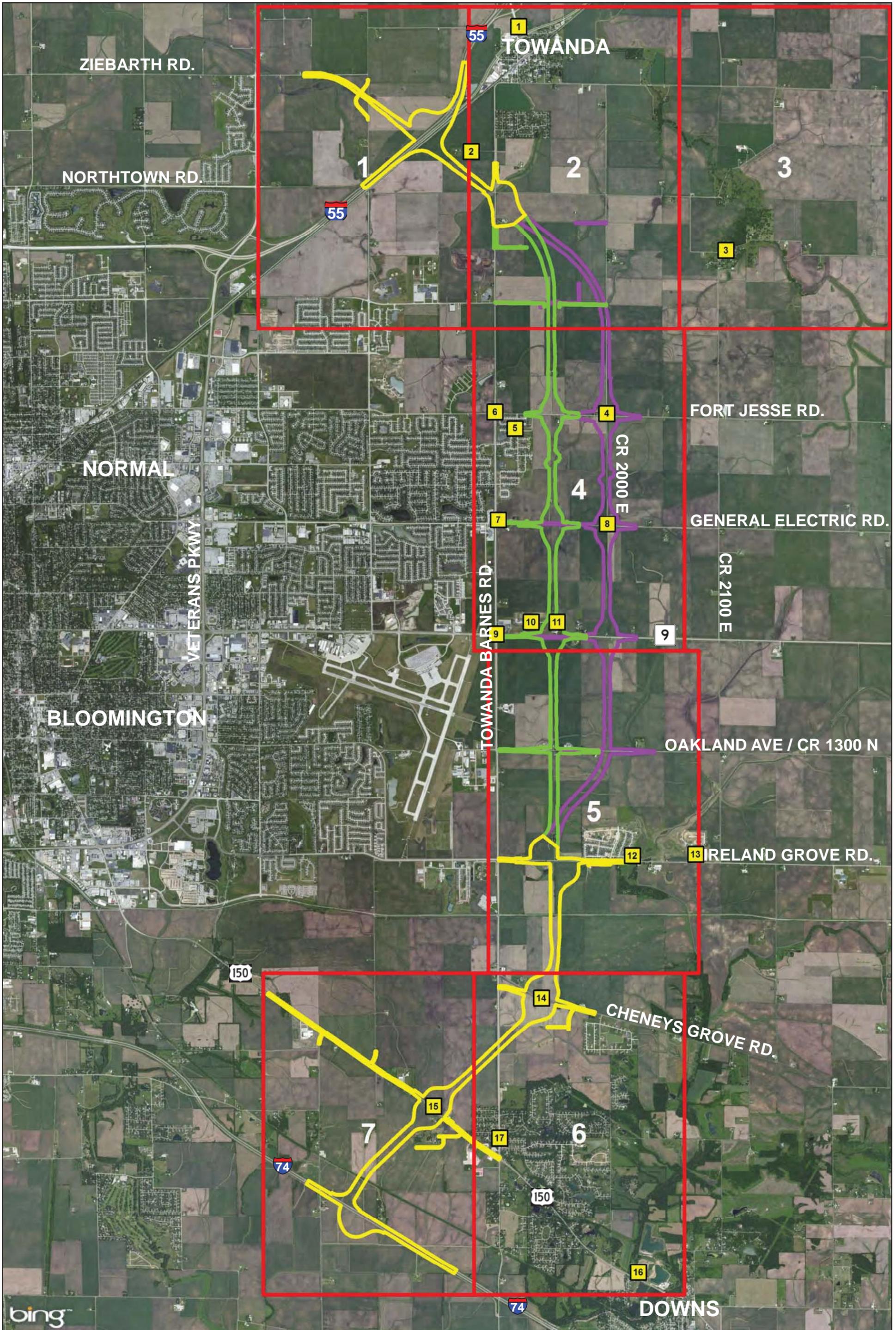
East Side Highway Environmental Assessment Agency Field Visit

Date: Tuesday, September 3, 2013, 1:00 - 3:00 p.m.
Subject: ESH EA – Agency Field Visit Location Description Key

Point of Interest	Description	Notes
1	Jefferson Street in Towanda; US 66 kiosk and trail, trail extension	
2	Duncan Manor	
3	Money Creek at E 1750 N, INHS mussel sampling location	
4	CR 2000 E, looking west towards subdivision at Fort Jesse Road	
5	Eagle View subdivision (including newly constructed homes and park) east of Towanda Barnes Road and south of Fort Jesse Road	

Point of Interest	Description	Notes
6	2035 Land Use Plan boundary near northern project limits	
7	Constitution Trail along General Electric Road, east of Towanda Barnes Road	
8	CR 2000 E between Fort Jesse Road and Empire Street (IL 9)	
9	Empire Street (IL 9)/Towanda Barnes intersection	
10	Harvest Point Subdivision along Empire Street (IL 9) east of Towanda Barnes Road (newly constructed homes and home impacts resulting from Alternative 126)	
11	Prairie Commercial Park along Empire Street (IL 9) which will be acquired for Alternative 126	
12	The Grove subdivision along Ireland Grove Road, restoration area and Kickapoo Creek crossing	
13	Benjamin Elementary School and Cornerstone Christian Academy along Ireland Grove Road	

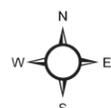
Point of Interest	Description	Notes
14	Proposed Cheneys Grove interchange and Hamilton Road extension	
15	US 150 near proposed interchange with ESH	
16	Downs	
17	Towanda Barnes Road (development adjacent including homes, businesses, parks, churches)	

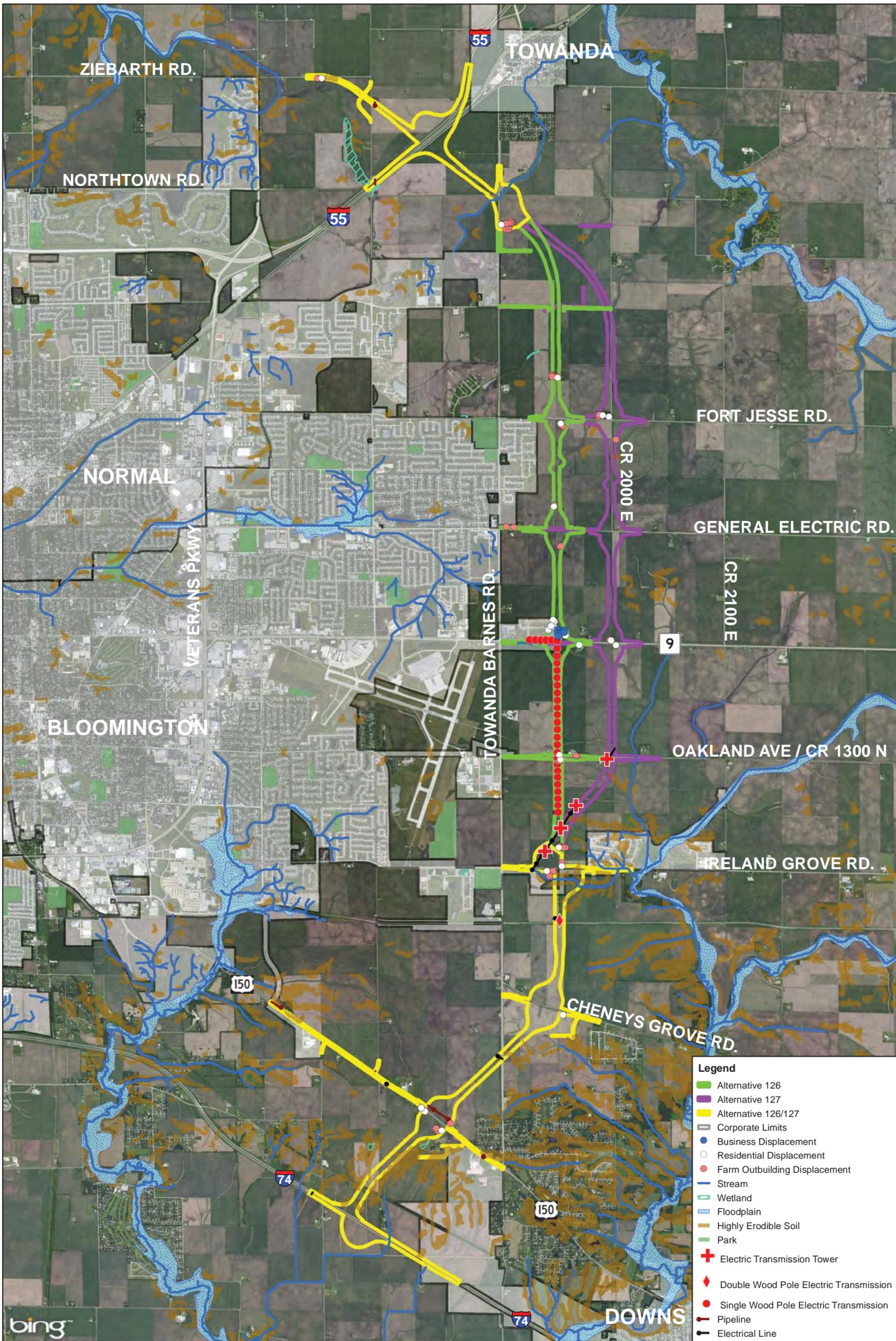


Map Key
 September 3, 2013

Legend

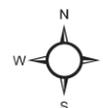
- Alternative 126
- Alternative 127
- Alternative 126/127
- Point of Interest

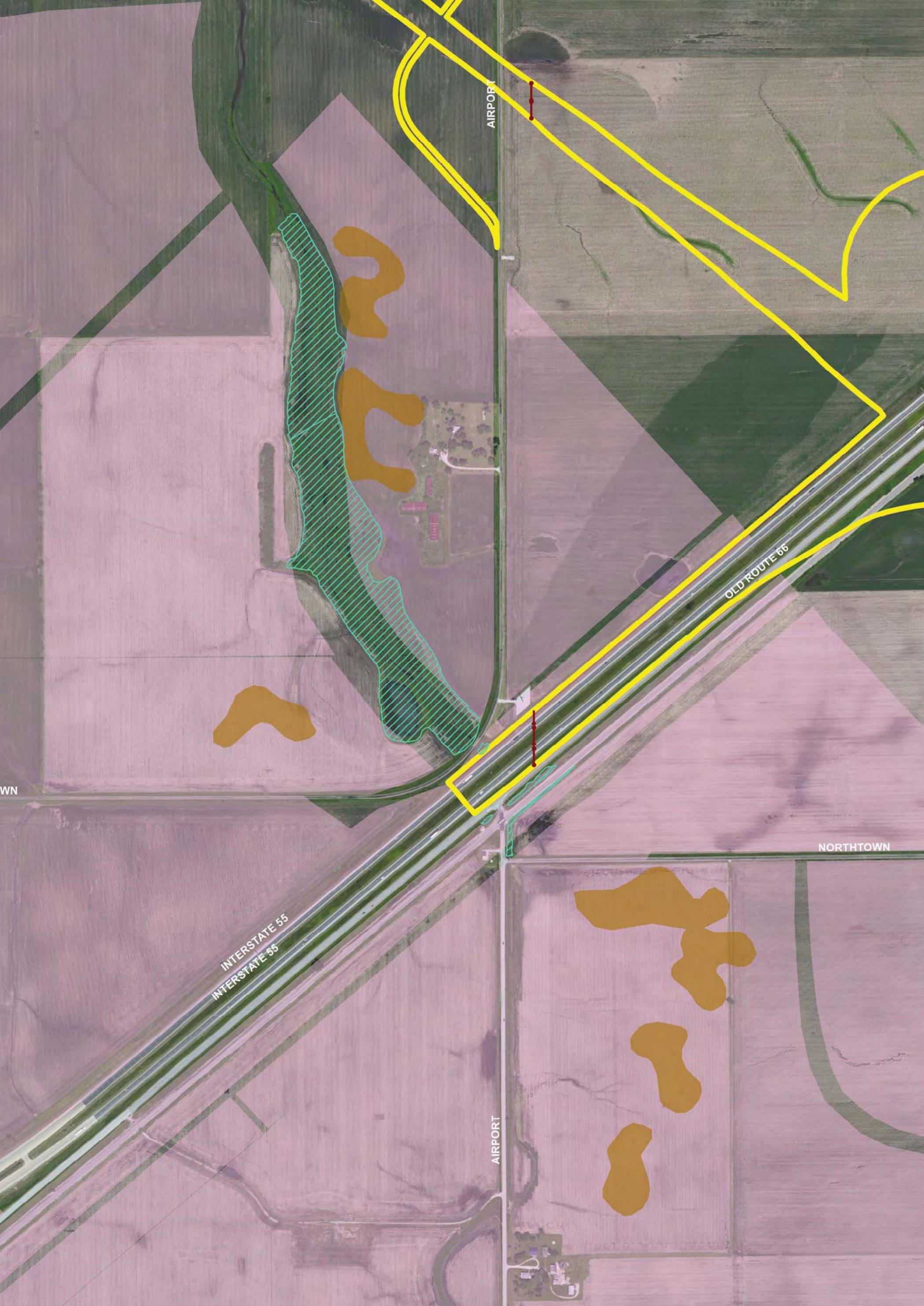




Environmental Resource Map

September 3, 2013





AIRPORT

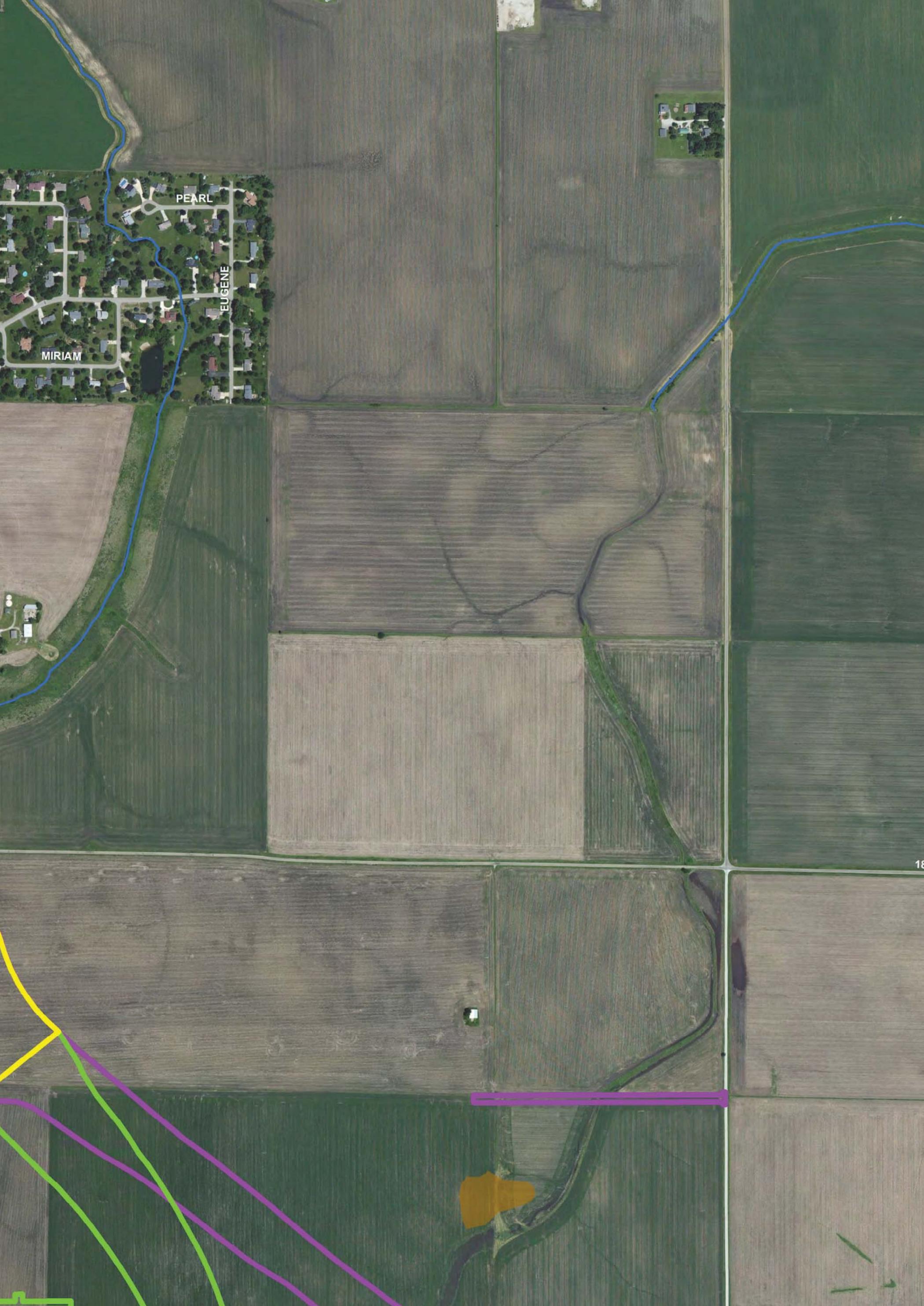
OLD ROUTE 66

INTERSTATE 55
INTERSTATE 55

AIRPORT

NORTHTOWN

WN

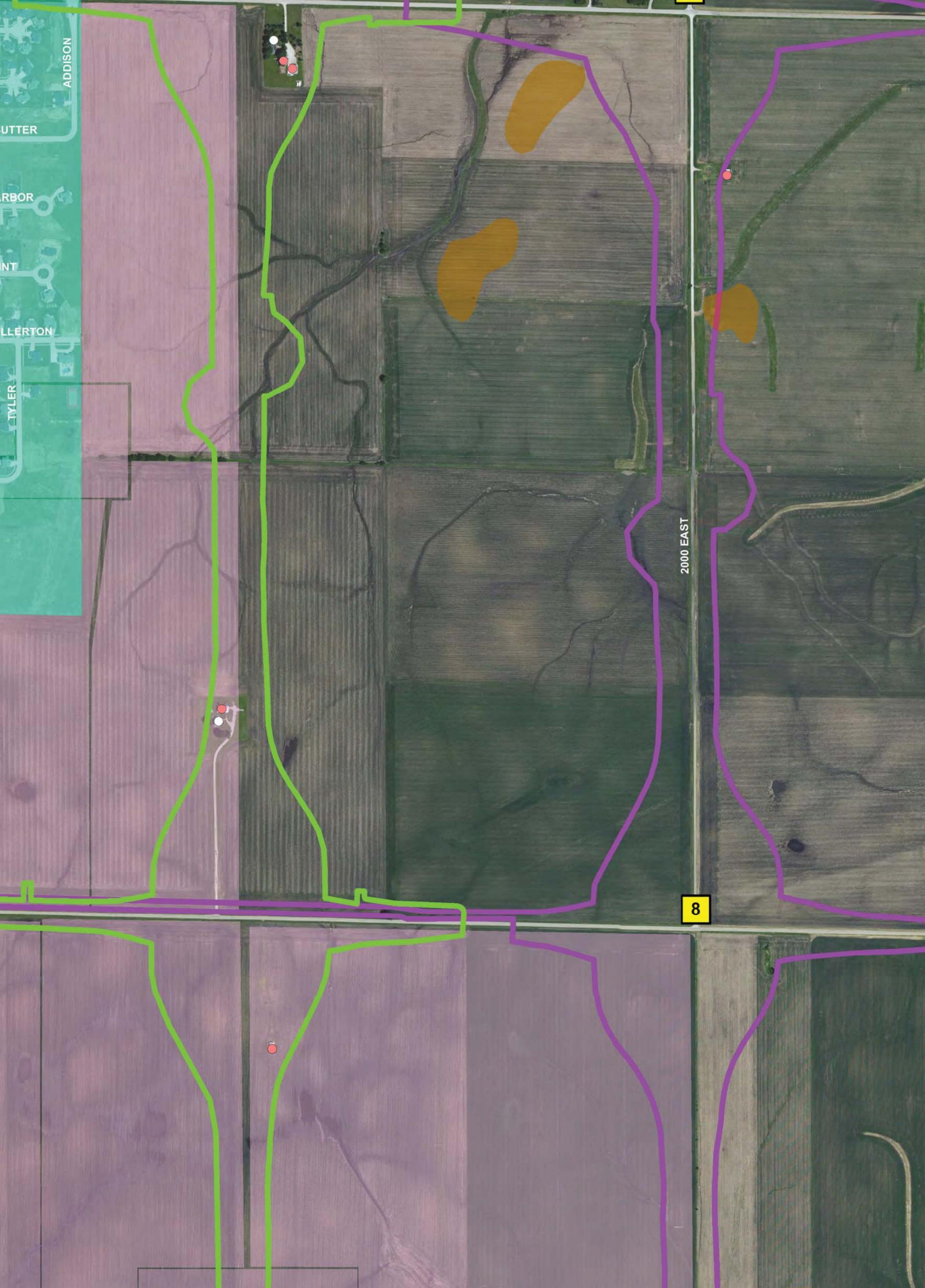




2150 EAST

1600 NORTH

4



ADDISON

UTTER

RBOR

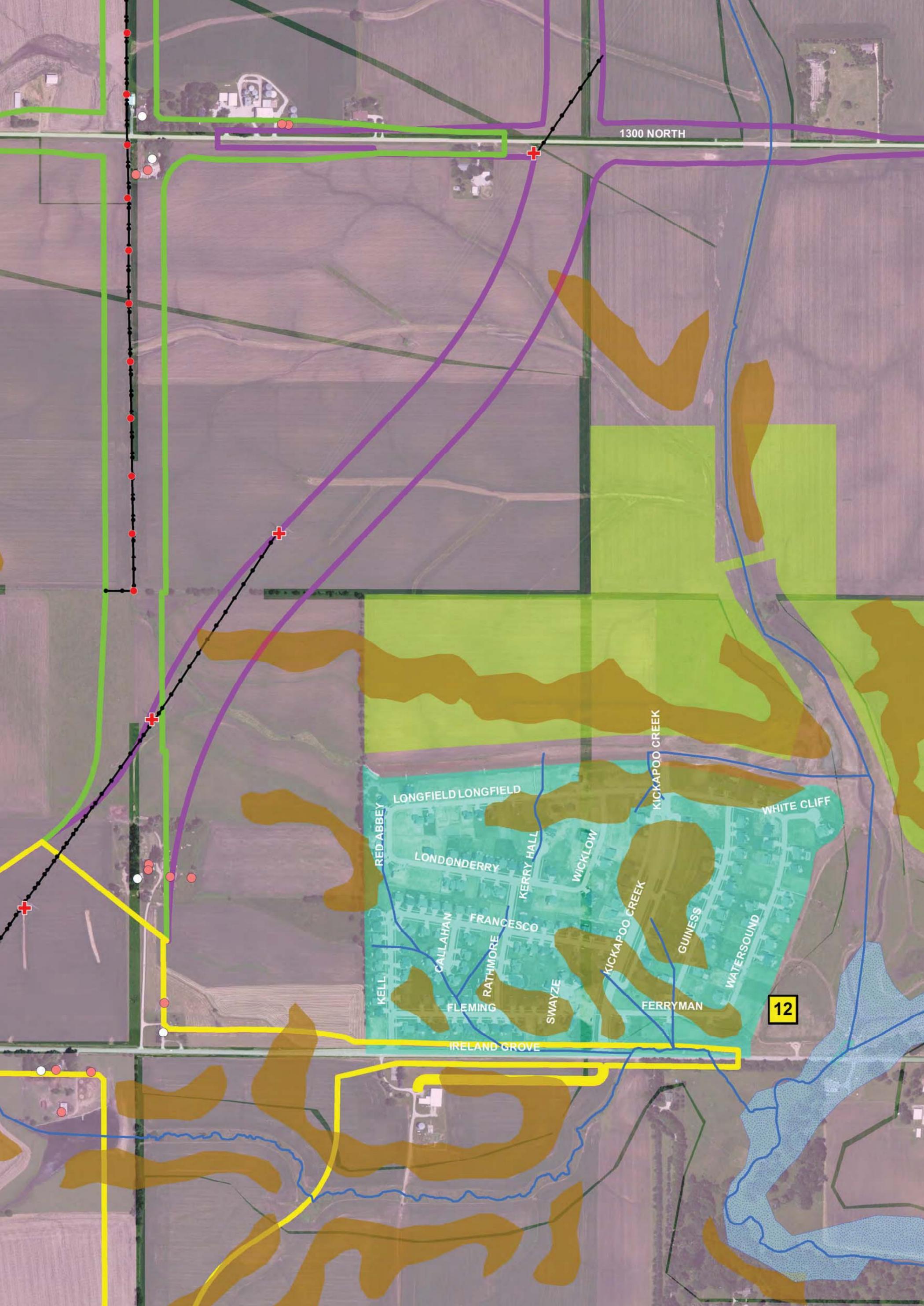
NT

LLERTON

TYLER

2000 EAST

8



1300 NORTH

LONGFIELD LONGFIELD

LONDONDERRY

RED ABBEY

KERRY HALL

WICKLOW

CALLAHAN

FRANCESCO

RATHMORE

KELL

FLEMING

SWAYZE

KICKAPOO CREEK

FERRYMAN

GUINNESS

WATERSOUND

WHITE CLIFF

IRELAND GROVE

12



1000 NORTH

SETTLER

LAKESIDE

CLEAR LAKE

WOLF HILL

SHAKER LAKE

OLD SAWMILL

GREAT CRANE

LAKE WOOD

WALNUT

RIDGEWOOD

BRIARWOOD

DEERHAVEN

WOOD DALE

OAKWOOD

MAPLE

BRIAR

JOSARAH

INVERNESS

BUCKINGHAM

JANEL

JARED

HILLCREST

WILSHIRE

KENSINGTON

DEVONSHIRE

BLUE BIRD

BUFFALO

2000 EAST

NOTTINGHAM

ABBAY

CROWNS

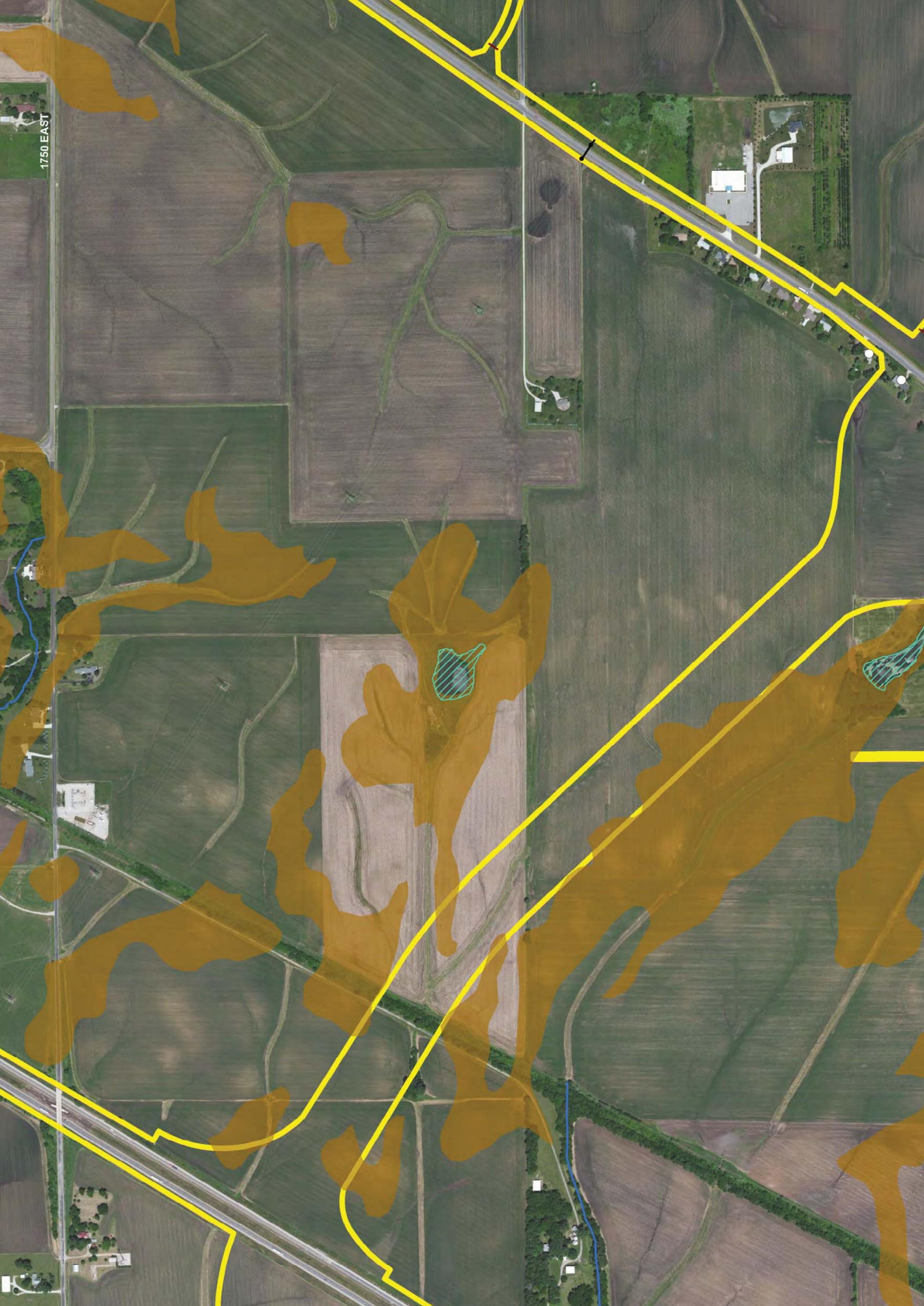
WESLEY

MALLINGHAM

CHELSEA

SOMERSET

MP



1750 EAST

LOCAL AGENCY MEETING
MCLEAN COUNTY TRANSPORTATION
COMMITTEE

MARCH 1, 2011

Illinois NEPA/404 Merger Meeting

February 15, 2011

East Side Highway Environmental Assessment



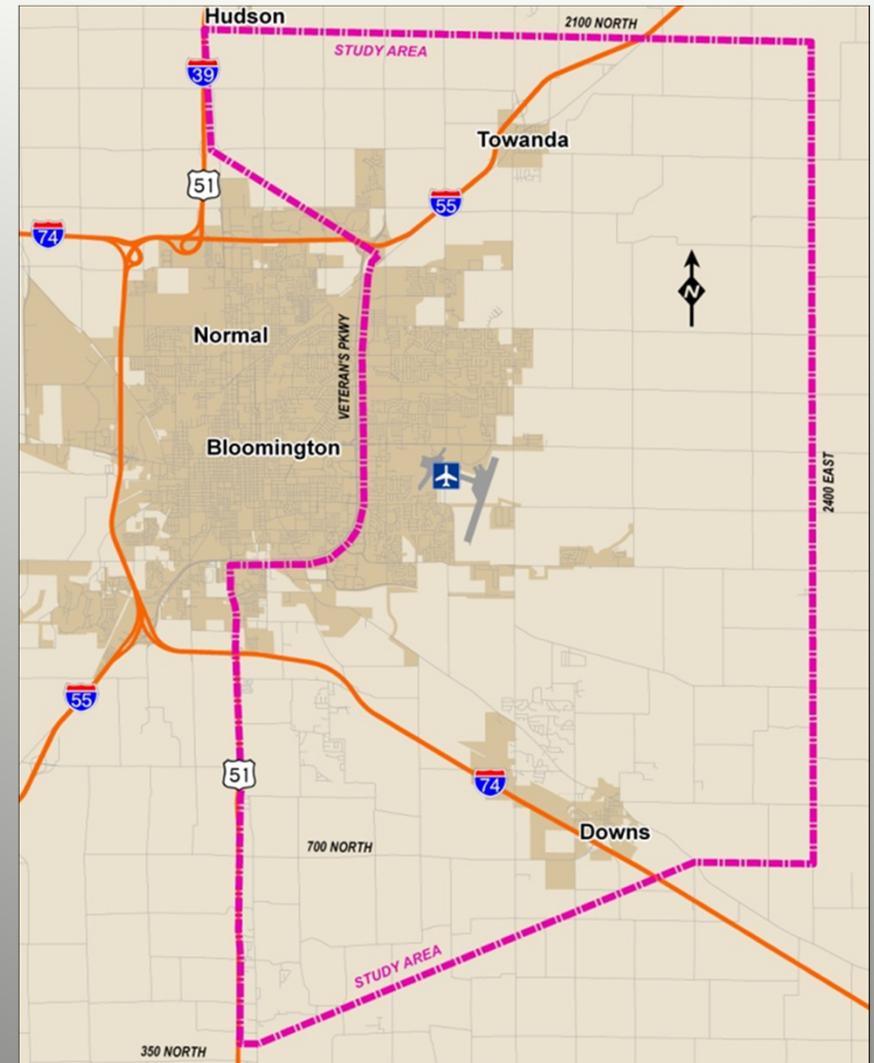
Agenda

- Introduction
- Forecasted Growth
- Traffic Analysis
- Purpose and Need
- Summary of Public Comments
- Next Steps
- Questions



Agenda

- Introduction
- Forecasted Growth
- Traffic Analysis
- Purpose and Need
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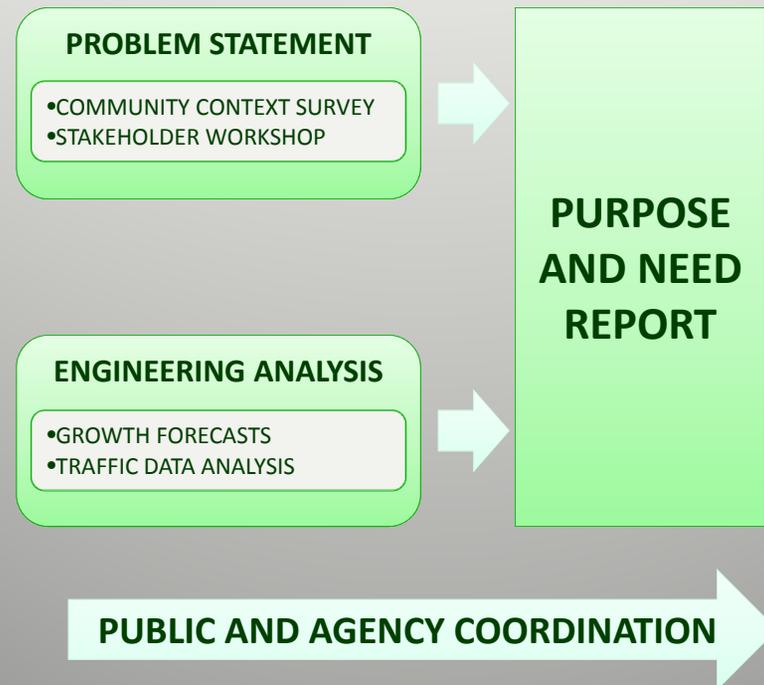


Introduction

- P&N Developed during 2009 ESH Corridor Study
- Stakeholder involvement
- Updated with current data for EA
- Additional stakeholder involvement



Introduction

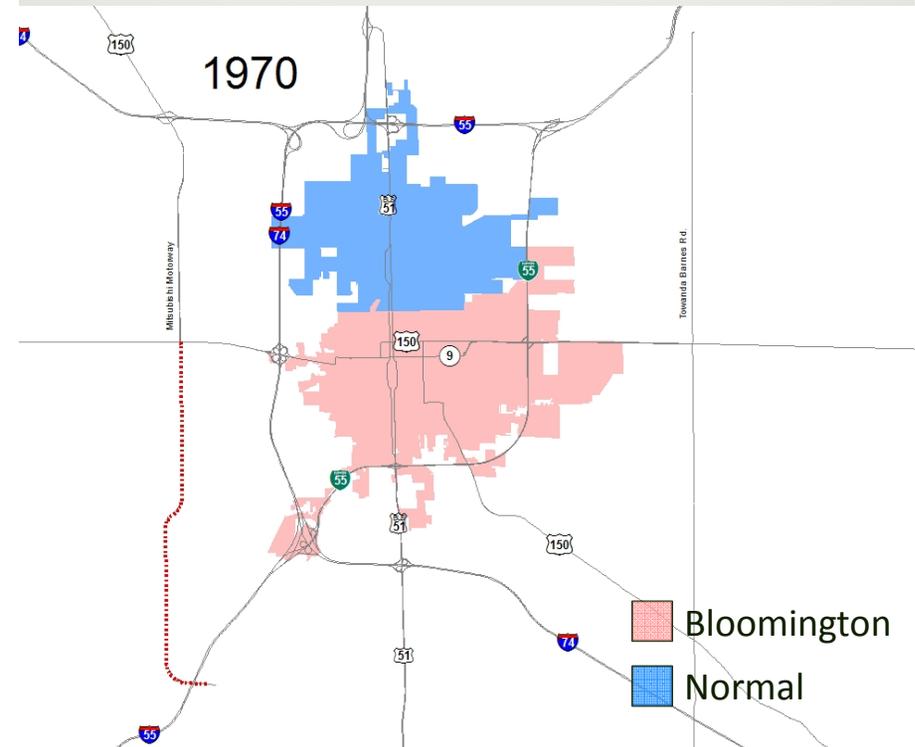


Agenda

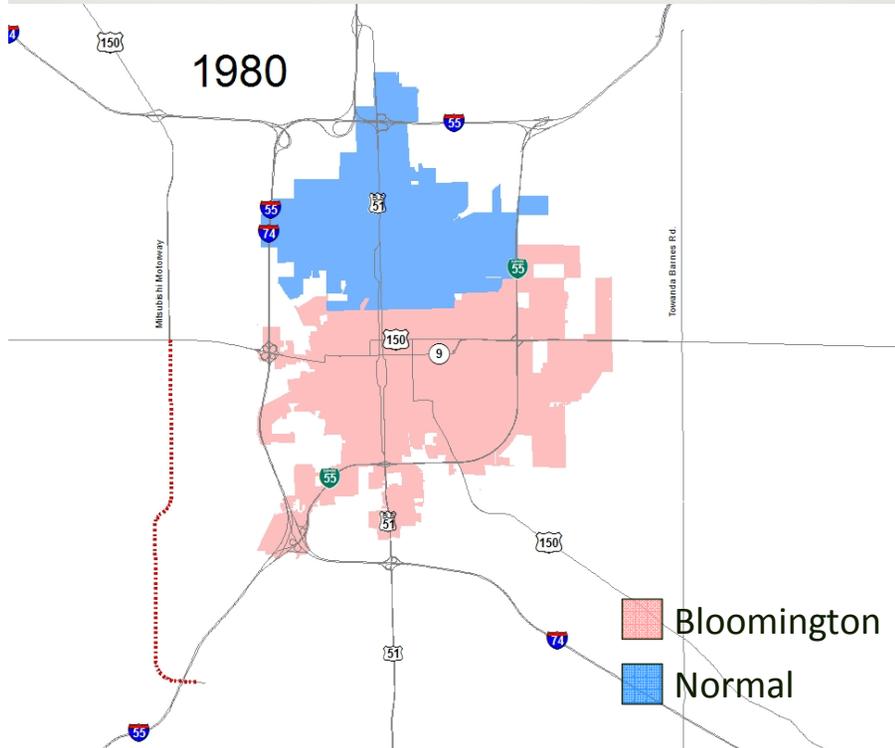
- Introduction
- **Forecasted Growth**
- Traffic Analysis
- Purpose and Need
- Summary of Public Comments
- Next Steps
- Questions



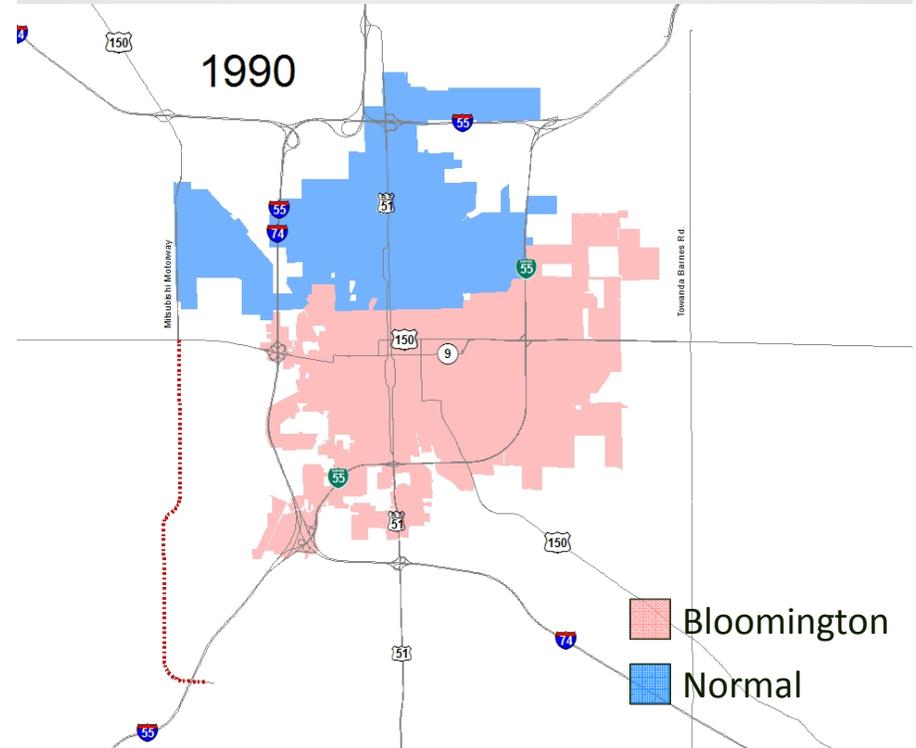
Corporate Limits



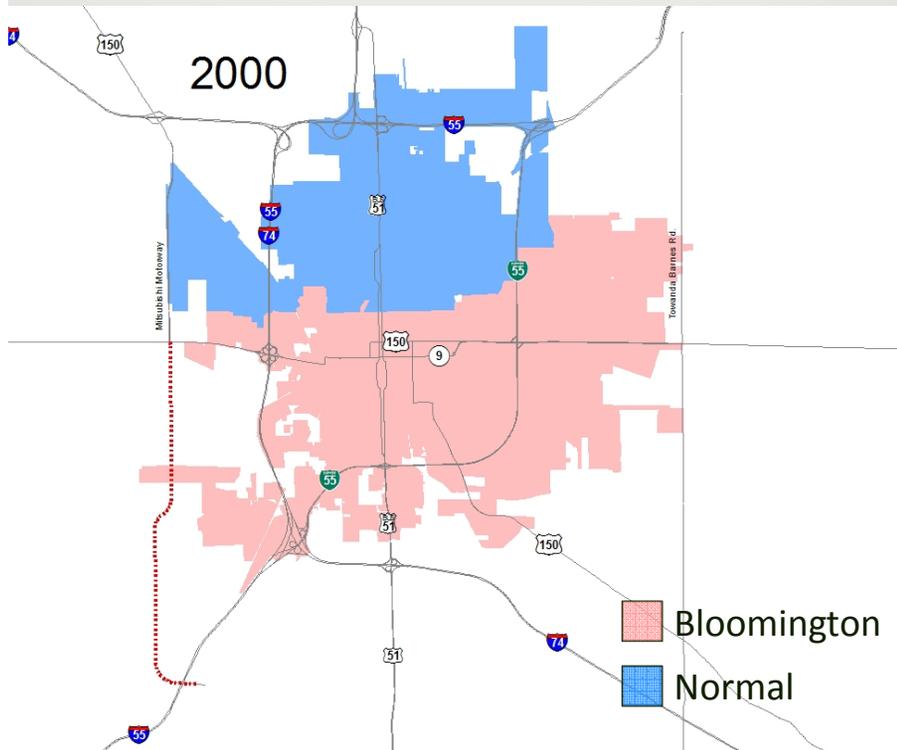
Corporate Limits



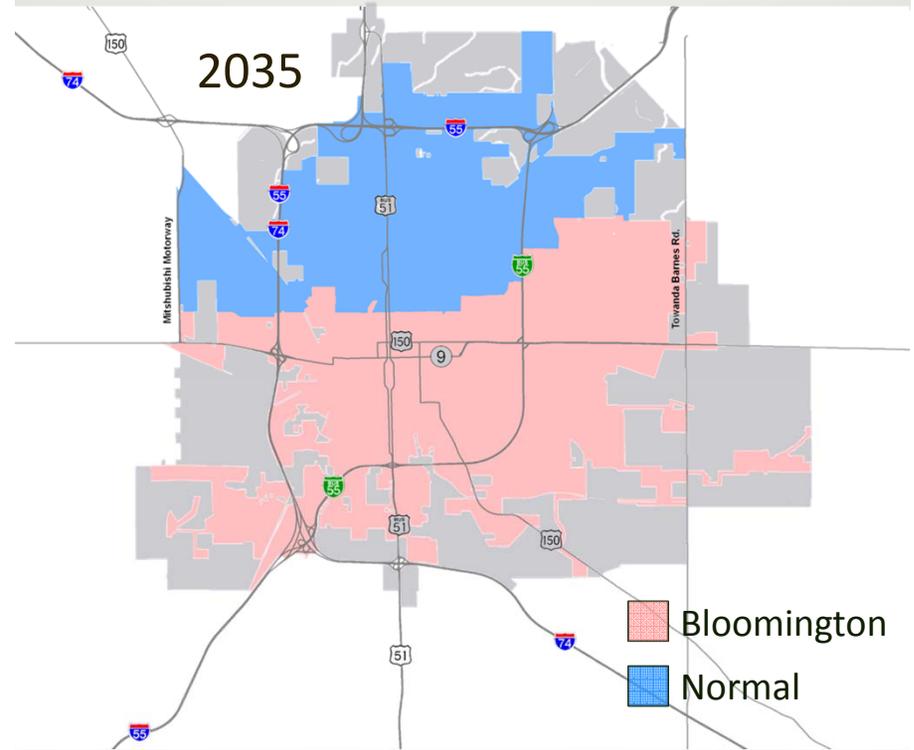
Corporate Limits



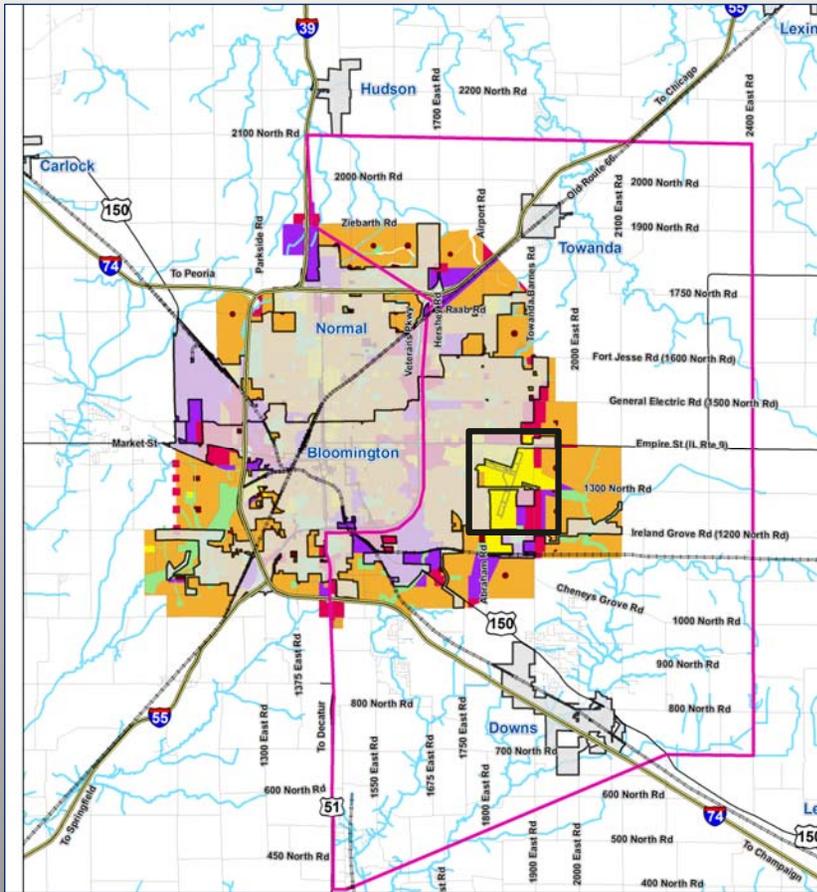
Corporate Limits



Corporate Limits



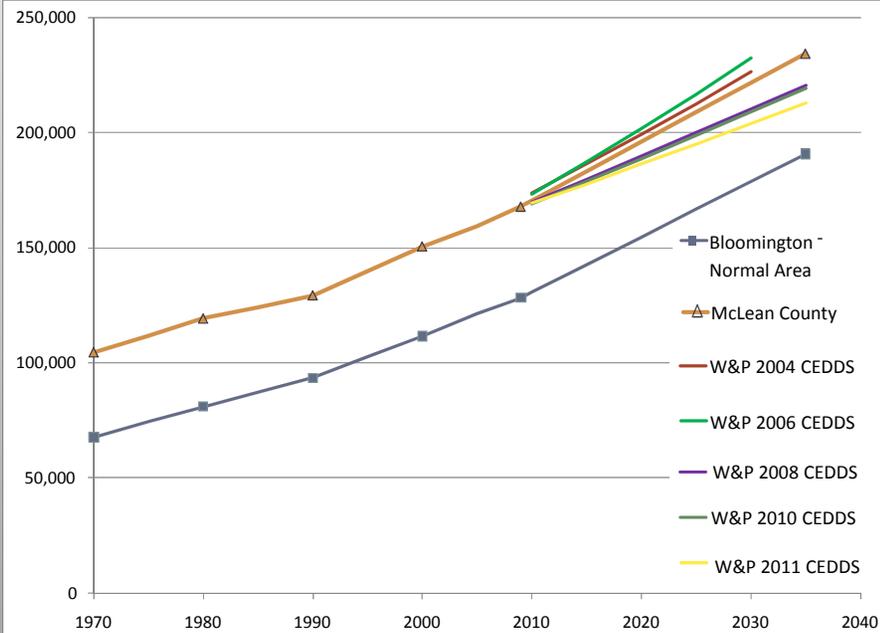
2035 Land Use Plan



CIRA



Projected Population Growth

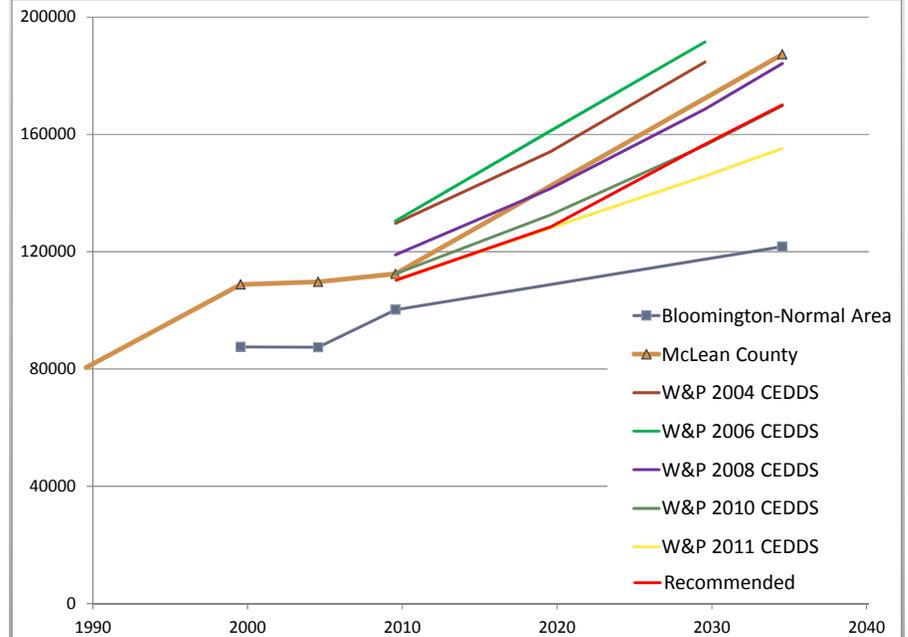


Sources:

- U.S. Bureau of Census Data: 1970, 1980, 1990, 2000, 2005, and 2009.
- 2035 projects adopted from Long Range Transportation Plan 2035 - Bloomington-Normal, Illinois Urbanized Area, June 22, 2007, McLean County Regional Planning Commission.
- The source for the 2035 population data for the State of Illinois is the 2010 Complete Economic and Demographic Data Source (CEDDS), Woods and Poole Economics – release date September 2009.



Projected Employment Growth

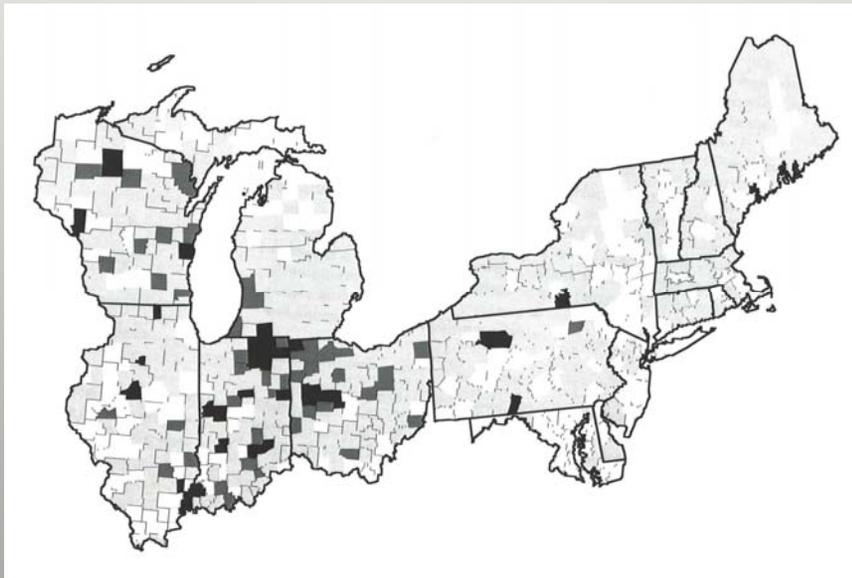


Sources:

- The primary source for 1990, 2000 and 2005 data is BEA.
- Illinois and County data are from Woods & Poole (W&P) 2010 CEDDS.
- The 2009 State and County estimates are derived by applying 2007-2009 BLS rates of change to 2007 BEA as published in W&P.
- Illinois 2035 forecasts are from W&P 2010 CEDDS
- Sub-County 2000, 2005 and 2009 are from Nielsen/Claritas, as published by Tetrad Computer Application, Inc.



Woods & Poole Economics



Agenda

- Introduction
- Forecasted Growth
- **Traffic Analysis**
- Purpose and Need
- Summary of Public Comments
- Next Steps
- Questions



Traffic Analysis

Assessment of Operating Conditions

- Capacity Analysis
- Travel Demand Model



Agenda

- Introduction
- Forecasted Growth
- Traffic Analysis
- **Purpose and Need**
- Summary of Public Comments
- Next Steps
- Questions



Purpose and Need

Problem Statement

“Provide transportation infrastructure on the east side of Bloomington-Normal, defined by the project study area map, that will accommodate managed growth and address future mobility and safety needs.”



Purpose and Need

Project Purpose

To improve local and regional mobility and access that accommodates the managed growth forecasted on the east side of Bloomington-Normal.



Purpose and Need

Project Needs

1. Accommodate Managed Growth
2. Provide Improved Mobility and Access
 - a. Improve Local and Regional Mobility
 - b. Address Local and Regional Access



Purpose and Need

Need: Accommodate Managed Growth



Technical Analysis

Census data
Regional and local land use plans
2035 population and employment forecasts
Long Range Transportation Plan 2035



Stakeholder Input

Issues of sprawl
Consistency with land use plans
Concerns regarding farmland



Purpose and Need

Need: Provide Improved Mobility and Access



Technical Analysis

Traffic data
Origin-Destination Study
Traffic forecasts
Travel Demand Model



Stakeholder Input

Improve access into and out of Bloomington-Normal
Improve access at I-55 and I-74
Address existing areas of congestion
North/south mobility
East/west mobility



Agenda

- Introduction
- Forecasted Growth
- Traffic Analysis
- Purpose and Need
- **Summary of Public Comments**
- Next Steps
- Questions



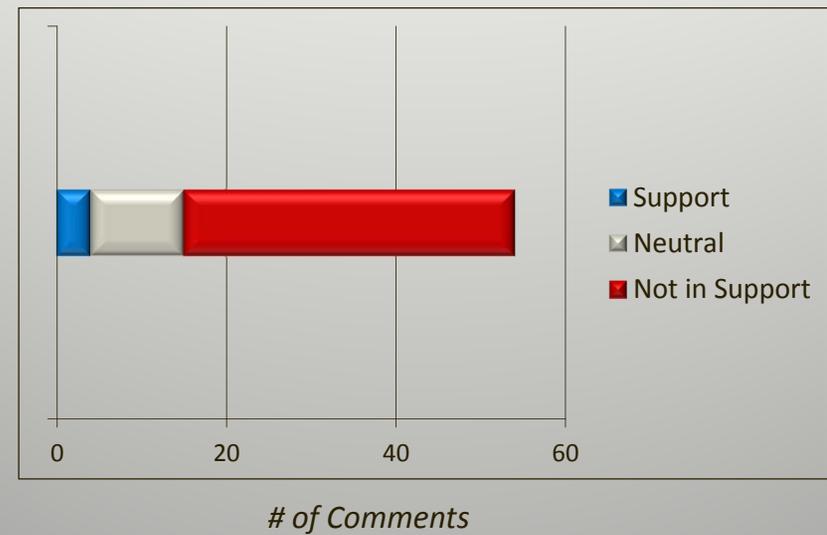
Summary of Public Comments

Public Information Meeting –
January 25, 2011

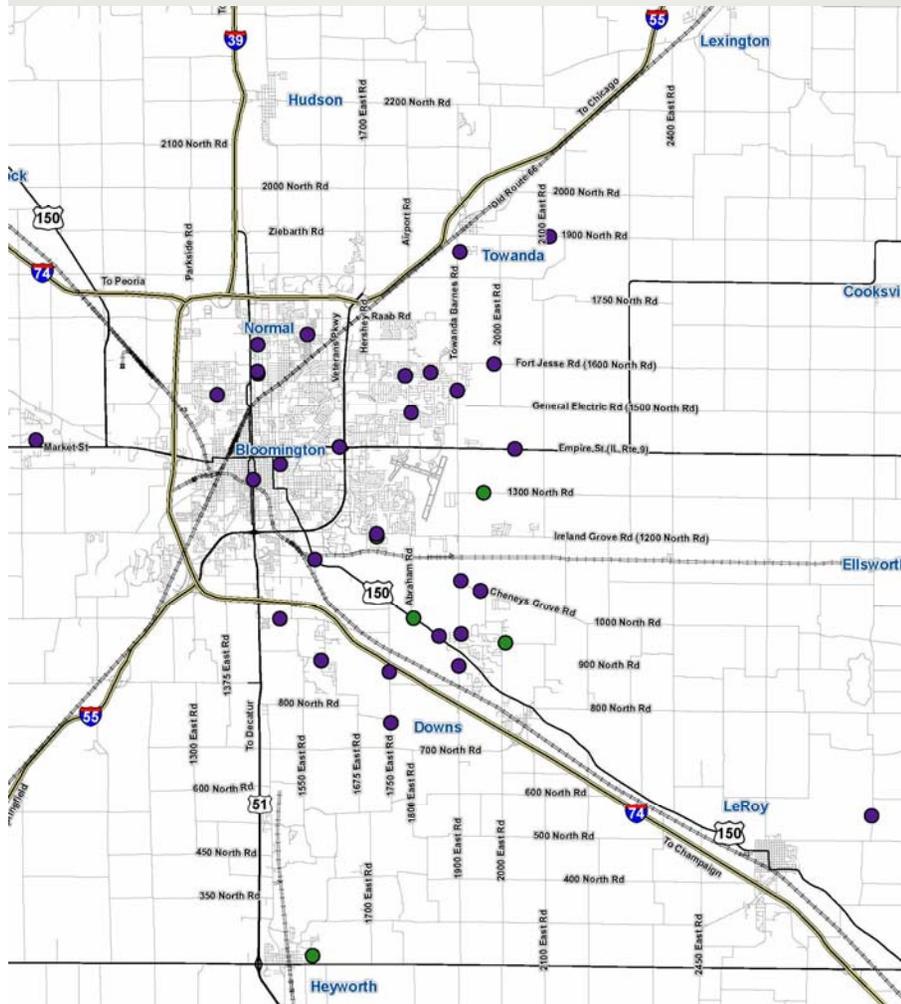
- 53 attendees
- 54 comments and two information requests received



Summary of Public Comments

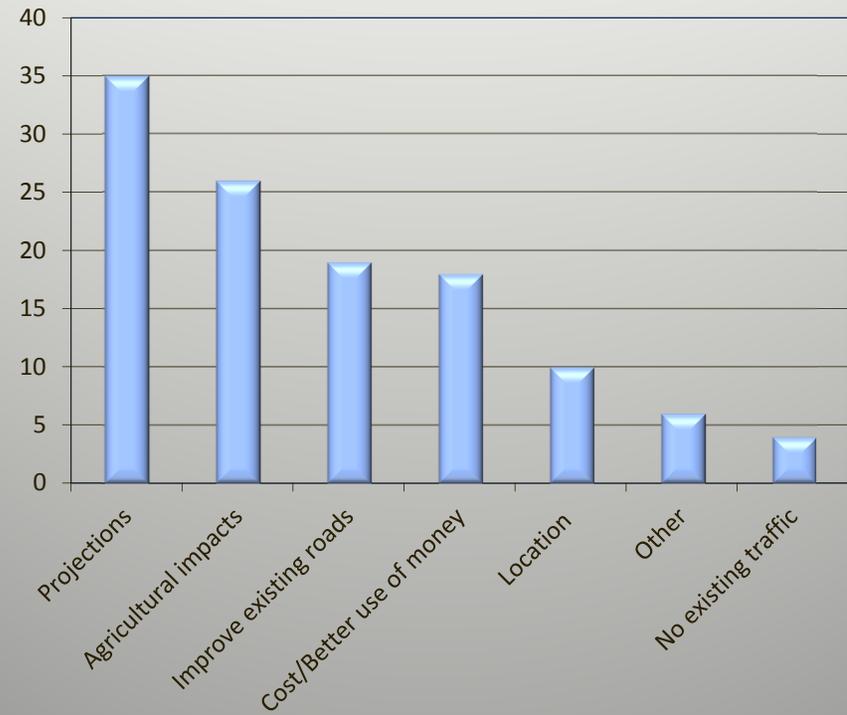


Summary of Public Comments



Summary of Public Comments

Concerns



Agenda

- Introduction
- Forecasted Growth
- Traffic Analysis
- Purpose and Need
- Summary of Public Comments
- **Next Steps**
- Questions



Next Steps



Agenda

- Introduction
- Forecasted Growth
- Traffic Analysis
- Purpose and Need
- Summary of Public Comments
- Next Steps
- **Questions**



LOCAL AGENCY MEETING
BLOOMINGTON PLANNING COMMISSION

APRIL 27, 2011



April 2011

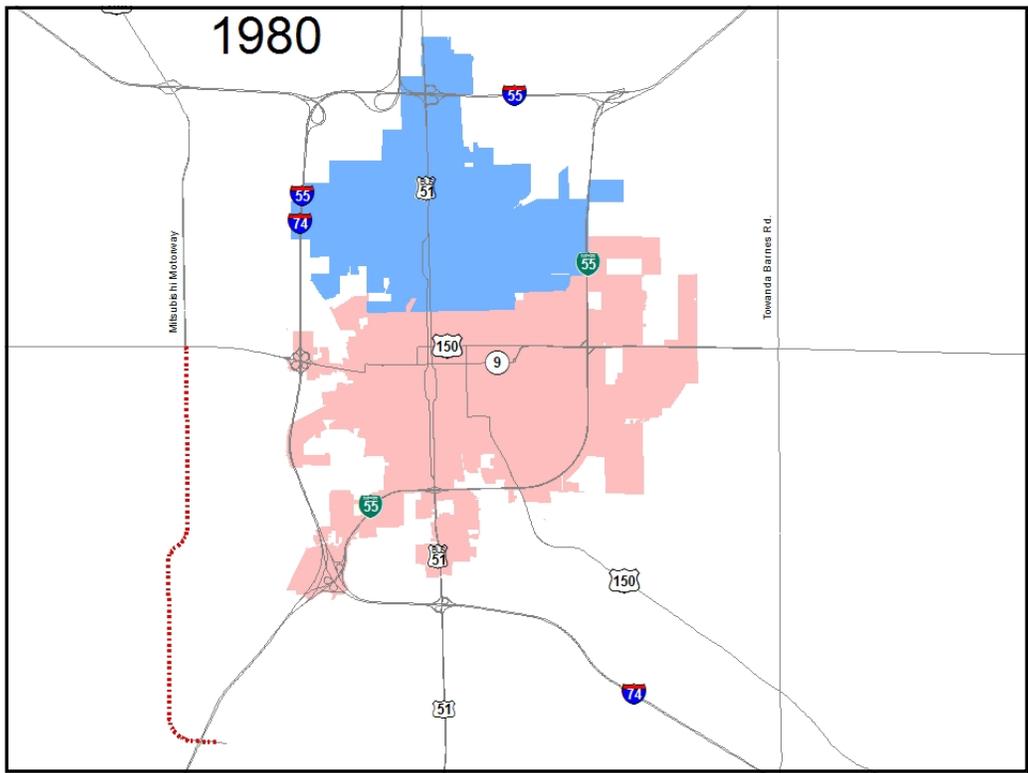
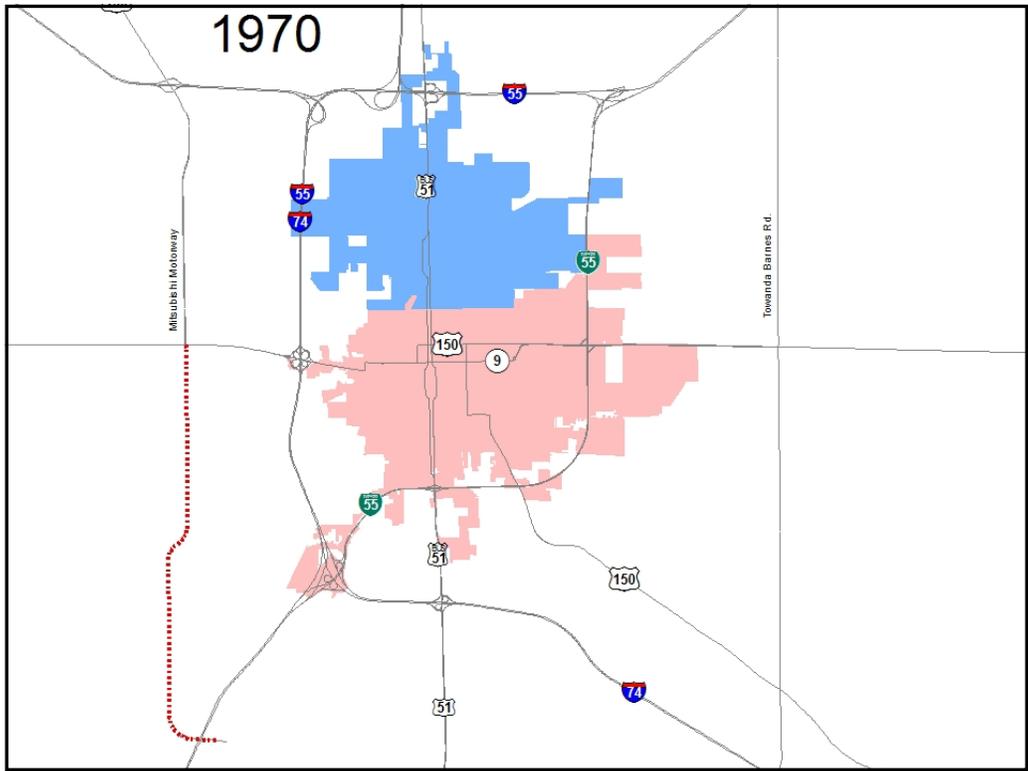
Environmental Assessment

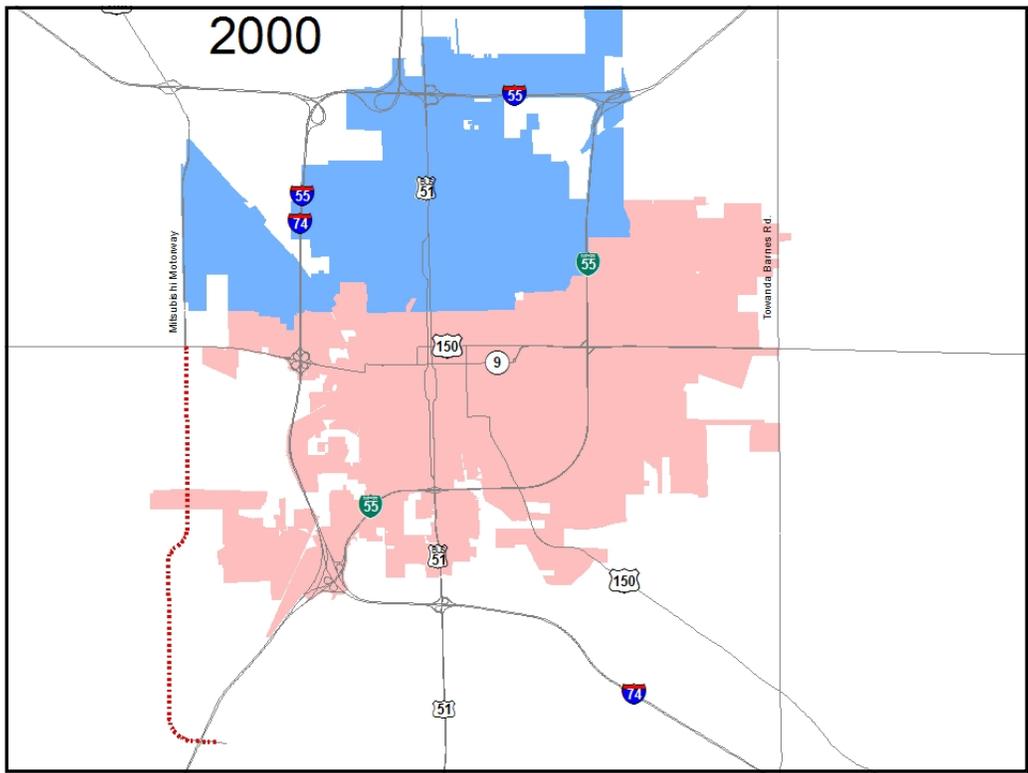
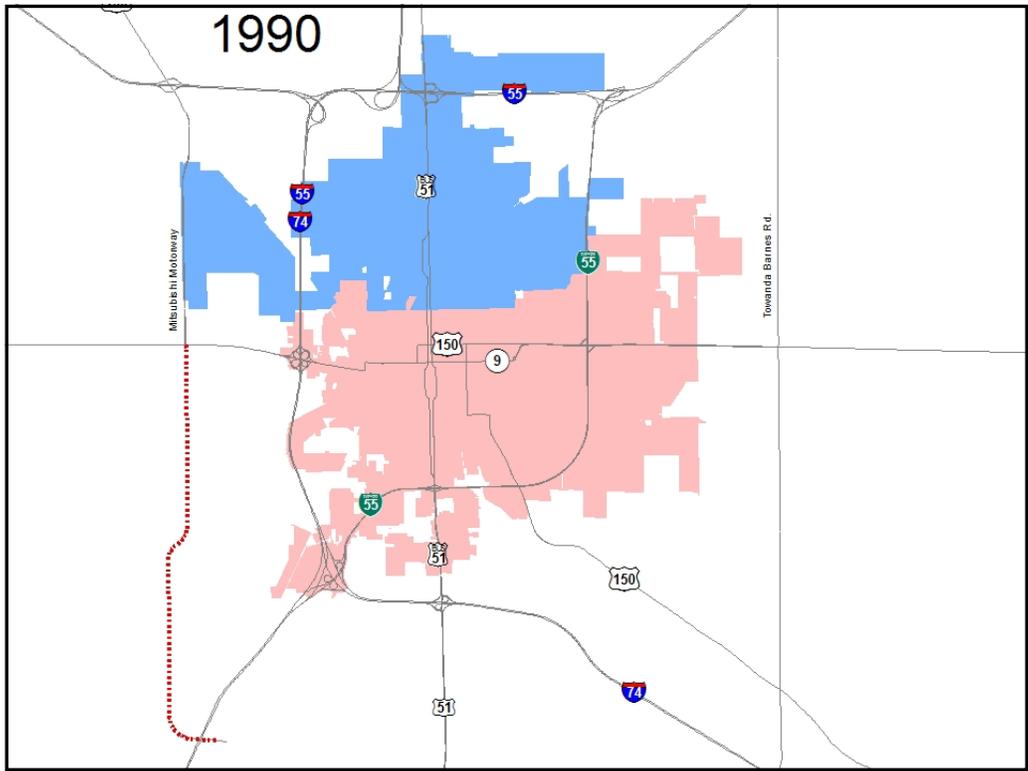


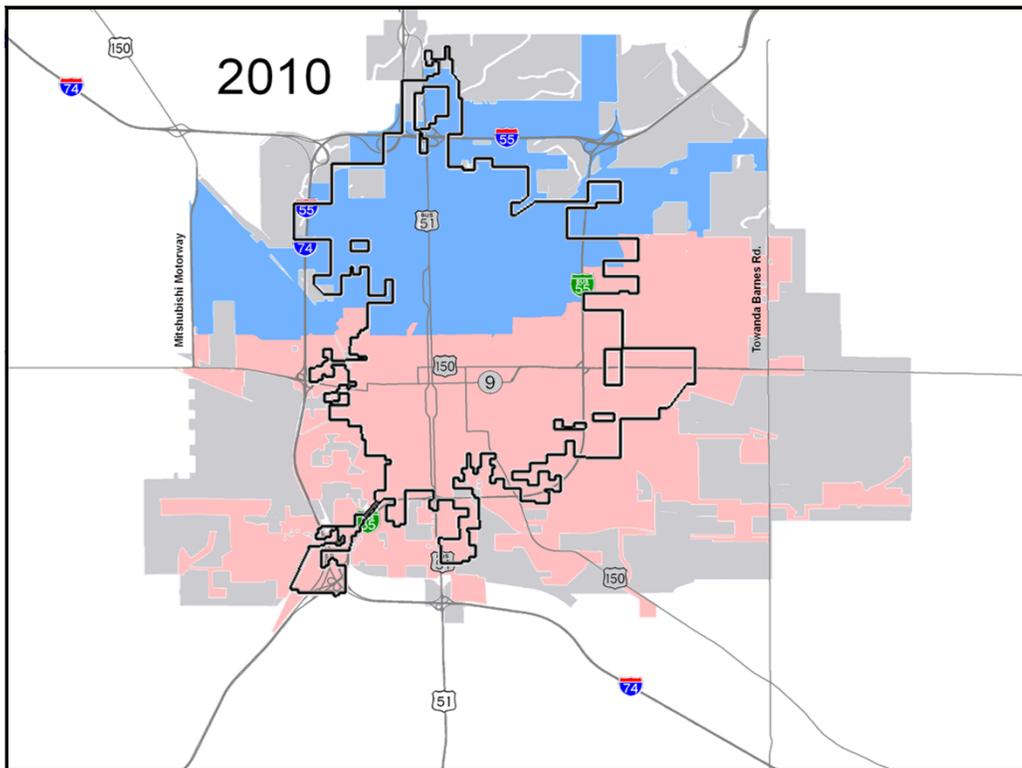
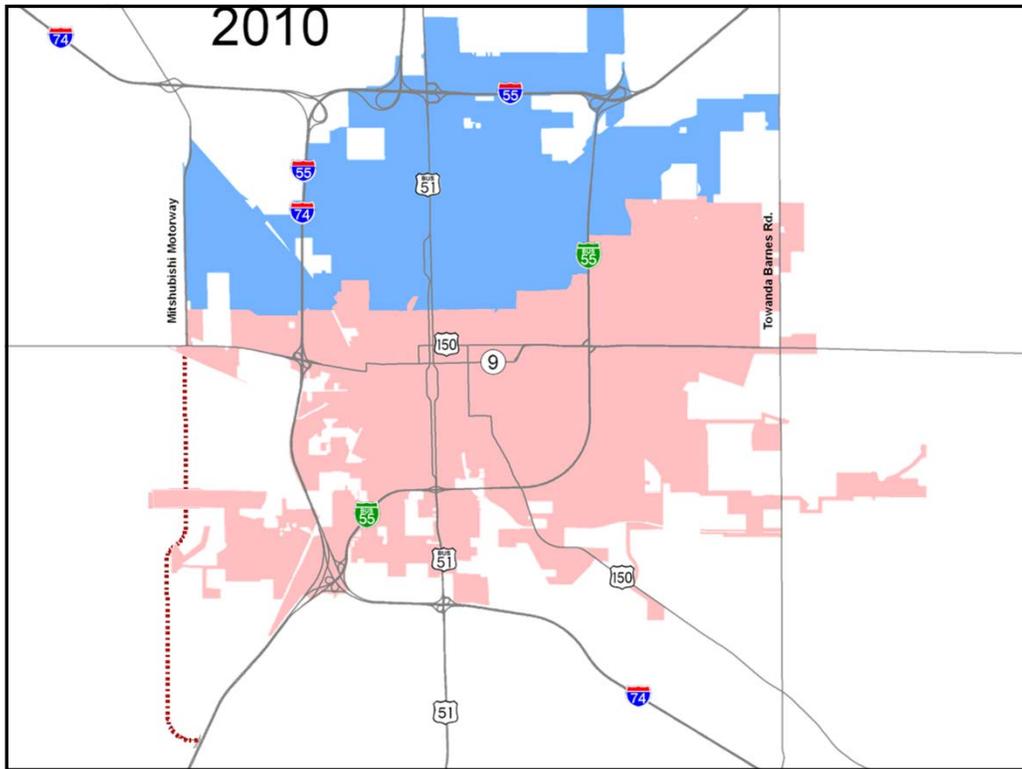
Agenda

- Planning for the Future
- Study Process
- Public Involvement
- Questions

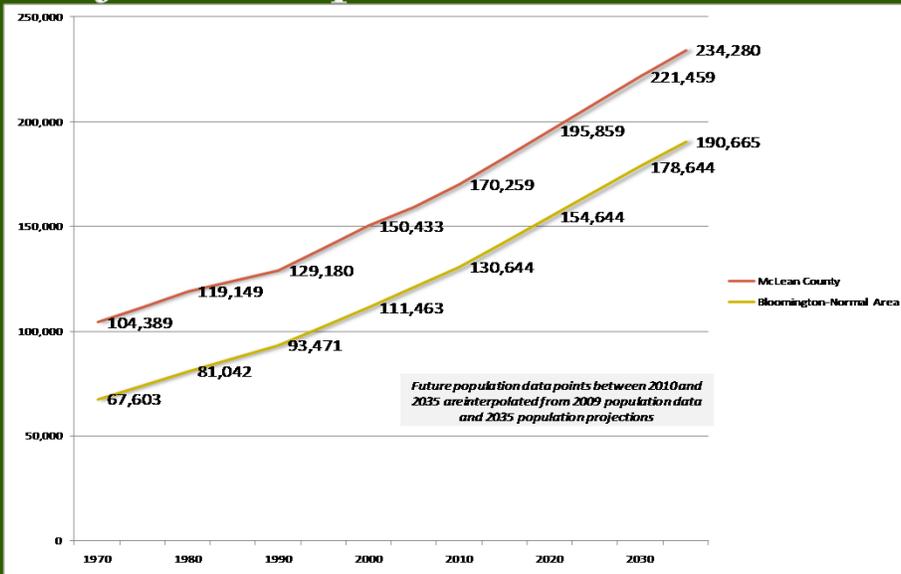




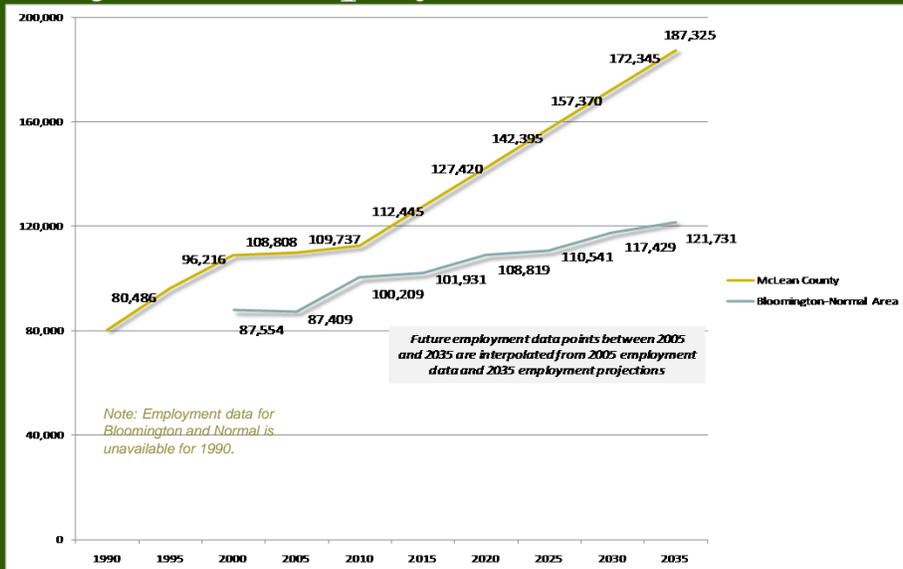




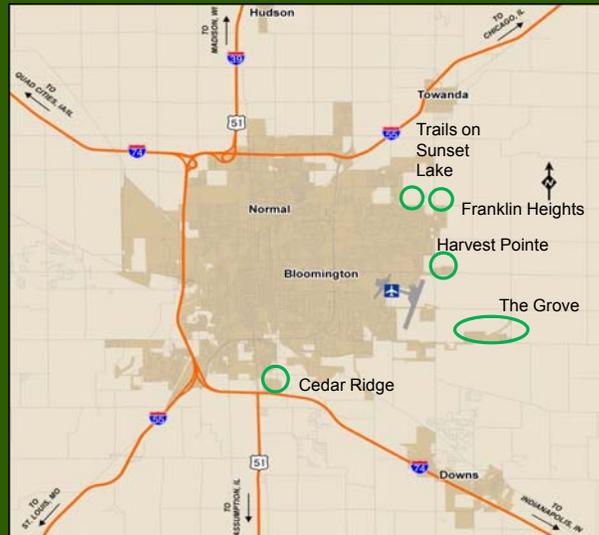
Projected Population Growth



Projected Employment Growth



Planning for the Future



Study Process

Environmental Assessment

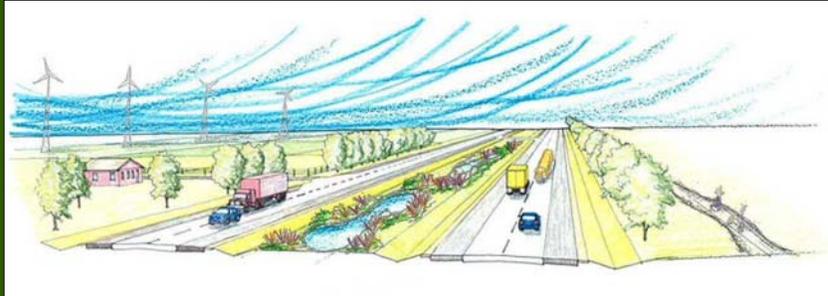
© National Environmental Policy Act (NEPA) of 1969



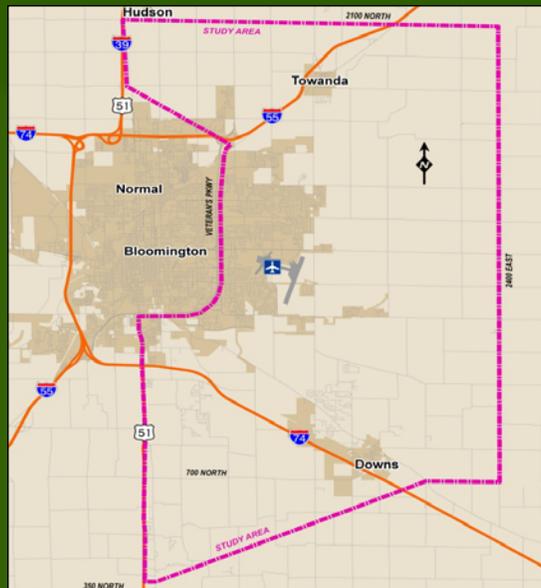
Study Process

Objective

Identify and evaluate the environmental, cultural and socio-economic impacts of a single alternative alignment on the east side of Bloomington-Normal that will improve regional access and relieve urban traffic congestion.



Project Study Area



Study Process

Provide transportation infrastructure on the east side of Bloomington-Normal, defined by the project study area map, that will accommodate managed growth and address future mobility and safety needs.



Problem Statement

Study Process

Accommodate Managed Growth

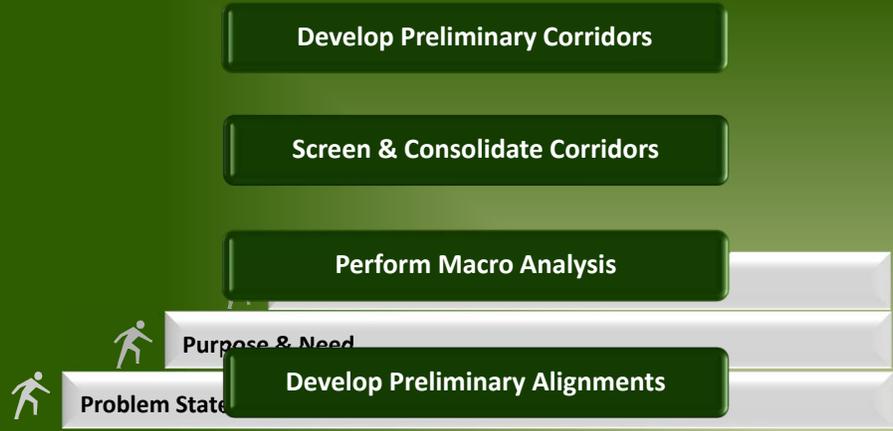
Improve Local and Regional Mobility



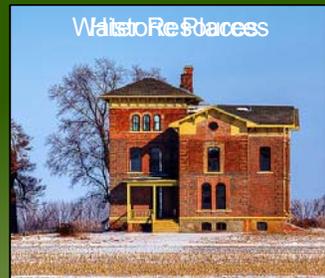
Purpose & Need

Problem Statement

Study Process



Alternative Evaluation - Environmental Considerations



Alternative Evaluation - Sustainability

- Minimize impacts and consumption
- Preserve and enhance aesthetics
- Encourage multi-modal uses
- Use innovative approaches
- Integrate project into the community

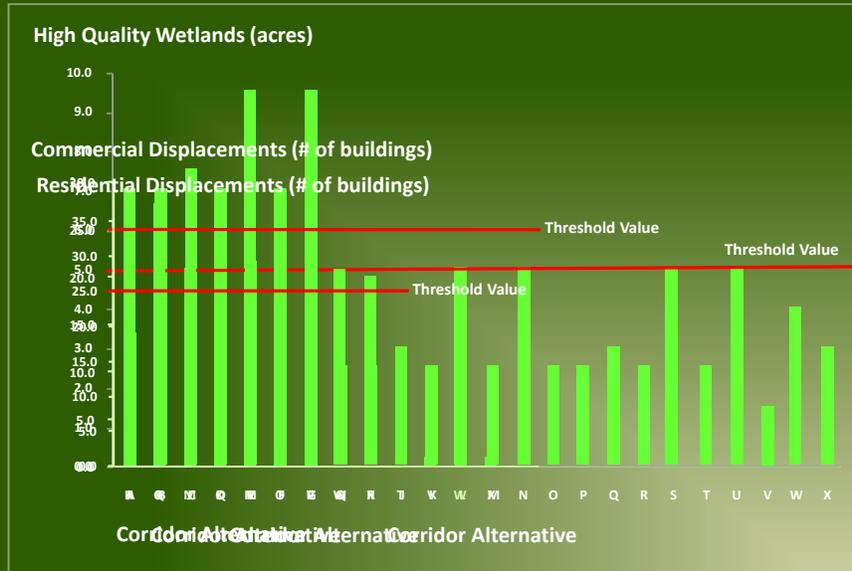


Alternative Evaluation - Other Considerations



East-West
Mobility

Corridor Screening Example



Study Process



Public Involvement

Context Sensitive Solutions (CSS)

- A project fits into its unique surroundings



Public Involvement



The End Result...



Schedule



- ▲ PUBLIC MEETING
- PUBLIC HEARING
- STUDY MILESTONE



Questions?

- Website: www.eastsidehighway.com
- Email: ESHEA@clark-dietz.com
- Telephone: (217) 373-8901



LOCAL AGENCY MEETING
NORMAL TOWN COUNCIL

JUNE 6, 2011



June 6, 2011
Normal Town Council

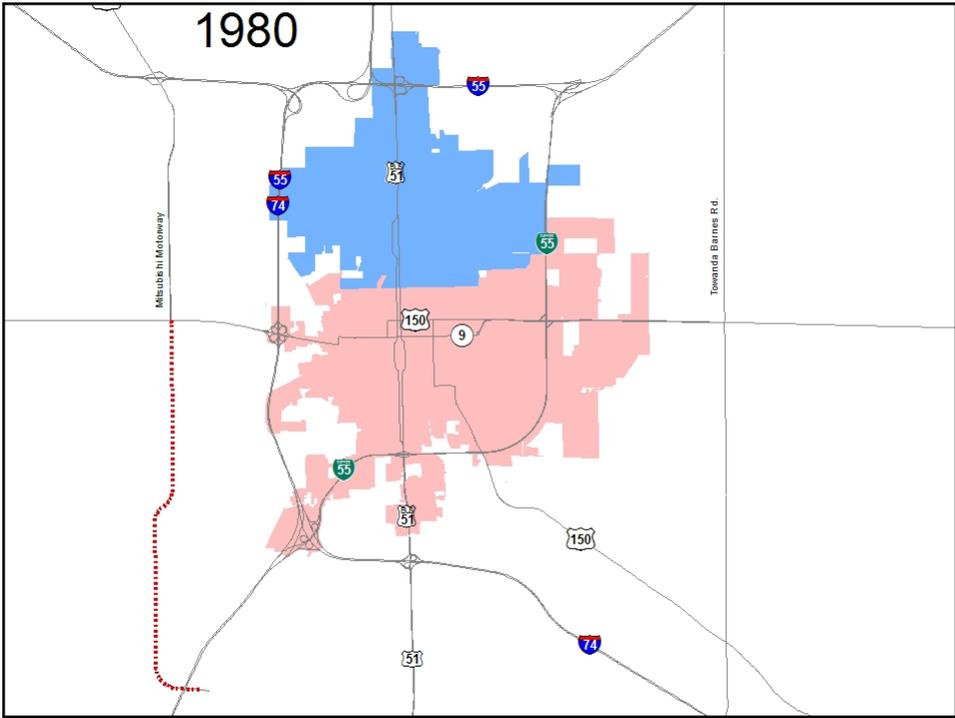
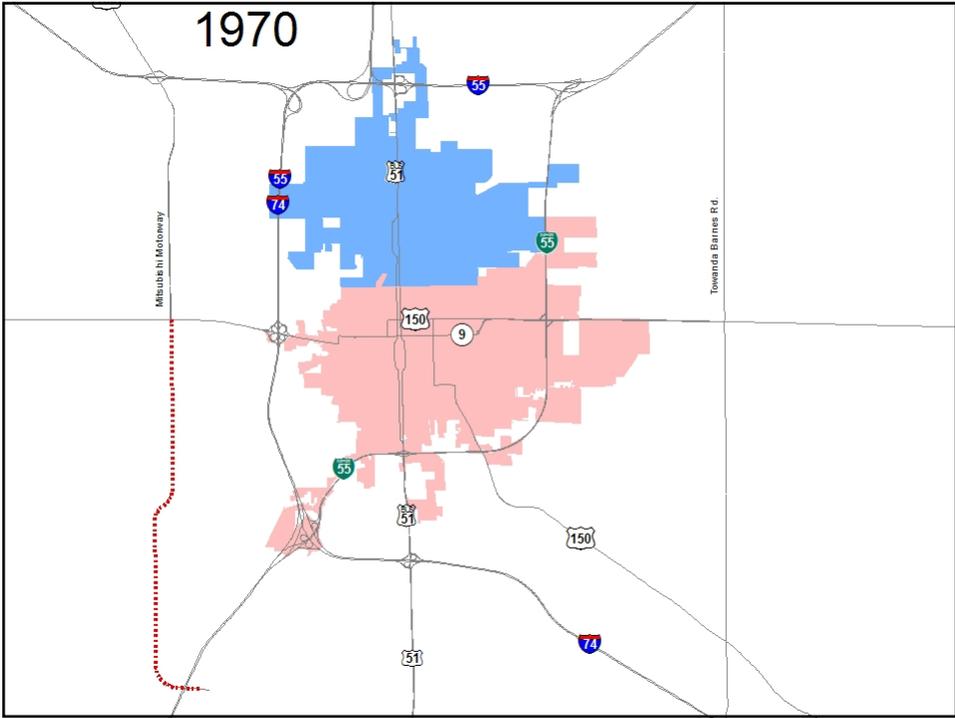
East Side Highway Environmental Assessment

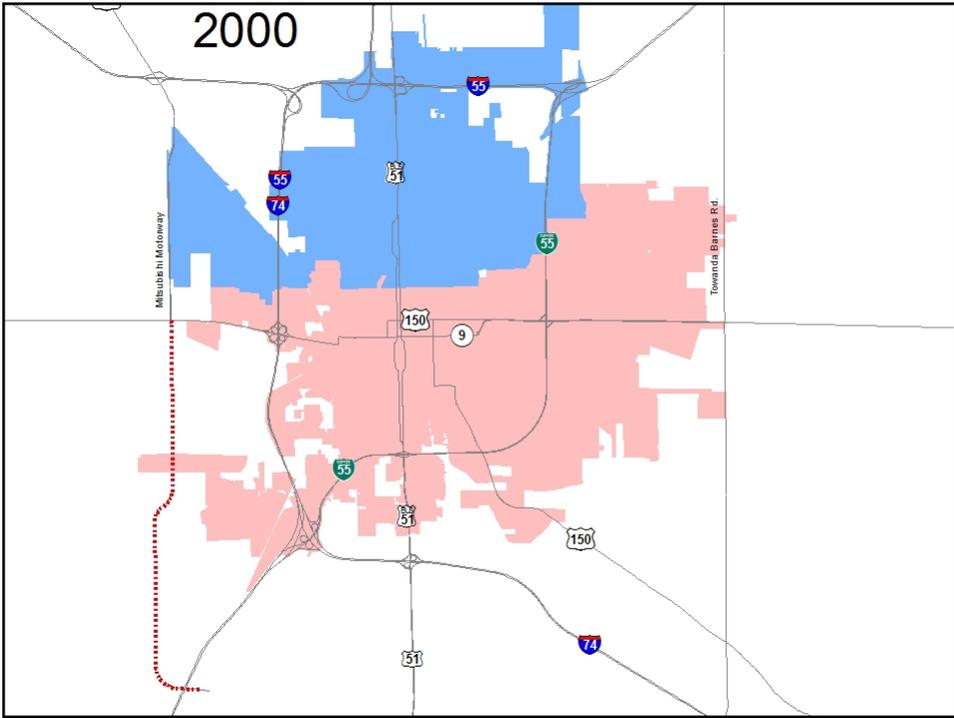
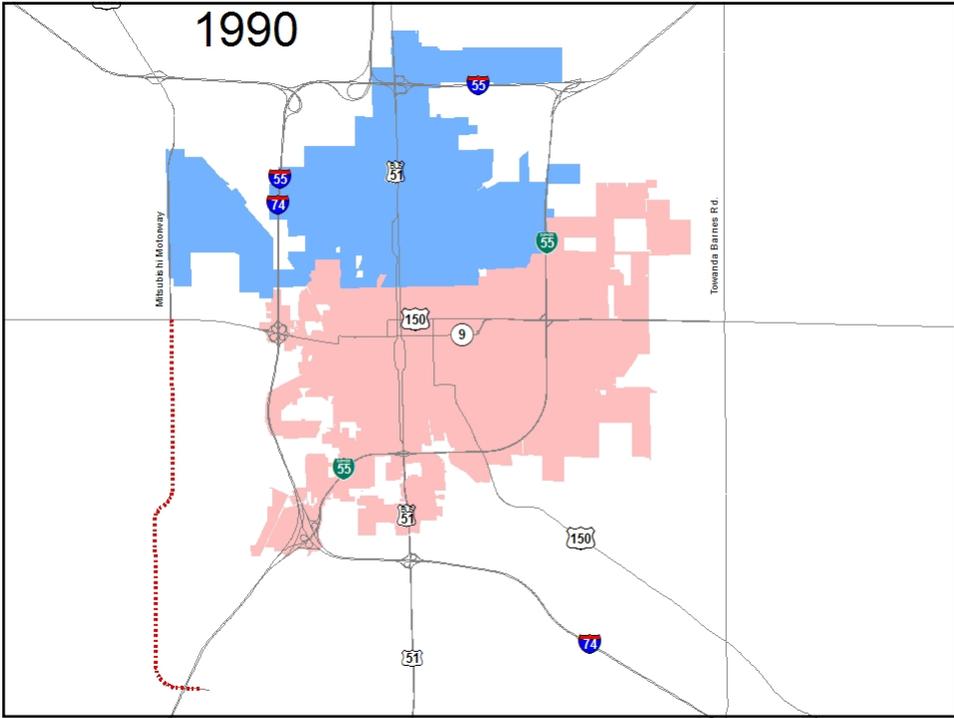


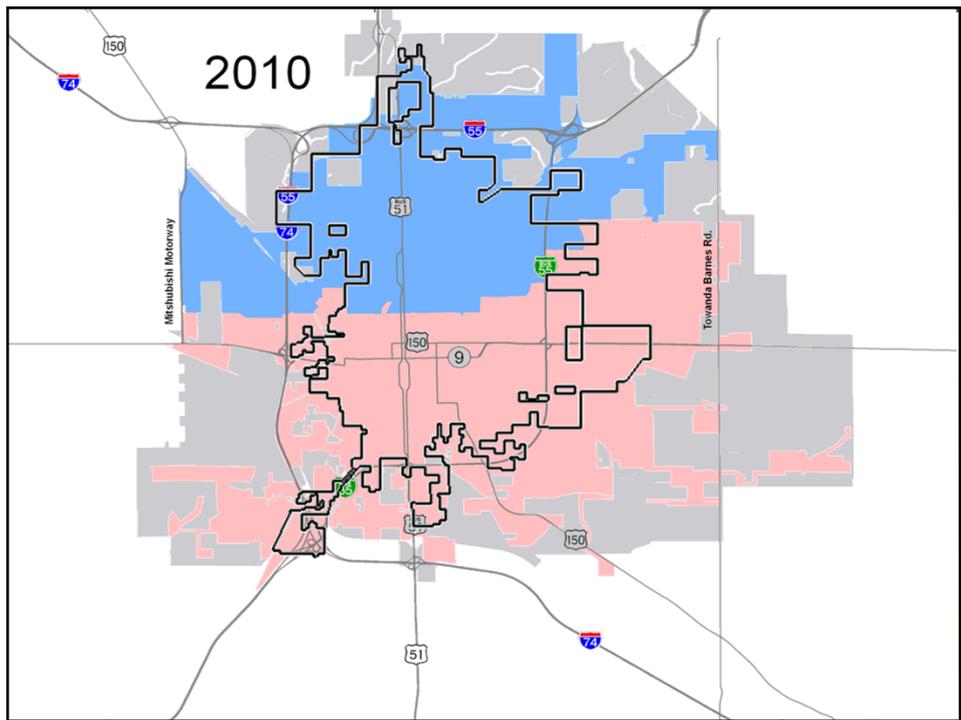
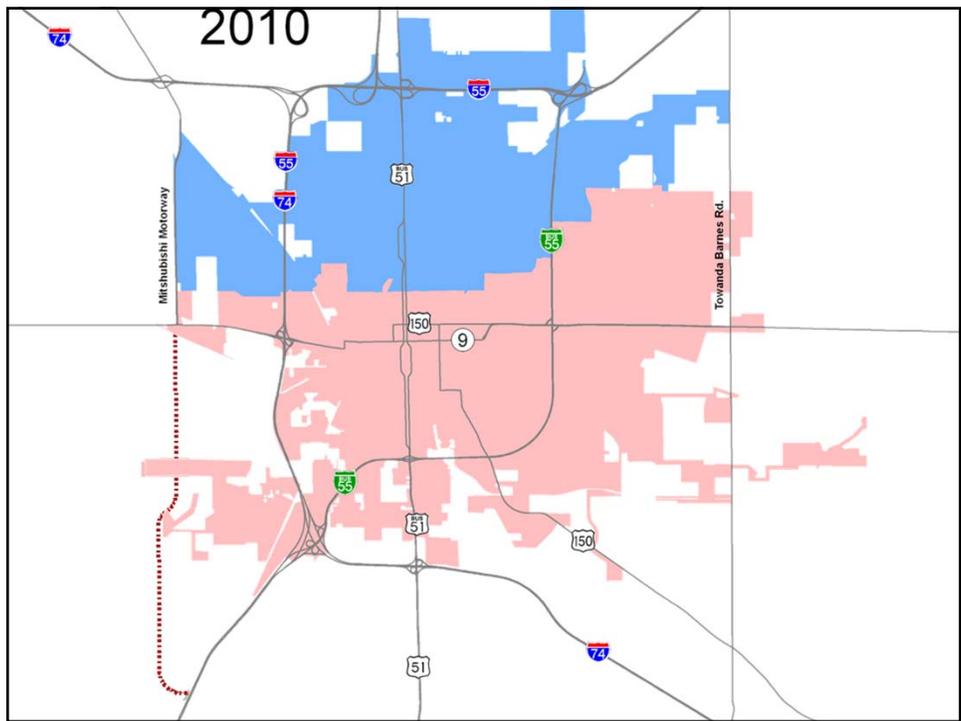
Agenda

- Planning for the Future
- Study Process
- Public Involvement
- Questions

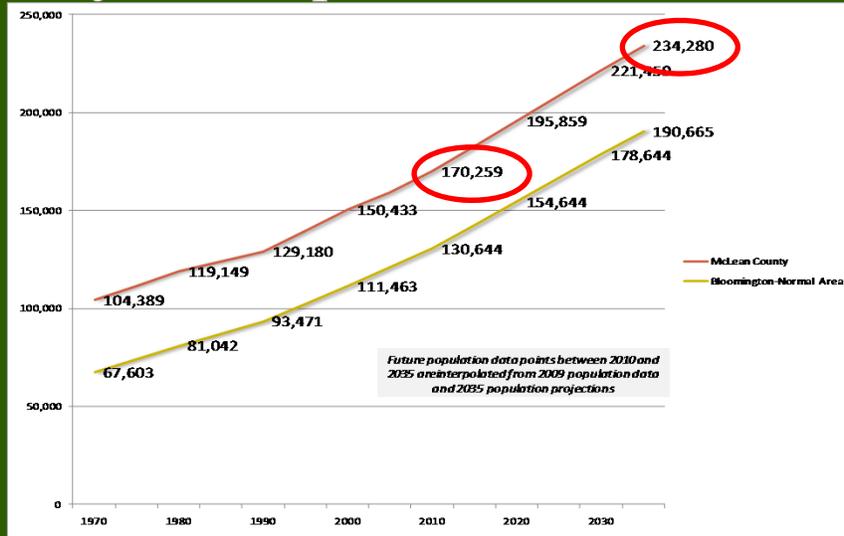




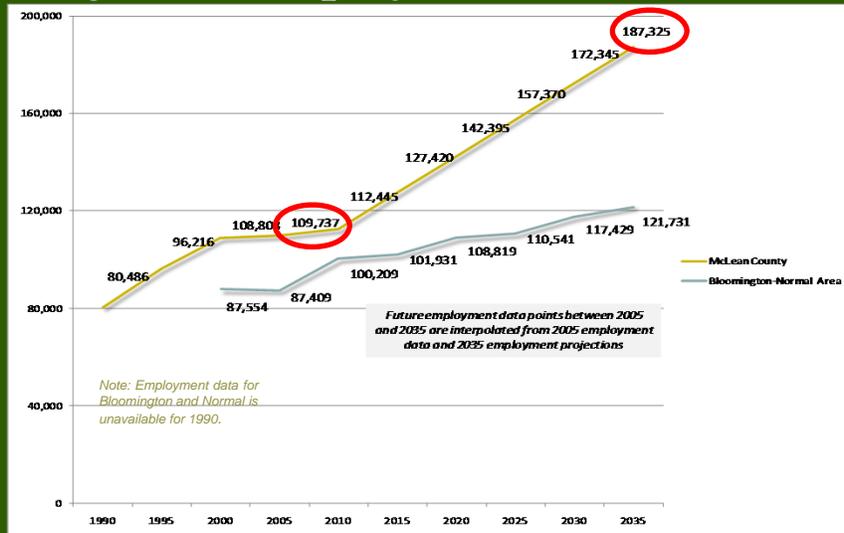




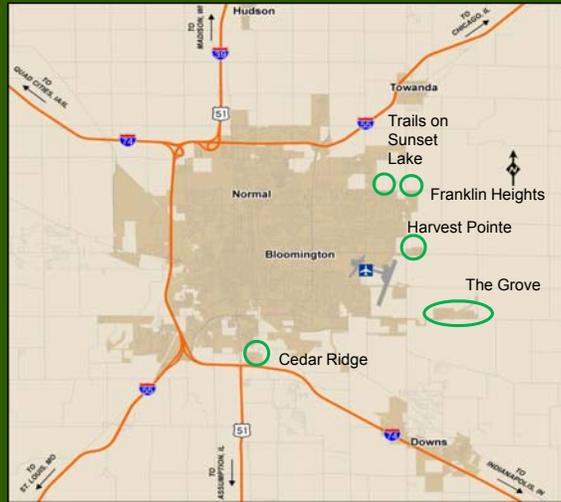
Projected Population Growth



Projected Employment Growth



Planning for the Future



Study Process

Environmental Assessment

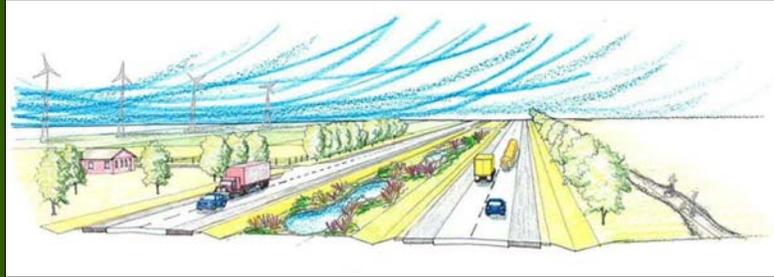
- © National Environmental Policy Act (NEPA) of 1969



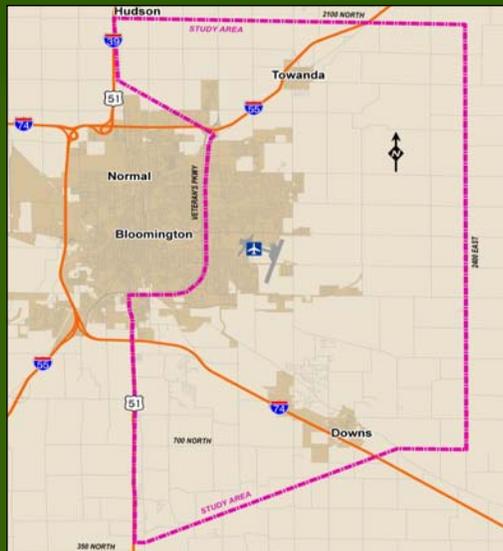
Study Process

Objective

Identify and evaluate the environmental, cultural and socio-economic impacts of a single alternative alignment on the east side of Bloomington-Normal that will improve regional access and relieve urban traffic congestion.



Project Study Area



Study Process

Provide transportation infrastructure on the east side of Bloomington-Normal, defined by the project study area map, that will accommodate managed growth and address future mobility and safety needs.



Problem Statement

Study Process

Accommodate Managed Growth

Improve Local and Regional Mobility



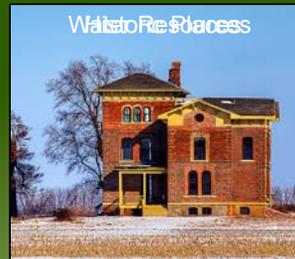
Purpose & Need

Problem Statement

Study Process



Alternative Evaluation - Environmental Considerations



Alternative Evaluation - Sustainability

- Minimize impacts and consumption
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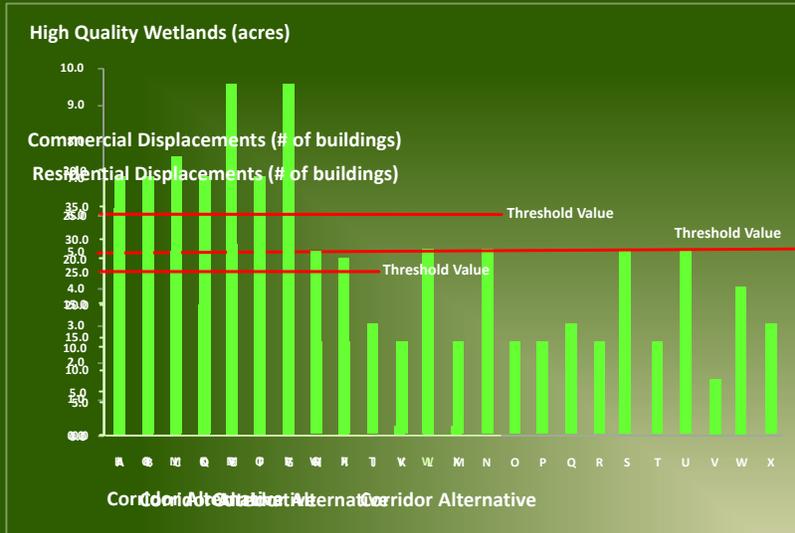


Alternative Evaluation - Other Considerations



East-West
Mobility

Corridor Screening Example



Study Process



Public Involvement

Context Sensitive Solutions (CSS)

- A project fits into its unique surroundings



Context Sensitive Solutions (CSS)

CWG Interest Areas

- ◉ Homeowner's Association
- ◉ Organized Labor
- ◉ Education
- ◉ Trucking Firms
- ◉ Airport
- ◉ Historic District
- ◉ Environmental Groups
- ◉ Soil and Water Conservation District
- ◉ Law Enforcement
- ◉ Emergency Services
- ◉ Local Transit
- ◉ Regional Transit
- ◉ County Representatives
- ◉ Municipal Representatives
- ◉ Economic Development
- ◉ Drainage Districts
- ◉ Bicycling Community
- ◉ Park District
- ◉ Farm Bureau
- ◉ Manufacturing Industry
- ◉ Health Care Industry
- ◉ Public Works
- ◉ Utility Companies
- ◉ Local Businesses
- ◉ Township Reps

Public Involvement



The End Result...



Schedule



-  PUBLIC MEETING
-  PUBLIC HEARING
-  STUDY MILESTONE

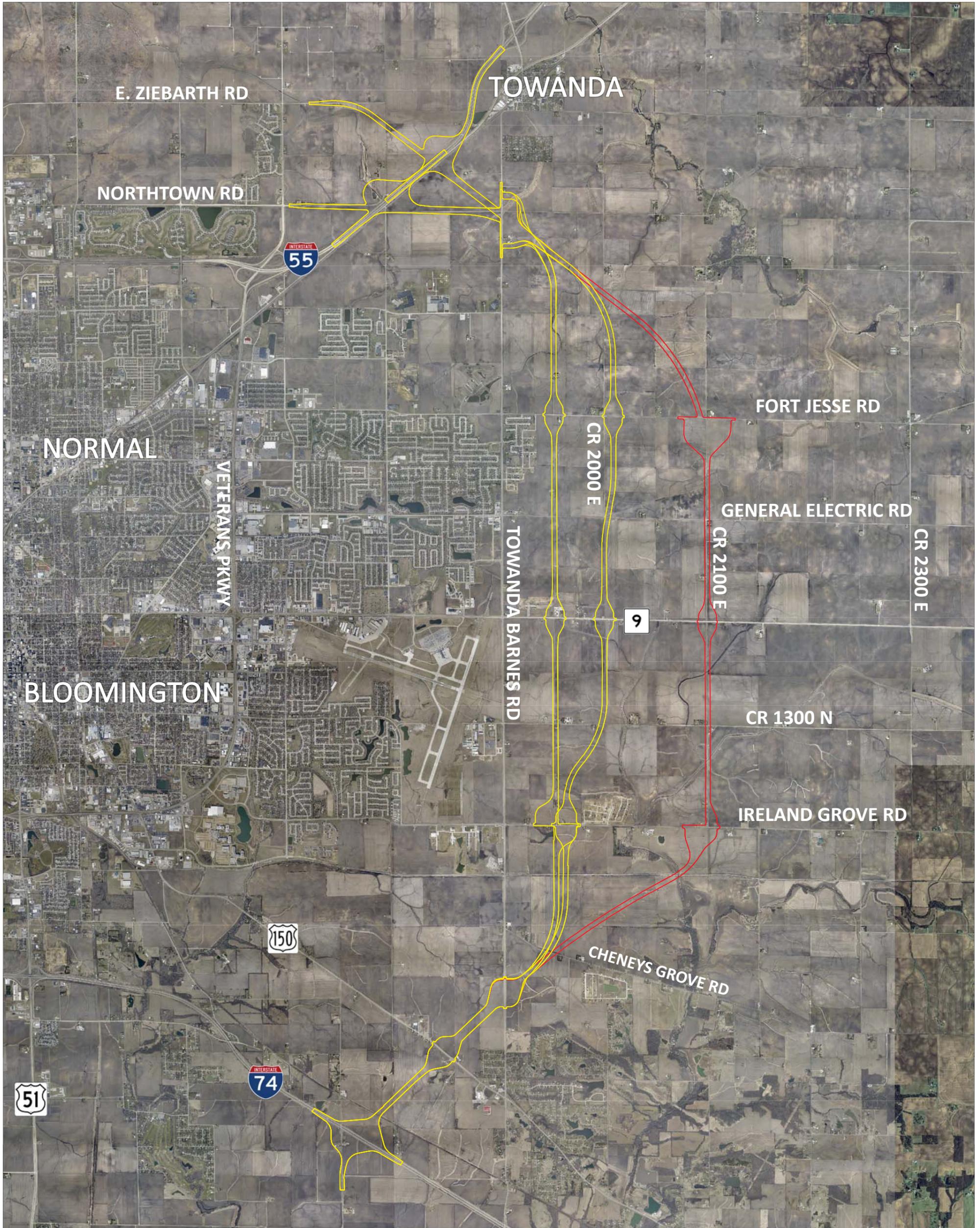


Questions?

- Website: www.eastsidehighway.com
- Email: ESHEA@clark-dietz.com
- Telephone: (217) 373-8901



LOCAL AGENCY MEETING
MCLEAN COUNTY FARM BUREAU
MARCH 6, 2012

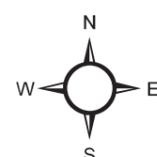
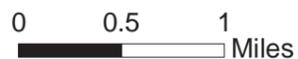


Remaining Alignments

March 6, 2012

Legend

- █ Alignments Moving Forward
- █ Alignments Eliminated





MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Project Team Meeting with McLean County Farm Bureau
Date: March 6, 2012, 10:00 AM
Location: McLean County Farm Bureau, Bloomington, IL

Minutes of this meeting were prepared by Jamie Bents of Huff & Huff, Inc. Please inform her of corrections or modifications.

Project Team Attendees: Eric Schmitt (McLean County), Jim Karch (City of Bloomington), Jerry Payonk (CDI), Linda Huff (Huff & Huff), Jamie Bents (Huff & Huff)

The purpose of the meeting was to discuss the status of the East Side Highway project with the McLean County Farm Bureau (Farm Bureau) and to gain understanding of the Farm Bureau's concerns and viewpoints.

Mike Swartz of the Farm Bureau stated that the last project meeting (January 2012) was very well attended, but now they were looking for more information regarding farm vehicle access associated with the East Side Highway (ESH). At the public meeting, Jerry stated that farm vehicles were a safety hazard when operating on the ESH due to speed differentials. The Farm Bureau stated that the ESH needs to be designed to make crossing the ESH as easy for farm vehicles as possible. All crossings should be properly sized for farm vehicle heights and widths. Overpasses present a sight distance problem for farm vehicles that must take up both lanes of a two-lane bridge, and operators' sight of oncoming vehicles may be obscured. The Farm Bureau stated that farm vehicle operators cannot even cross the Towanda-Barnes bridge over I-74 when there is an oncoming vehicle due to insufficient bridge width. According to Jerry Payonk (CDI), speed differential issues with farm implements are being studied by the project team; the team is continuing to gather information about the topic and will present the information in the future.

Jim Karch (City of Bloomington) asked if there are standards for farm equipment size, as well as turning radii information, that could be used when designing the ESH. The Farm Bureau was not aware of such information.

The Farm Bureau asked if there are design differences between an interstate facility and a freeway. Jerry Payonk explained the two are built alike, but sometimes the Federal government doesn't take jurisdiction of freeways for interstate roadways.

Meeting Notes

East Side Highway Environmental Assessment

Project Team Meeting with the McLean County Farm Bureau – March 6, 2012

Page 2

Tim Bittner stated he felt misled by the project team, because in the early days of the project they were told that the ESH would be no larger than an expressway, and the intent was never to build an interstate facility. Jerry Payonk pointed out that the ESH corridor report stated that the ESH facility type would be determined in the future. Jerry Payonk stated that the Project Study Group (PSG) reviewed and approved the selection of a freeway instead of an arterial or expressway. I-55 on the west side of Bloomington-Normal impeded development beyond the interstate because there were very few access points in that area, and there were no utility extensions west of I-55. The ESH will be different because it will have many east-west connections for access, and utilities are already present in this area. An arterial ESH was removed from consideration because it didn't function adequately with future traffic volumes. An expressway or freeway ESH would operate nearly the same, but a freeway was selected due to access spacing and speed differential concerns.

The Farm Bureau asked if interstate access was a higher priority than local road access when selecting the ESH alignment. Jerry Payonk referenced the project Purpose and Need Statement. The P&N statement says that the project will accommodate managed growth, improve access on the east side of Bloomington, and improve local and regional mobility. The only component of the P&N that specifically pertains to interstate access is the need to improve regional mobility; the remainder of the P&N pertains to local access.

The Farm Bureau asked how the project team would address road closures from the ESH, and if an underpass or overpass would be constructed. Jerry Payonk stated that no east-west road would be closed to the extent possible, but grade separation would be provided.

The Farm Bureau believed the goal of the ESH is to improve travel on the east side of Bloomington-Normal. Congressman Tim Johnson told them he felt the Federal government wouldn't want to provide a "convenience road" for freeway traffic to bypass Bloomington-Normal. Jerry Payonk stated that the project team was not aware of the Congressman's statement, but that local trips are accounted for in the transportation models used to project traffic for the ESH.

The Farm Bureau asked what types of improvements would be made to east-west roads with this project, because the ESH will increase traffic volumes on these roads. Jerry Payonk stated that the project team evaluated an option that only improved east-west roads. The east-west road improvement option would not provide sufficient capacity to accommodate future volumes. The team doesn't yet know the extent of east-west road improvements that will be needed, but these will

Meeting Notes

East Side Highway Environmental Assessment

Project Team Meeting with the McLean County Farm Bureau – March 6, 2012

Page 3

be identified as the project moves forward and those impacts will be studied in the Environmental Assessment.

The Farm Bureau asked if the footprint of the ESH would change depending upon the facility type selected. Jerry Payonk stated that an arterial facility cross-section would take less than 200 feet in width, but that freeway and expressway cross-sections would be similar, ranging from 200 feet to 250 feet in width.

The Farm Bureau stated that farmers still needed access to their farms with the freeway option, and that if the ESH were on existing roads, access roads on both sides of the ESH may be needed. Jerry Payonk stated that these topics will be discussed with the Focus Working Group and land owners.

Jim Karch stated that landlocked parcels of land due to the ESH were studied in the alignment analysis. Jerry Payonk stated that it was impossible to completely avoid creating landlocked parcels with this project because the ESH alignments all contained diagonal sections.

Tim Bittner believed that west side development in Bloomington-Normal has increased since the west bypass was developed. He thought a freeway version of the ESH will increase truck traffic and truck stops, which will not mix with residential development. Because of that, there could be land use changes on the east side. Mr. Bittner was concerned that higher truck traffic would result from the freeway version of the ESH rather than the expressway. Arterial roads and expressways are friendlier to agricultural operations because freeways do not allow farm equipment. Jerry Payonk stated that the detailed transportation model for this area shows that both freeway and expressway ESHs would operate similarly. Signals are projected to be warranted for the ESH immediately after its construction if it was an expressway. However, due to IDOT access spacing policies and interchange construction policies, most major access points would be interchanges or two-way stop controlled intersections. Because of this, there would be little difference between an expressway and a freeway ESH.

The Farm Bureau asked if agricultural and farm impacts from the ESH would be studied. Linda Huff stated that they would be, and the alignment analysis already completed for this project included identification of agricultural severances and the number of farm tracts affected. The Department of Agriculture was one of the Federal agencies that reviewed the project and the alignment analysis at the recent Section 404/NEPA merger meeting, and they have had no objections to the alternatives carried forward. The Environmental Assessment will include detailed assessments of severances, tracts affected, access change, uneconomic remnants, adverse travel, and more. Linda Huff concluded that the project team will have

Meeting Notes

East Side Highway Environmental Assessment

Project Team Meeting with the McLean County Farm Bureau – March 6, 2012

Page 4

direct communication with impacted owners and operators (as available) in order to determine their needs. The Farm Bureau asked if agricultural impacts would be determined for both freeway and expressway options. Jerry Payonk stated that the project team received concurrence on the freeway alternative from the Federal agencies at the NEPA/404 meeting, and that is the alternative that will be studied.

The Farm Bureau stated that they and their members much prefer an ESH expressway rather than a freeway. Limiting roadway access will result in a greater mix of farm vehicles with residential traffic. If farm vehicles could travel on the ESH, there would be fewer farm vehicles on side roads with residential uses on roads accessing the ESH. Crash exposure between farm vehicles and cars would increase because the length of farm vehicle trips would increase given that they would need to travel around the ESH. Jerry Payonk replied that the project team looked at several scenarios where the ESH would be built as an expressway until traffic volumes would warrant the construction of a freeway; because the analysis showed that an expressway and freeway would be very similar due to access spacing policies, an expressway was not considered further. Additional east-west crossings constructed to accommodate agricultural vehicles could be provided for agricultural access but the cost of the roadway would increase, because every east-west crossing of the ESH would require a structure.

The Farm Bureau asked if the potential Enbridge pipeline was considered or included in the ESH analysis. Jerry Payonk stated that a pipeline was not being considered as part of an ESH. Enbridge was not granted eminent domain so the pipeline is on hold for now.

Jim Karch stated that the ESH project is needed, as documented in the Purpose and Need Statement. The Farm Bureau stated they understand the P&N criteria, and that local traffic drives the needs to accommodate local growth, provide access, and improve local mobility, and that improving regional mobility is also part of the P&N Statement. The Farm Bureau understands that the project team is doing its due diligence to determine the ESH's location but an expressway is a better choice for local residents and for farmers, but that the ESH may attract regional truck traffic to the project area. Jerry Payonk stated that transportation models developed for the project estimate truck travel in the area with or without an ESH, and truck traffic will be studied.

Tim Bittner stated that farmers need a network of north-south and east-west roads, and that some roads need to continue through suburban developments (some roads currently end within developments). Mr. Bittner asked if the traffic projections reflected current conditions, and were adjusted for the recession. Jerry Payonk stated that the project team adjusted the projections lower due to the recession, but

Meeting Notes

East Side Highway Environmental Assessment

Project Team Meeting with the McLean County Farm Bureau – March 6, 2012

Page 5

that even national studies project growth in Bloomington-Normal. Projections, however, do not include unforeseeable events, such as a major employer shutting down. In the case of an unforeseeable event, local planners and officials will revisit the future land use plan and future projects. Mike Swartz of the Farm Bureau acknowledged that the project team lowered their projections to reflect recession and post-recession data.

Tim Bittner opined that the ESH project would never be funded due to greater transportation needs in Illinois. Jerry Payonk acknowledged that funding projects is a problem due to the status of the Federal transportation bill and its proposed changes to project funding. Linda Huff stated that planning of the ESH is smart planning for the area's future. Jim Karch stated that it could be decades before the ESH is constructed but planning needs to be done.

Bart Bittner asked how the team will address future land use changes with the ESH. Jim Karch stated that any development needs utilities, which many portions of the east side already have. The ESH may change the type of development that would occur on the east side, but this development will be based on the future land use plan and any changes that would be made to the future land use plan. Bart Bittner stated that development in the ESH area has slowed since the start of the ESH EA, and residential developers have struggled to sell lots. Jim Karch stated that as plans for the ESH are finalized there could be some land speculation in the ESH area, but the area will follow the long-term vision as set in the comprehensive plan. The goal will be to make the ESH project the best it can be for Bloomington-Normal. Bart Bittner asked what would happen to the ESH corridor if development starts again and reaches the ESH corridor area, and if the ESH would be moved. Jerry Payonk stated that if project area conditions change significantly before the ESH is built, the location of the ESH would be reassessed.

Bart Bittner asked if there would be improvements to east-west roads before the construction of the ESH. Jerry Payonk stated that programmed projects will occur first, and these are included in the ESH analysis. There are programmed improvements on Ireland Grove Road and Hamilton Road.

Tim Bittner stated that one ESH alignment contains high-powered electric lines within the footprint. Jerry Payonk stated that alignments are being continually tweaked as impacts are identified, and utilities are considered in the location of the final alignment.

The Farm Bureau expressed a concern that the ESH could impact watersheds. Jim Karch replied that the project team is looking into sustainability elements so the road's impact will be minimized. Linda Huff stated that the sustainability

Meeting Notes

East Side Highway Environmental Assessment

Project Team Meeting with the McLean County Farm Bureau – March 6, 2012

Page 6

assessment will include looking at minimizing the farmland needed for an ESH so as to leave more farmland in production.

Jim Karch suggested that the project team have a separate meeting with the Bittners due to their projected personal and business impacts from the project. The Bittners stated that their family farm was soon to be 100 years old. They stated that their objection to the ESH came to light when it was announced the ESH would be a freeway. They believe that a freeway would bring increased truck traffic, which will lead to the construction of truck stops, taking away truck stop business from the west side of Bloomington-Normal.

Mike Swartz of the Farm Bureau stated that originally, the Bureau's position on the ESH was that the corridor should use existing roads and be as far east of Bloomington-Normal as possible. Now, the Bureau does not support that position, as that would be a bypass of Bloomington-Normal, and the Bureau now supports a facility that will accommodate local traffic. Linda Huff agreed, stating that a corridor far east of Bloomington-Normal would not help local traffic, and draws less traffic than an ESH closer to Bloomington-Normal. In order to determine impacts, the project team would benefit from farm owner/operator information for affected tracts so the team can understand how each affected tract functions. The team needs to meet with as many owners or operators as possible to study access. The Farm Bureau stated they do not have all the owner and operator information for the area but they can see what information they can gather from their membership.

The Farm Bureau asked when the ESH alignments will be narrowed down again. Jerry Payonk stated that in one year, the project team will be recommending a preferred alignment to Federal agencies. While FHWA makes the ultimate decision regarding the preferred alignment, a range of Federal agencies (including the Department of Agriculture) must concur with FHWA's decision.

The Farm Bureau asked if the project team had any other information they would want to discuss. Linda Huff stated that natural resource surveys are currently underway in the project area. No threatened and endangered species were found in the project area. If the Farm Bureau has questions about the environmental inventory or other environmental questions, the project team could give a presentation about the environmental factors considered during NEPA. Tim Bittner stated that he believed the state will only complete existing projects and projects within existing right-of-way, and that new roads would not be funded at this time.

LOCAL AGENCY MEETING

JOINT COUNCIL

SEPTEMBER 30, 2013



September 30, 2013

EAST SIDE HIGHWAY ENVIRONMENTAL ASSESSMENT

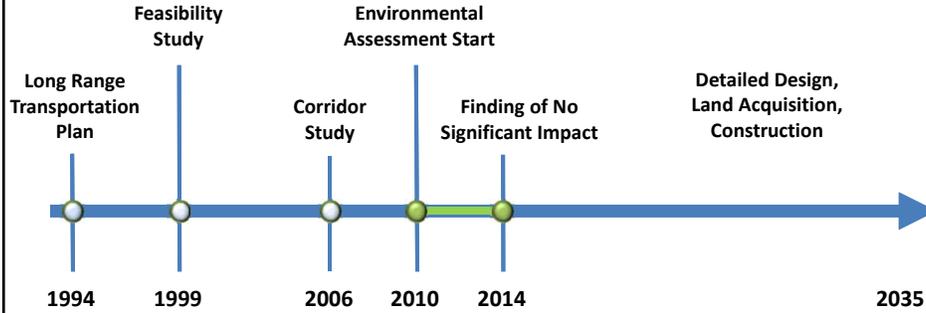


AGENDA

1. Purpose of the Planning Study
2. Alternative Corridors Considered
3. Public Input on a Preferred Alternative Corridor



ESH TIMELINE

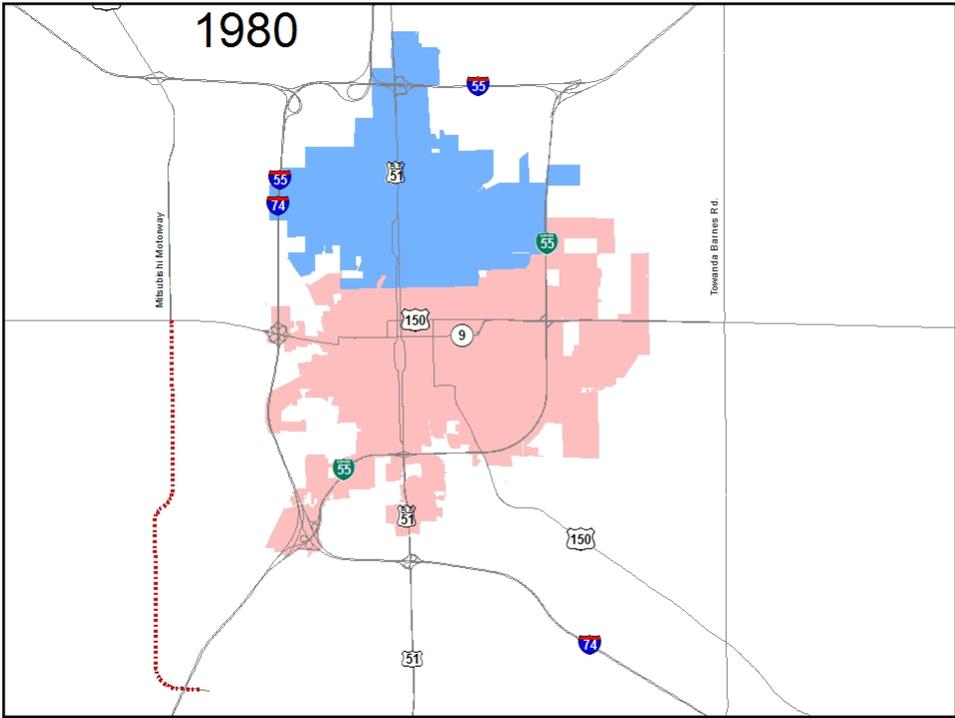
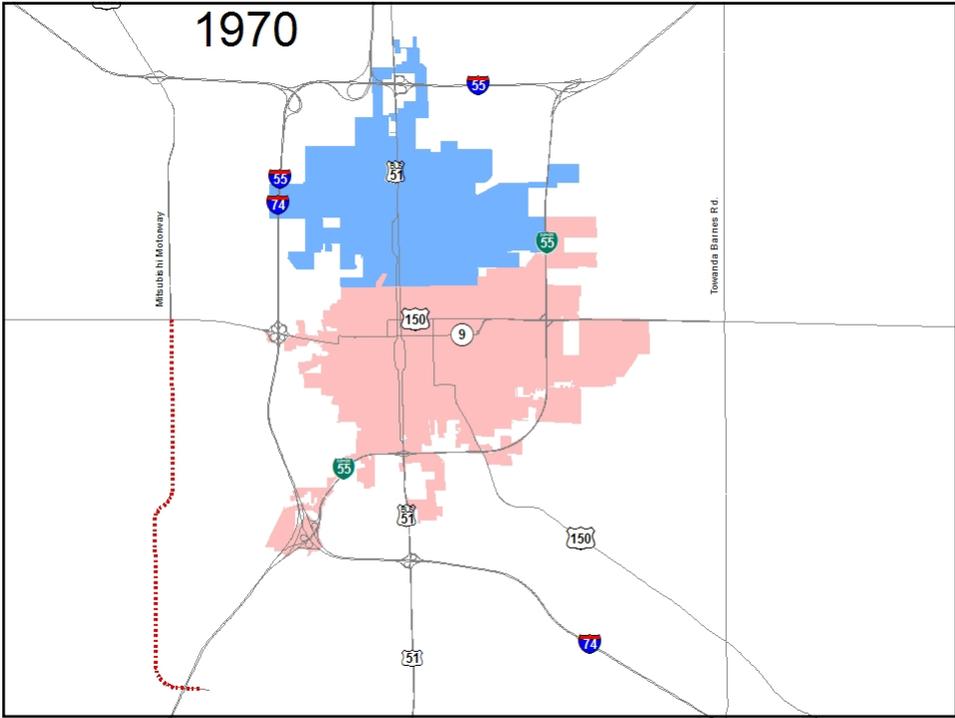


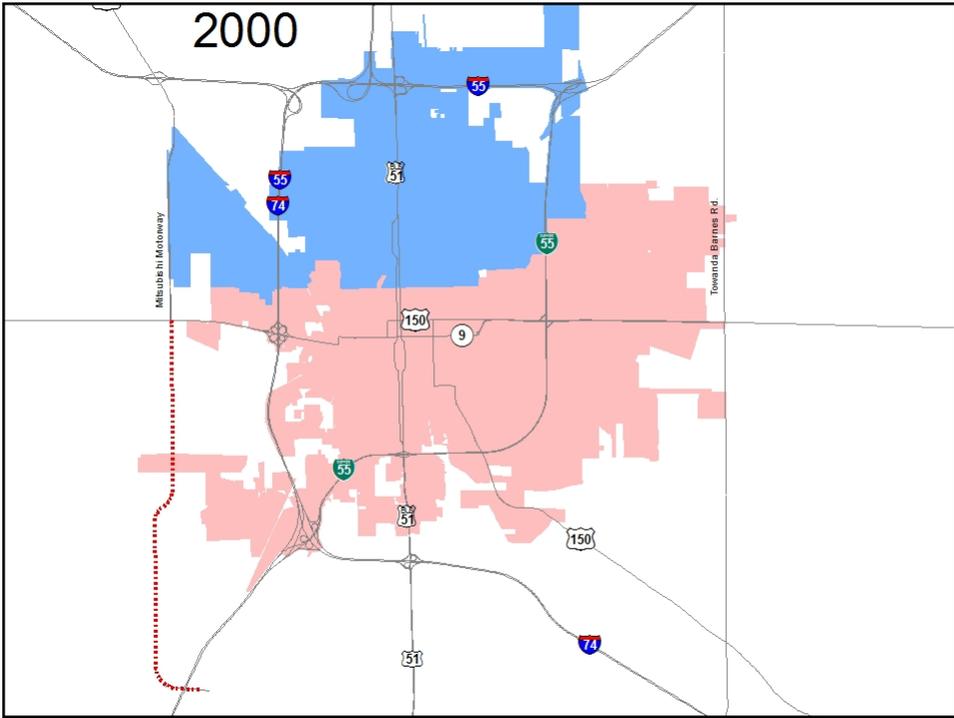
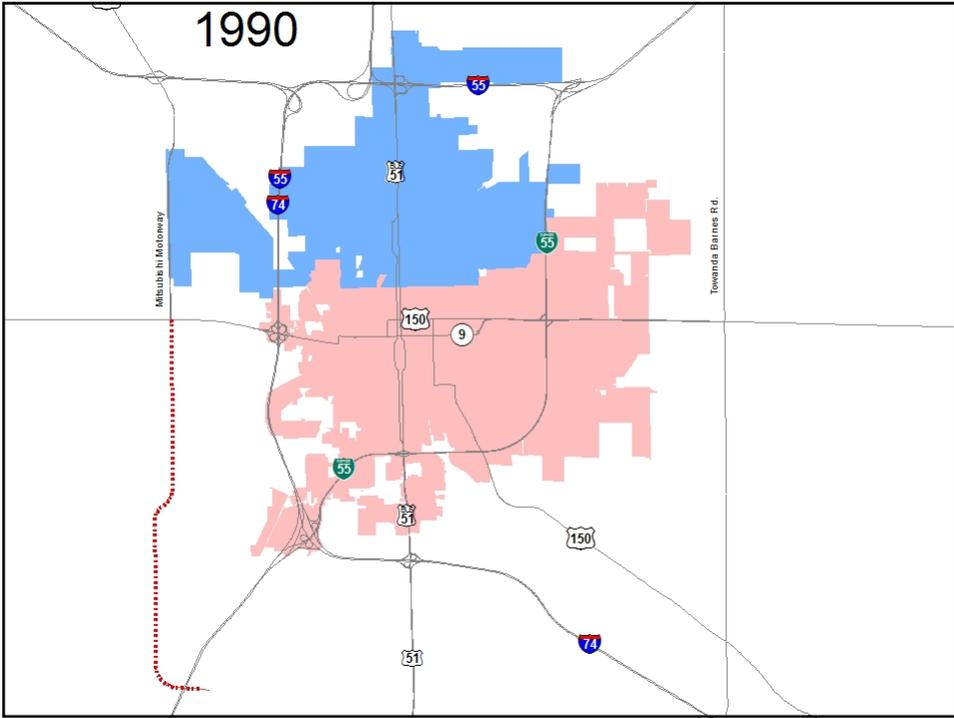
EA TIMELINE

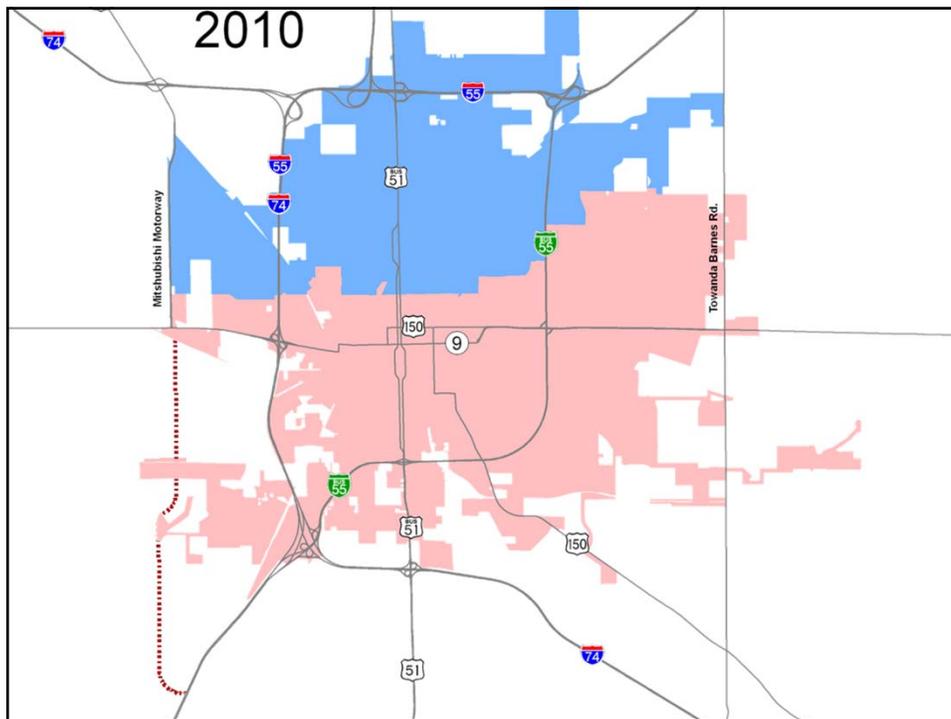


- Public Information Meeting (PIM)
- Study Milestone
- Public Hearing



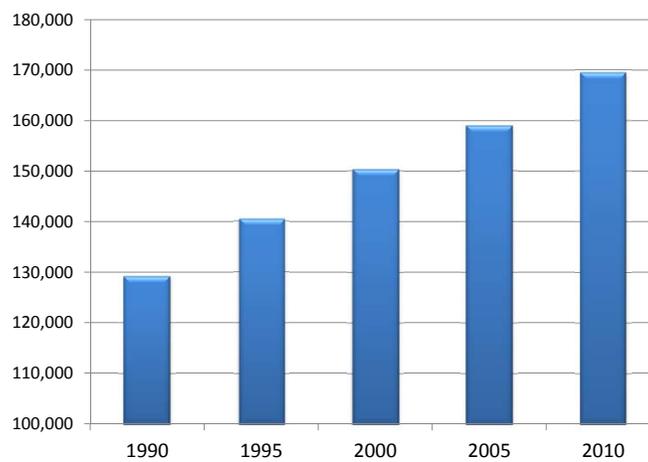






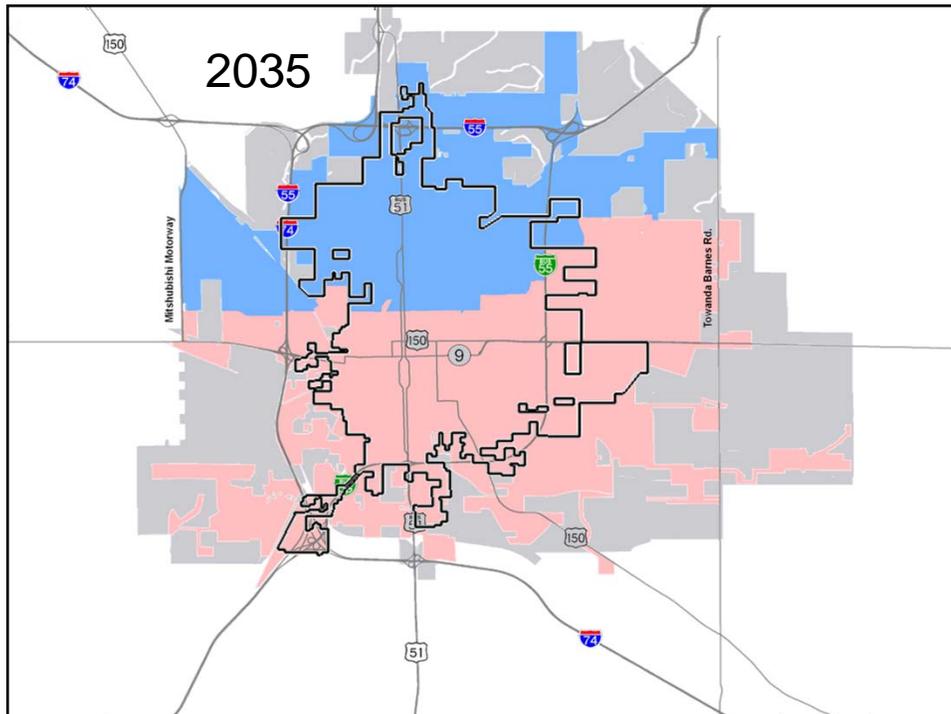
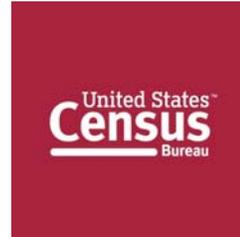
POPULATION CHANGE

McLean County Population

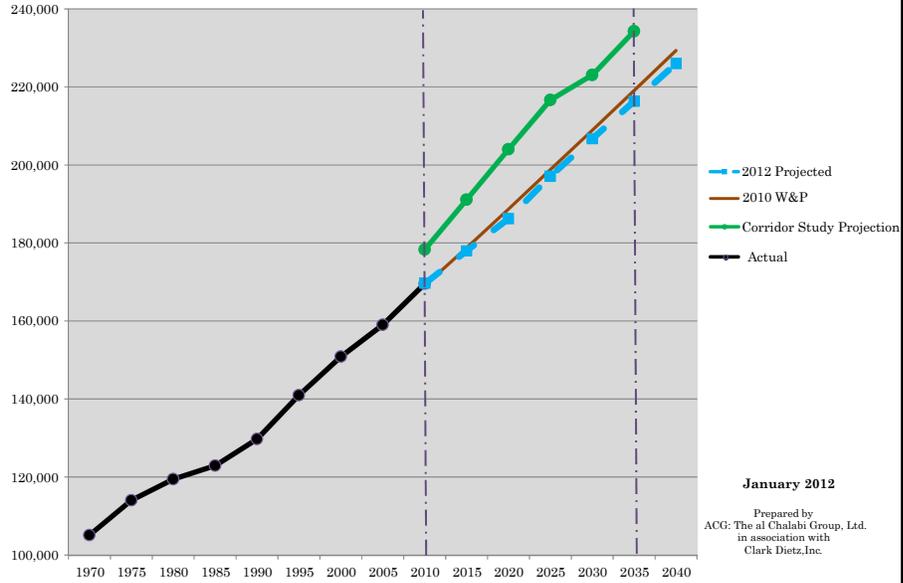


FASTEST GROWING ILLINOIS CITIES 2012

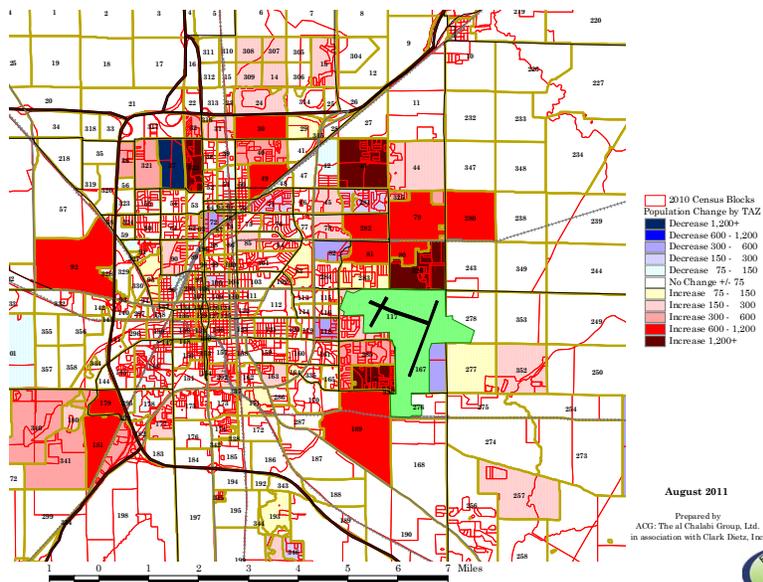
1. Normal
2. Champaign
3. Elgin
4. Bloomington
5. Naperville



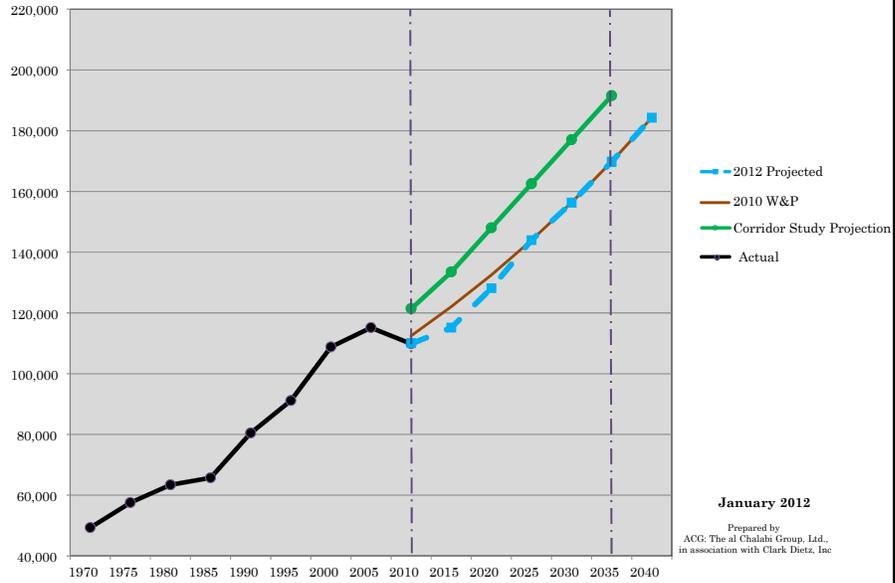
POPULATION TRENDS AND FORECASTS



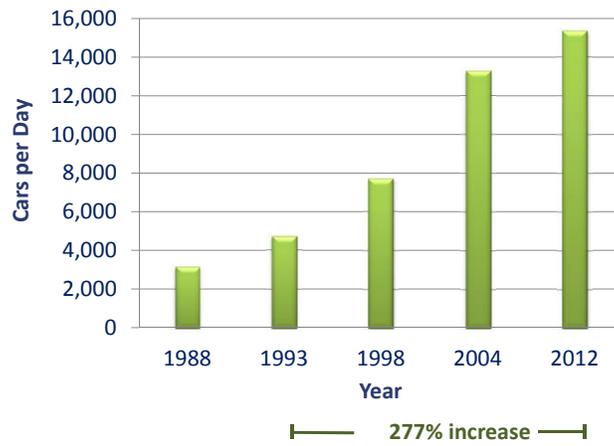
POPULATION CHANGE 2000-2010



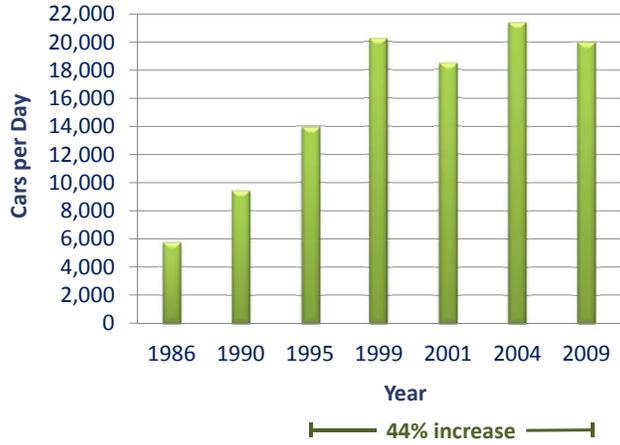
EMPLOYMENT TRENDS AND FORECASTS



TOWANDA BARNES ROAD TRAFFIC GROWTH



HERSHEY ROAD TRAFFIC GROWTH



TOWANDA BARNES ROAD AT RAAB ROAD



Northbound left turn lane onto Raab Road – a.m. peak



TOWANDA BARNES ROAD AT IRELAND GROVE



Northbound left turn lane onto Ireland Grove Road – a.m. peak



TOWANDA BARNES ROAD AT IRELAND GROVE



Southbound right turn lane onto Ireland Grove Road – a.m. peak



JEFFERSON STREET RECONSTRUCTION (BEFORE)



JEFFERSON STREET RECONSTRUCTION (AFTER)



JEFFERSON STREET RECONSTRUCTION (AFTER)



EA TIMELINE



- Public Information Meeting (PIM)
- Study Milestone
- Public Hearing



PURPOSE & NEED

Purpose: Improve local and regional mobility and access that accommodates growth forecasted on east side

Need: Based on the inability of the current transportation system to accommodate projected traffic volumes and provide access for future growth on the east side

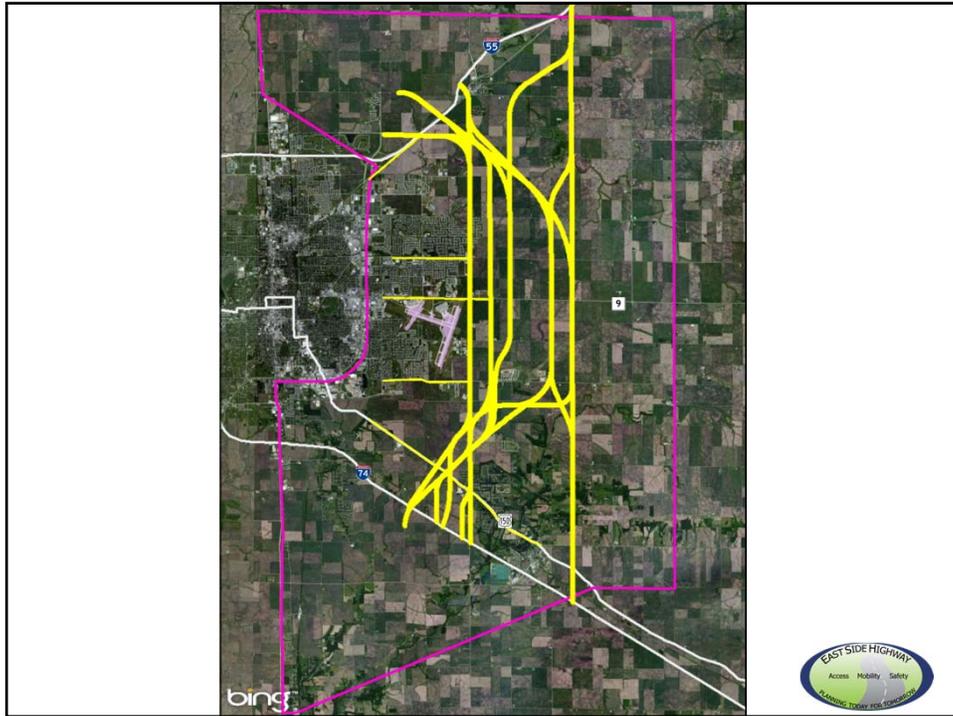


EA TIMELINE

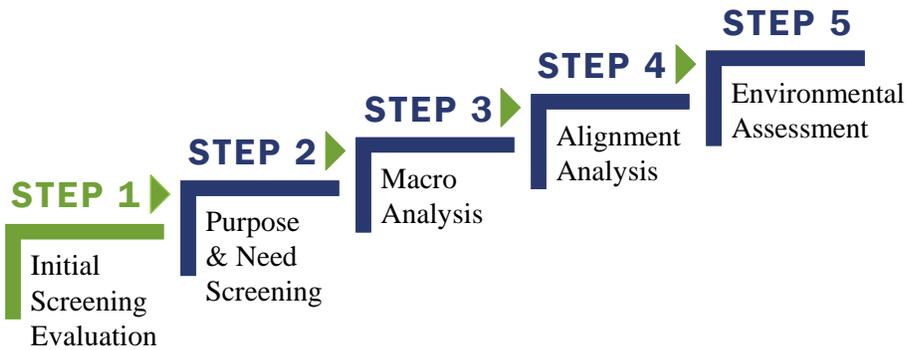


- Public Information Meeting (PIM)
- Study Milestone
- Public Hearing





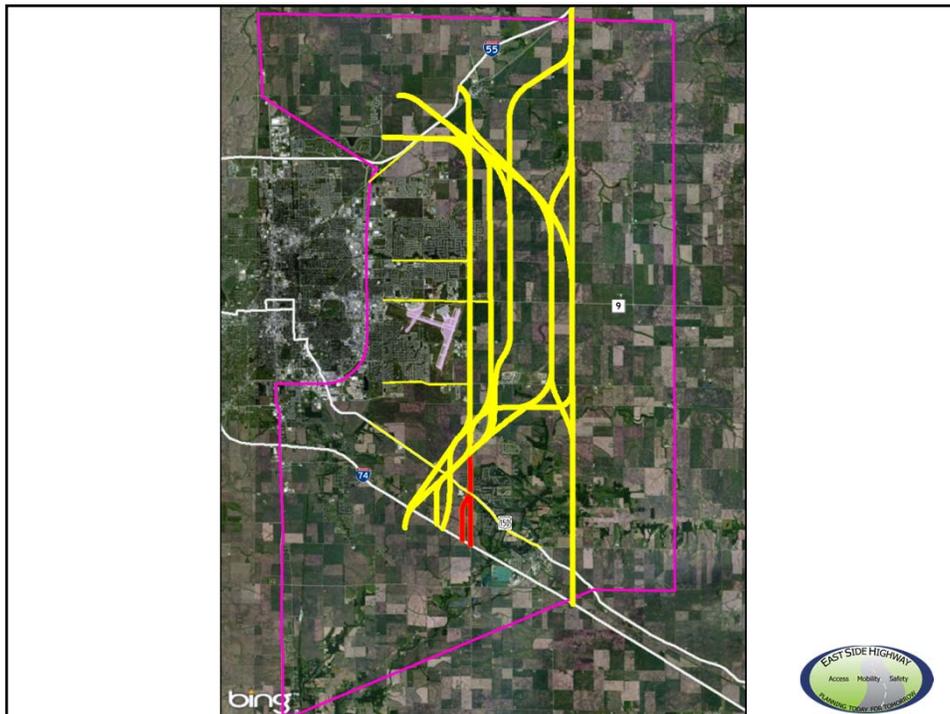
ALTERNATIVE EVALUATION PROCESS



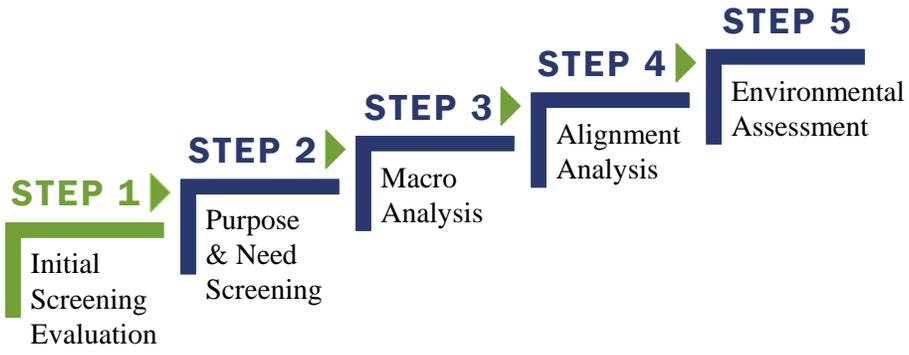
INITIAL SCREENING CRITERIA

Does the alternative:

- Directly impact State/Federally protected areas?
- Meet the horizontal and vertical clear zone requirements for the airport?
- Divide or isolate a neighborhood or community?
(follows IDOT Community Impact Assessment Manual)



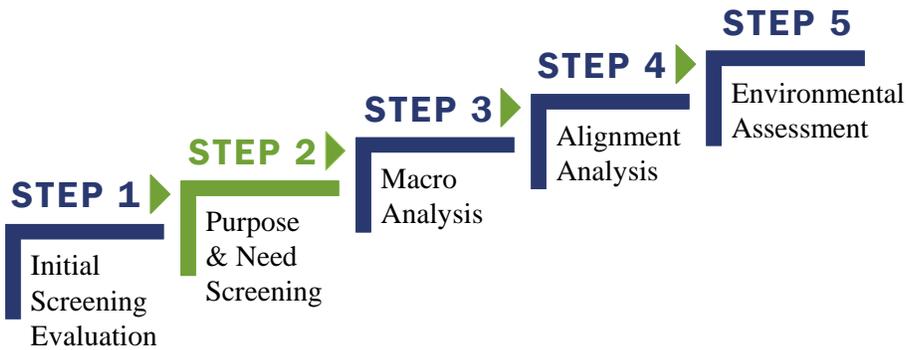
ALTERNATIVE EVALUATION PROCESS



129



ALTERNATIVE EVALUATION PROCESS



129 → 93



PURPOSE & NEED SCREENING

Accommodate Managed Growth

Is/does the alternative:

- compatible with adopted land use plans?
- restrict/reduce opportunities for uncontrolled, sporadic, or leapfrog development?

Mobility

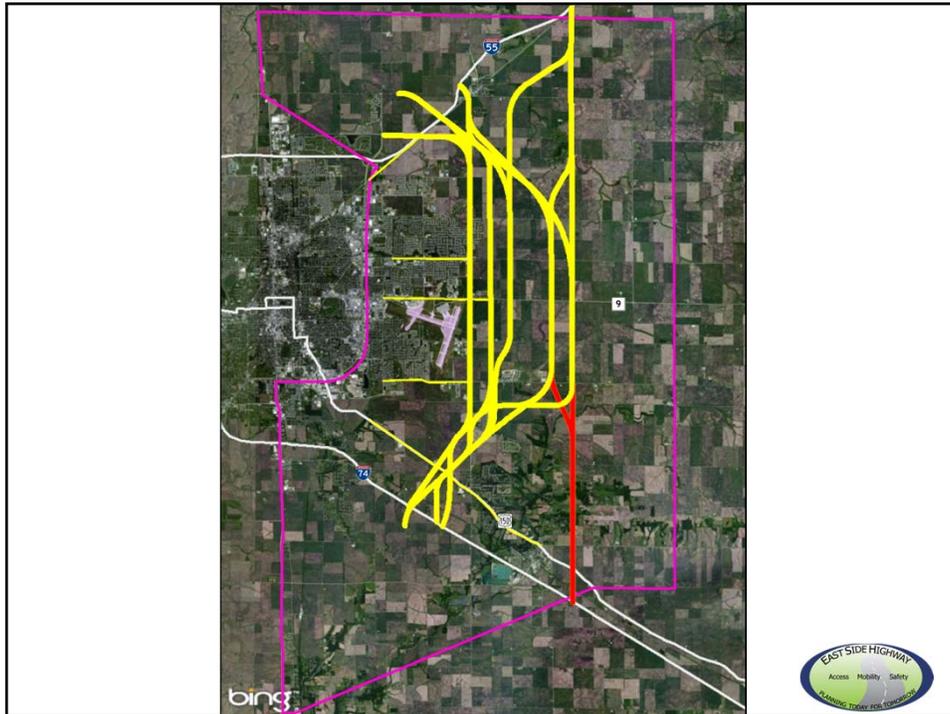
Does the alternative:

- reduce congestion in the study area?
- improve N-S travel efficiencies?
- improve E-W travel efficiencies?

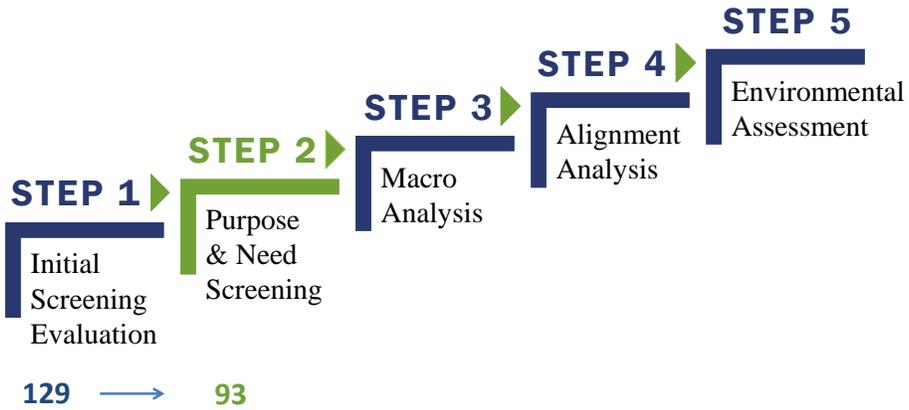
Access

Does the alternative:

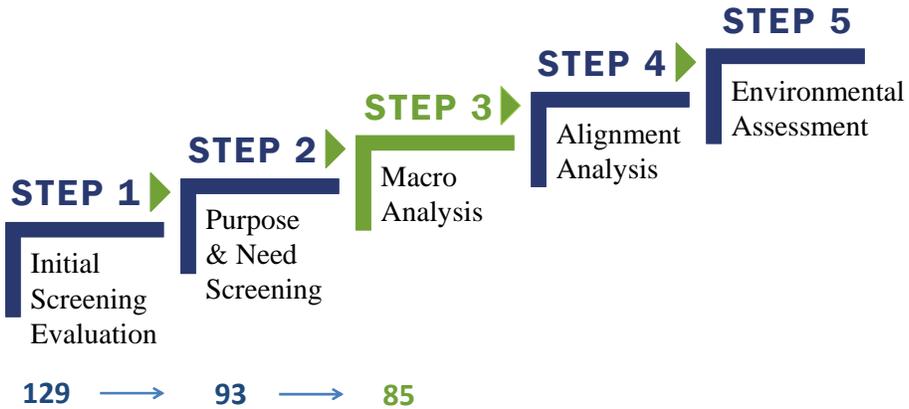
- improve travel efficiency to the interstate system?
- provide N-S connectivity?
- provide E-W connectivity?



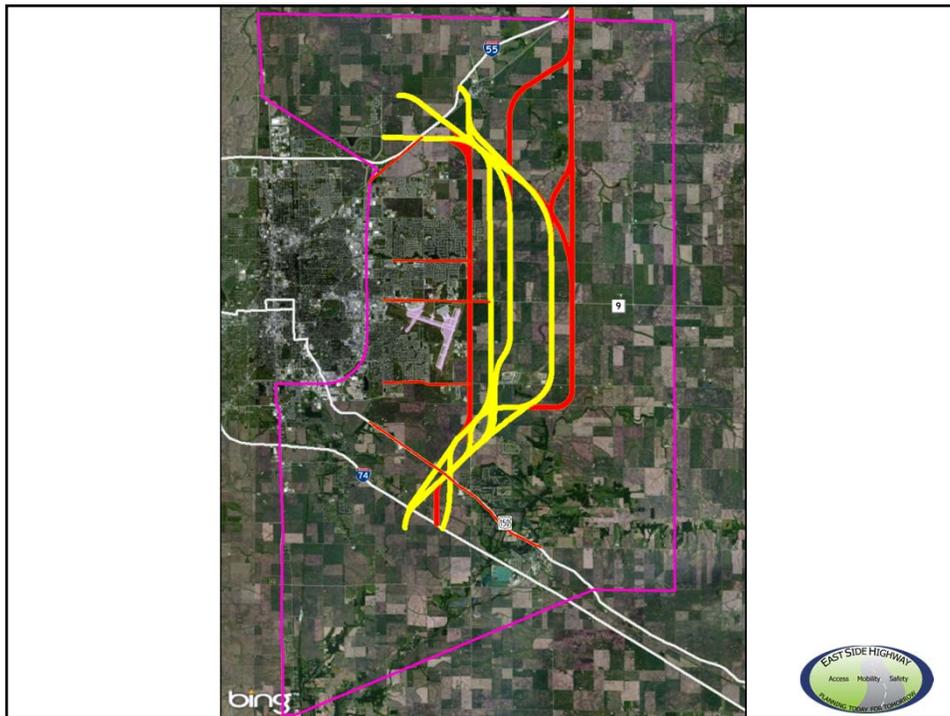
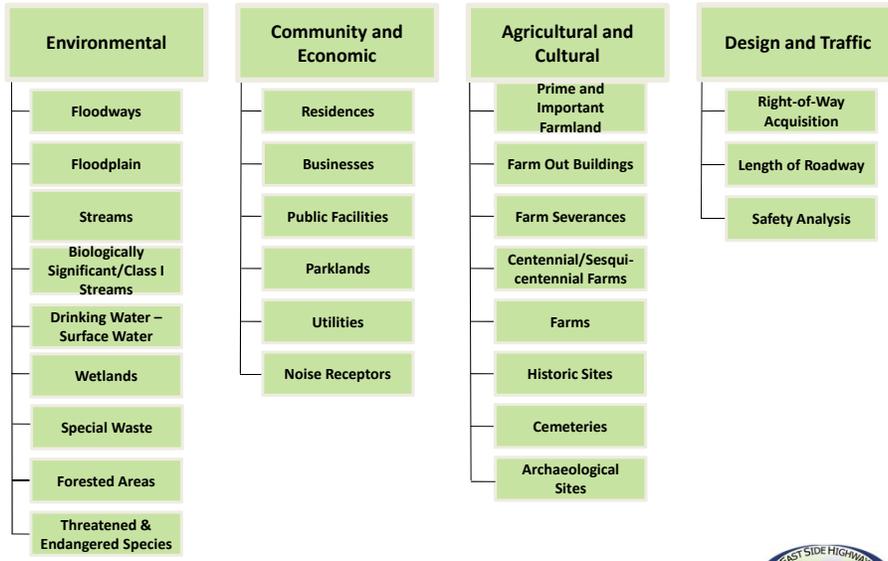
ALTERNATIVE EVALUATION PROCESS



ALTERNATIVE EVALUATION PROCESS



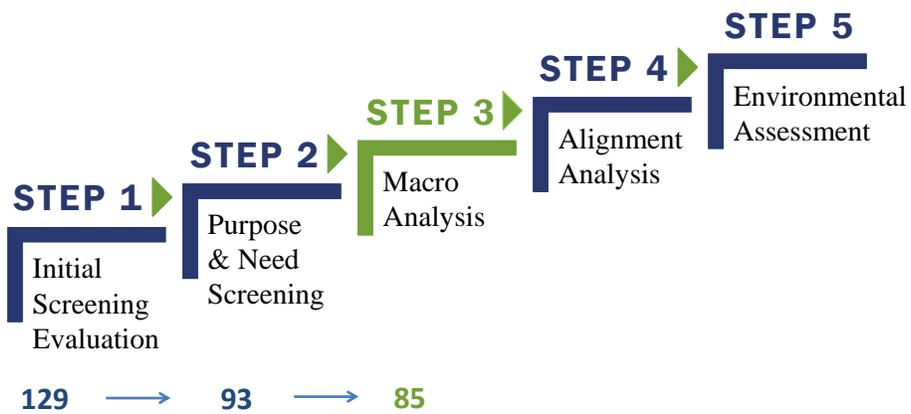
MACRO ANALYSIS CRITERIA



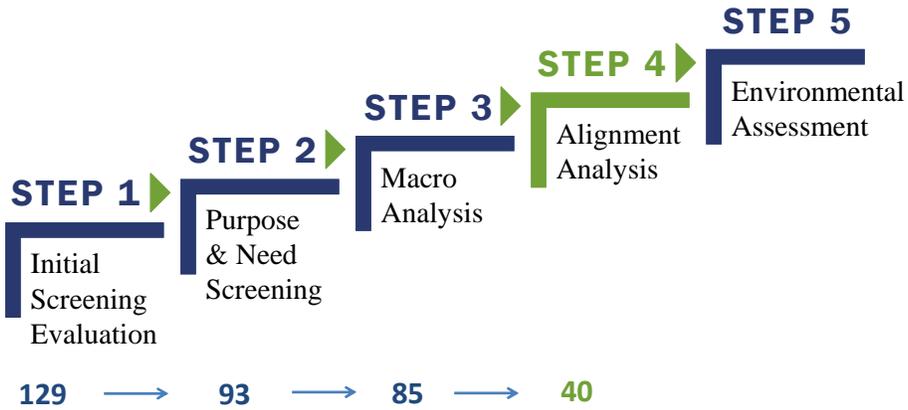
TOWANDA BARNES ROAD WIDENING



ALTERNATIVE EVALUATION PROCESS



ALTERNATIVE EVALUATION PROCESS

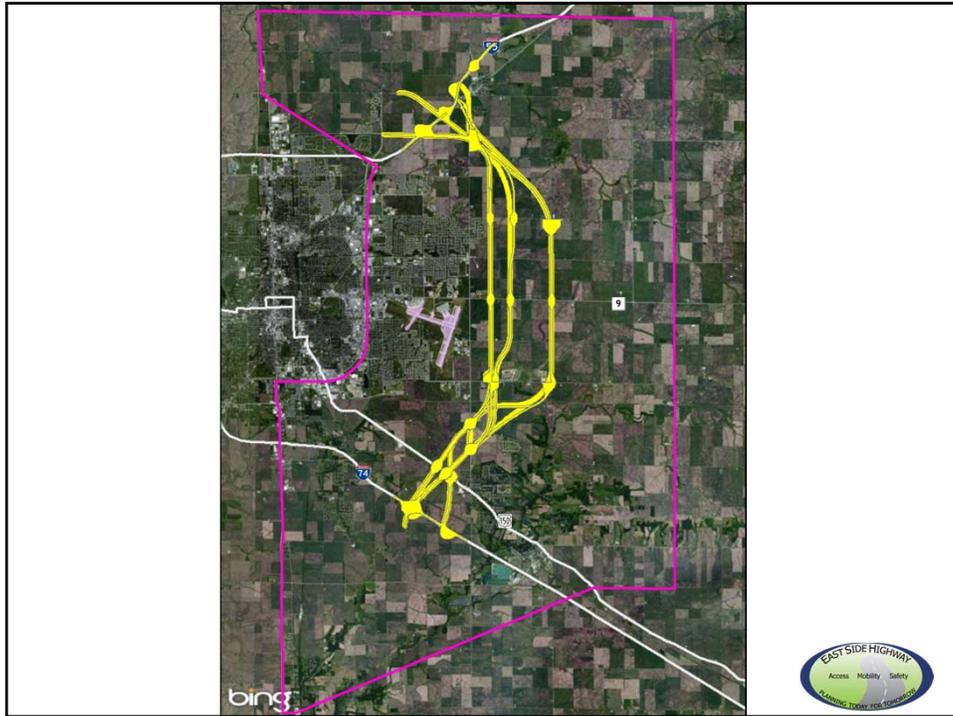


EA TIMELINE



- Public Information Meeting (PIM)
- Study Milestone
- Public Hearing





ALIGNMENT ANALYSIS CRITERIA

Environmental	Community and Economic	Agricultural and Cultural	Design and Traffic	Sustainability
Floodways	Residences	Prime & Important Farmland	Right-of-Way Acquisition	Area of New Pavement
Floodplain	Businesses	Farm Out Buildings	Termini Connections	Primary Agricultural Land within ROW
Streams	Public Facilities	Farm Severances	Area of Total Pavement	Tracts b/w Alignment & 2035 Land Use
Biologically Significant / Class I Streams	Parklands	Centennial/ Sesqui-centennial Farms	Constructability	Agriculture b/w Alignment & 2035 Land Use
Drinking Water – Surface Water	Utilities	Farms Otherwise Affected	Safety Analysis	ROW within Watershed
Wetlands	Utility Infrastructure	Historic Sites		Riparian Areas
Special Waste	Noise Receptors	Cemeteries		Highly Erodible Soils
Forested Areas		Archaeological Sites		Proximity to Existing Bike/Ped Path
Threatened & Endangered Species				



FREEWAY VS. EXPRESSWAY

Results of Analysis:

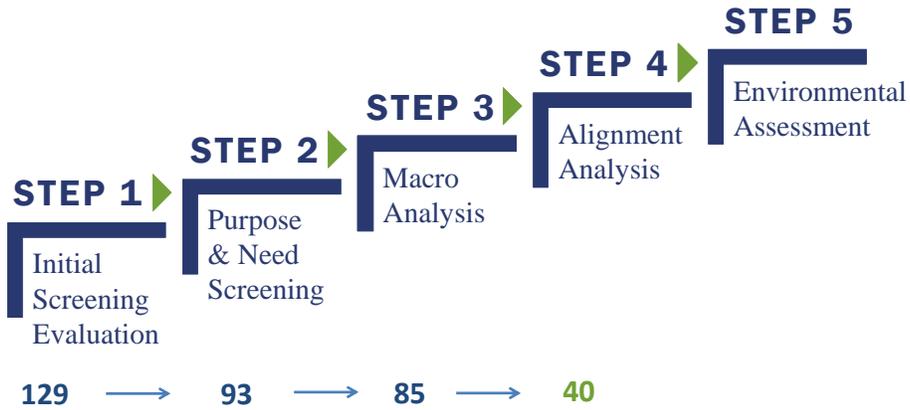
- Freeway is safer because it only allows access at interchanges. Expressways may have driveways that would create conflict points and increase risk of crashes.
- Speed variance between farm vehicles and other vehicles on an expressway renders it less safe than a freeway.



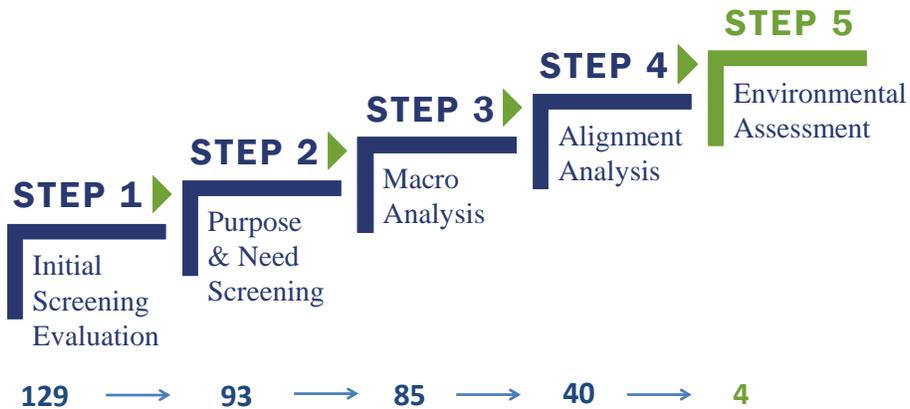
FREEWAY VS. EXPRESSWAY



ALTERNATIVE EVALUATION PROCESS



ALTERNATIVE EVALUATION PROCESS



EA TIMELINE



- Public Information Meeting (PIM)
- Study Milestone
- Public Hearing

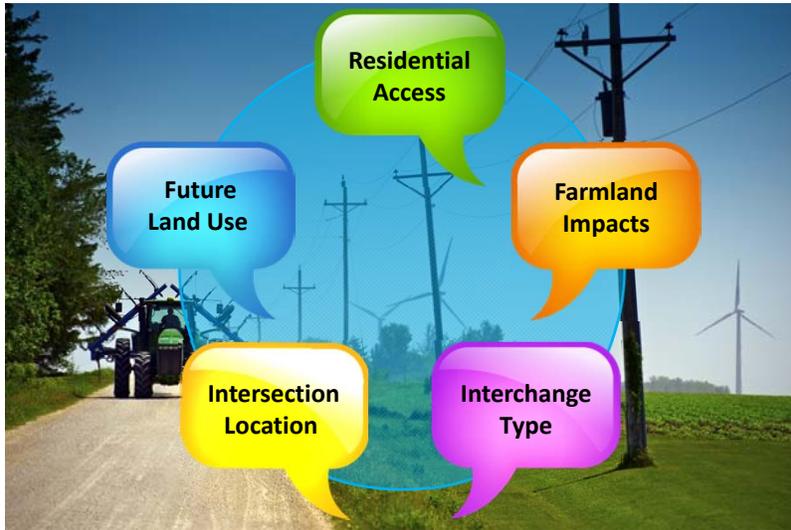


FOCUS WORKING GROUPS (FWG)

- Advisory group with specific interests and knowledge
- Review specific planning and design materials
- Member selection occurred in a fair and transparent manner



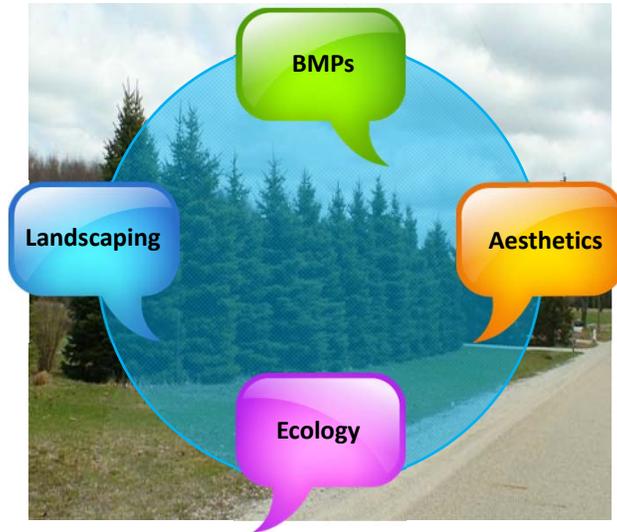
LAND USE AND ACCESS MANAGEMENT FWG



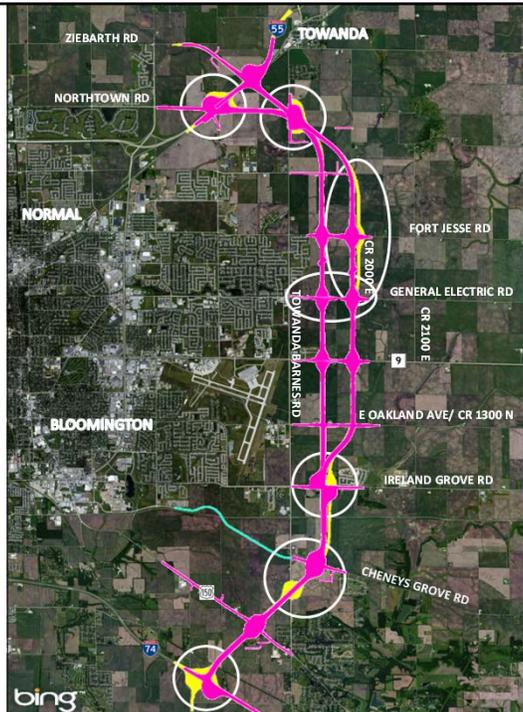
ALTERNATIVE MODES FWG



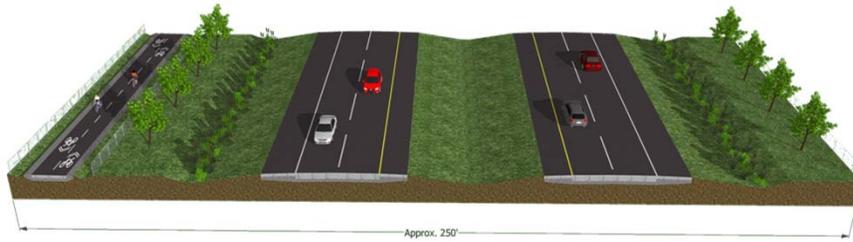
SUSTAINABILITY FWG



127



TYPICAL SECTION



ENVIRONMENTAL ASSESSMENT ANALYSIS CRITERIA



Residential Impacts



Business Impacts



127



PIM #5

- June 19, 2013
- 230 attendees
- 115 comments received





PIM #5

Of those that commented on the alternatives:

17% prefer Alternative 126

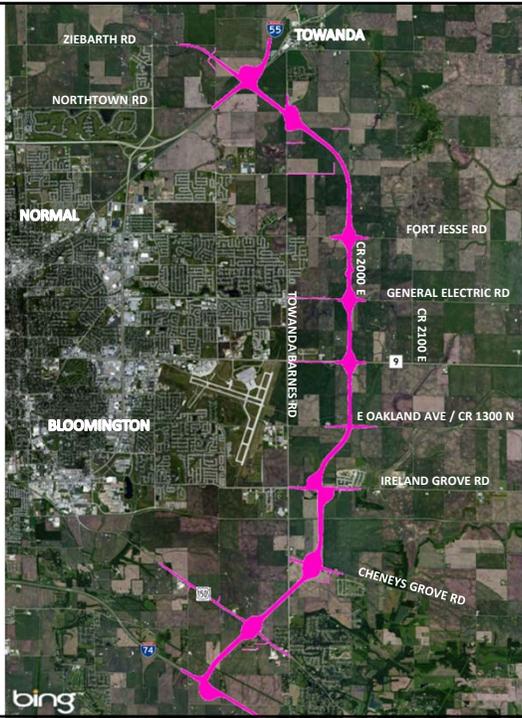
83% prefer Alternative 127

The majority of commenters were against the highway or did not see the need for the road.

The purpose of the EA is to identify and protect a corridor. If the increased growth and traffic does not occur in the future, the ESH will not be constructed.



**Alternative 127 is
Recommended
for Corridor
Protection**



EA TIMELINE



- Public Information Meeting (PIM)
- Study Milestone
- Public Hearing



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Phone: (217) 373-8901



EAST SIDE HIGHWAY

ENVIRONMENTAL ASSESSMENT

CORRIDOR PLANNING STUDY



PROJECT OVERVIEW

SEPTEMBER 30, 2013



**East Side Highway Environmental Assessment
Corridor Planning Study - Project Overview**
September 30, 2013



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- Project Introduction
- Fact Sheet/Frequently Asked Questions

Section II:

- Stakeholder Meeting Summary
- Newspaper and Radio Article Archive
- Project Newsletters

Section III:

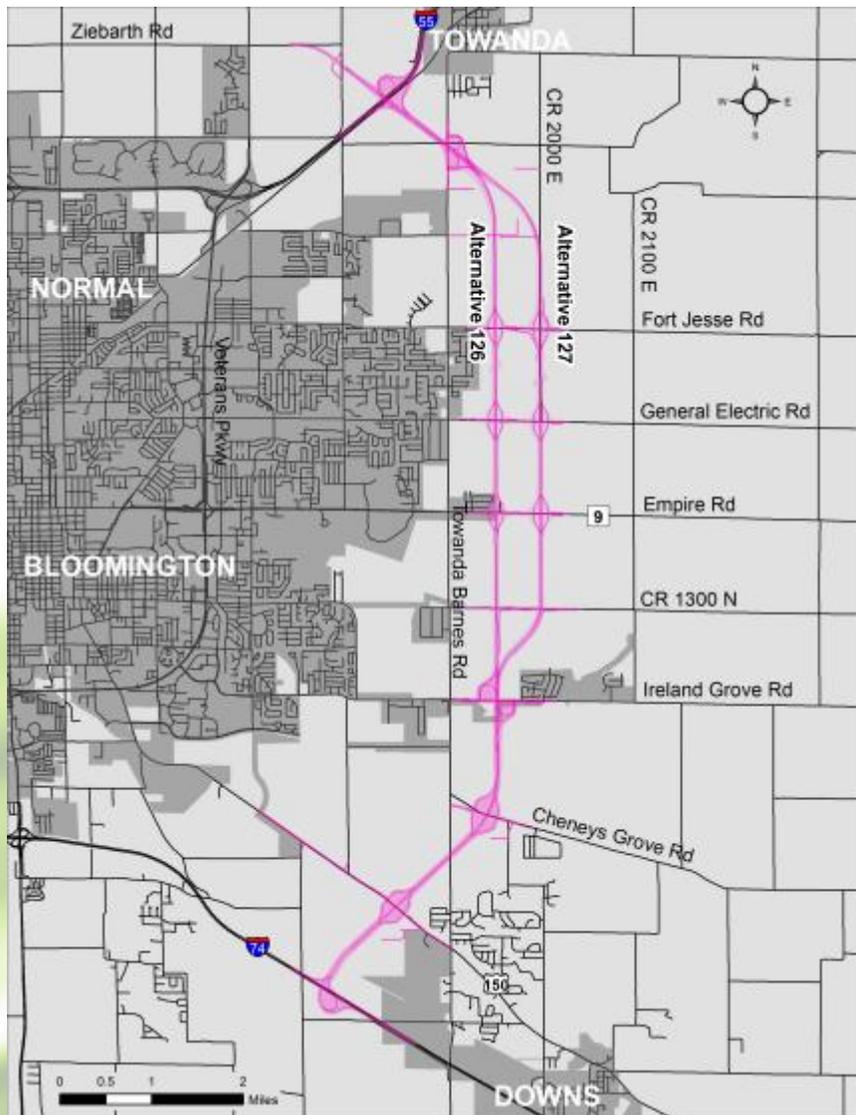
- Purpose and Need, January 2011
- Alternative Evaluation Process: Reasonable Range of Alternatives, December 2011
- Alternative Evaluation Process: Preferred Alternative, July 2013



Introduction

The East Side Highway (ESH) Environmental Assessment (EA) is a transportation planning study administered by the Federal Highway Administration (FHWA), the Illinois Department of Transportation (IDOT), and McLean County. The ESH is being planned to accommodate Year 2035 traffic.

The goal of the EA is to identify a Preferred Alternative corridor. The Preferred Alternative corridor is selected based on minimizing community and environmental impacts, as well as engineering feasibility, traffic models, and public input. The intent is to preserve the corridor by limiting certain types of development in its proposed path. By planning for the ESH, if or when it is needed, community impacts and relocations will be lessened, compared to what would occur if planning for the ESH corridor had not taken place. The ESH will not be built unless the need for it is present in the future.

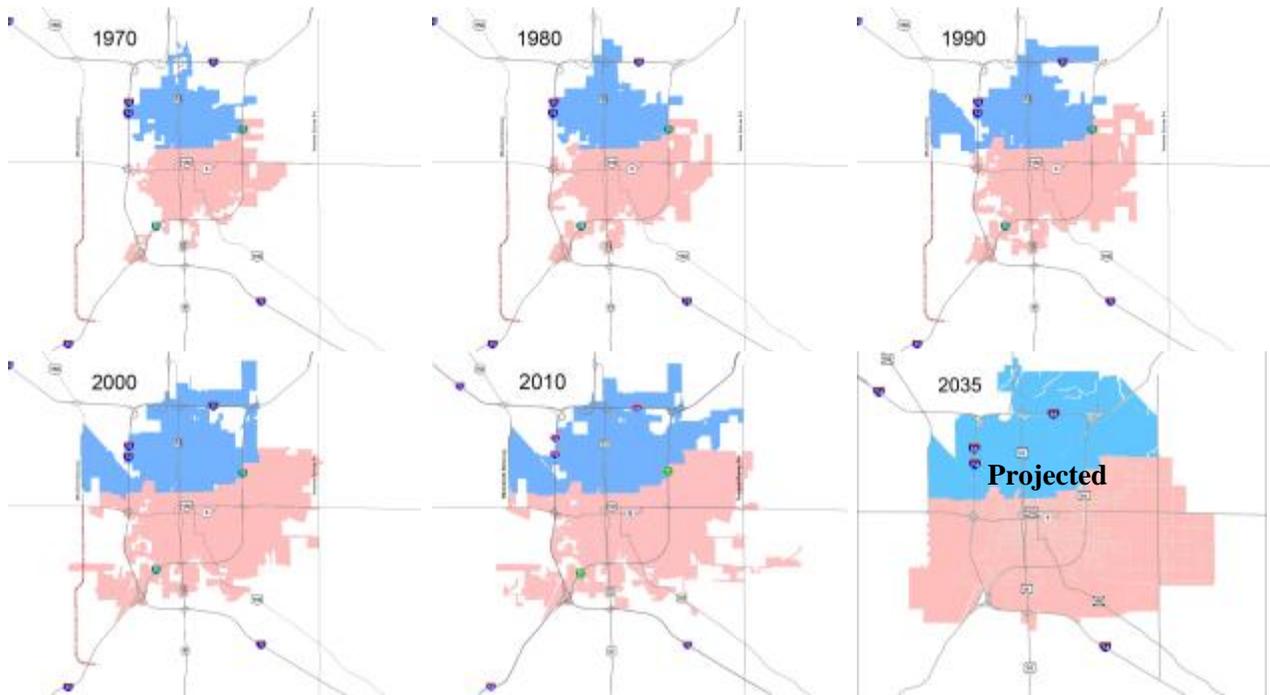


Two Remaining Alternative Corridors - Alternative 126 and Alternative 127

Bloomington-Normal Growth Projections and Project Need

- Since the 1970s, Bloomington-Normal has experienced continuous population and employment growth. The trend is expected to continue.
- There are various reasons for continued growth. The economy is diverse and includes agriculture, finance and insurance, higher education, and manufacturing. The economy is not completely dependent upon one business or industry to continue its strong growth in the future. Also, the region is in a desirable location, at the nexus of three interstates.
- The population and employment forecasts for the ESH have been and will continue to be adjusted with the most recent data available (2013).
- Forecasts and data from Woods & Poole Economics, IHS Global Insight, and the Illinois Department of Employment Security were used to forecast population and employment growth for the area. These forecasts were developed independently of the ESH project, and the preparers of these documents are not involved in the ESH analysis and have no stake in the project.
- The recession of 2008-2009 caused employment to decline in McLean County and throughout the U.S. However, the area is already recovering and the unemployment rate for McLean County is among the lowest in Illinois.
- According to the U.S. Census Bureau (2012), Normal has the #1 fastest growing population of all Illinois cities, and Bloomington is ranked #4.
- The ESH is being planned to accommodate Year 2035 traffic and growth that is based on the region's adopted 2035 Land Use Plan. By planning for the future there is a transportation system in place or that has been planned for implementation that can accommodate the growth, should the need occur.
- If population and employment growth does not occur as anticipated, the ESH schedule can be modified or terminated.
- The existing roadway network currently does meet existing traffic needs; however, traffic is expected to increase in the project area with or without an ESH due to a projected increase in population and employment, and because the 2035 Land Use Plan for the region anticipates continued urban growth, especially on the east side of the metro area. The existing roadway network will not be able to accommodate the projected increase in traffic.

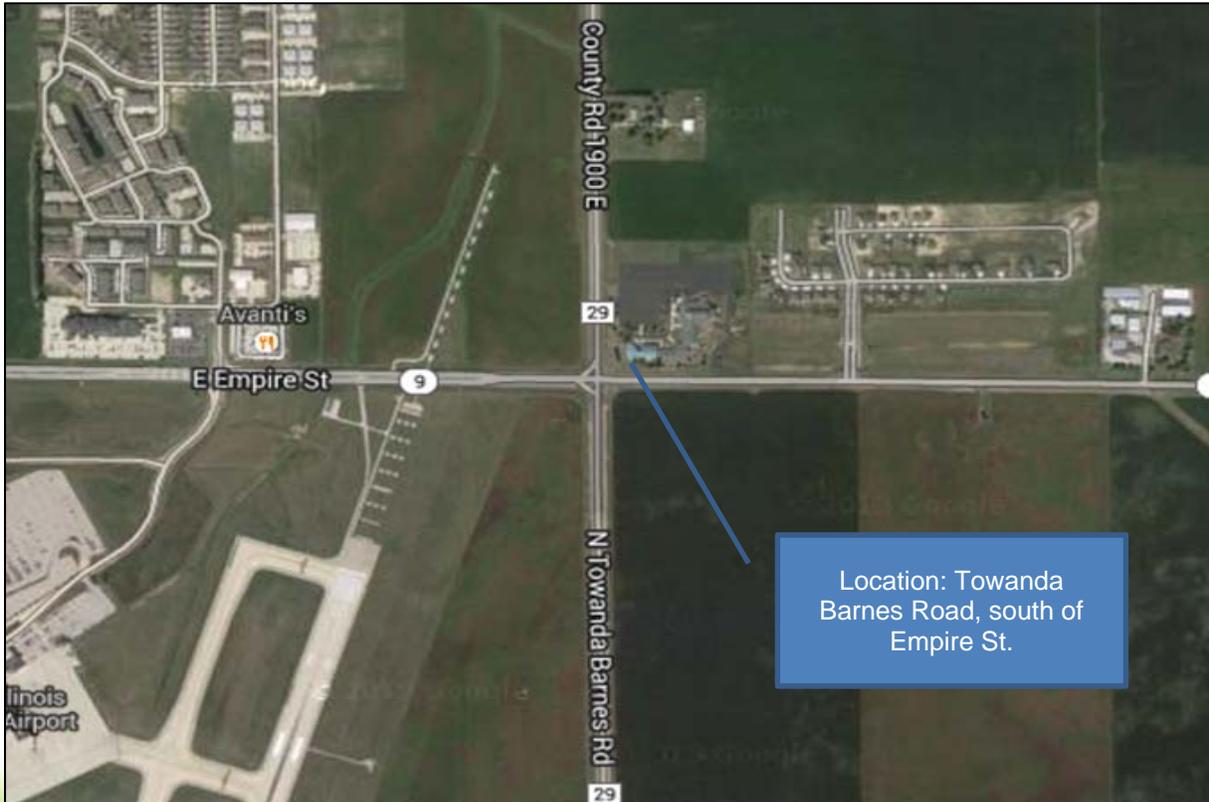
Historic and Projected Bloomington-Normal Corporate Limits, 1970-2035



Forecasted Traffic Increase

Traffic models indicate that roads in the study area would be operating over their capacities by 2035 even with planned and programmed improvements.

Towanda Barnes Road Future Traffic Operations



Existing Conditions:

- Four lane arterial (2 thru lanes in each direction + left turn lane)
- Existing Traffic = 12,700 vehicles per day (vpd)

PROBLEM (Purpose and Need): In 2035, traffic will increase by 30,000 vehicles per day (vpd), based on the 2035 Land Use Plan. Year 2035 traffic at this location is 42,200 vpd, with no improvements made. This is similar to the existing congestion experienced on Veterans Parkway (see photo).



PM Rush Hour Congestion on Veterans Parkway (at Clearwater)

SOLUTIONS to PROBLEM (Alternatives to Meet Purpose and Need)

A. Widen Towanda Barnes Rd. to 6-lane Arterial (3 thru lanes in each direction)

Result:

- 61,400 vpd on Towanda Barnes Road
- Congested conditions (similar to Veterans Parkway)
- Minimized footprint needed (1 additional lane in each direction)
- Some impacts to homes, businesses and churches

-OR-

B. Build Towanda Barnes Rd. as a 4-lane freeway (2 lanes in each direction), with interchanges

Result:

- 43,600 vpd on Towanda Barnes Road
- Better operations better due to free-flow conditions of freeway
- Wider footprint needed
- Airport flight path restricts height of freeway grade separation
- More impacts to homes, businesses and churches

-OR-

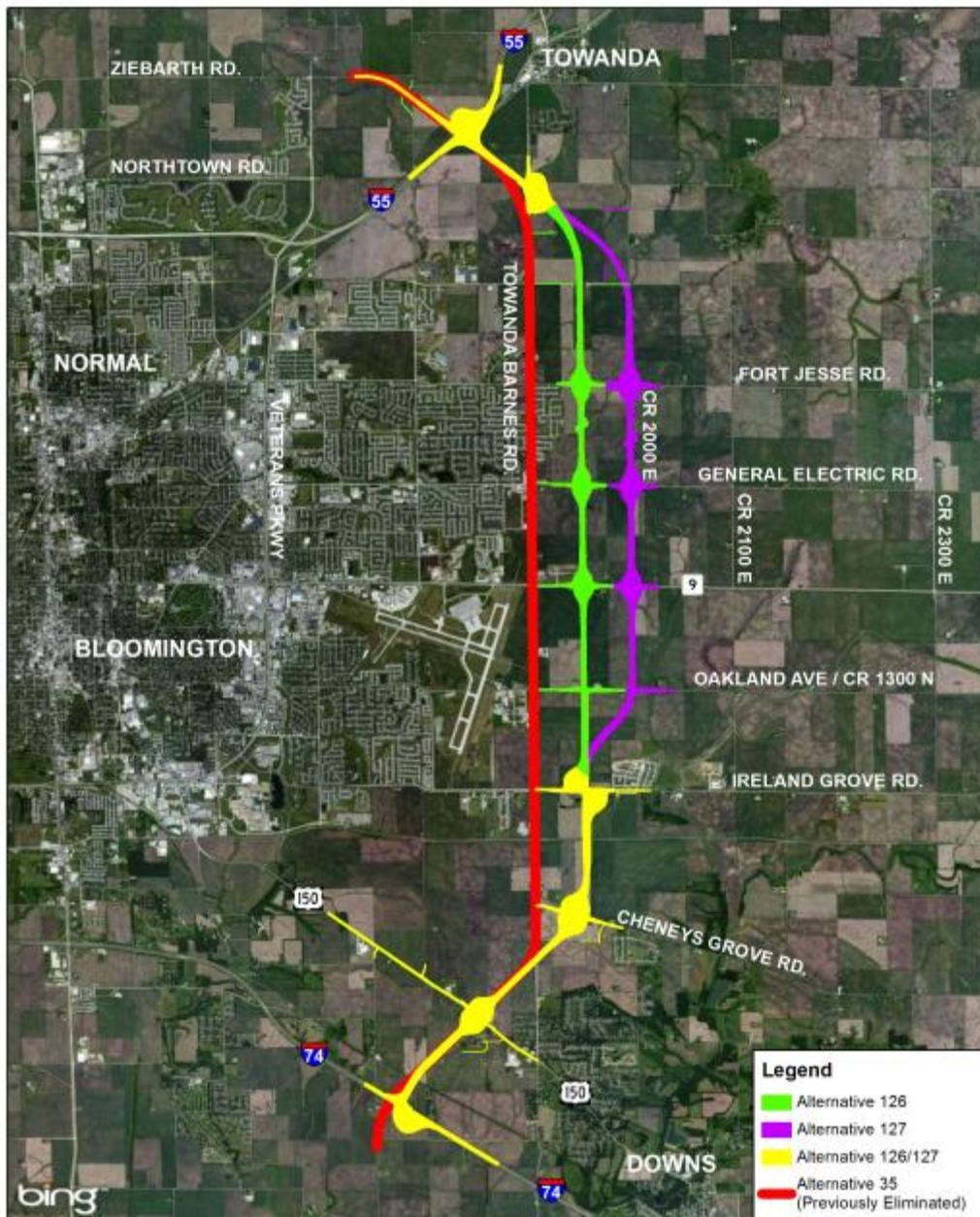
C. Build a new ESH, 4-lane freeway (2 lanes in each direction) in a location east of Towanda Barnes Rd.

Result:

- 31,700 vpd on Towanda Barnes Road
- Best operations
- Least impact to homes, businesses and churches

Alternative Comparison

Improvements to Towanda Barnes Road were included in the range of alternatives considered for the ESH but resulted in disproportionately high impacts to residences, commercial buildings, and parks when compared to the other alternatives under consideration. Even if Towanda Barnes Road were constructed to six lanes from I-55 (Towanda) to I-74 (Downs), the traffic congestion forecasted for 2035 would not be relieved without a facility like the ESH. Alternative 35 (which uses Towanda Barnes Road) is shown in red in the figure below alongside the two remaining alternatives, 126 and 127.



ESH Alternatives
August 13, 2013

The table below compares the impacts resulting from Alternative 35, and the remaining two alternative corridors.

Category	Alternative			Description of Impacts
	35 (TB Rd)	126	127	
Wetlands (acres)	0.0	0.71	0.0003	A detailed wetland investigation was not completed along Towanda Barnes Road as it was eliminated in the screening process before detailed field studies were conducted.
Special Waste (number of sites)	4	18	15	Most special waste impacts are fuel storage tanks on farms. Alternative 126 has more impacts due to the impact at the Prairie Commercial Park along IL 9 (Empire Road).
Residential Displacements (number)	39	21	13	Alternatives that utilize Towanda Barnes Road impact significantly more residences. Five residences in Harvest Pointe are impacted by Alternative 126; no homes in The Grove or Eagle View are displaced by Alternative 126. Alternative 127 does not displace homes in any subdivision.
Business Displacements (number)	7	7	0	Alternative 35 displaces various businesses along Towanda Barnes Road. The business displacements for Alternative 126 occur at the ESH interchange with IL 9 (Empire Road), at the Prairie Commercial Park.
Parklands (acres)	11.0	0.0	0.0	Alternative 35 impacts two parks: Walt Bittner Park on the north and the baseball fields on the southwest corner of Towanda Barnes Road and Ireland Grove Road.
Noise Receptors (number within 500 feet of alternative)	256	141	120	Most noise impacts occur within 500 feet of the roadway edge. Noise levels will be projected for the Preferred Alternative, but the number of noise receptors (such as homes, parks, or schools) within 500 feet shows the potential for noise impacts by proximity to each alternative.
Agricultural Criteria:				Alternatives that use Towanda Barnes Road result in the fewest farm impacts, due to its higher level of urbanization. Alternatives 126 and 127 minimize farm impacts compared to the other alternatives evaluated, with the exception of Towanda Barnes Road alternatives.
Prime and Important Farmland (acres)	616	832	859	
Farm Outbuildings (number)	34	42	30	
Tract Severances (number)	17	14	12	
Tracts with Access Changes (number of tracts)	34	11	9	
Farms Otherwise Affected (acres)	56	100	109	
Total Right-of-Way (acres)	678*	1,053	1,078	

*Total does not include interchange right-of-way as Alternative 35 was eliminated prior to interchange development.



FACT SHEET

Perception: *The ESH is not needed.*

Fact: The ESH EA is a planning study. The ESH is being planned to accommodate Year 2035 traffic. The goal of the EA is to identify a Preferred Alternative corridor. The intent is to preserve the corridor by limiting certain types of development in its proposed path. By planning for the ESH, if or when it is needed, community impacts and relocations will be lessened. The ESH will not be built unless the need for it exists in the future. At this time, there are no funds for construction.

Perception: *The ESH will not be used locally.*

Fact: The ESH is not intended as a bypass. The purpose of the proposed ESH is to serve both local and regional travel, increase mobility, and enhance transportation options on the east side with an emphasis on serving forecasted/expected growth in the Bloomington-Normal area. In the future (2035), congestion is expected to increase on portions of the existing local road system without an ESH.

Perception: *Widening Towanda Barnes Road is the best solution.*

Fact: Widening Towanda Barnes Road was included in the range of alternatives but resulted in disproportionately high impacts to residences, commercial buildings, and parks when compared to the other alternatives under consideration. Thus, alternatives using Towanda Barnes Road were eliminated. Even if Towanda Barnes Road were constructed to six lanes from I-55 (Towanda) to I-74 (Downs), the traffic congestion forecasted for 2035 would not be relieved without an ESH facility.

Perception: *The ESH should be located further east, such as along Lexington-Leroy Road.*

Fact: Numerous alternatives that were located to the east of the remaining alignments were developed and evaluated. These alternatives were eliminated for a number of reasons, including the inability to meet the Purpose and Need of the project, which is to accommodate growth on the east side and address both local and regional mobility and access. Locating the ESH further east, such as along Lexington-Leroy Road, would make the ESH less desirable for local traffic. Some eastern alternatives were eliminated due to a higher number of farmland impacts in comparison to other alternatives. The far eastern alternatives were less compatible with future land use plans and may have encouraged sprawl or other unintended negative land use consequences.

Perception: *The projected employment and population data is outdated or not realistic.*

Fact: The population and employment forecasts have been adjusted with the most recent data available (2013). The forecasts are obtained from national and state agencies (Woods & Poole Economics, HIS Global Insight, and Illinois Department of Employment Security) that have no stake in the ESH project. Based on the revised forecasts, there is continued need to plan for this project. Independent of the ESH project, population and traffic are predicted to increase within the study area. The transportation agencies have a responsibility to plan for orderly

improvement to the infrastructure to accommodate that growth or the result will be congestion, and the negative impacts that it brings. According to the U.S. Census Bureau 2012 data, both Bloomington and Normal are in the top five fastest growing cities in Illinois.

Perception: *The ESH will negatively impact residential areas and property values.*

Fact: Residential displacements and proximity to existing and planned residential areas are considered when planning the ESH. Both direct and indirect impacts of the ESH will be analyzed in detail. This analysis will include acquisition of residences, farmland conversion, safety, potential impacts to land use, noise levels, air quality, community impacts, and water quality. Generally, research has not yielded any definitive property value impacts from transportation projects. National research has found that property value benefits may occur for those living near a transportation facility that provides reduced travel times and increased accessibility. The impact of the ESH on property values may vary depending on the location of the property in proximity to the project.

Perception: *The ESH is being initiated by developers, the planning commission, or engineering firms.*

Fact: The ESH EA is being conducted through the joint efforts of McLean County and the communities of Bloomington and Normal, who recognize the need for additional future transportation capacity on the east and southeast sides of the communities to accommodate forecasted growth. The project team has not and continues to have no involvement with developers.

Perception: *This project will pave over some of the best farmland in the U.S. and result in agricultural impacts.*

Fact: Agricultural impacts, including adverse travel, severances, prime farmland acreage, farm outbuildings, farm residences, uneconomical remnants, and landlocked parcels were evaluated for the ESH alternatives. The alternatives with the highest agricultural impacts were eliminated during the alternative evaluation process. The 2035 Land Use Plan was considered during the alternative evaluation process. According to the 2035 Land Use Plan, it is expected that much of the area within the alternatives will be developed by 2035.

Perception: *The data used to assess impacts is outdated.*

Fact: Flights to obtain aerial images are not flown on a monthly basis due to cost issues. Therefore, the aerial images shown in public meeting materials may not show all of the recently constructed homes on the east side of Bloomington-Normal. However, the project team conducts field visits of the project area to gather data on location of new homes, schools, parks, etc. and update the proposed impacts accordingly. The future phases of the east side subdivisions are known and considered in the ESH project. Future parks and schools are included in the analysis; however these structures must be planned.



Frequently Asked Questions

How many alternatives currently remain for further consideration?

To date, two Build Alternatives remain that will be studied in detail in the Environmental Assessment Analysis. In addition, the No-Build Alternative will be included in the Environmental Assessment Analysis and compared against the Build Alternatives. The remaining alternatives will be evaluated and a Preferred Alternative corridor will be selected. The alternatives can be viewed on an interactive map on the project website (www.eastsidehighway.com).

When and how will a preferred alternative corridor be selected?

The results of the Environmental Assessment Analysis (which includes community, agricultural, cultural, environmental, and sustainability impacts and also assesses engineering design) and public comments will be considered when selecting a recommended Preferred Alternative corridor. The Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), and McLean County are responsible for making the final recommendation on the Preferred Alternative corridor. A summary of the public comments and the recommended Preferred Alternative corridor will be presented to the FHWA and the Federal and State resource agencies in November 2013. At the meeting, each agency representative must give concurrence on the recommended Preferred Alternative corridor in order for the project to move forward. The resource agencies can choose to select the No Build Alternative as the Preferred Alternative corridor if they find that the Build Alternatives have significant environmental impacts that outweigh the No Build Alternative's inability to meet the Purpose and Need. The project team will notify the public via the project website (www.eastsidehighway.com) after the November meeting to provide an update on the status of the Preferred Alternative corridor. The Preferred Alternative corridor will be presented to the public at a Public Hearing.

What type of roadway is recommended?

Three different facility type options were considered for the north-south Build Alternatives: Freeways, Expressways, and Arterials. The Freeway Option is recommended as the most appropriate facility type for the ESH. It is the best option to accommodate future traffic volumes, enhance mobility, provide appropriate access, and reduce crash potential.

When will the roadway be constructed?

At present, Phase II (Detailed Engineering) and Phase III (Construction Phase) are not yet funded. One of the reasons for performing the Phase I (Environmental Assessment) is to determine if the project should go forward. As such, construction funding is often not available for projects until the Phase I study has been approved by the FHWA. The source of funding for construction has not been determined, but funding can come from a variety of sources. There are many Federal programs which fund construction projects. Some State funds may be available, and some funding may come from the County or City.

Who is responsible for maintaining the ESH?

The agency (i.e. IDOT or McLean County) responsible for maintaining the ESH has not yet been determined. That will be determined later in the project process.

Could the money for the ESH planning study have been used for other purposes such as improving existing roads or schools?

The funding for this project comes from the "Illinois Jobs Now!" Capital Bill. The Illinois Jobs Now! program specifically identified funds for preliminary engineering on the ESH. Capital Bill funds can only be used for projects specifically identified by the legislature or the governor's office. If the McLean County Board would have voted against studying the project, the funds could not be used elsewhere in McLean County for any other purpose and cannot be reallocated for use on any other activity.

How will traffic noise be evaluated?

The EA will include a detailed noise assessment for the Preferred Alternative. A detailed noise assessment will identify all sensitive land uses (residences, parks, schools, etc.) where there is a potential for noise impacts. The assessment will identify existing noise levels and calculate the change in these levels associated with the preferred alternative. Where noise walls are found to be both reasonable and feasible, the public and immediate property owners will be notified. A public meeting or hearing will present the results of the traffic noise analysis and proposed abatement measures. The viewpoints on proposed noise walls will be solicited from residents who would benefit from the abatement, and the viewpoints determine if a noise wall will be constructed.

Stakeholder Meeting Summary

Date	Meeting	Topics Discussed
August 25, 2010	Public Information Meeting	Project Introduction, EA objectives and schedule, public involvement process, seek volunteers for the Community Working Group, seek input on scope, study area, and community or environmental issues
October 26, 2010	Normal Community High School	Project Introduction, public involvement process, project schedule, project team contact information
October 28, 2010	Community Working Group	Introduction to the EA process
December 7, 2010	Community Working Group	Purpose & Need overview and alternative brainstorming
December 1, 2010	Watershed Oversight Committee	The group provided an update of work within the Lake Bloomington Watershed and to review the Urban Implementation section of the Lake Bloomington Watershed Plan.
January 13, 2011	Public Information Meeting	Review and seek input on the project's Purpose and Need, including population and employment trends, and forecasted traffic
January 25, 2011	Community Working Group	Engineering concepts, environmental regulations, and continued alternative development
January 27, 2011	Normal American Legion	Project Introduction, public involvement process, project schedule, project team contact information
February 16, 2011	Watershed Oversight Committee	The group provided an update of work within the Lake Bloomington Watershed and to review the Urban Area Best Management Practices section of the Evergreen Lake Watershed Management Plan.
February 21, 2011	Bloomington Kiwanis Club	Project Introduction, public involvement process, project schedule, project team contact information
March 1, 2011	McLean County Transportation Committee	Project Introduction, public involvement process, project schedule, project team contact information
March 1, 2011	AASR Masons	Project Introduction, public involvement process, project schedule, project team contact information
March 2, 2011	Normal Lions Club #604	Project Introduction, public involvement process, project schedule, project team contact information
March 10, 2011	Normal Kiwanis Club	Project Introduction, public involvement process, project schedule, project team contact information
March 30, 2011	Sunset Rotary	Project Introduction, public involvement process, project schedule, project team contact information
April 10, 2011	Community Working Group	Alternative consolidation
April 14, 2011	American Business Women's Association Heartland Chapter	Project Introduction, public involvement process, project schedule, project team contact information

Stakeholder Meeting Summary

Date	Meeting	Topics Discussed
April 21, 2011	Illinois Society of Professional Engineers - Bloomington-Normal Chapter	Project Introduction, public involvement process, project schedule, project team contact information
April 25, 2011	Downtown Business Association	Project Introduction, public involvement process, project schedule, project team contact information
April 27, 2011	Bloomington Planning Commission	Project Introduction, public involvement process, project schedule, project team contact information
May 14, 2011	Community Working Group	Alternative evaluation process
June 7, 2011	Normal City Council	Project Introduction, public involvement process, project schedule, project team contact information
June 28, 2011	Community Working Group	Socio-economic update and alternative evaluation
August 18, 2011	Public Information Meeting	Project review, alternative development, alternative evaluation to date, seek input on evaluation and alternatives
September 13, 2011	Bloomington Young Men's Club	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information
September 19, 2011	Illinois Wesleyan University	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information
October 20, 2011	Bloomington Rotary	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information
November 3, 2011	Normal Kiwanis	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information
November 16, 2011	CareerLink's Workforce Investment Board	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information
December 1, 2011	Community Working Group	Alignment Analysis and facility type discussion
January 11, 2012	Public Information Meeting	Alternative evaluation to date, remaining alternatives to date, roadway facility type, seek public input on meeting materials
January 12, 2012	American Business Woman's Association	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information
February 7, 2012	Bloomington Sunrise Rotary	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information

Stakeholder Meeting Summary

Date	Meeting	Topics Discussed
March 6, 2012	McLean County Farm Bureau	Discuss the status of the East Side Highway project with the McLean County Farm Bureau (Farm Bureau) and to gain understanding of the Farm Bureau's concerns and viewpoints.
March 14, 2012	Land Use and Access Management Focus Working Group	Brainstorm how an ESH may affect land use and access, develop list of concerns
March 15, 2012	Sustainability Focus Working Group	Project history, field study findings, IDOT's sustainability manual
March 15, 2012	Alternative Modes Focus Working Group	IDOT's Complete Streets legislation, regional plans and policies, transit, bicycle and pedestrian travel
April 11, 2012	Land Use and Access Management Focus Working Group	Discuss local mobility and farmland operations
April 30, 2012	Sustainability Focus Working Group	Discuss stream buffers, habitat protection, fish passage, tree preservation, stormwater, detention basins, bioswales, and porous pavement
May 2, 2012	Land Use and Access Management Focus Working Group	Discuss agricultural mobility, emergency response access, residential barriers, noise, west side businesses, drainage, safety, and forecasted growth
May 24, 2012	Northbridge Homeowner's Association	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information
November 29, 2012	Alternative Modes Focus Working Group	Local long-range transportation and plans and potential transit expansion, review preliminary bicycle and pedestrian trail plan
December 10, 2012	Sustainability Focus Working Group	Descriptions, benefits, and maintenance requirements of Best Management Practices
February 7, 2013	Land Use and Access Management Focus Working Group	Review alternative and interchange refinements, review agricultural access location and bike path
February 7, 2013	Alternative Modes Focus Working Group	Potential crossings over I-55 and I-74, proposed locations for trail overpasses and underpasses, review revised preliminary bicycle and pedestrian trail plan
June 6, 2013	Community Working Group	Environmental Assessment Evaluation
June 19, 2013	Public Information Meeting	Alternative evaluation process to date, remaining two alternatives, socioeconomic update, seek public input on remaining alternatives

Stakeholder Meeting Summary

Summary of Public Comments from 6/19/13 Public Meeting

The following is a summary of public comments received after Public Information Meeting #5 held on June 19, 2013. The commenters were asked to provide comments on the remaining two alternative corridors, Alternative 126 and Alternative 127. Approximately 230 people attended the Public Information Meeting; 115 comments were received during and after the meeting.

Of the 115 people who submitted comments four were in support of the project. 25 were neutral, and 86 were not in support and/or proposed other alternatives. Of the 86 not in support, 43 stated that they or their property was affected or impacted by the alternatives.

Of the 115 commenters, nine prefer Alternative 126, 44 Prefer Alternative 127, 57 prefer the No Build Alternative, 33 proposed different alternatives/refinements, and 29 did not comment on the alternatives (note the total does not add to 115 because many people had multiple preferences i.e., prefer No Build and also suggest another alternative be considered).



Newspaper and Radio Article Archive

Date	Source	Title
June 15, 2010	The Pantagraph and www.pantagraph.com	\$10.4M east-side highway study approved
August 25, 2010	The Pantagraph and www.pantagraph.com	Volunteers needed for local highway study
October 23, 2010	The Pantagraph and www.pantagraph.com	B-N traffic surveys to begin
January 13, 2011	The Pantagraph and www.pantagraph.com	Comments sought today on east-side highway study
January 14, 2011	The Pantagraph and www.pantagraph.com	Public voices highway concerns
June 6, 2011	The Pantagraph and www.pantagraph.com	East-side highway corridor sites under review
August 18, 2011	The Pantagraph and www.pantagraph.com	East-side highway routes concern residents
January 7, 2012	The Pantagraph and www.pantagraph.com	East side highway down to four proposed options
January 11, 2012	The Pantagraph and www.pantagraph.com	Meeting on highway options draws 400
February 16, 2012	The Pantagraph and www.pantagraph.com	Proposed highway, park grant among citizen's forum topics
February 20, 2012	The Pantagraph and www.pantagraph.com	East-side highway hot topic at meeting
October 4, 2012	The Pantagraph and www.pantagraph.com	Sorensen: Businesses should back east-side highway
June 19, 2013	The Pantagraph and www.pantagraph.com	Editorial: Time for your opinions on east-side highway
June 19, 2013	The Pantagraph and www.pantagraph.com	East-side highway still has doubters
June 19, 2013	WJBC and www.wjbc.com	Mixed reactions to 2 Eastside Highway proposals
July 7, 2013	WJBC and www.wjbc.com	Eastside highway engineers will respond to public comments
August 12, 2013	The Pantagraph and www.pantagraph.com	Meeting Tuesday to discuss east side highway project
August 13, 2013	The Pantagraph and www.pantagraph.com	East-side highway foes voice objections
August 13, 2013	WJBC and www.wjbc.com	Panelists discuss Eastside Highway with public

STAKEHOLDER INVOLVEMENT PLAN

*Environmental Assessment
for the*

EAST SIDE HIGHWAY
STAKEHOLDERS INVOLVEMENT PLAN
FOR
AGENCY AND PUBLIC INVOLVEMENT

***McLean County
Bloomington-Normal***

Date: May 2011

Revision 2
Revised 6/22/12

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1.0 Introduction

1.1 Project Background

The purpose of the Stakeholder Involvement Plan (SIP) is to provide a guide for implementing a public involvement plan for the East Side Highway Environmental Assessment (EA). The project will involve the study and recommendations for a new transportation facility east of Bloomington-Normal in McLean County, Illinois. The project study area is identified as follows: 2100 North Road on the north, the 2400 East Road on the east, and US 51, I-39 and Veterans Parkway (I-55 Business) on the west. The south boundary is defined as approximately the 700 North Road east of Downs, then sloping south west to the vicinity of the 350 North Road and US 51 intersection.

A 2002 Feasibility Study examined the ability to connect I-55 to I-74 east of Bloomington-Normal, Illinois. It explored the impacts of providing a new major facility that would relieve urban traffic congestion and improve regional access.

A 2009 Corridor Study re-examined the need for a transportation facility on the east side and concluded that there was warrant for further study in more detail. The Bloomington-Normal urban area has experienced growth in the metropolitan area and this growth is expected to continue. This expansion is expected to place stress on all existing infrastructure networks; transportation, water, sewer, education, etc. A new transportation improvement is being considered to mitigate the impacts of the new and continued development on the east side. Considerable public interest was experienced during the development of the Corridor Study. The SIP will build upon the work performed and the stakeholder input received during the Corridor Study.

1.2 Legal Requirements

The process for this project will meet State and Federal requirements meant to integrate environmental values and public interaction into transportation improvements. Per Federal Highway Administration (FHWA) guidance, the East Side Highway project will adhere to the requirements set forth in the National Environmental Policy Act (NEPA), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and Context Sensitive Solutions (CSS).

The FHWA, the Illinois Department of Transportation (IDOT) and McLean County acting as joint lead agencies on the East Side Highway EA, developed this SIP to meet the requirements of CSS and to address the Coordination Plan requirements of 23 USC 139(g) within the context of the NEPA process.

1.2.1 National Environmental Policy Act

The FHWA, IDOT, and McLean County will complete EA for the East Side Highway project in order to satisfy NEPA requirements. The NEPA process requires Federal

agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. The FHWA is the Federal agency responsible for final approval of the environmental document. This study and the supporting environmental documents will be governed by NEPA and state regulatory requirements. NEPA encourages coordination with the public and resource agencies throughout the project development process.

1.2.2 NEPA/404 Merger Process

Since the mid-1990's, Illinois has had a Statewide Implementation Agreement (SIA) in place that provides for concurrent NEPA and Section 404 (Clean Water Act) processes on Federal-aid highway projects in Illinois. The purpose of the SIA is to ensure appropriate consideration of the concerns of the Signatory Agencies as early as practical in highway project development. The Signatory Agencies are the U.S. Army Corps of Engineers (USACE), the U.S. Environmental Protection Agency (USEPA), and the U.S. Fish and Wildlife Service (USFWS) and the U.S. Coast Guard (USCG). The intent is also to involve the Illinois Environmental Protection Agency (IEPA), the Illinois Department of Agriculture (IDOA), and the Illinois Department of Natural Resources (IDNR) at key decision points early in project development to minimize the potential for unforeseen issues arising during the NEPA or Section 404 permitting processes.

All Federally funded highway projects that require an Environmental Impact Statement (EIS) or an EA, and require an Individual Permit from the USACE under Section 404 of the Clean Water Act are processed under the NEPA/404 SIA. The process requires Signatory Agency concurrence at three key decision points in the NEPA process:

- 1) Project Purpose and Need
- 2) Alternatives to be Carried Forward
- 3) Preferred Alternative

FHWA and IDOT will seek Signatory Agency input and concurrence at these key decision points in conjunction with public and agency involvement through the CSS process, at regularly scheduled formal concurrent NEPA/404 meetings.

1.2.3 Clean Water Act

The Clean Water Act (33 USC §§1251-1387) was enacted to maintain and restore the chemical, physical, and biological integrity of the waters of the U.S. Section 404 of the Clean Water Act states that it is unlawful to discharge dredged or fill material into waters of the U.S. without first receiving authorization from USACE.

As discussed previously, EIS and EA projects that require an Individual Permit under Section 404 of the Clean Water Act are processed using the NEPA/404 SIA. Both the NEPA and Section 404 processes involve the evaluation of alternatives, the assessment of impacts to resources, and the balancing of resource impacts and project need. Merging the NEPA and Section 404 permit processes expedites project decision making and avoids a duplication of work effort

The Project Study Group (PSG) will provide early and continuing opportunities for public involvement during the identification of water resources, and during the decision-making process relating to proposed water resource impacts as regulated under Section 404.

1.2.4 *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*

On August 10, 2005, SAFETEA-LU was passed into law which established additional requirements for the environmental review process for FHWA and Federal Transit Administration (FTA) projects (Pub.L. 109-59, 119 Stat. 1144, Section 6002; codified as 23 USC §139). The environmental review process is defined as the project development process followed when preparing a document required under NEPA, and any other applicable Federal law for environmental permit, approval, review or study required for the transportation project.

The SAFETEA-LU requirements apply to all FHWA and FTA transportation projects processed as an EIS. The FHWA has the authority under Section 6002 to apply these requirements to individual projects that are classified as EAs. For EA projects, the decision to adhere to Section 6002 is made by the FHWA Division Office, with the concurrence of other lead agencies on a case-by-case basis. The FHWA has confirmed that the East Side Highway EA will be subject to Section 6002 requirements. 23 USC §139(g) requires the lead agencies for these projects to develop a Coordination Plan to structure public and agency participation during the environmental review process.

1.2.5 *National Historic Preservation Act*

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking on historical properties, commencing at the early stages of project planning. The goal of consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. This project is considered a Federal undertaking by FHWA. This document describes coordination activities that will occur during the project development process to satisfy the Section 106 requirements.

1.2.6 *Context Sensitive Solutions (CSS)*

This project is being developed using the principles of CSS per IDOT Context Sensitive Solutions Policy and Procedural Memorandum 48-06.

“CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project’s surroundings – its “context”. Through frequent communication with stakeholders, and a flexible approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.”

The CSS approach will provide stakeholders with the tools and information required to effectively participate in the study process including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs), and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, in addition to improving the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

As identified in IDOT’s CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Understand stakeholder’s key issues and concerns.
- Involve stakeholders in the decision-making process early and often.
- Establish an understanding of the stakeholder’s role in the project.
- Address all modes of transportation.
- Set a project schedule.
- Apply flexibility in design to address stakeholder’s concerns whenever possible.

An SIP is critical to the success of CSS principles on a project. This SIP was developed to meet the requirements of CSS and to address the Coordination Plan requirements of 23 USC §139(g) within the context of the NEPA process.

2.0 Goals and Objectives

The purpose of the SIP is to provide a guide for implementing a public involvement plan for the East Side Highway EA. The SIP:

- Identifies the roles and responsibilities of the joint lead agencies.
- Identifies project stakeholders.
- Identifies the Cooperating Agencies (CAs) and Participating Agencies (PAs) to be involved in agency coordination.
- Establishes the timing and type of coordination efforts with stakeholders, CAs, PAs and the public.
- Defines the process for Project Development Activities.

The SIP, by its very nature, is a work in progress and thus subject to revision anytime events warrant.

3.0 Agency and Public Participation

3.1 Joint Lead Agencies

Per SAFETEA-LU, the joint-lead agencies for this project are FHWA, IDOT, and McLean County. As joint lead agencies, they are responsible for managing the environmental review process and preparing the environmental document for the project.

Agency Name	Role	Other Project Roles	Responsibilities
Federal Highway Administration	Lead Federal Agency	* NEPA/404 Agency * PSG	* Manage Environmental Review Process * Prepare EA * Provide opportunity for public and Participating/Cooperating Agency involvement
Illinois Department of Transportation	Joint-Lead Agency	* NEPA/404 Agency * PSG	* Manage Environmental Review Process * Prepare EA * Provide opportunity for public and Participating/Cooperating Agency involvement * Collect and prepare transportation and environmental data *Manage CSS Process
McLean County	Joint-Lead Agency	PSG	*Prepare EA * Provide opportunity for public and Participating/Cooperating Agency involvement * Collect and prepare transportation and environmental data *Manage CSS Process

3.2 Cooperating Agencies

Per NEPA, a Cooperating Agency is any Federal agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project. A State or local agency of similar qualifications or, when the effects are on lands of tribal interest, a Native American tribe, may by agreement with FHWA, IDOT, and McLean County be a Cooperating Agency. Cooperating Agencies are permitted to, by request of the lead agencies, assume responsibility for developing information and preparing environmental analyses for topics about which they have special expertise. Furthermore, they may adopt, without re-circulating, a lead agencies' NEPA document when, after an independent review of the document, they conclude that their comments and suggestions have been satisfied. See Appendix B for a list of Cooperating Agencies and their roles and responsibilities.

3.3 Participating Agencies

Per SAFETEA-LU, a Participating Agency is any Federal, state, tribal, regional, and local government agency that may have an interest in the project. By definition, all Cooperating

Agencies listed in Appendix B will also be considered Participating Agencies. However, not all Participating Agencies will serve as Cooperating Agencies. A list of Participating Agencies and their roles and responsibilities can be found in Appendix C.

3.4 Section 106 Consulting Parties

The FHWA is responsible for involving consulting parties in findings and determination made during the section 106 process. The section 106 regulations identify the following parties as having consultative role in the section 106 process:

- a) State Historic Preservation Officer (SHPO)
- b) Indian Tribes and Native Hawaiian Organizations
- c) Representatives of local governments
- d) Applicants for Federal assistance, permits, licenses and other approvals
- e) Individuals and organizations with a demonstrated interest in the undertaking

The FHWA has worked with IDOT and the SHPO to identify potential section 106 consulting parties, which are listed in the Appendix C. Individuals or organizations may request to become a consulting party for this project by contacting David Speicher by email david.speicher@illinois.gov. Consulting parties may provide input on key decision points in the section 106 process, including the project's Area of Potential Effect, determination of eligibility and finding of effect, and if applicable, consulting to avoid adverse effects to historic properties.

The FHWA and IDOT will utilize IDOT's public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

3.5 Project Study Group

Per IDOT's CSS procedures, a PSG has been formed. The PSG is an interdisciplinary technical team, for developing the East Side Highway EA project. The PSG will make the ultimate project recommendations to the leadership of FHWA, IDOT, and McLean County. The disciplines within the PSG, which will depend on the context of the project, may include individuals and agencies that participated in the Corridor Study. The membership of the PSG is not static and will evolve as the understanding of the project's context does.

The primary objectives of the PSG include:

- Expedite the project development process.
- Identify and resolve project development issues.
- Promote partnership with stakeholders to address identified project needs.
- Work to develop consensus among stakeholders.
- Provide project recommendations to the joint lead agencies.

Based on initial project scope and its apparent context components, the persons listed in Appendix D will form the PSG for the East Side Highway EA.

3.6 Stakeholders

Per CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This will include property owners, business owners, State and local officials, special interest groups, and motorists who utilize the facility. The role of the stakeholders is to advise the PSG and the joint lead agencies. The PSG will consider stakeholder input when making project decisions.

4.0 Advisory Groups

Advisory groups are a subset of the stakeholders list. These groups focus on specific issues affecting specific parts of the community, such as business interests or neighborhood residents. If recommended by the stakeholders and determined necessary by the PSG, advisory groups may be formed for this project. The membership of the advisory groups may include prior participants from the Corridor Study advisory groups and new participants.

Each group will have a defined role during the study process and are essential to the CSS process. In general, the role of the advisory groups will be to provide input in addition to assisting the PSG with building overall consensus as the project moves forward. Advisory groups may include a Community Working Group (CWG) and Focus Working Groups (FWG). The hierarchy of the advisory groups as they relate to the PSG and the various agencies described in Section 3.0 is identified on the following page.

4.1 Community Working Group (CWG)

The CWG is comprised of the individual community's stakeholders identified by the PSG, as well as those individuals or groups expressing an interest in serving on the committee. Certain agencies identified as Participating Agencies will most likely be a member of one of these CWGs. CWG involvement is critical to the CSS process. The role of the CWG is to advise the PSG, which will consider CWG input when making project decisions.

The CWGs will be working committees. Typically, CWG meetings will have a workshop format. Throughout the design and planning process the CWG members will be required to participate in a number of workshop-style exercises developed to solicit input and garner consensus from the members when managing community issues; addressing design/environmental and technical issues; as well as defining proposed design alternatives. A chairperson of this group may be elected to serve as a community liaison to the PSG. The chair person would be selected by CWG consensus and would attend PSG meetings on as as-needed basis.

A list of CWG members will be maintained throughout this project in Appendix E of this SIP. As CWG groups are formed the table will be populated.

4.2 Focus Working Group (FWG)

The FWG is a specific and structured form of an advisory group with specific interests and knowledge, e.g., aesthetics, historical, agricultural, environmental resources, sustainability, etc. They are assembled to review specific planning and design materials and advise the PSG at key milestones, before the information is finalized. FWGs will be formed for this project as necessary. Members of the focus groups may serve on the CWG.

A Table of FWG members and their contact information will be maintained throughout this project in Appendix F of this SIP as necessary.

Figure 1: Agency/Advisory Group Hierarchy



5.0 Ground Rules for Stakeholder Involvement

All stakeholders will operate under a set of ground rules that form the basis for the respectful interaction of all parties involved in this process. The ground rule may be changed at any time based on stakeholder input. The ground rules are as follows:

- a) All input from all participants in the process is valued and considered.
- b) All participants will come to the process with an open mind and participate openly and honestly.
- c) All participants in the process will treat each other with respect and dignity.
- d) The project must progress at a reasonable pace based on the original project schedule.
- e) The role of the CWG is to advise the PSG. A consensus of CWG and FWG concurrence is sought prior to project decisions. Consensus is defined as a majority of the stakeholders in agreement with the minority agreeing that their input was duly considered. The PSG will fully consider all CWG, FWG, and stakeholder input when making project decisions. The list of CWG and FWG members is subject to change at any time as events warrant.
- f) All decisions of the joint lead agencies must be made in a clear, transparent manner and stakeholders should agree that their input was duly considered.
- g) Project milestones (Purpose & Need, Range of Alternatives) will not be altered once concurrence has been granted unless substantial new information becomes available.

6.0 *Project Development Activities and Stakeholder Involvement*

The intent of the public involvement requirements of NEPA, SAFETEA-LU, and CSS is to involve the stakeholders early and throughout the project development process. The following section details the steps that will be followed to develop the EA and the opportunities for stakeholder involvement. As of January 2011, one Public Information Meeting (PIM) was held on August 25, 2010, and the second PIM was held on January 13, 2011.

6.1 *Develop Draft SIP*

The draft SIP sets the framework for how the joint lead agencies will develop the project and how the stakeholders and the public will interact with the joint lead agencies and provide input into the project. The draft SIP identifies the list of potential stakeholders in the project, potential Cooperating and Participating Agencies, which may change as the project advances and additional stakeholders are identified. The key coordination points, including which agency is responsible for activities during that coordination point are identified in Appendix H.

6.2 *Project Initiation Letter*

The joint lead agencies have submitted the Project Initiation Letter to prepare an EA for this project.

6.3 Cooperating and Participating Agency Invitation Letters

FHWA will send invitations to Federal agencies identified as potential Cooperating or Participating Agencies, and any non-Federal agency that is identified as a potential Cooperating Agency. IDOT will send invitation letters to all State and local agencies identified as potential Participating Agencies.

IDOT and FHWA will send the letters after FHWA and IDOT agree to the draft SIP. The invitation letters will include information sufficient for the agencies to determine if they have any jurisdiction or authority, special expertise or interest related to the project.

Federal agencies invited to participate will automatically be treated as Participating Agencies unless they submit in writing by hardcopy or email to FHWA or IDOT that they:

1. Have no jurisdiction or authority with respect to the project;
2. Have no expertise or information relevant to the project; and
3. Do not intend to submit comments on the project.

Non-Federal agencies must respond to the invitation in writing by hardcopy or email within the specified timeframe (no more than 30 days) in order to be recognized as Participating Agencies. If FHWA and IDOT disagree with an invited agency declining to participate, FHWA and IDOT will attempt to resolve the disagreement through established dispute resolution procedures (see Section 10).

Agencies not initially invited to participate or that have declined an invitation to participate may become involved for several reasons listed below:

- an invited agency declines to participate, but the lead agencies think the invited agency has jurisdiction or authority over the project which will effect decision making
- an agency declines invitation, but new information indicates that the agency indeed has authority, jurisdiction, special expertise, or relevant project information
- an agency declines invitation and later wants to participate, then the agency should be invited to participate, but previous decisions will not be revisited
- an agency was unintentionally left out and now wants to participate, the agency would be invited. FHWA and IDOT will determine whether previous decisions need to be revisited

Any agency that declines to be a Participating Agency may still comment on a project through established public involvement opportunities.

It is the responsibility of Participating Agencies to provide timely input throughout the environmental review process. Failure of Participating Agencies to raise issues in a timely manner may result in these comments not receiving the same consideration as those received at the appropriate time. FHWA and IDOT will address late comments only when doing so will not substantially disrupt the process and established timelines. If a Participating Agency disagrees with the methodologies FHWA and IDOT propose, they must describe a preferred alternative methodology and explain why they prefer the alternative methodology.

6.4 Agency and Stakeholder Scoping

Scoping is a formal coordination process required by the NEPA regulations which determines the scope of issues to be addressed, and identifies the significant issues related to the proposed action. Scoping can be done by letter, phone or formal meeting. Scoping will initiate the stakeholder involvement process and involve both affected agencies and interested public. The early coordination of the scoping process melds with the principles of CSS and provides an introduction of the project to stakeholders. Agency and public scoping will be conducted concurrently.

6.4.1 Agencies

IDOT will conduct scoping activities with State and Federal Resource Agencies as follows: the project was introduced to State and Federal Environmental Resource Agencies at the September 2010 NEPA/404 merger meeting and by correspondence thereafter.

McLean County, with input from FHWA and IDOT, will be responsible for developing impact assessment methodologies to be utilized in the environmental analyses for the project. McLean County will assume primary responsibility for providing the methodologies to the Cooperating and Participating Agencies for their review and comment. FHWA, IDOT, and McLean County will consider the input of the agencies in developing the methodologies; however, the environmental review process does not require agency consensus on the methods chosen. FHWA, IDOT, and McLean County will determine the level of detail for the analysis. FHWA, IDOT, and McLean County intend this phase of the environmental review process to occur during scoping.

6.4.2 Stakeholders

The PSG will conduct scoping activities with the general public in the form of a Public Information Meeting (PIM) held in the project study area. The purpose of the first PIM, held on August 25, 2010, was to introduce the project to public stakeholders, gather any additional information on issues and concerns in the project study corridor, and present the Purpose and Need (P&N) previously drafted in the Corridor Study.

The PSG also solicited members for future involvement in the CWG. The content of the meeting re-iterated the roles of the stakeholders in the process, discussed the ground rules of participation, and provided a detailed description of the IDOT project development process. An explanation of potential environmental issues was identified and addressed during the development of the project.

As of September, 2010, the PSG is in the process of conducting scoping activities with State Legislators, Federal Legislators, City Councils, Mayors, City Managers, Economic Development Directors, Chamber of Commerce representatives, and any local, regional, statewide, or national groups with potential interest in the project as follows:

- **Scoping Meetings:** The purpose of these meetings is to share general information regarding the project and to gather input to assist in identifying and

focusing on the important issues related to the project. Scoping meetings will be conducted concurrent with kick-off meetings and initial PSG meetings.

- **Scoping Package:** In addition to meetings, a scoping package will be sent to invited agencies. The scoping package will include an introduction to stakeholders of the CSS approach, presentation of the project timeframe and SIP for their review and comment, an explanation of advisory groups that will be formed and an explanation of their roles and responsibilities. The PSG will seek suggestions on who should be members of these advisory groups.

6.5 Purpose and Need

Based on information gathered during the scoping process, the PSG will update the project P&N document developed during the Corridor Study. The PSG provided an opportunity for the Participating Agencies and the general public to provide input into the updated P&N at the first PIM during the scoping process and an opportunity to review the final P&N document at the second PIM. McLean County will send the Participating Agencies a copy of the draft P&N statement for their review and comment. The comment period will be 30 days.

The PSG will then take the input received and make any identified refinements to the P&N statement. If major changes are made to the P&N statement at this point, additional advisory group meetings may be required. If additional meetings are not required, then FHWA, IDOT, and McLean County will take the P&N to the next scheduled NEPA/404 meeting for agency concurrence. Upon obtaining concurrence from the NEPA/404 merger agencies, the P&N will be considered finalized for inclusion in the EA. Ultimately, FHWA is responsible for the final decision on the P&N.

6.6 Alternatives Analysis

Following concurrence on the P&N, the PSG will work with the advisory groups to develop the reasonable range of alternatives. This would include the need to incorporate multi-modal transportation solutions. An opportunity for the Participating Agencies and the general public to provide input into the Alternatives to be Carried Forward will be provided. A PIM will be held to share the results of technical studies and the input received from the advisory groups. McLean County will provide Participating Agencies a copy of the draft Alternatives to be Carried Forward for their review and comment. The comment period will be 30 days.

The PSG will take the input received from these efforts and make any additional refinements to the Alternatives to be Carried Forward. If major changes are made to the Alternatives to be Carried Forward, additional advisory group meetings may be required. If additional meetings are not required, the joint lead agencies and the FHWA will take the Alternatives to be Carried Forward to the next scheduled NEPA/404 merger meeting. Upon obtaining concurrence from the NEPA/404 merger agencies, the alternatives to be carried forward will be considered finalized for inclusion in the EA. FHWA, IDOT, and McLean County will consider input of the public and the agencies; however, the environmental review process does not require agency and public consensus on the

range of alternatives chosen. Ultimately, FHWA is responsible for the final decision on the Alternatives to be Carried Forward.

6.7 Preferred Alternative

Input from stakeholders will be considered by FHWA, IDOT, and McLean County to make a decision on the selection of the Preferred Alternative and preliminary mitigation measures. The PSG will present the Preferred Alternative to the advisory groups to obtain consensus. The selection of the Preferred Alternative and preliminary mitigation measures will be presented at public meetings. The final Preferred Alternative will be reached by consensus from the PSG, considering input from stakeholders.

The PSG will then take the input received at these meetings and make any further needed refinements to the Preferred Alternative. If major changes are recommended to the Preferred Alternative, additional advisory group meetings may be required. If additional meetings are not required, FHWA, IDOT, and McLean County will take the Preferred Alternative to the next scheduled NEPA/404 meeting for agency concurrence on the Preferred Alternative. Upon obtaining concurrence from the NEPA/404 merger agencies, the Preferred Alternative will be considered finalized for inclusion in the EA. Ultimately FHWA and IDOT will consider public and agency input in selecting the Preferred Alternative; however, the environmental review process does not require agency consensus on the Preferred Alternative.

6.8 EA Preparation

McLean County and IDOT will prepare the EA in cooperation with FHWA. The Preferred Alternative will be identified in the EA. Approval of the EA lies solely with FHWA. IDOT will be responsible for circulating the EA for the 30-day waiting period. No sooner than fifteen (15) days after FHWA approves the EA, McLean County will hold a Public Hearing which will be advertised in local newspapers and on the project website. Any comments received during the waiting period will be answered by letter.

6.9 Finding of No Significant Impact (FONSI)

If it is determined that the Preferred Alternative will result in no significant impacts to the environment, a FONSI will be prepared to conclude the process and document the decision. The FONSI document is a statement describing the reasons for determining there are no significant impacts, and includes the EA, modified to reflect all applicable comments and responses, by reference. No formal public circulation of the FONSI is required, but the state clearinghouse must be notified of the availability of the FONSI. In addition, FHWA recommends that the public be notified through notices in local newspapers. If the FHWA makes a determination at any time during the project that environmental resource impacts are significant and the preparation of an EIS is required, a FONSI will not be issued.

6.10 Limitations on Claims

SAFETEA-LU Section 6002 includes a provision limiting the time period to 180 days on claims against Federal agencies for certain environmental and other approval actions, provided this Statute of Limitations (SOL) notification is published in the Federal Register. The SOL applies to a permit, license, or a specified approval action such as an action related to a transportation project. See PART A on page 44 of the FHWA/FTA SAFETEA-LU Environmental Review Process Final Guidance (November 2006) for the FHWA Process for Implementing the Statute of Limitations. The *SAFETEA-LU Environmental Review Process Final Guidance* (November 2006) is available on the FHWA website at www.environment.fhwa.dot.gov/strmlng/es2safetealu.asp#sec_6002. IDOT intends to publish this 180 day SOL notice for the East Side Highway EA.

7.0 Additional Methods for Involving Stakeholders

In addition to the input opportunities identified above, other opportunities will be afforded to stakeholders and the public throughout the development of the EA. Those additional opportunities may include, but are not limited to the following activities:

7.1 Community Groups Briefings

Presentations to community/civic groups, business groups, or other interested groups or organizations over the course of the EA process will be used as an opportunity to introduce the project, provide project updates, and receive public input on the project. Those meetings may include presentations to the local Farm Bureau, the local Rotary, Kiwanis, or Lions Club, church groups, or town councils. Groups will be encouraged to attend public meetings and provide written comments.

7.2 Identification of Special Outreach Areas

Constituents requiring special outreach to ensure they have access to information and the opportunity to make comments, regardless of their race, religion, age, income or disability, will be identified in the project area. Identification of these populations will include using census data or information obtained from groups or organizations known to have knowledge of these populations.

7.3 Media Relations

Local newspapers, radio and television stations will be identified for use in disseminating information about the project. Notices and reminders of project meetings will be sent to these media outlets in advance of public meetings. PSG members may appear on public broadcasting outlets such City Vision or make themselves available for radio or newspaper interviews on WJBC or with the Pantagraph, respectively, to generate public interest in the project.

7.4 Project Newsletters

Project newsletters will be prepared to keep the project area residents, business and property owners, interested citizens, civic groups, schools, local agency officials, and local public officials, and all stakeholders informed of the status of the project. Newsletters will be published at appropriate project milestones.

7.5 Project Website Content

The website for the project will be maintained throughout the duration of the project as a means of transmitting information and gathering input. The website will be updated with newsletters, public meeting announcements and transcripts, and other project information as needed. The public will be able to download presentation exhibits and project maps. Other web-tools to be used will include a public comment service for collecting comments online through the project website. For continuity, the project website address will remain the same as the Corridor Study Website: www.eastsidehighway.com.

7.6 Frequently Asked Questions

To provide direct answers to some of the most Frequently Asked Questions (FAQs) posed by the public, FAQ sheets will be prepared and will be distributed via the project website and hardcopies will be available at briefings, public meetings and other public involvement events. These questions/answers will be updated as new information becomes available and based upon stakeholder comments, inquiry, and input.

7.7 Comment Forms

Comment forms will be provided at all public meetings and smaller group meetings to encourage participants to provide their comments on the project. An electronic comment form will also be available on the project website, providing visitors the opportunity to send comments to the project team.

Comments may be provided in writing or electronically. Comments will be accepted at any time during the EA process. All comments will be reviewed and incorporated as appropriate.

7.8 Project Informational Materials

An information packet will be prepared early in the study process to provide an overview of the ESH study and the EA process. The information will cover the entire general EA process so that it may be used throughout the length of the project. The packet will be in a reader-friendly-format, incorporate graphics, and avoid excessive use of technical terms.

A fact sheet will be prepared to provide ESH study information, address misperceptions about the study, and list Frequently Asked Questions. The fact sheet will be in a reader

friendly format and avoid use of excessive technical terms. The fact sheet may be updated or new versions may be produced as the project proceeds.

The information packet and fact sheet will be distributed to key target stakeholders as listed in Appendix K. The stakeholder list will be maintained and updated throughout the duration of the project. Contacts on the list may be notified of upcoming meetings via mail or email.

8.0 *Modification of the SIP*

FHWA, IDOT, and McLean County will provide updated versions of the SIP to all stakeholders, as necessary. Agency contact information may require updating as staffing changes over time. FHWA and IDOT ask that Cooperating and Participating Agencies provide notification if staffing and contact information changes.

FHWA, IDOT, and McLean County will develop the timeline to be included in Appendix I of the SIP. Formal agency concurrence in the schedule is not required. Only the FHWA, IDOT, and McLean County may modify the established periods identified in the SIP. They may lengthen the established periods only for good cause and must document the reasons for the lengthening in the administrative record. FHWA, IDOT, and McLean County may only shorten the established review periods in the SIP with the concurrence of affected Participating and Cooperating Agencies. IDOT will document the Cooperating and Participating Agency concurrence in the administrative record.

IDOT will maintain a record of modifications to the SIP. FHWA, IDOT, and McLean County will make this record available to all involved agencies and the public upon request.

9.0 *Public Availability of the SIP*

IDOT will make the current SIP available to the public at project meetings and on the project website. Availability and notification will follow the public involvement procedures established in the Context Sensitive Solutions Policy for Illinois and the Public Involvement Guidelines in the IDOT Bureau of Design and Environment Manual (Chapter 19) available on the IDOT website at www.dot.state.il.us/desenv/bdmanual.html.

10.0 *Agency Dispute Resolution*

FHWA, IDOT, and McLean County are committed to working with all agencies in the environmental review process to identify project issues early and seek consensus on disagreements.

This section describes the overall project dispute resolution process that will be used by FHWA, IDOT, and McLean County as part of the project stakeholder involvement program. Additionally, FHWA, IDOT, and McLean County will follow the existing dispute

resolution process outlined as part of the NEPA/404 Merger agreement for resolving issues with Signatory Agencies.

FHWA, IDOT, and McLean County are committed to building stakeholder consensus for project decisions. However, if an impasse has been encountered after making good-faith efforts to address unresolved concerns, FHWA, IDOT, and McLean County may proceed to the next stage of project development without reaching consensus. FHWA, IDOT, and McLean County will notify agencies of their decision and a proposed course of action. FHWA, IDOT, and McLean County may propose using an informal or formal dispute resolution process as described below.

10.1 Informal Dispute Resolution Process

In the case of an unresolved dispute between the agencies, FHWA, IDOT, and McLean County will notify all agencies of their decision and proposed course of action. The decision to move an action forward without consensus does not eliminate an agency's statutory or regulatory authorities, or their right to elevate the dispute through established agency dispute resolution procedures. FHWA, IDOT, and McLean County recognize and accept the risk of proceeding on an action without receiving a Signatory Agency's concurrence and will work with any agency to attempt to resolve a dispute.

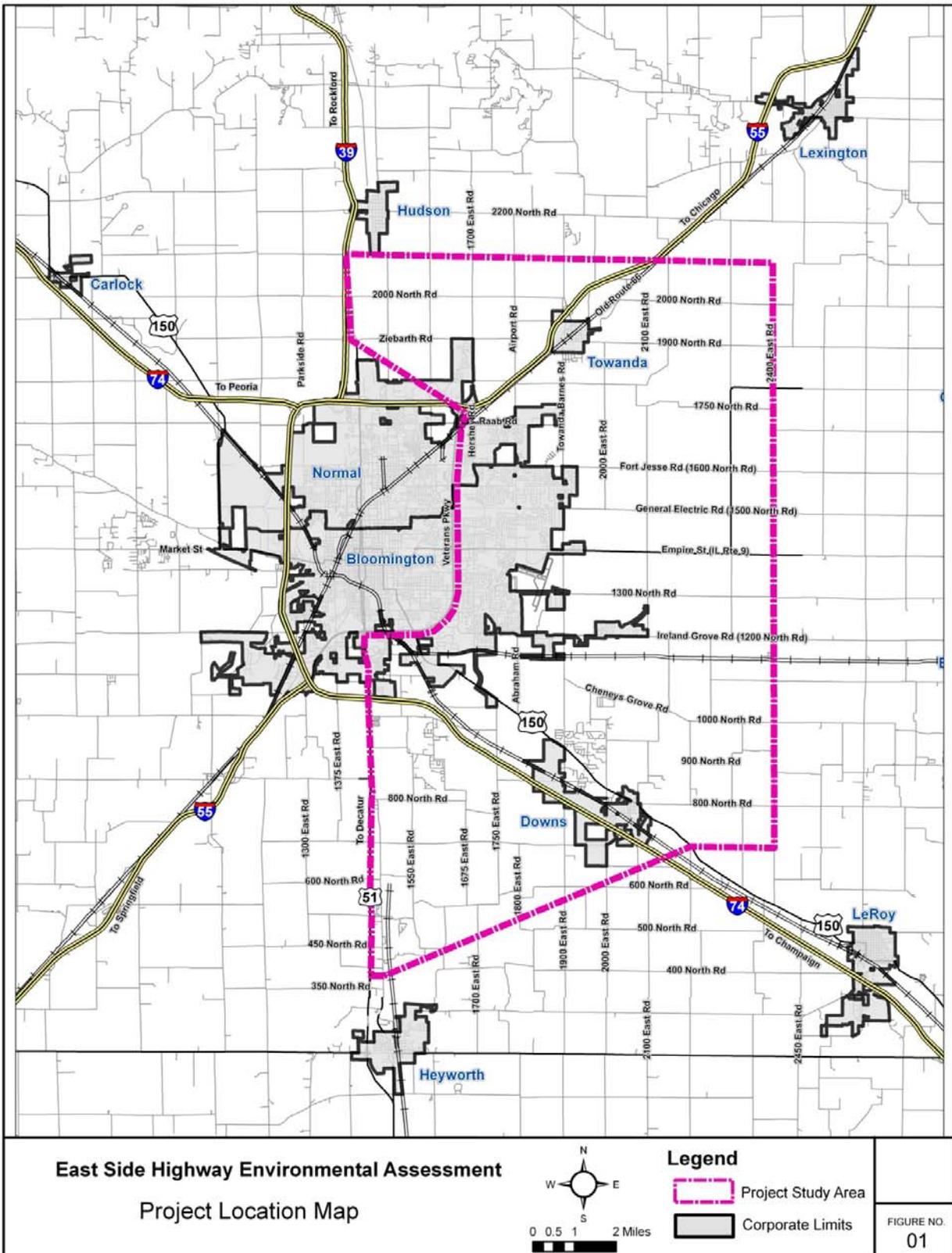
10.2 Formal Dispute Resolution Process

23 USC §139(h) established a formal dispute resolution procedure for the environmental review process. This process is only intended for use on disputes that may delay a project or result in the denial of a required approval or permit for a project. Only the project sponsors or the Illinois State Governor may initiate this formal process; they are encouraged to exhaust all other measures to achieve resolution prior to initiating this process.

Appendix J contains a copy of a diagram illustrating the formal dispute resolution process included in the FHWA/FTA *SAFETEA-LU Environmental Review Process Final Guidance* (November 2006) and available on the FHWA website at www.environment.fhwa.dot.gov/strmlng/es2safetealu.asp#sec_6002.

(Flow chart for schedule of involvement activities to be added later.)

Appendix A: Project Study Area Map



**East Side Highway EA
Stakeholder Involvement Plan**

Appendix B: List of Cooperating Agencies, Roles, and Responsibilities

The stakeholders include the co-lead(s), Cooperating, and Participating Agencies that have agreed to take part in the development of the proposed project and whose contact information is listed in Appendices B and C. The Contact Person is the agency representative that is responsible for attending project meetings and reviewing environmental documents.

Agency Name	Requested Role	Response	Other Roles	Responsibilities	Contact
U.S. Environmental Protection Agency	Cooperating Agency		NEPA/404 Signatory	Section 404 permit jurisdiction; environmental reviews; wetlands. Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Kenneth Westlake
Illinois Department of Natural Resources	Cooperating Agency		None	Fish & wildlife resources; endangered & threatened species; natural areas & nature preserves; wetlands; prairies; forests. Provide comments on purpose and need, methodologies, range of alternatives & preferred alternative	Steve Hamer
U.S. Army Corps of Engineers	Cooperating Agency		NEPA/404 Signatory		
U.S. Fish & Wildlife Service	Cooperating Agency		NEPA/404 Signatory		
Illinois Department of Agriculture	Cooperating Agency		None		
Illinois Environmental Protection Agency	Cooperating Agency		None		
Illinois Historic Preservation Agency	Cooperating Agency		None		
Section 106	Cooperating Agency		None		

**East Side Highway EA
Stakeholder Involvement Plan**

Appendix C: List of Participating Agencies, Roles, and Responsibilities

Agency Name	Requested Role	Response	Other Project Roles	Responsibilities	Contact
Federal Agencies					
Natural Resources Conservation Service	Participating Agency				
Advisory Council on Historic Preservation	Participating Agency				
Federal Aeronautics Administration/ Illinois Division of Aeronautics	Participating Agency				
Local/County Agencies					
City of Bloomington	Participating Agency				
Bloomington-Normal Public Transit System	Participating Agency				
Town of Normal	Participating Agency				
Village of Towanda	Participating Agency				
Village of Downs	Participating Agency				
Townships	Participating Agency				
Hudson Township	Participating Agency				
Money Creek Township	Participating Agency				
Normal Township	Participating Agency				
Towanda Township	Participating Agency				
Bloomington Township	Participating Agency				
Bloomington Township Fire District	Participating Agency				
Bloomington Township Public Water Distribution	Participating Agency				
Old Town Township	Participating Agency				
Randolph Township	Participating Agency				
Randolph Township Fire District	Participating Agency				
Downs Township	Participating Agency				

Appendix D: Project Study Group

Agency Name	Contact Person/Title
Federal Highway Administration	Heidi Liske
McLean County	Eric Schmitt
City of Bloomington	James Karch
Town of Normal	Gene Brown
McLean County Regional Planning Commission	Paul Russell
Illinois Department of Transportation – District 5	Darla Latham
Clark Dietz, Inc.	Jerry Payonk Project Manager
HDR Engineering	John Lazzara Environmental Assessment
Huff & Huff Engineering	Linda Huff Environmental Lead

Appendix E: Community Working Group

Name	Interest Area
Mark Hines	Agriculture
Frank Wieting	Agriculture
Jerry Erb	Bicyclists
Andy Shirk	Business
Dave Rasmussen	Business
Charlie Moore	Economic Development
Ken Springer	Economic Development
Gary Niehaus	Education
Curt Simonson	Education
Sarah Franks	Emergency Services
Angelo Capparella	Environmental
Nancy Armstrong	Environmental
Charles L. Rohrbaugh	Environmental
Terry Giannoni	Government
Carol Reitan	Homeowner/Resident
Arthur Eiff	Homeowner/Resident
Bruce Naffziger	Homeowner/Resident
Melvyn Jeter	Homeowner/Resident
Eric Penn	Labor
Mike Matejka	Labor
Rusty Thomas	Law Enforcement
Robert Wall	Law Enforcement
John Kennedy	Parks
Mike Steffa	Parks
Kent Bohnhoff	Soil & Water Conservation District
Carl Olsen	Transportation
Bernie Anderson	Utilities
Tim Muellenberg	Utilities

Appendix F: Focus Working Groups

Land Use and Access Management FWG	
Name	Affiliation
William Brummel	Homeowner/Resident
Guy DiCiaula	Bloomington Normal Area Home Builders
Terry Giannoni	Government - Money Creek Township
Curtis Hawk	McLean County Emergency Management Agency
Mike Humer	Normal Fire Department
John Kennedy	Homeowner/Resident
Charlie Moore	McLean County Chamber of Commerce
Jeanette Otis	Homeowner/Resident
James Pearson	Homeowner/Resident
Dave Rasmussen	State Farm
Larry Reeser	Homeowner/Resident
Randy Shaalb	Homeowner/Resident
Mike Swartz	McLean County Farm Bureau
Rusty Thomas	Sherriff Department
Jeff Trimble	Homeowner/Resident
Robert Wall	Bloomington Police Department
Frank Weiting	Homeowner/Resident

Sustainability FWG	
Name	Affiliation
Joan Brehm	ISU
Aaron Carr	Homeowner/Resident
Angelo Capparella	ISU, Friends of Kickapoo Creek, JWP Audubon
Tom Haynes	ISU
Jan Holder	Friends of Kickapoo Creek
John Kennedy	City of Bloomington
David Lamb	City of Bloomington
Missy Nergard	ISU
Dale Strain	Homeowner/Resident
Robin Weaver	Town of Normal

**East Side Highway EA
Stakeholder Involvement Plan**

Alternative Modes FWG	
Name	Affiliation
Dan Anderson	McLean County Wheelers
Christine Brown	Homeowner/Resident
Mercy Davison	Town of Normal
Laura Dick	SHOWBUS
Scott Douglas	Homeowner/Resident
Jerry Erb	League of Illinois Bicyclists
Mike James	Village of Downs
Andrew Johnson	BNPTS
Diane Quijano	Homeowner/Resident
Mike Steffa	McLean County Parks
Bob Williams	Homeowner/Resident

Appendix G: Revisions to the SIP

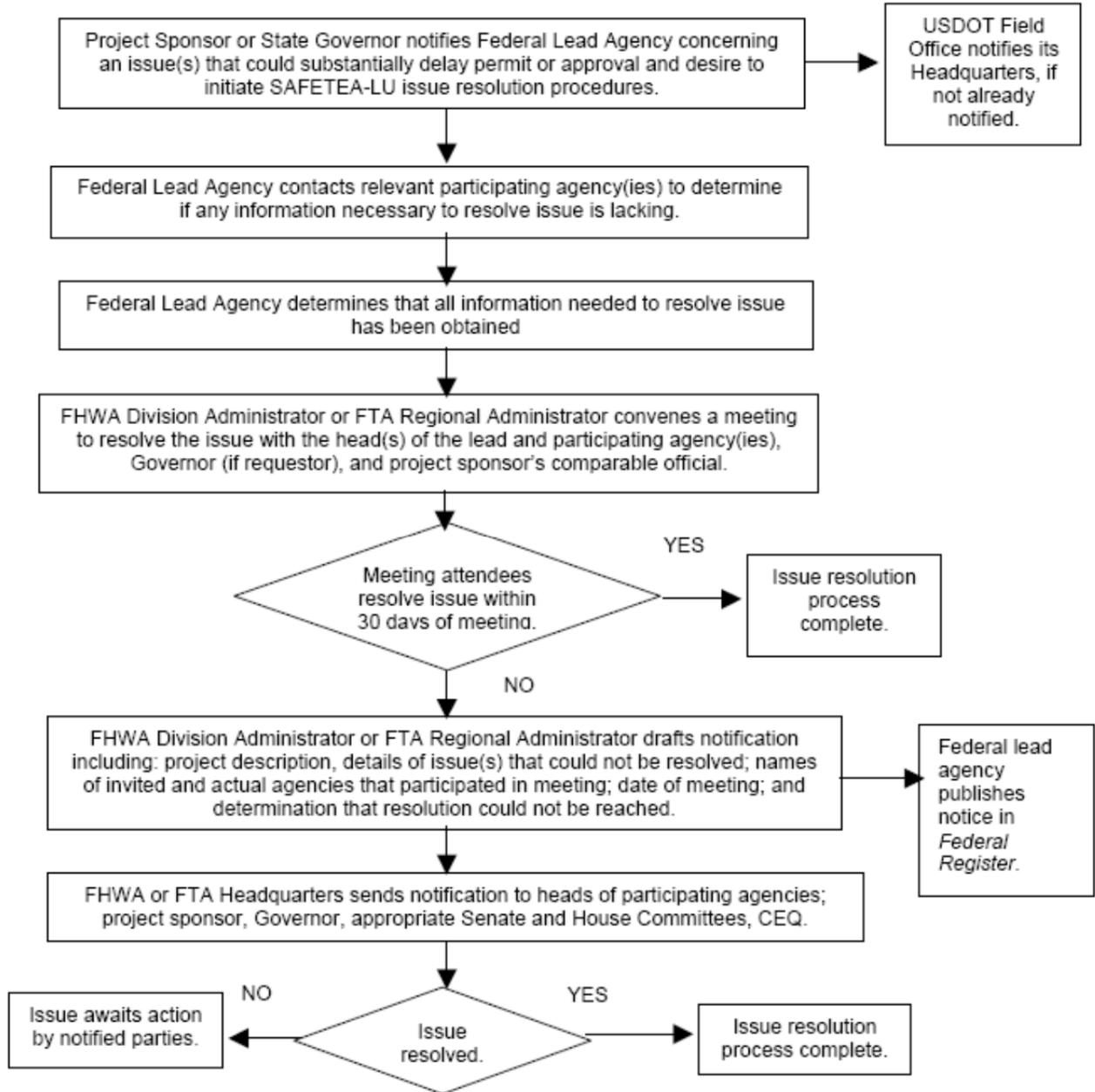
Version	Date	Revision Description
1	5/11/11	Updated Appendix E
2	5/2/12	Added stakeholder ground rule g to Section 5.0. Updated Section 7.1, 7.6, and 7.7 and added Section 7.8 Updated Appendix F Added Appendix K

Appendix H: Coordination Points, Information Requirements, Responsibilities, and Timing

Coordination Point	Requirement			Action	Agency Responsible		Remarks	
	§6002	NEPA	CSS		IDOT/County	FHWA		
1. Project Initiation Activities								
1.0	Project Initiation	●	●		Send project initiation letter to FHWA Division Administrator	●	●	This is the first step in the entire process. IDOT submits this letter to FHWA prior to performing any work on the project.
1.1	Formation of Project Study Group			●	Identify members of the PSG	●		PSG is formed prior to any other work being completed on the project. The PSG is an interdisciplinary technical team. The PSG will make project recommendation to the leaders of IDOT and FHWA.
1.2	Establish Timeframe Agreement	●			Develop specific timeframe for this project	●	●	A Timeframe will be established and agreed to by FHWA and IDOT.
1.3	Identify Stakeholders, Participating Agencies (PAs) and Cooperating Agencies CAs, and Develop Stakeholder Involvement Plan (SIP)	●		●	PSG identifies preliminary stakeholders list, PAs and CAs to receive invitations, and then develops the SIP that includes all items required to be part of a Coordination Plan by 6002	●		FHWA and IDOT, as joint lead agencies, must agree upon the content of the SIP before it is released externally. Specific information that will be included in the SIP include: scoping activities, Development of the P&N, identification of the range of alternatives, collaboration on methodologies, , identification of the preferred alternative, completion of the EA, FONSI, and other permits or approvals.
2. Agency and Public Coordination								
2.0	Invite Cooperating and Participating Agencies (CA's and PA's)	●			Send invitation letters to PAs and CAs.	●	●	IDOT invites all state PAs and CAs. FHWA invites Federal PAs and CAs and Tribes with an interest in the project area. Environmental Resource Agencies (ERAs) that are not CAs will most likely be PAs.
2.1a	Agency Scoping			●	Invite and hold introductory meetings with identified agency stakeholders.	●		The purpose of these meetings is to share information regarding the project status and next steps and to gather input. Meetings may be held with State Legislators, Federal Legislators, City Councils, Mayors, City Managers, Economic Development Directors, Chamber of Commerce representatives, State and Federal Resource Agencies and any local, regional, statewide, or national groups with potential interest in the project.
2.1b		●	●	●	Prepare scoping materials. Send Scoping Package.	●		A Scoping package will be sent to the invited CA's and PA's for their review. The scoping package will include an introduction to stakeholders of the CSS approach, presentation of the project timeframe and SIP for their review and comment, an explanation of advisory groups that will be formed and an explanation of their roles and responsibilities and draft Methodologies for environmental resource evaluation.
2.1c		●	●		Invite ERAs to participated in Agency Scoping	●	●	This task will gather information and input from the ERAs. In addition to typical environmental scoping activities, this meeting will explain the CSS process, present the agreed to timeframe and SIP for input, explain the advisory groups, their roles and responsibilities (CWG, FWG, NEPA/404,...) and the ERAs' roles and responsibilities in these groups, and how the ERAs will be involved throughout this process. IDOT will provide proposed methods on environmental surveys & analyses and solicit agency input on these methods. This scoping may be done by correspondence after the project introduction.
2.2	Public Scoping	●		●	Invite public to Public Scoping/Information Meeting; hold Public Scoping/Information Meeting	●		This meeting will be an introduction to public stakeholders and will gather scoping input from the general public. In addition, the timeframe and SIP would be presented for review and comment, CSS would be explained, formation of advisory groups (CWG, FWG) and the public's roles and responsibilities. Volunteers to serve on the advisory groups will be solicited at this meeting. This meeting will be held in three geographical areas in the project corridor.
2.3	Formation of Stakeholder Groups			●	PSG identifies members of Stakeholder Groups			Volunteers from the Public Information meetings will be contacted to confirm their interest in serving on an advisory group. Other stakeholders including but not limited to emergency services, transit, schools, agricultural, business will also be contacted by the PSG to serve on advisory groups (CWG, FWG).
3. Purpose and Need Development								
3.1	PSG Meeting			●	Convene PSG Meeting; Consultant prepares: overview of updated P&N which was developed with stakeholder input during the Corridor Study.	●		The following will occur at this meeting: 1) Consultant prepare and present a draft updated P&N; 2) Refine and reach PSG consensus on P&N in preparation for presenting to public, PAs and CAs (this may involve multiple versions of the P&N and review outside of this meeting; and 3) Discuss next Public Meeting. This task may require one or more meetings of the PSG.
3.2	Stakeholder Briefing and Public Information Meeting	●	●	●	Provide opportunity for the general public, PAs and CAs to be involved in the development of the P&N	●		At this meeting, the draft project P&N will be presented for input. The information that will be presented at this meeting will also be sent to the PAs and CAs asking for their input as well. This meeting will serve as meeting the SAFETEA-LU 6002 requirements that PAs and the public have an opportunity to provide input into the P&N prior to final decisions on P&N.
3.3	PSG Meeting			●	Convene PSG Meeting; prepare overview of Public Meeting; summarize of comments on P&N; revise P&N per comments.	●		The following will occur at this meeting: 1) EAST SIDE HIGHWAY Partners presents an overview of Public Meeting; 2) Make any necessary refinements to the P&N per input from Public Meeting (if there a major changes to the P&N, take back to the CWG prior to finalizing); and 3) Seek FHWA approval to proceed with NEPA/404 meeting on P&N.

3.4	NEPA/404 Concurrence Point Meeting		●	Obtain a spot on the agenda at one of the scheduled NEPA/404 meetings; provide FHWA approved P&N Package 30 days prior to meeting	●	●	Obtain Signatory Agency concurrence on Concurrence Point #1 - P&N.	
4. Development of Range of Alternatives and Alternatives to be carried forward								
4.0	CWG Meetings			●	Convene CWG	●	The following will be covered at this meeting: 1) present developed alternatives; 2) Seek CWG input on these alternatives and ideas on additional alternatives; 3) reach CWG consensus on alternatives to be considered. FWG may be formed to add further input on specific issues.	
4.1	PSG Meeting			●	Convene PSG Meeting	●	The following will occur at this meeting: 1) Discuss advisory group alternatives in terms of engineering and environmental issues; and 2) Develop PSG suggested alternatives to carry forward.	
4.2	CWG Meeting			●	Convene CWG	●	The following will be covered at this meeting: 1) present PSG developed alternatives to be carried forward; 2) Reach CWG consensus on alternatives to be carried forward.	
4.3	Stakeholder Briefing and Public Meeting	●	●	●	Provide PAs, CAs and the public with information regarding alternatives being considered; identify resources located within project area, general location of alternatives, and potential impacts; reasons for eliminating some alternatives and keeping others; solicit comments; hold public meeting	●	At this meeting, all alternatives considered and alternatives that were carried forward for further consideration will be presented for input. The information that will be presented at this meeting will also be sent to the PAs and CAs asking for their input as well. This meeting will serve as meeting the SAFETEA-LU 6002 requirements that PAs and the public have an opportunity to provide input into the alternatives being considered prior to final decisions being made. If, as a result of this meeting, additional alternatives would need consideration or if there are major changes to the alternatives already being consider, subsequent PSG, and advisory group meetings will be required.	
4.4	PSG Meeting			●	Convene PSG Meeting	●	The following will occur at this meeting: 1) Discuss alternatives to be carried forward in terms of engineering and environmental issues; and 2) Get FHWA approval to take to NEPA/404 meeting.	
4.5	NEPA/404 Concurrence Point Meeting		●		Obtain a spot on the agenda at one of the scheduled NEPA/404 meetings.	●	●	Obtain Signatory Agency concurrence on alternatives to be carried forward.
5. Preferred Alternative Development								
5.1	CWG Meeting			●	Convene CWG	●		The following will be covered at this meeting: develop and reach CWG consensus on Preferred Alternative.
5.2	Stakeholder Briefing and Public Meeting	●		●	Provide PAs, CAs and the public with information regarding alternatives being evaluated; identify resources located within general location of alternatives and potential impacts; reasons for eliminating alternatives and choosing the Preferred Alternative; solicit comments; hold public meeting	●		At this meeting, all alternatives considered, alternatives that were carried forward for further consideration, and the Preferred Alternative will be presented for input. The information that will be presented at this meeting will also be sent to the PAs and CAs asking for their input as well. If, as a result of this meeting, additional alternatives would need consideration or if there are major changes to the Preferred Alternative, subsequent advisory group meetings will be required.
5.3	PSG Meeting			●	Convene PSG Meeting	●		The following will occur at this meeting: 1) Get FHWA OK to take Preferred Alternative to NEPA/404 meeting.
5.4	NEPA/404 Concurrence Point Meeting		●		Obtain a spot on the agenda at one of the scheduled NEPA/404 meetings. Present rationale for Preferred Alternative to and solicit input from NEPA/404 Signatory Agencies.	●	●	Obtain Signatory Agency concurrence on Preferred Alternative.
5.5	Development of the EA			●	Develop EA document	●	●	During this time, the EA will be developed by EAST SIDE HIGHWAY Partners. FHWA and IDOT will review this document and refine it to a point it is ready to be circulated to the CAs.
5.6	Circulation of EA	●		●	Send EA to all agencies and appropriate legal counsel; make EA available for public review; county makes the EA available to the public and holds a Public Hearing.	●	●	Once Legal Counsel provides legal sufficiency finding, the EA is ready for FHWA signature.
5.7	Issue FONSI	●	●		County provides FONSI to FHWA for review and signature.		●	
5.8	Completion of Permits, Licenses or Approvals after FONSI				Issue applicable permits, licenses or approvals			Jurisdictional/ permitting agencies

Appendix J: Formal Dispute Resolution Process, FHWA/FTA SAFETEA-LU Environmental Review Process Final Guidance, November 2006, page 40.



The SAFETEA-LU issue resolution process

Note that where two steps are not separated by a “yes” or “no” decision diamond, both steps must be taken.

Appendix K: Stakeholder Outreach Groups

GROUP A				
Organization	Contact	Title	Address	Phone/Email
Local Government				
Bloomington	Steve Stockton	Mayor	109 E. Olive Street, Bloomington, IL 61701	(309)434-2210
Normal	Chris Koos	Mayor	100 E. Phoenix Avenue, P.O. Box 589, Normal, IL 61761	(309)454-9503
Towanda	Doug Porter	Acting Mayor	P.O. Box 213, Towanda, IL 61776	(309)728-2742
Downs	Ryan McLaughlin	Mayor	P.O. Box 18 Downs, IL 61736	(309)378-3221
McLean County Board	Matt Sorensen	Chairman	8270 Idlewood Drive, Bloomington, IL 61704	(309)378-2000
	Diane Bostic	Vice Chairperson	907 N. Mitsubishi Motorway, Normal, IL 61761	
	Stan Hoselton	Transportation Committee Chairman	111 Melissa Drive, Lexington, IL 61753	
	Don Cavallini	Transportation Committee Vice Chairman	107 Northview Drive, Lexington, IL 61753	
McLean County Regional Planning Commission	Carl Teichman	Chairman	Government Center M#103 115 East Washington Street Bloomington, IL 61701	
	George Benjamin	Vice Chairman	Government Center M#103 115 East Washington Street Bloomington, IL 61701	
Bloomington Planning & Zoning	Stan Cain	Chairman	P.O. Box 3157, Bloomington IL 61702	(309)434-2503
Normal Planning Commission	Rick Boser	Chairperson	100 E. Phoenix Avenue, Normal, IL 61761	(309)454-9590
Downs Township	Tony Wheet	Trustee	Downs Township Building 103 Shafer Drive Downs, IL 61736	
US and State Government				
US Senate	Senator Mark Kirk	US Senator for Illinois	230 S. Dearborn St. Suite 3900, Chicago IL 60604	(312)886-2117
US Senate	Senator Dick Durbin	US Senator for Illinois	230 S. Dearborn St. Suite 3892, Chicago IL 60604	(312)353-4952
Congress	Adam Kinzinger	Congressman - District 11	2701 Black Road, Suite 201, Joliet IL 61453	(815)729-2308
Congress	Tim Johnson	Congressman – District 15	2004 Fox Drive, Champaign, IL 61820	(217)403-4690
Illinois Senate	Bill Brady	State Senator - District 44	2203 Eastland Drive, Suite 3, Bloomington, IL 61704	(309)644-4440
Illinois Senate	Shane Cultra	State Senator – District 53	104 W. Lincoln Ave., Onarga, IL 60955	(815)268-4090
Illinois House	Dan Brady	State Representative – District 88	202 N. Prospect, Bloomington, IL 61704	(309)622-1100
Illinois House	Keith Sommer	State Representative – District 106	121 W. Jefferson, Morton, IL 61550	(309)263-9242

**East Side Highway EA
Stakeholder Involvement Plan**

GROUP B				
Organization	Contact	Title	Address	Phone/Email
Economic				
McLean County Chamber of Commerce	Bob Dobski	Chairman	210 S. East Street, Bloomington, IL 61701	(309)829-6344
	Charlie Moore (CWG)	CEO	210 S. East Street, Bloomington, IL 61701	(309)829-6344
Bloomington-Normal Economic Development Council	Marty Vanags	CEO	200 W. College Avenue, Suite 402, Normal, IL 61761	(309)452-8437 mvanags@bnbiz.org
	Bob Lakin	Chair	200 W. College Avenue, Suite 402, Normal, IL 61761	(309)452-8437
	Jeff Lynch	Vice Chair	200 W. College Avenue, Suite 402, Normal, IL 61761	(309)452-8437
Local and Regional Transportation				
Central Illinois Regional Airport	Carl Olson (CWG)	Executive Director	3201 CIRA Drive, Suite 200, Bloomington IL 61704	(309)663-7384
Bloomington-Normal Public Transit Systems	Andrew Johnson	General Manager	351 Wylie Drive, Normal IL 61761	309-829-1123 ajohnson@bnpts.com
	Judy Buchanan	Chair	351 Wylie Drive, Normal IL 61761	
Dover Trucking Inc.	Keith Knappenburger		607 W. Jefferson Street #1, Bloomington IL 61701	(309)821-1271
Labor Unions				
Bloomington & Normal Trades & Labor Assembly	Ronn Morehead	President	P.O. Box 3396, Bloomington, IL 61702	(309)828-8813
UAW Local 2488 Mitsubishi Motors & Voith Industrial Services	Ralph Timan	President	10226 East 1400 North Road, Bloomington, IL 61705	uaw2488president@a5.com
Teamsters Local 26	Pat Gleason	President	407 E. Lafayette Street, Bloomington, IL 61701	(309)829-9851
North Central Illinois Laborers				(309)829-2545
Great Plains Laborers 362	Tony Penn		PO Box 3248, Bloomington IL 61702	(309)828-4368
Real Estate/Developers				
Bloomington-Normal Association of Realtors	Steve Rader	President	407 Detroit Drive, Bloomington, IL 61704	(309)275-4585
Bloomington-Normal Home Builders Association	Chuck Lansing	President		(309)633-6612 bnahba@comcast.net
Environmental				
Prairie Group Chapter - Sierra Club	Stacy James	Chair	P.O. Box 131, Urbana, IL 61803	
John Wesley Powell Chapter of the National Audubon Society	Rhea Edge	President	P.O. Box 142, Normal, IL 61761	
Ecological Action Center	Kari Sandhaas	President		
	Nancy Armstrong (CWG)	Vice President	310 W. Virginia Ave, Normal IL 61761	(309)454-7040
Friends of Kickapoo Creek	James McManus		P.O. Box 273, Downs IL 61736	(309)454-3169

**East Side Highway EA
Stakeholder Involvement Plan**

GROUP B				
Organization	Contact	Title	Address	Phone/Email
Student Environmental Action Coalition (ISU)	Dr. Angelo Capparella (CWG)			(309)438-5124
GREENetwork (IWU)	Carl Teichman	Co-Chair	203 Holmes Hall 1312 Park Street	(309) 556-3429 cteich@iwu.edu
McLean County Farm Bureau	Scott Hoeft	President	2243 Westgate Drive, Suite 501 Bloomington, IL 61705	(309)663-6497
	Mark Hines (CWG)			(309)275-3738
Illinois Farm Bureau			1701 Towanda Avenue, Bloomington IL 61701	(309)557-2111
Soil & Water Conservation District	Kent Bonhoff (CWG)		402 N. Kays Drive, Normal IL 61761	(309)452-0830 (ext 3)
Major Employers				
Mitsubishi Motors North America	Dan Irvin	Director of Communications & Public Relations	100 N. Mitsubishi Motorway, Normal IL 61761	(309)888-8205
State Farm Insurance Companies	Dave Rasmussen	Director	One State Farm Plaza E12, Bloomington, IL 61710	(309)766-3580
Country Insurance & Financial Services	Jean Lawyer	Director, Corporate Communications	1701 N. Towanda Avenue, P.O. Box 2020, Bloomington, IL 61702	
Advocate BroMenn Medical Center	Colleen Kannaday	President	P.O. Box 2850, Bloomington, IL 61704	
OSF St. Joseph Medical Center	Christy McFarland	Marketing Specialist	2200 E. Washington Street, Bloomington IL 61701	(309)665-5746
Public Schools				
McLean County Unit District 5 Board	Meta Mickens-Baker	President, Board of Directors	3314 Stonebridge Drive, Bloomington, IL 61704	
	Dr. Gary Niehaus (CWG)	Superintendent	3314 Stonebridge Drive, Bloomington, IL 61704	(309)557-4040
Bloomington Public School District 87	Millicent Roth	President, Board of Directors	300 E. Monroe Street, Bloomington, IL 61701	
	Dr. Barry Reilly	Superintendent	300 E. Monroe Street, Bloomington, IL 61701	(309)827-6031
Tri-Valley Community District 3	Jay Chrisman	President, Board of Directors	410 E. Washington Street, Downs, IL 61736	
	Curt Simonson (CWG)	Superintendent	410 E. Washington Street, Downs, IL 61736	(309)378-2351
Private Schools				
Cornerstone Christian Academy	Becky Shamess	Head of School	P.O. Box 1608, Bloomington, IL 61702	(309)662-9900
Midwest Christian Academy	John & Jan Walsh		2905 Gill Street, Bloomington, IL 61704	(309)663-4477
Bloomington Central Catholic High School	Joy Allen	Principal	1201 Airport Road, Bloomington IL 61704	(309)661-7000
Higher Education				
Illinois State University	Dr. Al Bowman	President	421 Hovey Hall Campus Box 1000 Normal, IL 61790	(309)438-5677
Illinois Wesleyan University	Dr. Richard F. Wilson	President	1312 Park Street, Bloomington, IL 61701	(309)556-3151 president@iwu.edu

**East Side Highway EA
Stakeholder Involvement Plan**

GROUP B				
Organization	Contact	Title	Address	Phone/Email
Heartland Community College	Dr. Allen Goben	President		(309)268-8100 Allen.goben@heartland.edu
Emergency Services/Hospital				
McLean County Sheriff	Rusty Thomas (CWG)	Chief Deputy	104 W. Front Street, Bloomington IL 61701	(309)888-5034
City of Bloomington Fire Department	Mike Kimmerling	Fire Chief		(309)434-2627
City of Bloomington Police Department	Randall McKinley	Chief	305 S. East Street, Bloomington IL 61701	(309)434-2355 police@cityblm.org
	Robert Wall (CWG)	Assistant Chief	109 E. Olive Street. PO Box 3157 Bloomington IL 61702	(309)434-2700
Town of Normal Fire Department	Mick Humer	Fire Chief	1300 E. College Avenue, Normal, IL	(309)454-9689
Town of Normal Police Department	Rick Bleichner	Chief	100 E. Phoenix Avenue, Normal , IL 61761	(309)454-9535 rbleichner@normal.org
Towanda Fire Department	Mike Donald	Fire Chief	203 W. Jackson Street, Towanda, IL	(309)728-2121
Downs Community Fire Protection District			102 W. Main Street, Downs, IL 61736	(309)378-2021
McLean County Area EMS			705 North East Street, Bloomington, IL 61701	(309)827-4348
McLean County EMA	Curtis Hawk	Director	104 W. Front Street, Basement Room 10, Bloomington, IL 61701	(309)888-5020
OSF St. Joseph Hospital	Kenneth J. Matzke	President and CEO	2200 E. Washington Street, Bloomington, IL 61701	(309)662-3311
Utilities				
Ameren	Leigh Morris	Illinois Communications	501 E. Lafayette Street, Bloomington, IL 61701	(217)535-5228
Corn Belt Energy	Keith Erickson	Manager of Engineering Services	One Energy Way, Bloomington, IL 61705	(309)662-5330
	Tim Mullenberg (CWG)	Vice President of Electric Distribution	One Energy Way, PO Box 816, Bloomington IL 61702	(309)662-5330
NICOR Gas	Bernie Anderson (CWG)	Senior Regional Communications Director	1305 Martin Luther King Drive, Bloomington, IL 61701	(309)261-4145
Frontier Communications	Patricia Amendola	Manager Communications	Frontier Central Region, 14450 Burnhaven Drive, Burnsville MN 55306	patricia.amendola@ftr.com
Gridley Telephone Company			108 E. 3rd Street, Gridley, IL 61704	(309)747-2221
Bloomington-Normal Water Reclamation District	Don Merritt	Board Member		(309) 665-0826

**East Side Highway EA
Stakeholder Involvement Plan**

GROUP C				
Organization	Contact	Title	Address	Phone
Civic Organizations and Clubs				
Kiwanis Club of Bloomington	Leann Seal (Tricia Shaw)	(President)	c/o Secretary, P.O. Box 1866, Bloomington IL 61702	(309)275-1181
Kiwanis Club of Normal	Matt Lauritzen	President		(309)662-0411
District I-K Bloomington Lions Club	1 st Vice President	Jewel Schalk	P.O. Box 5045, Bloomington IL 61702	(309)452-1800
District I-K Normal Lions Club	Robert Harshbarger	President		(309)452-4250
Knights of Columbus	John Braucht	Club Manager	1706 R T Dunn Drive, Bloomington IL 61701	(309)828-9671
Sunset Rotary	Doug McCarty	Vice President		(309)438-2083
VFW Club			1006 E. Lincoln Street, Bloomington IL 61701	(309)829-1522
AASR Masons	David Young		302 E. Jefferson Street, Bloomington IL	(309)828-6077
American Business Women's Association Heartland Chapter	Jackie White			(309)662-3976
American Legion – Louis E Davis Post 56, Office			501 N. Main Street, Bloomington IL 61704	(309)828-3641
Illinois Society of Professional Engineers				
Illinois Corn Growers Association	Rodney Weinzierl	Executive Director	P.O. Box 487 Bloomington IL 61702	(309)827-3257

GROUP D				
Organization	Contact	Title	Address	Phone
Media				
Pantagraph	Mary Ann Ford		310 W. Washington Street, P.O. Box 2907, Bloomington, IL 61702	(309)747-7323
Normalite			1702 W. College Avenue, Suite G, Normal, IL 61761	(309)454-5476
The Argus (Illinois Wesleyan University)	Jackie Connelly	Editor-In-Chief	P.O. Box 2900, Bloomington, IL 61702	(309)566-3117
The Daily Vidette (Illinois State University)	Rick Jones	General Manager		(309)438-2883
Spectator (Heartland Community College)	Susan Salazar			(309)268-8620
WJBC 1230 AM			236 Greenwood Avenue, Bloomington IL 61704	
WSPL 1250 AM			Highway 23 North, Streator, IL 61364	(815)673-1833
WGLT (radio ISU PBS)	Bruce Bergethon	General Manager	Campus Box 8910, Illinois State University, Normal IL 61790	(309)438-2393

COMMUNITY WORKING GROUP

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

If you are interested in serving as a member of the CWG, please write your contact information below, circle or indicate which interest area you feel you best represent, then answer the two questions below regarding how you represent the interest area, and how you will communicate with the stakeholders who you represent.

Please fill out the form and submit to a member of the Project Study Group during tonight's meeting, or return by mail. All forms must be received by September 8, 2010, to be considered for CWG membership. The CWG is limited to approximately 20 members, so not everyone who volunteers may serve as a member. CWG members are selected based upon the interest areas they represent – there should be evenly distributed representation from the entire Bloomington, Normal, and McLean County region for each interest area. All volunteers will be notified by the Project Study Group in mid-September regarding the CWG selection process.

Name Angelo Cappavella

Organization/Affiliation Friends of Kickapoo Creek and JWP Audubon Society

Address 907 S. Fell Ave., Normal, IL 61761

Phone 309-438-5124 (daytime)

Email apcappar@ilstu.edu

What interest area do you best represent? **Circle one or write your own.**

Farming/Agriculture	Homeowner/Resident	Existing Business	Development	<u>Environmental</u>
Elected Official	Trucking	Schools/Education	Airport	Law Enforcement
Emergency Services	Transit	Bicycle Community	Park District	Public Works

Other: _____

Question 1: How do you represent this interest area?

Serve on the Friends of Kickapoo Creek Board of Directors, the JWP
Audubon Bloomington-Normal Chapter Board (also Conservation Committee Chair),
and the Watershed Oversight Committee (quasi-governmental group).

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

via newsletters of the JWP Audubon Society and Friends of Kichigou Creek,
via meetings of those two organizations (Board and membership—letter
open to the public, via listserves and emails

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
Here

East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

If you are interested in serving as a member of the CWG, please write your contact information below, circle or indicate which interest area you feel you best represent, then answer the two questions below regarding how you represent the interest area, and how you will communicate with the stakeholders who you represent.

Please fill out the form and submit to a member of the Project Study Group during tonight's meeting, or return by mail. All forms must be received by September 8, 2010, to be considered for CWG membership. The CWG is limited to approximately 20 members, so not everyone who volunteers may serve as a member. CWG members are selected based upon the interest areas they represent – there should be evenly distributed representation from the entire Bloomington, Normal, and McLean County region for each interest area. All volunteers will be notified by the Project Study Group in mid-September regarding the CWG selection process.

Name ARTHUR EIFF

Organization/Affiliation HAWTHORNE HILLS HOMEOWNERS ASSOCIATION (HHHA)

Address 17 SMOKEY COURT, BLOOMINGTON 61704

Phone 309 830 0000

Email art@eiff.com

What interest area do you best represent? Circle one or write your own.

- | | | | | |
|---------------------|---------------------------|-------------------|---------------|-----------------|
| Farming/Agriculture | <u>Homeowner/Resident</u> | Existing Business | Development | Environmental |
| Elected Official | Trucking | Schools/Education | Airport | Law Enforcement |
| Emergency Services | Transit | Bicycle Community | Park District | Public Works |

Other: _____

Question 1: How do you represent this interest area?

MEMBER OF BOARD OF DIRECTORS, HHHA

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

FACE-TO-FACE ON A PERSONAL, ONE-ON-ONE BASIS, THROUGH MEETING WITH OTHER ASSOCIATIONS, THROUGH COMMUNITY MEETINGS AND VIA MODERN MEANS OF COMMUNICATION SUCH AS CALL, LETTER AND GROUP DISCUSSIONS

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
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East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

If you are interested in serving as a member of the CWG, please write your contact information below, circle or indicate which interest area you feel you best represent, then answer the two questions below regarding how you represent the interest area, and how you will communicate with the stakeholders who you represent.

Please fill out the form and submit to a member of the Project Study Group during tonight's meeting, or return by mail. All forms must be received by September 8, 2010, to be considered for CWG membership. The CWG is limited to approximately 20 members, so not everyone who volunteers may serve as a member. CWG members are selected based upon the interest areas they represent – there should be evenly distributed representation from the entire Bloomington, Normal, and McLean County region for each interest area. All volunteers will be notified by the Project Study Group in mid-September regarding the CWG selection process.

Name TERRY GIANNONI
Organization/Affiliation MONROE CREEK TWP - RETIRED SUPV & ADVISOR
Address P O Box 137, LEXINGTON IL 61753-0137
Phone 309-365-8564
Email TERRYLOER@AOL.COM

What interest area do you best represent? Circle one or write your own.

Farming/Agriculture Homeowner/Resident Existing Business Development Environmental
Elected Official Trucking Schools/Education Airport Law Enforcement
Emergency Services Transit Bicycle Community Park District Public Works

Other: TOWNSHIP GOVERNMENT

Question 1: How do you represent this interest area?

RETIRED TOWNSHIP SUPV. I STILL REPRESENT
TOWNSHIP GOVERNMENT ON SEVERAL LOCAL
GROUPS & PROJECTS. SERVED ON INITIAL PROJECT
GROUP & WOULD LIKE TO SEE THIS PROJECT
THROUGH TO COMPLETION. I HAVE THE SUPPORT
OF TOWNSHIP TRUSTEES

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

MONTHLY TOWNSHIP MEETINGS, LOCAL
RESIDENT NEWS LETTERS & PERSONAL
DISCUSSION WITH LOCAL STAKEHOLDERS -
MONEY CREEK TWP IS THE NORTH END OF
PROJECT AREA.

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
Here

East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

If you are interested in serving as a member of the CWG, please write your contact information below, circle or indicate which interest area you feel you best represent, then answer the two questions below regarding how you represent the interest area, and how you will communicate with the stakeholders who you represent.

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Name John Lovelass
Organization/Affiliation Property Management / Commercial Broker
Address 3463 Enclave Way, Normal IL 61761
Phone 309-261-2257
Email john@meredithsproperties.com

What interest area do you best represent? Circle one or write your own.

Farming/Agriculture	Homeowner/Resident	<u>Existing Business</u>	<u>Development</u>	Environmental
Elected Official	Trucking	Schools/Education	Airport	Law Enforcement
Emergency Services	Transit	Bicycle Community	Park District	Public Works

Other: _____

Question 1: How do you represent this interest area?

As an Owner / manager of small / medium office and student housing, I interact with the small businesses serving the community. For 7 years I have worked as a Commercial Realtor in Bloomington / Normal Area and have analyzed the commercial expansion of both communities. As an Agent of Marcus/Millichap I have had the opportunity to study the growth of similar communities throughout the midwest.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

As a local Commercial broker I have worked with the area developers (large and small) and would be comfortable about approaching them for their questions/Concerns. Leasing to small businesses has given me a hands on experience with the issues and concerns small businesses are dealing with, I would be happy to discuss the **ESH** with the locally owned and management of small office and Retail companies

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
Here

East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

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Name Bruce Naffziger
Organization/Affiliation Citizen of Bloomington, The Grove Homeowners Assn.
Address 1510 Kell Ave. Bloomington, IL 61705
Phone 309 532-0249
Email bpnaffy@comcast.net

What interest area do you best represent? Circle one or write your own.

Farming/Agriculture	<u>Homeowner/Resident</u>	Existing Business	Development	Environmental
Elected Official	Trucking	Schools/Education	Airport	Law Enforcement
Emergency Services	Transit	Bicycle Community	Park District	Public Works

Other: _____

Question 1: How do you represent this interest area?

As a 55 year citizen of BL/NR, I grew up here, raised my family here, used the facilities of BL/NR (roads, air, rail, trails) and now live in East Bloomington. I attend city council meetings and stay involved in the community through church activities and pay attention to the governance of BL/NR. My brother is a respected businessman and is also very involved in BL/NR. I went to school at University High School, graduated from ISU, and have worked at State Farm Insurance for almost 28 years.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

If I am chosen to represent our homeowners association, I will provide and seek regular email and mail correspondence from all. I also intend to engage our local councilman on this issue. I would be open to holding meetings where The Grove Homeowners could ask questions and provide input.

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
Here

East Side Highway Environmental Assessment
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Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

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Name Frank D. Wieting

Organization/Affiliation

Address 3205 MORRISSEY DR. Bloomington IL

Phone 309-662-1909

Email wieting-08181961@People P.C., com

What interest area do you best represent? Circle one or write your own.

- | | | | | |
|----------------------------|--------------------|-------------------|---------------|-----------------|
| <u>Farming/Agriculture</u> | Homeowner/Resident | Existing Business | Development | Environmental |
| Elected Official | Trucking | Schools/Education | Airport | Law Enforcement |
| Emergency Services | Transit | Bicycle Community | Park District | Public Works |

Other: _____

Question 1: How do you represent this interest area?

Food include

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

Seek input from area agriculture and agribusinesses
via telephone, letter & e-mail and compile and
disseminate such findings

Please fold along dotted lines and secure; address side should face out.

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Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

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Name Jerrie or Melvyn Jeter

Organization/Affiliation

Address 19906 E. 1600 North Rd, Normal, IL 61761

Phone 309 6625930

Email jeter 1918 @ msn.com

What interest area do you best represent? **Circle one or write your own.**

- | | | | | |
|--|---|---|-------------------------------------|--|
| <input checked="" type="radio"/> Farming/Agriculture | <input checked="" type="radio"/> Homeowner/Resident | <input type="radio"/> Existing Business | <input type="radio"/> Development | <input checked="" type="radio"/> Environmental |
| <input type="radio"/> Elected Official | <input type="radio"/> Trucking | <input type="radio"/> Schools/Education | <input type="radio"/> Airport | <input type="radio"/> Law Enforcement |
| <input checked="" type="radio"/> Emergency Services | <input type="radio"/> Transit | <input type="radio"/> Bicycle Community | <input type="radio"/> Park District | <input type="radio"/> Public Works |
- Other: _____

Question 1: How do you represent this interest area?

We are "Homeowner/Residents" in an agriculture area as our property is classified as farm land. We are concerned about emergency access as well as our environment. Last but certainly not least, we have great concerns about how this project affects our local, state + Federal budgets.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

Trough e-mail + telephone we will try to keep homeowners/residents informed. We have a list of names with contact numbers. We would hope that the folks from Clark Dietz, Inc. would share new names that you have obtained during the open meetings.

Please fold along this dotted line.

7008 0500 0000 0095 3098

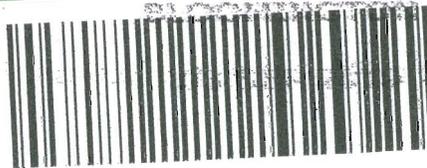
PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT OF THE RETURN ADDRESS, FOLD AT DOTTED LINE

CERTIFIED MAIL™

From



Mr Melvyn Jeter
19906 E 1600 North Rd
Normal IL 61761-9309



7008 0500 0000 0095 3098



U.S. POSTAGE
PAID
BLOOMINGTON, IL
61701
SEP 03, 10
AMOUNT
\$2.80
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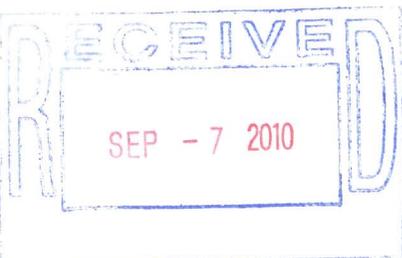
U.S. POSTAGE
PAID
BLOOMINGTON, IL
61701
SEP 03, 10
AMOUNT
\$2.80
00029076-19



61820



1000



East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

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Name Charlie Moore

Organization/Affiliation McLean County Chamber

Address 210 S. East Street Bloomington IL 61702

Phone 829-6344

Email Charlie@mcleancochamber.org

What interest area do you best represent? Circle one or write your own.

Farming/Agriculture	Homeowner/Resident	<u>Existing Business</u>	Development	Environmental
Elected Official	Trucking	Schools/Education	Airport	Law Enforcement
Emergency Services	Transit	Bicycle Community	Park District	Public Works

Other: _____

Question 1: How do you represent this interest area?

Ceo of the Chamber of Commerce

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

*via Chamber Communications, Board of
Directors, Volunteers and media*

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
Here

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Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

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Name Eric Penn

Organization/Affiliation Laborers' International Local # 362

Address 2012 Fox Creek Rd Bloomington IL 61701

Phone 309-828-4368

Email epblm.laborers@frontier.com

What interest area do you best represent? Circle one or write your own.

Farming/Agriculture	Homeowner/Resident	Existing Business	Development	Environmental
Elected Official	Trucking	Schools/Education	Airport	Law Enforcement
Emergency Services	Transit	Bicycle Community	Park District	Public Works

Other: Organized Labor

Question 1: How do you represent this interest area?

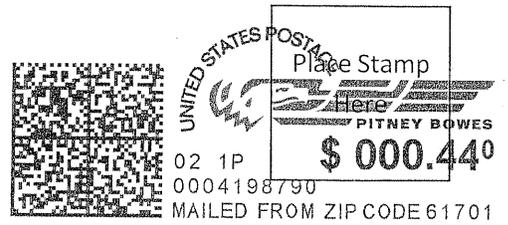
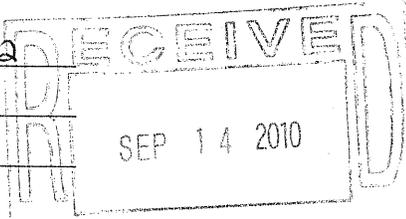
I represent the men and women that would benefit working on a project such as this.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

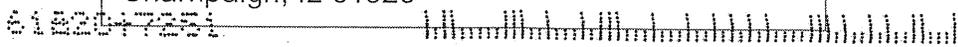
We have monthly meetings in which our members attend.

Please fold along dotted lines and secure; address side should face out.

From: Eric Penn LUNA 362
2012 Fox Creek Rd
Bloomington IL 61701



East Side Highway Environmental Assessment
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Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820



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Name CAROL A. REITAN

Organization/Affiliation

Address 2025 E. LINCOLN, APT. 1216

Phone 309-662-1925 Cell 309-826-8899

Email Car@reitan.info

What interest area do you best represent? Circle one or write your own.

Farming/Agriculture Homeowner/Resident Existing Business Development Environmental
Elected Official Trucking Schools/Education Airport Law Enforcement
Emergency Services Transit Bicycle Community Park District Public Works

Other: _____

Question 1: How do you represent this interest area?

Was home owner in Normal for 53 years - now reside in an apartment in Bloomington (for past 4 1/2 months). I am a past Mayor of Normal, former Normal Planning Commission member and also served on the Regional Planning Commission. I have strong environmental concerns as I was instrumental in starting the Ecology Action Center. As a former candidate for the State Senate I learned much about the concerns of farmers.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

I have been a member of the McLean Co. League of Women Voters for over 40 years. I would plan to ask them to have a forum (public) to present ideas about the highway. Secondly, I would ask Bloomington Council and the Normal Council to have an open meeting at which concerns of Bloomington & Normal homeowners/residents could get information & voice concerns.

Please fold along dotted lines and secure; address side should face out.

From:

CA Reitan
2025 E. Lincoln, Apt 1216
Bloomington, IL 61701

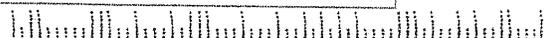
BLOOMINGTON IL 617



East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

SEP 17 2010

61820+7251



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Name John Kennedy

Organization/Affiliation City of Bloomington

Address 109 E. OLIVE ST., P.O. Box 3157

Phone 309-434-2260

Email j.kennedy@cityblm.org

What interest area do you best represent? Circle one or write your own.

- | | | | | |
|---------------------|--------------------|-------------------|----------------------|-----------------|
| Farming/Agriculture | Homeowner/Resident | Existing Business | Development | Environmental |
| Elected Official | Trucking | Schools/Education | Airport | Law Enforcement |
| Emergency Services | Transit | Bicycle Community | <u>Park District</u> | Public Works |

Other: _____

Question 1: How do you represent this interest area?

Director of Parks & Rec for the City of Bloomington

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

Newletters

e-mail

city web site

I spoke with John on phone
on 9/17/10. 

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
Here

East Side Highway Environmental Assessment
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Clark Dietz, Inc.
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Champaign, IL 61820

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Name MIKE STEFFA
Organization/Affiliation DIR OF McLEAN COUNTY PARKS
Address 13001 RECREATION DR., HUDSON, IL 61748
Phone 726-2002 (OFFICE) 242-5806 (cell)
Email michael.steffa@mcleancountyil.gov

What interest area do you best represent? Circle one or write your own.

Farming/Agriculture	Homeowner/Resident	Existing Business	Development	Environmental
Elected Official	Trucking	Schools/Education	Airport	Law Enforcement
Emergency Services	Transit	Bicycle Community	<u>Park District</u>	Public Works

Other: _____

Question 1: How do you represent this interest area?

DIRECTOR OF PARKS FOR McLEAN COUNTY

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

e-mail

County web site

I talked with Mike on 9/20/10
and he is very willing to participate.



Please fold along dotted lines and secure; address side should face out.

From: _____

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Name DR. GARY C. NIEHAUS
Organization/Affiliation SUPERINTENDENT - McLEAN COUNTY UNIT DIST. No. 5
Address 1809 W. HOVEY AVE., NORMAL, IL 61761-4339
Phone 309-888-6970
Email niehausg@unit5.org

What interest area do you best represent? Circle one or write your own.

- | | | | | |
|---------------------|--------------------|--------------------------|---------------|-----------------|
| Farming/Agriculture | Homeowner/Resident | Existing Business | Development | Environmental |
| Elected Official | Trucking | <u>Schools/Education</u> | Airport | Law Enforcement |
| Emergency Services | Transit | Bicycle Community | Park District | Public Works |

Other: _____

Question 1: How do you represent this interest area?

Superintendent for Mclean County Unit
District No. 5 schools which serves the
central and north part of the study area.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

District web site
News letters

I spoke with Mr. Niehaus by phone on 9/22/2010. He agreed to represent Unit 5 on the CWG.



Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp Here

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Name CURTIS SIMONSON
Organization/Affiliation SUPERINTENDENT - TRI-VALLEY COMM UNIT S.D. #3
Address 410 E. WASHINGTON ST., DOWNS, IL 61736
Phone 309-378-2351
Email csimonson@tri-valley3.org

What interest area do you best represent? Circle one or write your own.

- | | | | | |
|---------------------|--------------------|--------------------------|---------------|-----------------|
| Farming/Agriculture | Homeowner/Resident | Existing Business | Development | Environmental |
| Elected Official | Trucking | <u>Schools/Education</u> | Airport | Law Enforcement |
| Emergency Services | Transit | Bicycle Community | Park District | Public Works |

Other: _____

Question 1: How do you represent this interest area?

Superintendent for Tri-Valley Community
Unit School District No. 3 which serves
the southern part of the study area.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

District web site
Newsletters.

I spoke with Mr. Simonson by phone on 9/22/2010. He agreed to represent Tri-Valley on the CWG.



Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp Here

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Champaign, IL 61820

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Name: Bernie Anderson

Organization/Affiliation: Nicor Gas

Address: 1305 Martin Luther King Dr Bloomington IL 61701

Phone: 309-261-4155

Email: bander13@nicor.com

What interest area do you best represent? *Circle one or write your own.*

- Farming/Agriculture Homeowner/Resident Existing Business Development Environmental
- Elected Official Trucking Schools/Education Airport Law Enforcement
- Emergency Services Transit Bicycle Community Park District Public Works

Other: Utility

Question 1: How do you represent this interest area?

Natural Gas Utility

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

Communicate with Nicor Gas officials
& City Officials when needed

Please fold along dotted lines and secure; address side should face out.

From: Bernie Anderson
Nicor Gas
309 828-2286

2 Sheets

Place Stamp
Here

Doug Grovstein
East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

217-373-8923

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

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FAX 217-373-8923

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Name Guy DiCicula

Organization/Affiliation KAISNER HOMES / CURRENT PRESIDENT HOME BUILDERS ASSOCIATION BLOOMINGTON NORMAL AREA

Address 1404 GUINNESS DR. - THE GROVE ON KICKAPOO CREEK

Phone WK 309-663-4391 MO 309-275-0732

Email GUY@KAISNERHOMES.COM

What interest area do you best represent? Circle one or write your own.

- Farming/Agriculture
- Homeowner/Resident
- Existing Business
- Development
- Environmental
- Elected Official
- Trucking
- Schools/Education
- Airport
- Law Enforcement
- Emergency Services
- Transit
- Bicycle Community
- Park District
- Public Works

Other: BUILDERS

Question 1: How do you represent this interest area?

AS A LONG TIME RESIDENTIAL HOME BUILDER, WORKING FOR A BUILDER/
DEVELOPER, AND BEING INVOLVED IN THE HOME BUILDERS ASSOCIATION, I
KNOW THIS COMMUNITY'S BUILDING NEEDS. MY FAMILY WAS ONE OF THE
FIRST TO MOVE INTO THE GROVE SO I AM ATTUNED TO MY
NEIGHBORS CONCERNS.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

My wife & I compile a Grove Homeowners list and send general information to the homeowners. As president of the BWAHBA, I have access to our web site for news letters and updates to our members.

THANK YOU FOR THE OPPORTUNITY TO SERVE,

Guy DiCicilia

Please fold along dotted lines and secure; address side should face out.

From: Guy DiCicilia
c/o KAISNER HOMES
1710 EAST EMPIRE ST.
BLOOMINGTON, IL 61704

Place Stamp Here

East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

If you are interested in serving as a member of the CWG, please write your contact information below, circle or indicate which interest area you feel you best represent, then answer the two questions below regarding how you represent the interest area, and how you will communicate with the stakeholders who you represent.

Please fill out the form and submit to a member of the Project Study Group during tonight's meeting, or return by mail. All forms must be received by September 8, 2010, to be considered for CWG membership. The CWG is limited to approximately 20 members, so not everyone who volunteers may serve as a member. CWG members are selected based upon the interest areas they represent - there should be evenly distributed representation from the entire Bloomington, Normal, and McLean County region for each interest area. All volunteers will be notified by the Project Study Group in mid-September regarding the CWG selection process.

Name **Sarah Franks**

Organization/Affiliation **McLean County 911**

Address **2411 E Empire St.; Bloomington IL 61704**

Phone **309-663-9911 x4**

Email **sarah.franks@mcleancountyil.gov**

What interest area do you best represent? Circle one or write your own.

- | | | | | |
|---------------------------|--------------------|-------------------|---------------|-----------------|
| Farming/Agriculture | Homeowner/Resident | Existing Business | Development | Environmental |
| Elected Official | Trucking | Schools/Education | Airport | Law Enforcement |
| Emergency Services | Transit | Bicycle Community | Park District | Public Works |

Other: _____

Question 1: How do you represent this interest area?

I work for the Emergency Telephone System Board
for McLean County - McLean County 911

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

I have contacts with all five departments and ambulance agencies in mclean county - I can call, email or regular mail

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From: _____

Place Stamp Here

East Side Highway Environmental Assessment
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Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

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Name Kent Bohnhoff
 Organization/Affiliation United States Dept of Agriculture
 Address Natural Resources Conservation Service
 Phone 402 W Keys Dr Normal, IL
 Email 309-452-0830 ext 3 kent.bohnhoff@il.usda.gov

What interest area do you best represent? Circle one or write your own.

- | | | | | |
|---------------------|--------------------|-------------------|---------------|----------------------|
| Farming/Agriculture | Homeowner/Resident | Existing Business | Development | <u>Environmental</u> |
| Elected Official | Trucking | Schools/Education | Airport | Law Enforcement |
| Emergency Services | Transit | Bicycle Community | Park District | Public Works |
- Other: _____

Question 1: How do you represent this interest area?

I provide technical assistance for landowners
to address resource concerns

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

Keep the McLean County watershed oversight committee updated

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp Here

East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

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Name: KEN SPRINGER
Organization/Affiliation: ECONOMIC DEVELOPMENT COUNCIL OF THE BLOOMINGTON-NORMAL AREA
Address: 200 W. COLLEGE AVE SUITE #402, NORMAL, IL 61761
Phone: 309 452-8437
Email: KEN@BNBIZ.ORG

What interest area do you best represent? Circle one or write your own.

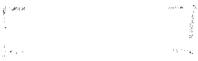
- | | | | | |
|---------------------|--------------------|-------------------|---|-----------------|
| Farming/Agriculture | Homeowner/Resident | Existing Business | <input checked="" type="checkbox"/> Development | Environmental |
| Elected Official | Trucking | Schools/Education | Airport | Law Enforcement |
| Emergency Services | Transit | Bicycle Community | Park District | Public Works |
- Other: _____

Question 1: How do you represent this interest area?

THE EDX IS THE ONLY ECONOMIC DEVELOPMENT ORGANIZATION SERVING McLENN COUNTY.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

THE EDC REPORTS TO OVER 100 STAKEHOLDERS INCLUDING PRIVATE BUSINESSES, MUNICIPAL GOVERNMENTS, NON-PROFITS, ORGANIZED LABOR + OTHERS.



Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
Here

East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

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Name **MARK HINES**
Organization/Affiliation **MCLEAN COUNTY FARM BUREAU**
Address **23236 E. 1100 NORTH RD., DOWNS, IL 61736**
Phone **H 309-724-8707 C 309-275-3738**
Email **mwhines@ctechinternet.com**

What interest area do you best represent? Circle one or write your own.

- | | | | | |
|--|--|---|-------------------------------------|---------------------------------------|
| <input checked="" type="radio"/> Farming/Agriculture | <input type="radio"/> Homeowner/Resident | <input type="radio"/> Existing Business | <input type="radio"/> Development | <input type="radio"/> Environmental |
| <input type="radio"/> Elected Official | <input type="radio"/> Trucking | <input type="radio"/> Schools/Education | <input type="radio"/> Airport | <input type="radio"/> Law Enforcement |
| <input type="radio"/> Emergency Services | <input type="radio"/> Transit | <input type="radio"/> Bicycle Community | <input type="radio"/> Park District | <input type="radio"/> Public Works |
- Other: _____

Question 1: How do you represent this interest area?

Representing farmers and farmland owners
in McLean County.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

Through the Farm Bureau's Governmental Affairs Committee, and the FB board. The use of our newspaper may also be used.

Local meeting and face to face conversations may also be used.

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
Here

East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

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Name Tim Muellenberg
Organization/Affiliation Corn Belt Energy Corporation
Address 1 Energy Way, Bloomington IL 61705
Phone 309-664-9231
Email tim.muellenberg@cornbeltenergy.com

What interest area do you best represent? *Circle one or write your own.*

Farming/Agriculture	Homeowner/Resident	Existing Business	Development	Environmental
Elected Official	Trucking	Schools/Education	Airport	Law Enforcement
Emergency Services	Transit	Bicycle Community	Park District	Public Works

Other: Utility

Question 1: How do you represent this interest area?

As Vice President of Electric Distribution for Corn Belt Energy Corporation, existing infrastructure and service territory are directly affected by any proposed route additions or changes.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

I would communicate appropriately; email, phone, mail, face to face, etc.

East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

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Name ROBERT WALL
Organization/Affiliation BLOOMINGTON POLICE - ASST CHIEF
Address 305 S. EAST
Phone 309 434-2350
Email RWALL@CITYBLM.ORG

What interest area do you best represent? Circle one or write your own.

- | | | | | |
|---------------------|--------------------|-------------------|---------------|------------------------|
| Farming/Agriculture | Homeowner/Resident | Existing Business | Development | Environmental |
| Elected Official | Trucking | Schools/Education | Airport | <u>Law Enforcement</u> |
| Emergency Services | Transit | Bicycle Community | Park District | Public Works |

Other: _____

Question 1: How do you represent this interest area?

I AM THE ASSISTANT CHIEF OF OPERATIONS FOR THE
BLOOMINGTON POLICE DEPT.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

I WILL PRESENT THE PROSECT INFORMATION TO THE CHIEF OF POLICE. THE CHIEF WILL THEN FORWARD TO CITY MANAGER.

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
Here

East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

Attn: Doug Grovesteen

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

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Name Dave Rasmussen
Organization/Affiliation State Farm Insurance
Address Three State Farm Plaza South, Bloomington, IL 61791-0001
Phone 309-766-3580
Email David.Rasmussen.ASAN@StateFarm.com

What interest area do you best represent? Circle one or write your own.

- Farming/Agriculture Homeowner/Resident Existing Business Development Environmental
- Elected Official Trucking Schools/Education Airport Law Enforcement
- Emergency Services Transit Bicycle Community Park District Public Works

Other: _____

Question 1: How do you represent this interest area?

State Farm is the largest employer in Bloomington/Normal and McLean County. I am the Director of Facility Operations for State Farm's Corporate South Facility.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

Through emails and meetings with key leadership
as necessary.

Please fold along dotted lines and secure; address side should face out.

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Name CARL OLSON

Organization/Affiliation BLOOMINGTON NORMAL AIRPORT AUTHORITY

Address 3201 CI2A DRIVE, SUITE 200, BLOOMINGTON, IL, 61704

Phone 309/663-7384

Email CARL @ CI2A.COM

What interest area do you best represent? Circle one or write your own.

- | | | | | |
|---------------------|--------------------|-------------------|---------------|-----------------|
| Farming/Agriculture | Homeowner/Resident | Existing Business | Development | Environmental |
| Elected Official | Trucking | Schools/Education | Airport | Law Enforcement |
| Emergency Services | Transit | Bicycle Community | Park District | Public Works |

Other: AIRPORT

Question 1: How do you represent this interest area?

AS EXECUTIVE DIRECTOR OF THE AIRPORT AUTHORITY I REPRESENT BOTH THE AUTHORITY AND THE AIRPORT BASED BUSINESS & REGIONAL TRAVELERS WHO USE CI2A.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

I AM IN A POSITION WHERE I SHARE INFORMATION W/THE AIRPORT AUTHORITY'S BOARD OF COMMISSIONERS & TENANTS OF CEQA.

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
Here

East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

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Name Jerry Erb
Organization/Affiliation League of Illinois Bicyclists, McLean County Wheelers
Address 2 Remi Ct., Bloomington IL 61704
Phone 309-825-5412
Email Jerbal1@aol.com

What interest area do you best represent? Circle one or write your own.

- | | | | | |
|---------------------|--------------------|--------------------------|---------------|-----------------|
| Farming/Agriculture | Homeowner/Resident | Existing Business | Development | Environmental |
| Elected Official | Trucking | Schools/Education | Airport | Law Enforcement |
| Emergency Services | Transit | <u>Bicycle Community</u> | Park District | Public Works |

Other: _____

Question 1: How do you represent this interest area?

member of McLean County wheelers, treasurer of
LIB

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

Emails / web-site articles on McLean County wheelers.com
& bike11b.org

WINTER 2009

WINTER 2009

WINTER 2009

Please fold along dotted lines and secure; address side should face out.

From:



Mr. Jerry D Erb
2 Remi Ct
Bloomington, IL 61704



BLOOMINGTON
IL 61704
05 OCT 2010 PM



East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

OCT 12 2010

AMERICAN LUNG ASSOCIATION

AMERICAN LUNG ASSOCIATION

AMERICAN LUNG ASSOCIATION

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

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Name Russell L. Thomas

Organization/Affiliation McLean County Sheriff's Office

Address 104 W. Front Bloomington, Illinois

Phone (309) 888-5034

Email rusty.thomas@mcleancountyil.gov

What interest area do you best represent? Circle one or write your own.

- | | | | | |
|---------------------|--------------------|-------------------|---------------|------------------------|
| Farming/Agriculture | Homeowner/Resident | Existing Business | Development | Environmental |
| Elected Official | Trucking | Schools/Education | Airport | <u>Law Enforcement</u> |
| Emergency Services | Transit | Bicycle Community | Park District | Public Works |

Other: _____

Question 1: How do you represent this interest area?

I am currently the Chief Deputy of the McLean County Sheriff's Office and assistant to Sheriff Mike Emery.

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

Please fold along dotted lines and secure; address side should face out.

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Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

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Name NANCY ARMSTRONG

Organization/Affiliation Ecology Action Center

Address 310 W VIRGINIA, Normal IL 61761 (Home Address)

Phone 309 454-7040

Email NArmstr908@aol.com

What interest area do you best represent? **Circle one or write your own.**

Farming/Agriculture	Homeowner/Resident	Existing Business	Development	<u>Environmental</u>
Elected Official	Trucking	Schools/Education	Airport	Law Enforcement
Emergency Services	Transit	Bicycle Community	Park District	Public Works

Other: _____

Question 1: How do you represent this interest area?

I Am VP of the board of Ecology Action Center

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

Monthly board meeting reports

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
Here

East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

East Side High School Community Environmental Assessment - Community Working Group (CWG) Sign-Up

If you are interested in serving as a member of the CWG, please write your contact information below, circle or indicate which interest area you feel you best represent, then answer the two questions below regarding how you represent the interest area, and how you will communicate with the stakeholders who you represent.

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Name: MIKE MATEJKA

Organization/Association: GREAT PLAINS LABORERS

Address: 112 1/2 WELDON ST BLOOMINGTON IL 61701

Phone: 309-827-3934

Email: matejka53@aol.com

What interest area do you best represent? Circle one or write your own.

- Farming/Agriculture
- Homeowner/Resident
- Existing Business
- Development
- Environmental
- Elected Official
- Trucking
- Schools/Education
- Airport
- Law Enforcement
- Emergency Services
- Transit
- Bicycle Community
- Park District
- Public Works
- Other: LABOR

Question 1: How do you represent this interest area?

WORKING WITH THE CONSTRUCTION TRADES THAT
COULD BUILD IT & COMMUNITY ECONOMIC
DEVELOPMENT GROUPS.

217-373-8923

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

ATTEND MEETINGS, WRITE ARTICLES

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
Here

East Side Highway Environmental Assessment
 Attn: Jerald Payonk, P.E.
 Clark Dietz, Inc.
 125 West Church Street
 Champaign, IL 61820

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Name Charles L. Rohrbaugh
Organization/Affiliation Archaeological Consultants, Inc
Address 320 Robert Dr, Normal IL 61761
Phone 309 454 6590
Email crohr@springnet1.com

What interest area do you best represent? Circle one or write your own.

Farming/Agriculture	Homeowner/Resident	Existing Business	Development	<u>Environmental</u>
Elected Official	Trucking	Schools/Education	Airport	Law Enforcement
Emergency Services	Transit	Bicycle Community	Park District	Public Works

Other: _____

Question 1: How do you represent this interest area?

My company has assessed historic and prehistoric
cultural resources in Illinois for 20 years, I have
personal experience with these resources including
several McLean County properties, perhaps most notably
Twin Groves Wind Farm

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

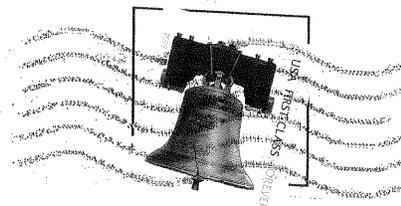
I will offer any input I can on the historic and prehistoric resources of McLean County

Please fold along dotted lines and secure; address side should face out.

*From:

Charles Rohrbang
320 Robert Dr
Normal IL 61761

BLOOMINGTON
IL 617 11
DEC 01 DEC 2010 PM



East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

COMMUNITY WORKING GROUP

MEETING #1

OCTOBER 28, 2010

October 19, 2010

Re: East Side Highway Environmental Assessment
Community Working Group Meeting No. 1

The first meeting for the East Side Highway Community Working Group (CWG) is scheduled for October 28, 2010 from 6:00 to 8:00 P.M. The meeting location will be held in the basement of the Government Center located at 115 East Washington Street in Bloomington. Signs will be posted in the building identifying the room location.

You are receiving this notification because you filled out an application to serve on the CWG. At this meeting, the public involvement and Context Sensitive Solutions (CSS) process, the ground rules for the CWG, and the schedule for anticipated meetings will be discussed.

Following this discussion the representation for the CWG will be established. Several of the interest areas are over or under represented. An objective of the meeting is to establish adequate representation for all interest areas. Please keep in mind that if you have volunteered for an interest area that is over represented, you might not be selected to serve on the CWG. Those not selected to serve on the CWG will still have the opportunity to provide input throughout the project process.

At the conclusion of the meeting, a brief survey regarding your thoughts on the East Side Highway will be conducted.

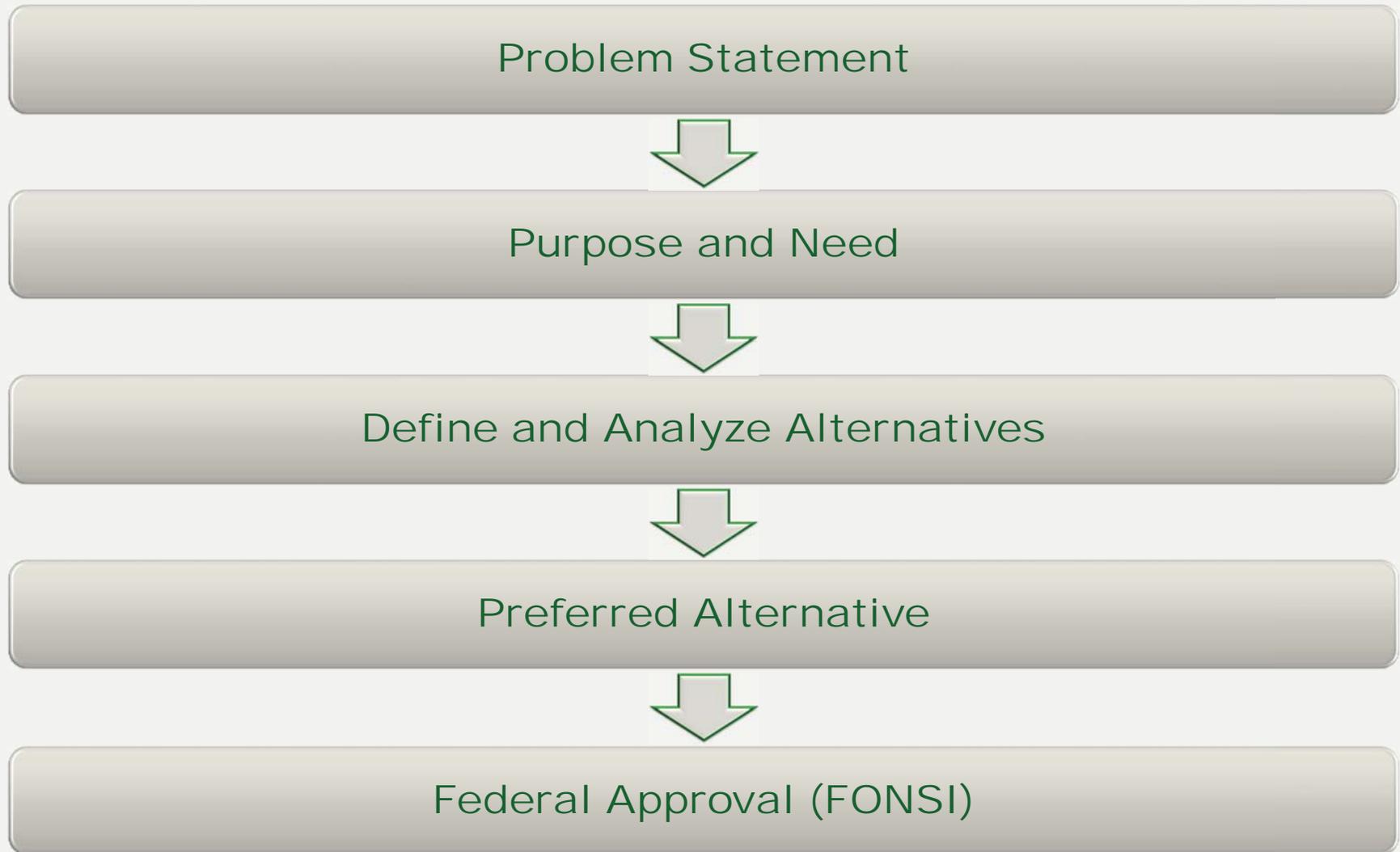
Thank you for taking the time to be a part of this Environmental Assessment. If you have any questions, please email the project team at ESHEA@clark-dietz.com or call (217) 373-8901.

You will be contacted in the near future to verify if you can attend the meeting. Feel free to e-mail or call Barbara Moore at 217-373-8948 and let her know you are coming or if you are unable to attend.

Sincerely,

Jerry Payonk
Project Manager

STUDY PROCESS



STUDY SCHEDULE

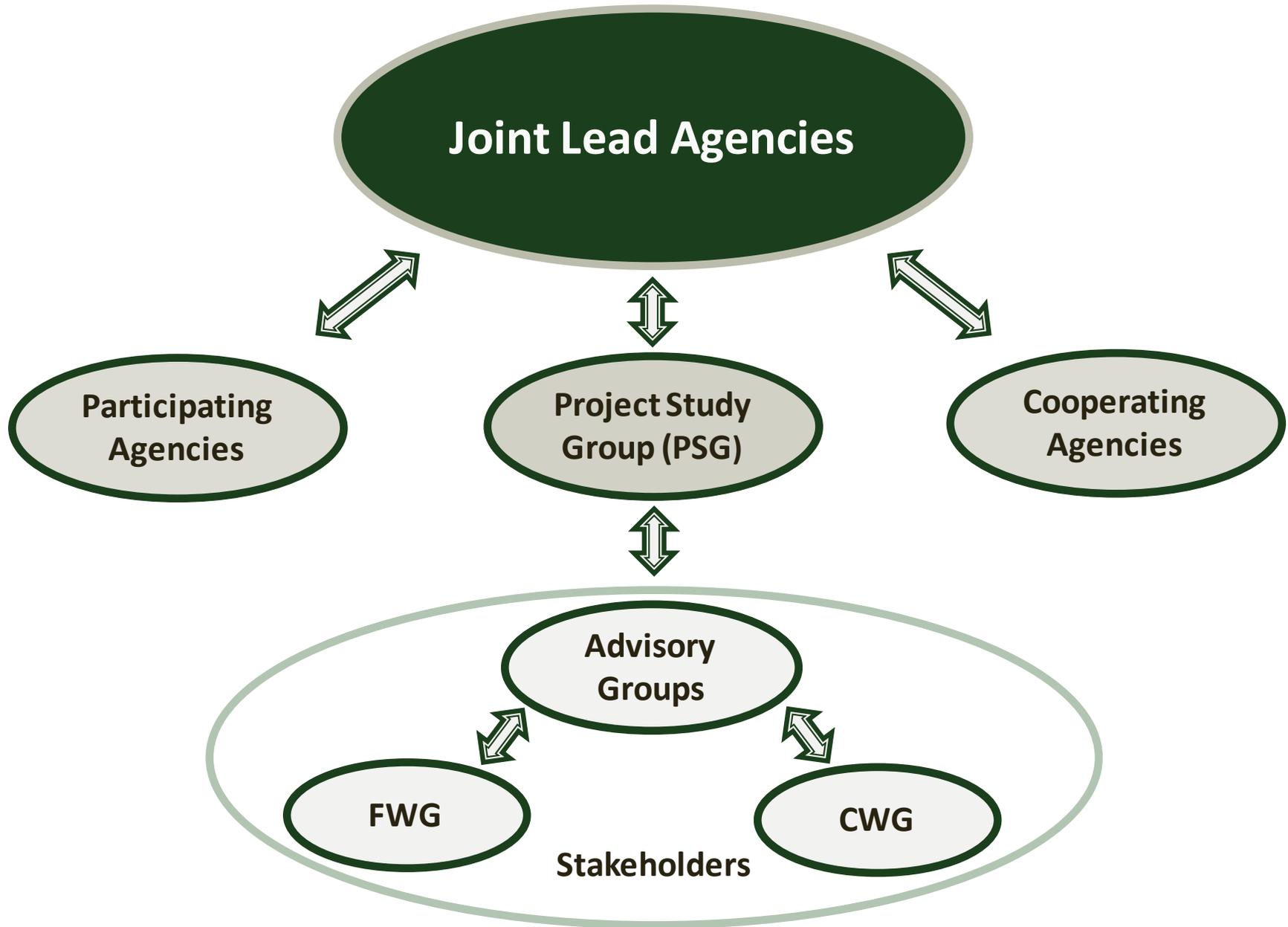
Public Information Meeting (August 25th, 2010)

- Provide Study Information
- Gather Input
- Describe the next steps



-  PUBLIC MEETING
-  PUBLIC HEARING
-  STUDY MILESTONE

Agency Advisory Group Hierarchy



Community Working Group Ground Rules

- a) All input from all participants in the process is valued and considered.
- b) All participants will come to the process with an open mind and participate openly and honestly.
- c) All participants in the process will treat each other with respect and dignity.
- d) The project must progress at a reasonable pace based on the original project schedule.
- e) The role of the CWG is to advise the joint lead agencies and the PSG. A consensus of CWG concurrence is sought prior to project decisions. Consensus is defined as a majority of the stakeholders in agreement with the minority agreeing that their input was duly considered. The joint lead agencies and the PSG will fully consider all CWG input when making project decisions.
- f) The list of CWG members is subject to change at any time as events warrant.
- g) All decisions of the joint lead agencies and the PSG must be made in a clear, transparent manner and stakeholders should agree that their input was duly considered.



MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Community Working Group Meeting #1
Date: October 28, 2010, 6:00 to 8:00 p.m.
Location: McLean County Government Center

Project Team Attendees: Jerry Payonk (CDI), Joyce Tanzosh (CDI), John Lazzara (HDR), Linda Huff (Huff & Huff), Eric Schmitt (McLean County)

Main topics discussed at the meeting are as follows:

1. Introduction (Jerry Payonk)

- a. The project team staff introduced themselves and briefly explained their roles in the project.
- b. An overview of topics to be discussed at the meeting was presented.

2. Environmental Assessment (EA) and the Public Involvement Process (Jerry Payonk)

- a. The EA process flow chart was displayed. The major milestones shown on the chart (Problem Statement, Purpose & Need, Define and Analyze Alternative, Preferred Alternative, and Federal Approval – FONSI) were briefly described.
- b. The EA process timeline showing expected completion dates for the process milestones was displayed and discussed.
- c. An overview of the Context Sensitive Solutions (CSS) process was presented, including the purpose of CSS.
- d. The role of the CWG was discussed and the Advisory Group Hierarchy chart was displayed. The role of the CWG is to advise the Project study Group (PSG). The CWG members act as representatives of the stakeholders.
- e. The CWG meeting timetable was discussed. CWG meetings will occur on an as-needed basis, approximately every six weeks during the first part of the study, and less frequently as the project progresses.
- f. The CWG ground rules were presented and read aloud.

3. Selection Process (Jerry Payonk)

- a. The importance of having diversity on the CWG was discussed. The CWG members represented a wide range of stakeholders, such as agriculture, residential, emergency services, business, and environmental interests. The CWG members also represented a diverse geographic area; that is, members from the north, west, south, east, urban, and rural areas.

A spreadsheet listing CWG members and their affiliation was distributed. Those in attendance at the meeting and those who indicated they could not attend the meeting were

Meeting Notes

East Side Highway Environmental Assessment

CWG #1 - October 28, 2010

Page 2

included in the list. In addition, a large aerial map showing the Bloomington-Normal and surrounding area was displayed.

- b. Each CWG member introduced themselves, stated the interest area they represented, and explained how they represented that group. Each member stated where they live and work. Jerry placed a sticker on the aerial map representing these locations.
- c. The project team asked the CWG members if there were any other stakeholders who should be represented. Members indicated that representation for historic (from historic society or BarnKeepers), archaeological, fire, and small business interests should be considered. The project team stated they will look into these interest areas and determine if representation is warranted, and if so, attempt to find suitable representatives to join the CWG.
- d. The CWG members reviewed the aerial map and the stickers showing the member's work and home locations. The CWG members were asked if all geographic areas were represented. Members indicated that perhaps representatives from Towanda, Downs, and LeRoy should be considered. The project team stated they will look into these interest areas and determine if representation is warranted, and if so, attempt to find suitable representatives to join the CWG.

4. Interactive Survey (John Lazzara)

The CWG members participated in an interactive survey in which each person received an electronic responder, or clicker. Attendees were presented with multiple-choice questions through a slideshow. Each person responded to the question by pressing a button on the clicker that corresponded to their desired answer. Following each question, a chart showing how the group answered was displayed for the audience to provide immediate feedback. The members discussed the results of the questions.

The questions and results are as follows:

Question 1: As you may know, the East Side Highway concept has been studied since the 1990s. How much would you say you know about the history of the East Side Highway?

- | | | |
|-------------------|--------------|-----|
| a. A great deal | 4 responses | 20% |
| b. Some | 10 responses | 50% |
| c. Not that much | 6 responses | 30% |
| d. Nothing at all | 0 responses | 0% |

Question 2: Were you a member of the East Side Highway Community Advisory Group for the previous corridor study?

- | | | |
|--------|--------------|-----|
| a. Yes | 5 responses | 25% |
| b. No | 15 responses | 75% |

Question 3: Do you think that the population in Bloomington-Normal, over the past 25 years, has

Meeting Notes

East Side Highway Environmental Assessment

CWG #1 - October 28, 2010

Page 3

a. Decreased	0 responses	0%
b. Increased moderately	4 responses	20%
c. Increased greatly	16 responses	80%
d. Stayed the same	0 responses	0%

Question 4: Do you expect population and employment in Bloomington-Normal, over the next 25 years, to

a. Decrease	1 responses	5%
b. Increase moderately	14 responses	70%
c. Increase greatly	4 responses	50%
d. Stay the same	1 response	5%

Question 5: How often do you travel outside your hometown in an average 7-day week?

a. Only occasionally	9 responses	45%
b. 3 times/week	3 responses	15%
c. 5 times/week	3 responses	15%
d. Every day	5 response	25%

Question 6: When you travel for work, do you most often

a. Drive a car	17 responses	90%
b. Take public transit	0 responses	0%
c. Ride a bike	1 response	5%
d. Walk	1 response	5%

Question 7: When you travel for non-work purposes, do you most often

a. Drive a car	17 responses	85%
b. Take public transit	0 responses	0%
c. Ride a bike	3 response	15%
d. Walk	0 response	0%

Question 8: What specific change would you recommend to improve the quality of transportation in the McLean County Area?

a. Add/Improve alternate route options	5 responses	26%
b. Reduce congestion/delay	5 responses	26%
c. Improve safety	2 responses	11%
d. Improve public transit	4 responses	21%
e. Other	3 responses	16%

Question 9: If a transportation facility is constructed on the east side of Bloomington-Normal, do you feel that it will

a. Serve anticipated growth	7 responses	37%
b. Result in premature development	1 response	5%

Meeting Notes

East Side Highway Environmental Assessment

CWG #1 - October 28, 2010

Page 4

c. Not change existing roadway congestion	2 responses	11%
d. Improve travel for local/regional trips	8 responses	42%
e. Other	1 response	5%

Question 10: What would you consider to be the preferred method of informing all stakeholders about the project?

a. Email	3 responses	15%
b. Newsletter	2 response	10%
c. Newspaper	7 responses	35%
d. Website	2 responses	10%
e. Meeting	3 response	15%
f. Radio announcements	0 responses	0%
g. Other	3 responses	15%

5. Next Steps (Jerry Payonk)

The date of the next CWG meeting was discussed, to be held in December 2010. In the meantime, the project team will continue to develop CWG membership to ensure diverse representation. No new members will be accepted after the next CWG meeting, as the group will be too far along in the process to catch new members up.

COMMUNITY WORKING GROUP

MEETING #2

DECEMBER 7, 2010

November 23, 2010

Re: East Side Highway Environmental Assessment
Community Working Group Meeting No. 2

We will be having our next East Side Highway Community Working Group (CWG) Meeting on December 7, 2010, from 6:00 to 8:00 PM. The meeting location will be the same as the previous meeting, in the basement of the Government Center located at 115 East Washington Street in Bloomington. There will be directional signs posted to the meeting room.

At the meeting we will be discussing the Environmental Assessment process and the project Purpose & Need, going over engineering and environmental considerations, summarizing preliminary alternative locations from the prior Corridor Study, and we will conclude the meeting with a first effort at identifying additional corridor locations.

We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at Barbara.Moore@clark-dietz.com or call her at 217-373-8948 and let her know you are coming. We look forward to seeing you on the 7th.

Sincerely,

Jerry Payonk
Project Manager

Community Working Group (CWG) Meeting #2
December 7, 2010

East Side Highway Environmental Assessment

Tonight's Agenda

1. New Member Introductions
2. Review of CWG#1
3. Ground Rules
4. Project History
5. EA Process Overview
6. Origin-Destination Study Summary
7. Purpose & Need Discussion
8. Alternative Development Brainstorming
9. Next Steps

Review of CWG#1

- **Brief intro to the EA process & study schedule**
- **Reviewed the public involvement process**
 - Context Sensitive Solutions (CSS)*
 - Role of the Community Working Group (CWG)*
 - Ground rules*
- **CWG member introductions**
 - Interest areas*
 - Live and work*
- **Interactive Survey**

Ground Rules

- a) All input from all participants in the process is valued and considered.
- b) All participants will come to the process with an open mind and participate openly and honestly.
- c) All participants in the process will treat each other with respect and dignity.
- d) The project must progress at a reasonable pace based on the original project schedule.
- e) The role of the CWG is to advise the PSG. A consensus of CWG concurrence is sought prior to project decisions. Consensus is defined as a majority of the stakeholders in agreement with the minority agreeing that their input was duly considered. The PSG will fully consider all CWG input when making project decisions.
- f) The list of CWG members is subject to change at any time as events warrant.
- g) All decisions of the joint lead agencies must be made in a clear, transparent manner and stakeholders should agree that their input was duly considered.

Project History

Regional Connectivity



- Three Interstates
- One Freeway



Project History

Long Range Planning

- Subject of study since the mid 1990's
- Towanda-Barnes Road
- Additional transportation improvement on east side

Long Range Transportation Plan 2035
for the
Bloomington – Normal Urbanized Area
McLean County, Illinois

Prepared by

McLean County Regional Planning Commission
115 East Washington Street, Suite M103
Bloomington, Illinois 61701
309-828-4331
www.mcplan.org

in cooperation with
City of Bloomington
Town of Normal
McLean County
Bloomington-Normal Public Transit System
Central Illinois Regional Airport
Illinois Department of Transportation
Federal Highway Administration

June 2007

The preparation of this report was financed in part through the Federal Highway Administration, Federal Transit Administration and the Illinois Department of Transportation.

Project History

Previous Studies



Study Process

Environmental Assessment

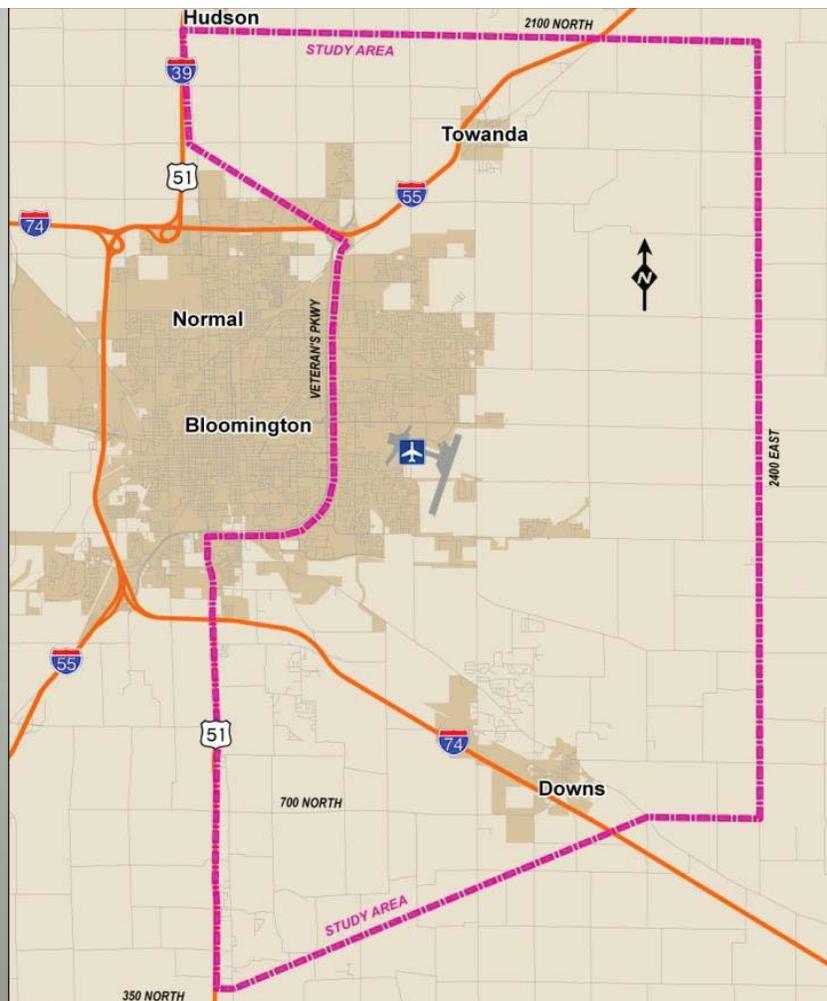
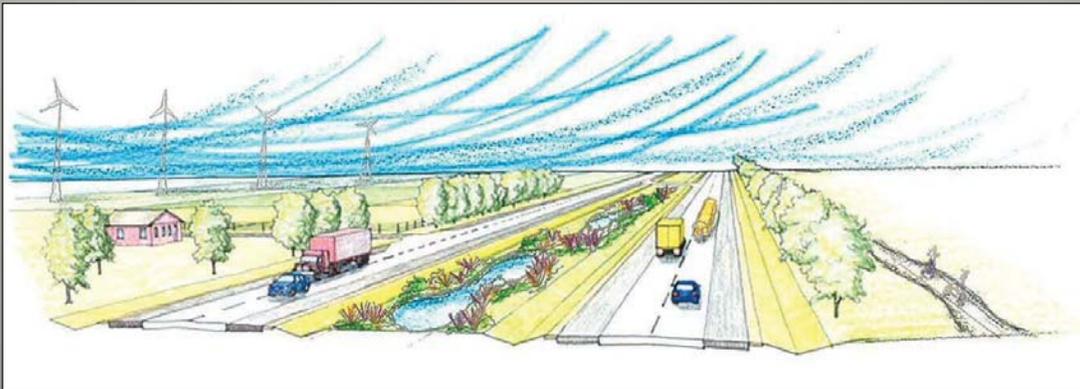
- National Environmental Policy Act (NEPA) of 1969
- Significant impacts are unknown



Study Process

EA

Identify and evaluate the environmental, cultural and socio-economic impacts of a single alternative alignment on the east side of Bloomington-Normal that will improve regional access and relieve urban traffic congestion.



What is the Difference Among the Studies?

Feasibility Study (2002) Objective:

- Determine if an east side was practical and feasible

Corridor Study (2009) Objectives:

- Evaluate a range of corridors
- Identify a recommended 500 foot corridor location for a proposed roadway
- Identified areas where more detailed studies were needed

EA Objectives:

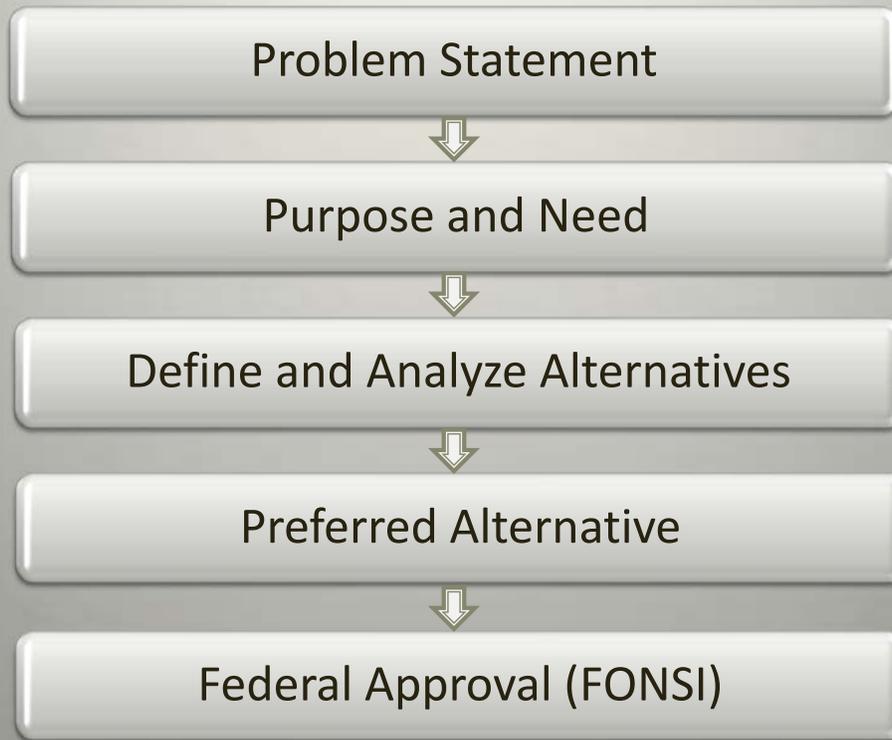
- NEPA compliance
- Evaluate a wide range of alignments
- Determine impacts on the human and natural environment.
- Identify a preferred ~200 foot alternative that meets the purpose and need and minimizes environmental impacts.
- Identify measures to avoid, minimize, or mitigate for any adverse impacts.
- Preferred alignment approved by FHWA and IDOT

Will the Work from the Previous Studies be Used?

Yes...

- Stakeholder and CAG input
- Problem Statement
- Purpose & Need
- Corridor Development

EA Process



EA Schedule

Public Information Meeting (August 25th, 2010)

*Provide Study Information
Gather Input
Describe the next steps*



- PUBLIC MEETING
- PUBLIC HEARING
- STUDY MILESTONE

Origin-Destination Survey

- Conducted October 27 – November 4, 2010
- Cards distributed at 19 intersections in Bloomington-Normal area
- 20,233 cards distributed
- Approximately 6,080 cards returned (30%)



Origin-Destination Survey Question #1

Where did your trip begin prior to receiving this card?

- Home
- Work/School
- Shopping/Store
- Recreational/Social
- Airport
- Other

Preliminary Findings

- During the peak hour, most travel between home and work/school
- Most surveyed were traveling within Bloomington-Normal

Origin-Destination Survey Question #2

What was your immediate destination when you were handed this card?

- Home
- Work/School
- Shopping/Store
- Recreational/Social
- Airport
- Other

Preliminary Findings

- Same as Question #1

Origin-Destination Survey Question #3

What was the approximate time of this trip?

Preliminary Findings

- Average trip time was 15 to 20 minutes
- The most frequent answer was 10 minutes.



Origin-Destination Survey Question #4

Including yourself, how many people were in your vehicle?

Preliminary Findings

- Typically there was only 1 person traveling in the vehicle.



Origin-Destination Survey Question #5

What time of the day did you receive this card?

- Morning
- Mid-Day
- Evening

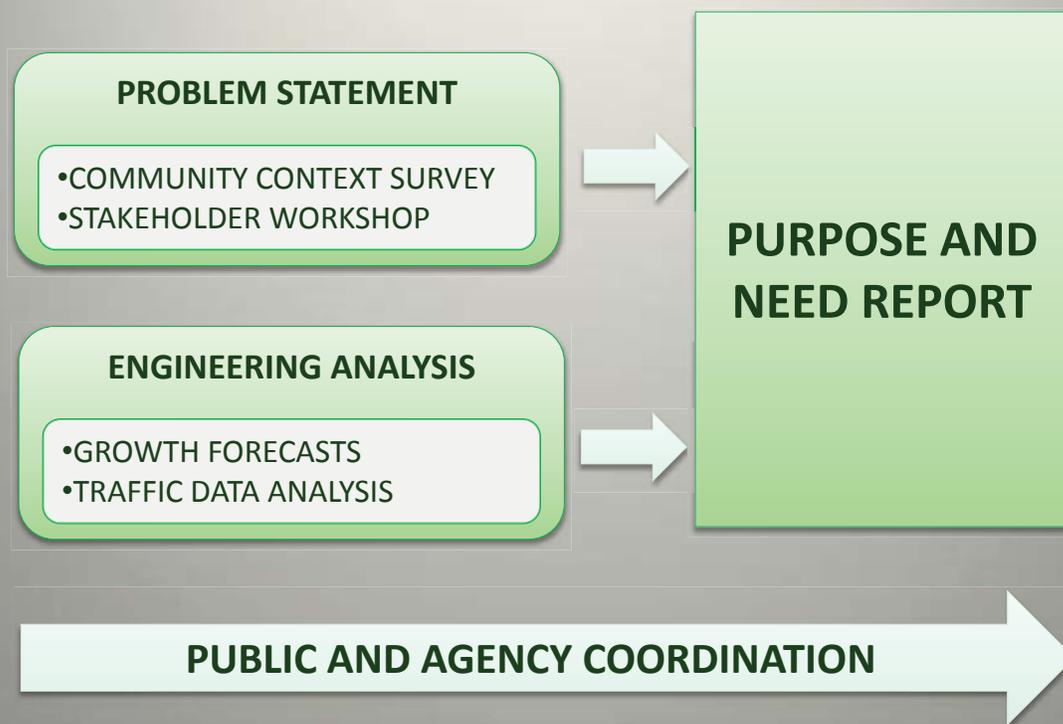
Preliminary Findings

- Trips seem to be evenly divided between the morning, mid-day and evening.

Origin-Destination Results Next Steps

1. Finish entering the responses into the database
2. Summarize the responses
3. Analyze the data for travel patterns
4. Update the travel demand model

Purpose & Need Development



Purpose & Need Development

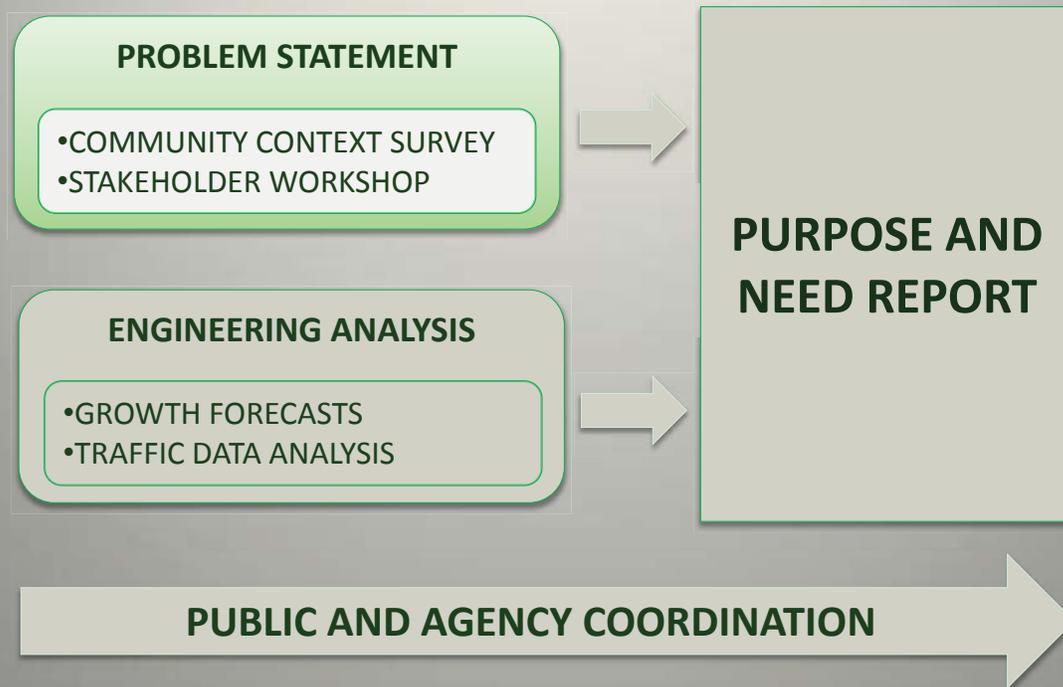
- ⦿ Required by Federal law
- ⦿ 1st chapter of EA
- ⦿ Explains the “why” of the project
- ⦿ Drives the analysis process
- ⦿ First standard to measure the solution

Purpose & Need Development

Need is a tangible fact based problem ; i.e. a transportation deficiency

Purpose is an overarching statement of why you are pursuing the project; objectives that will be met to address the transportation deficiency

Purpose & Need Development

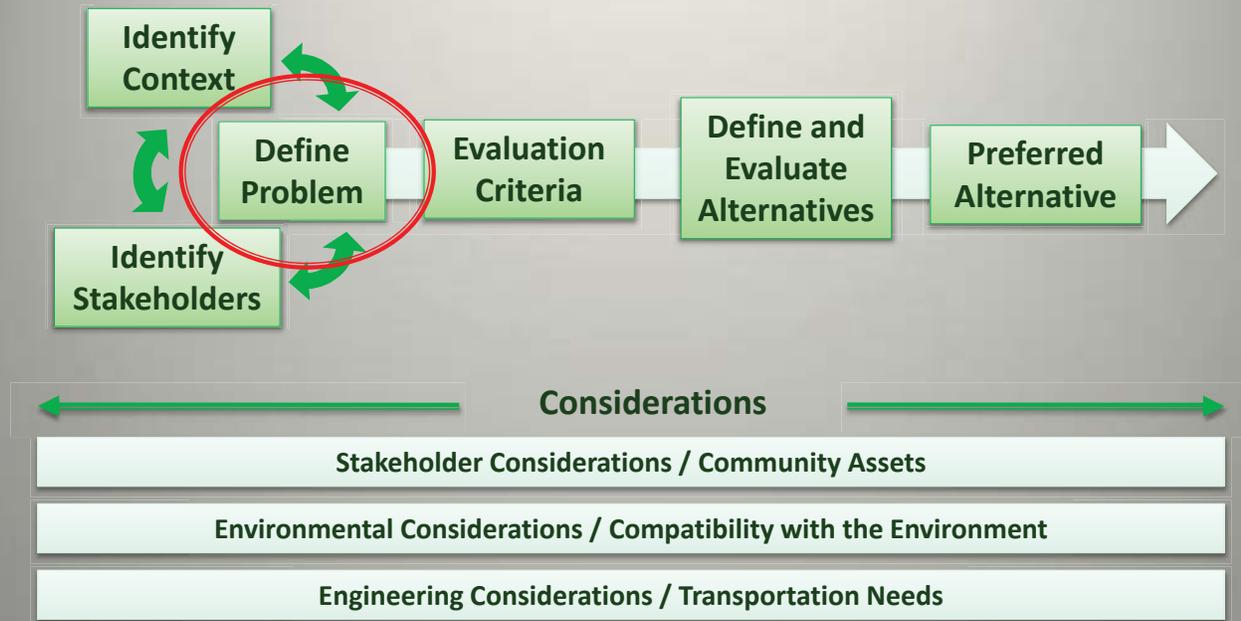


Purpose & Need Development

What is the Problem Statement?

- ⦿ Concise, but broadly written description of the transportation problem(s) associated with the project
- ⦿ Defines current conditions in addition to conditions for the forecast year (2035)
- ⦿ Incorporates larger community issues such as economic development, visual identity, community character and livability
- ⦿ Does not describe specific solutions

Purpose & Need Development



Purpose & Need Development

What is the Problem Statement?

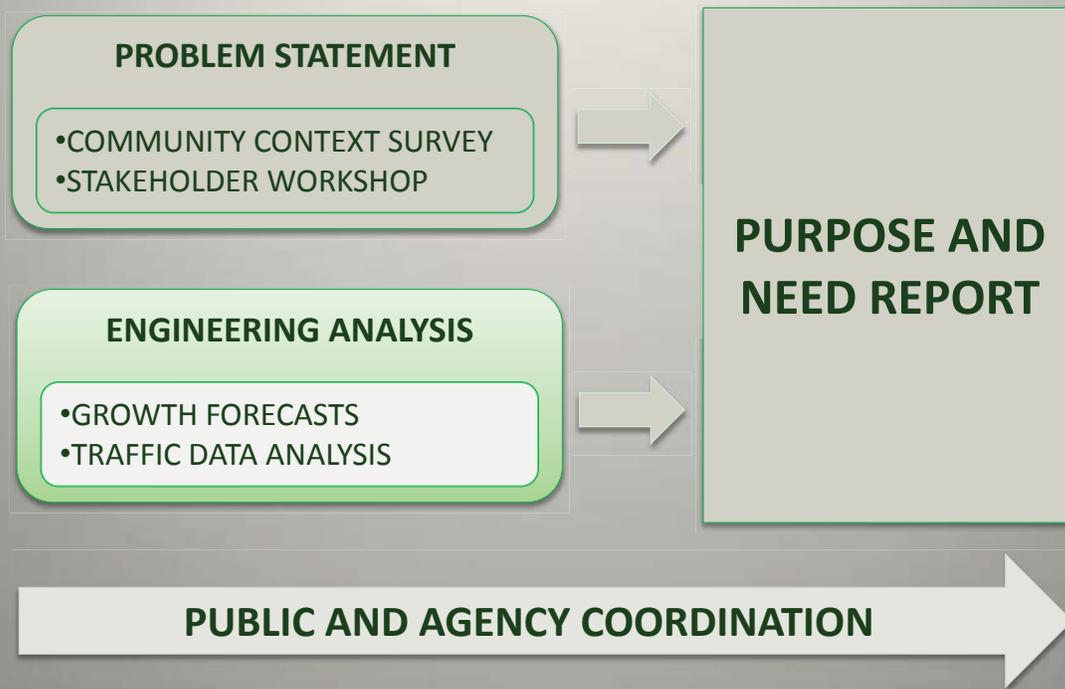
- ◎ Context Audit Workshop at Public Information Meeting
- ◎ Developed with the Project Study Group and Stakeholder input during the Corridor Study.

Purpose & Need Development

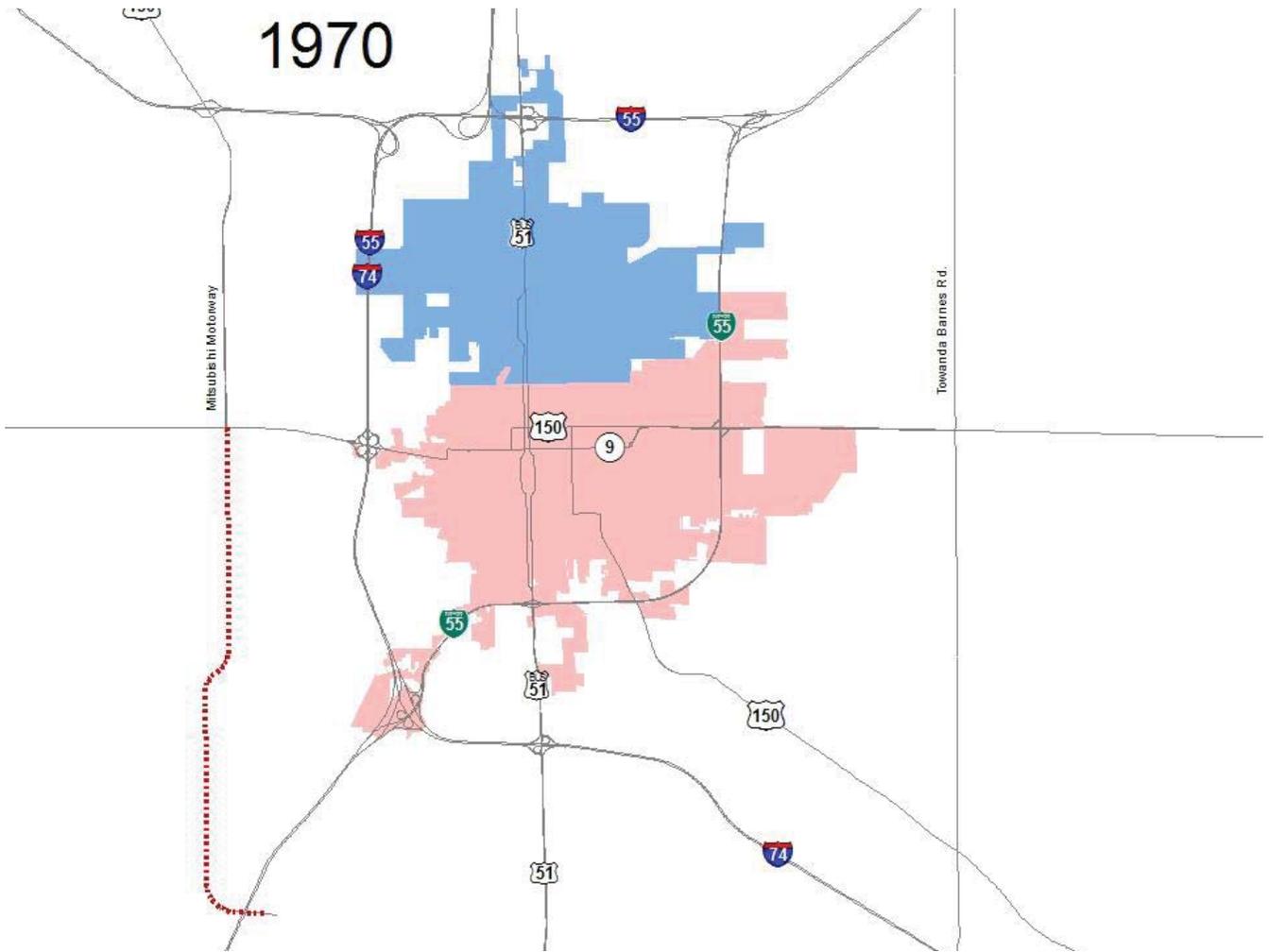
What is the Problem Statement?

“Provide transportation infrastructure on the east side of Bloomington-Normal, defined by the project study area map, that will accommodate managed growth and address future mobility and safety needs.”

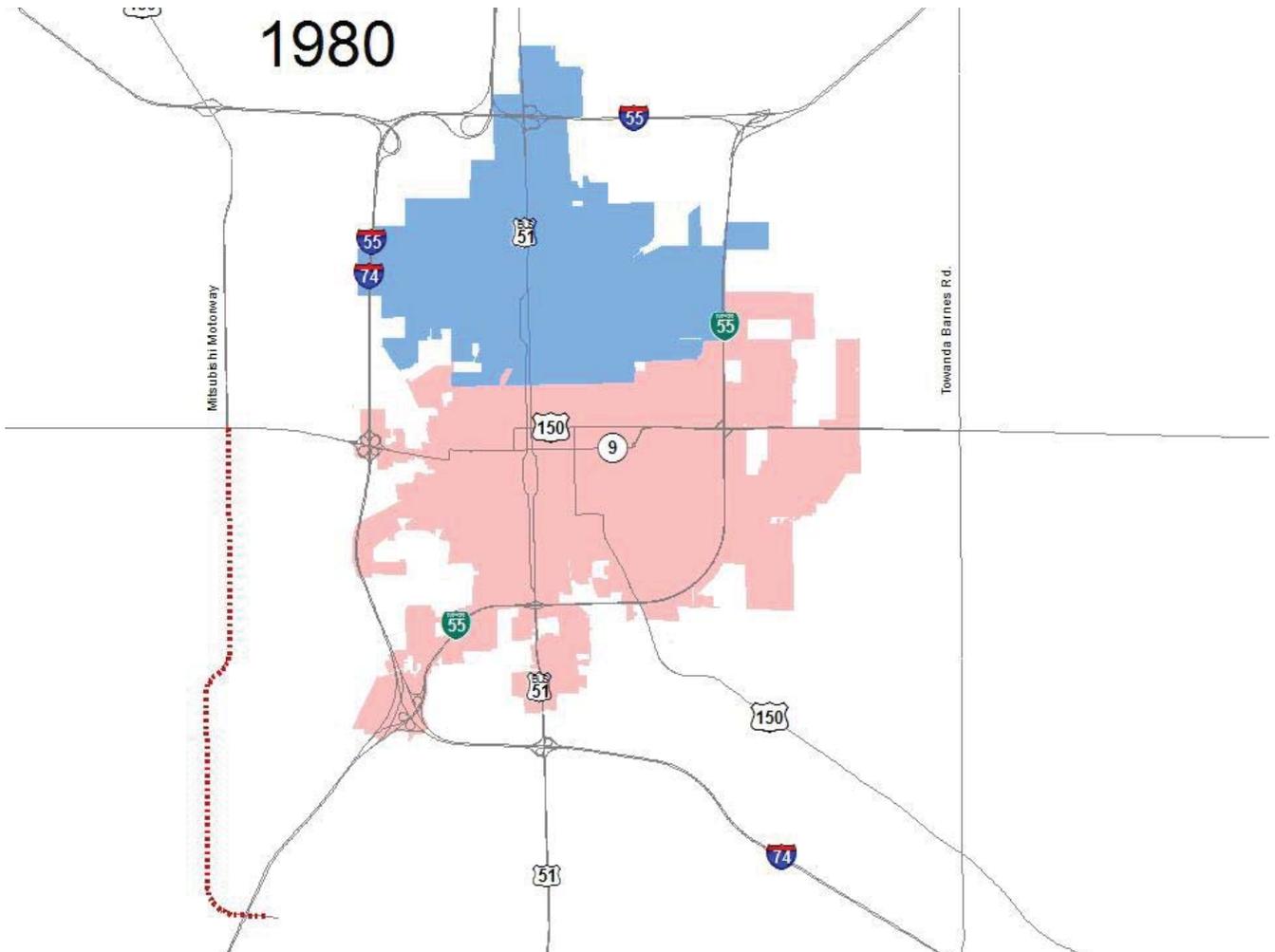
Purpose & Need Development



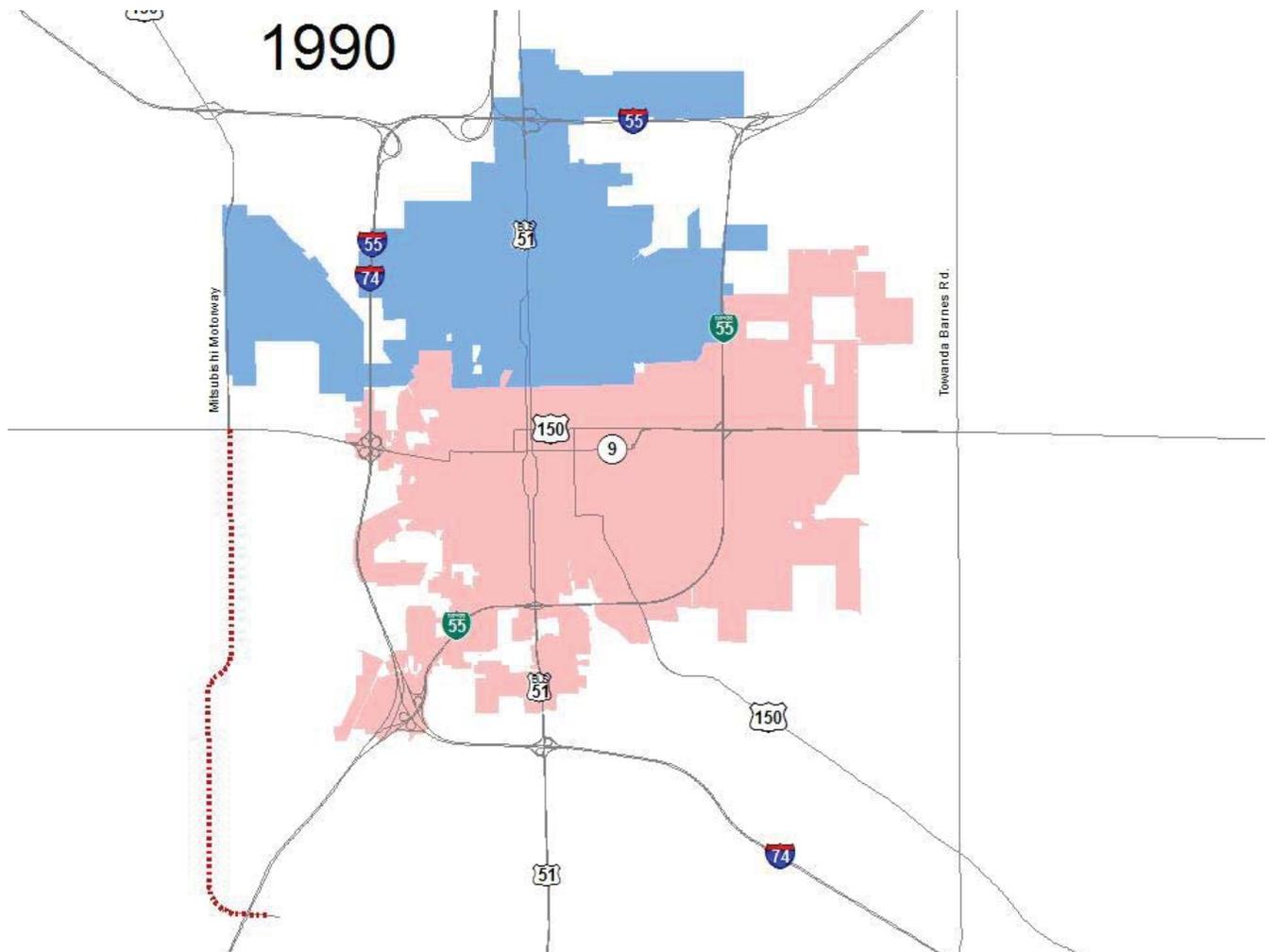
1970



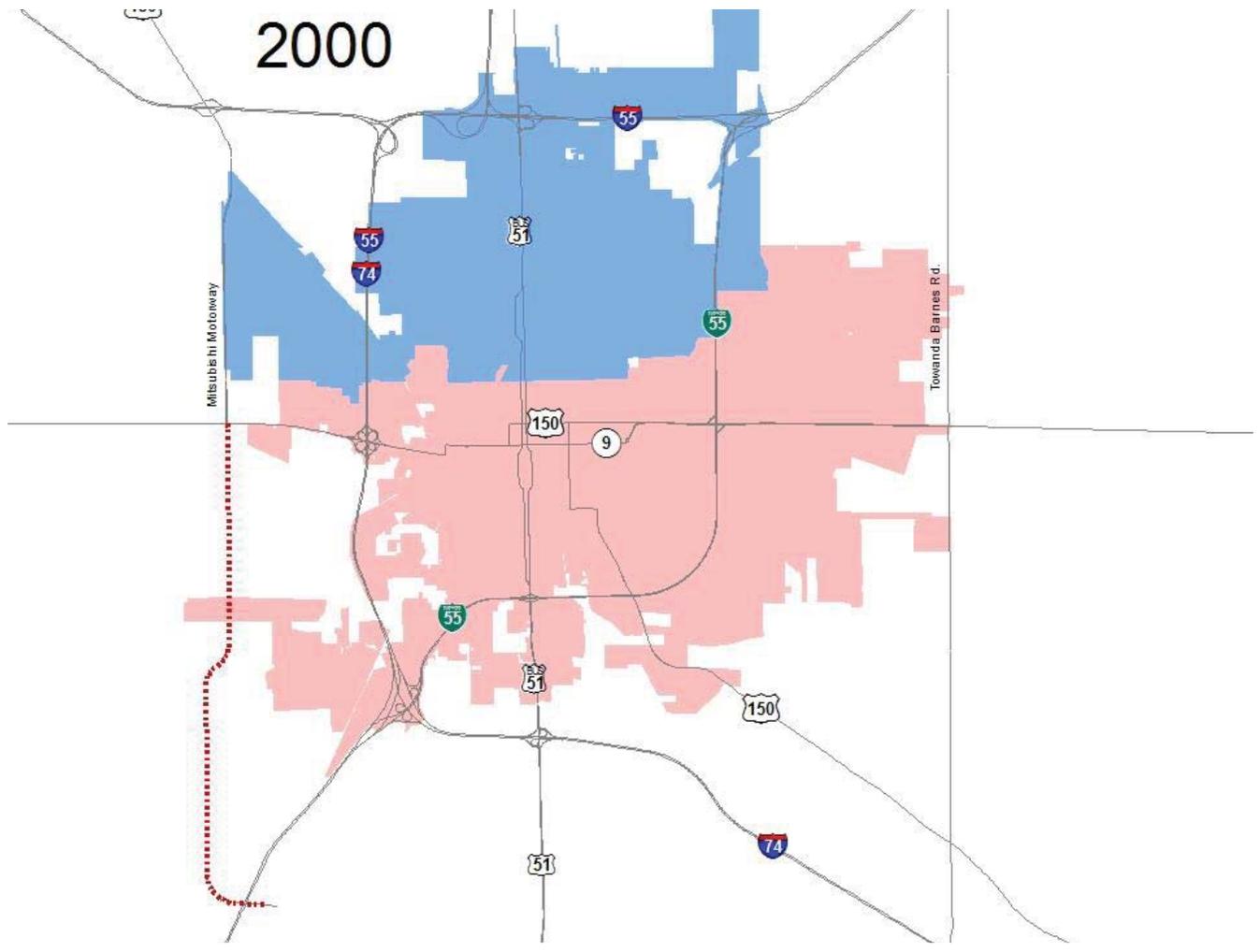
1980



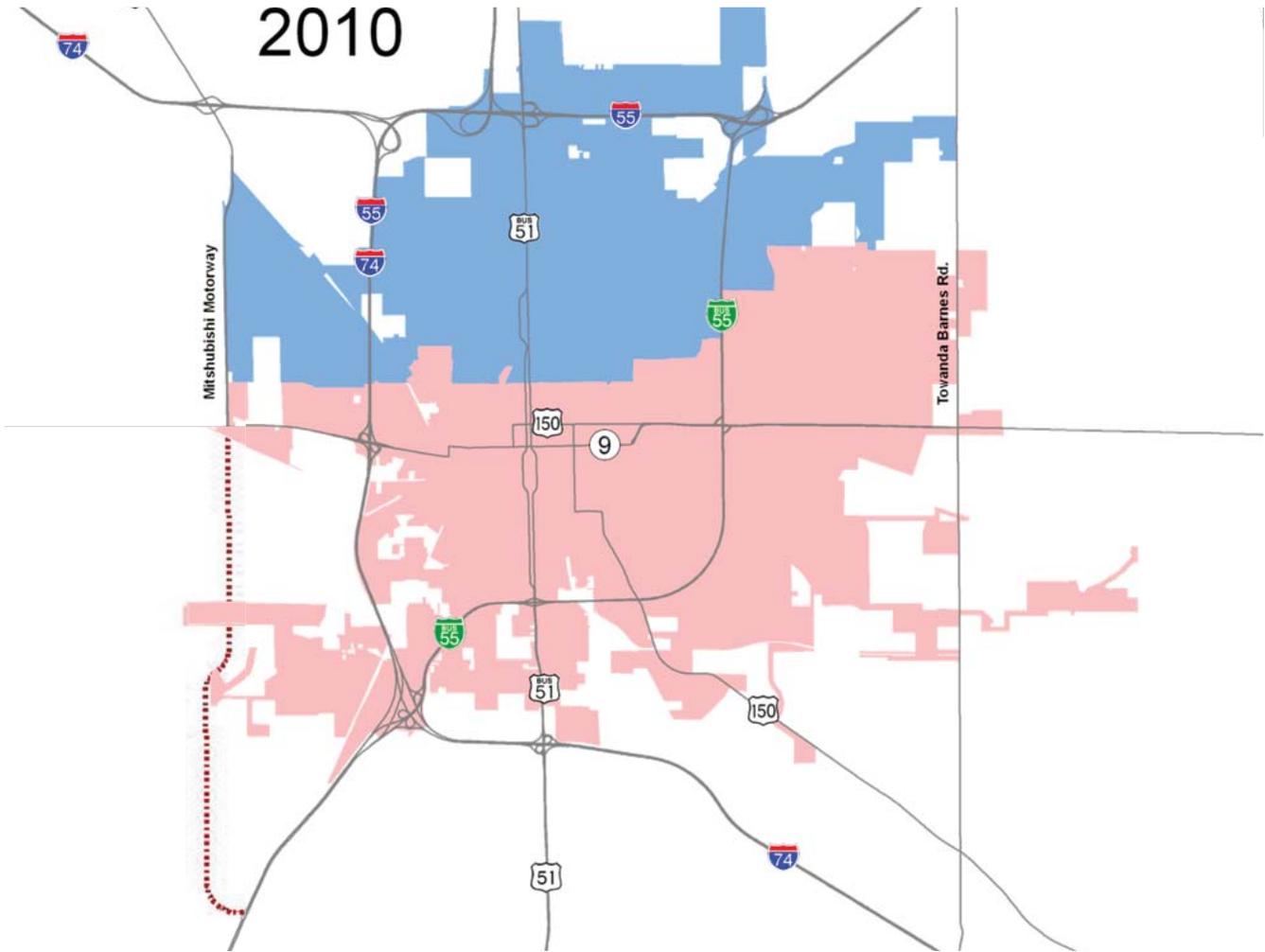
1990



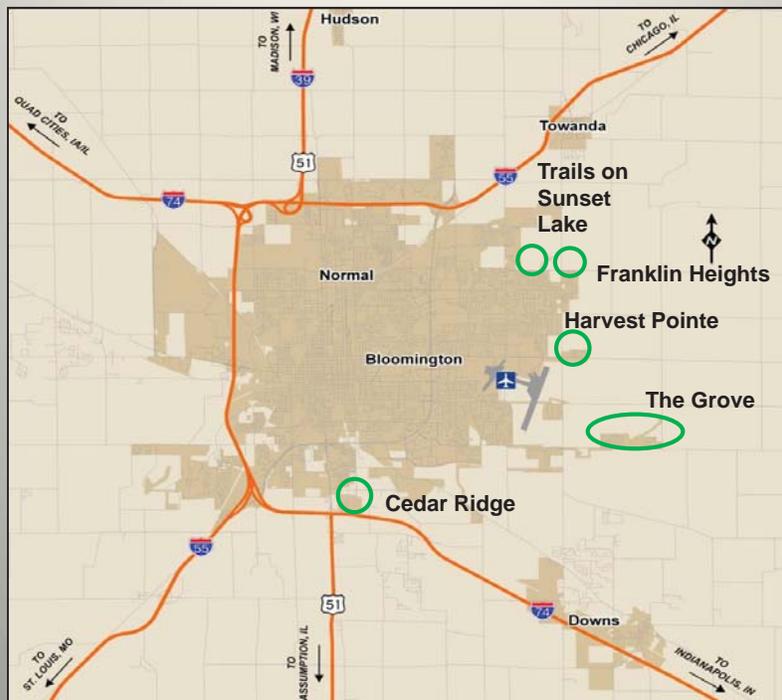
2000



2010



Planning for the Future



Projected Population Growth

Currently being updated

Sources will include:

- *U.S. Bureau of Census Data: 1970, 1980, 1990, 2000, 2005, and 2009.*
- *2035 projects adopted from Long Range Transportation Plan 2035 - Bloomington-Normal, Illinois Urbanized Area, June 22, 2007, McLean County Regional Planning Commission.*
- *The source for the 2035 population data for the State of Illinois is the 2010 Complete Economic and Demographic Data Source (CEDDS), Woods and Poole Economics – release date September 2009.*

Projected Employment Growth

Currently being updated

Sources will include:

- *The primary source for 1990, 2000 and 2005 data is BEA.*
- *Illinois and County data are from Woods & Poole (W&P) 2010 CEDDS.*
- *The 2009 State and County estimates are derived by applying 2007-2009 BLS rates of change to 2007 BEA as published in W&P.*
- *Illinois 2035 forecasts are from W&P 2010 CEDDS*
- *Sub-County 2000, 2005 and 2009 are from Nielsen/Claritas, as published by Tetrad Computer Application, Inc.*

Why Analyze the Traffic Data?

- ◎ Objective assessment of existing conditions
- ◎ Model future conditions



Average Daily Traffic (ADT)

- ◎ Existing
- ◎ Year 2035

How is Traffic Evaluated?

Assessment of Operating Conditions

- Capacity Analysis
- Traffic Demand Model

Each section of a roadway has the capacity for a certain number of vehicles. The volume to capacity ratio (v/c) is a measure used to determine the traffic's ability to flow for a given road section.

$v/c < 0.8$

$v/c = 0.8-1.0$

$v/c = 1.0-1.2$

$v/c > 1.2$

Under Capacity

Near Capacity

Slightly Over Capacity

Substantially Over Capacity

Purpose & Need Development

PROBLEM STATEMENT

- COMMUNITY CONTEXT SURVEY
- STAKEHOLDER WORKSHOP

ENGINEERING ANALYSIS

- GROWTH FORECASTS
- TRAFFIC DATA ANALYSIS

PURPOSE AND NEED REPORT

PUBLIC AND AGENCY COORDINATION

Project Purpose

To improve local and regional mobility and access that accommodates the managed growth forecasted on the east side of Bloomington-Normal.

Project Needs

1. Accommodate Managed Growth.

Provide a transportation system, consistent with local planning priorities, on the east side of Bloomington-Normal to accommodate projected traffic growth resulting from projected population and employment increases in the Bloomington-Normal area.

2. Provide Improved Mobility and Access

- a. **Improve Local and Regional Mobility.** Provide improved north-south and east-west mobility to and from residential areas and job center, thereby reducing congestion and improving safety.
- b. **Address Local and Regional Access.** Provide better local access between the east side of Bloomington-Normal and the urban core. Improve the linkage to the regional transportation system, including access to the Interstate System (I-55 and I-74) and CIRA.

Project Needs

Need: Accommodate Managed Growth



Technical Analysis

Census data
Regional and local land use plans
2035 population and employment forecasts
Long Range Transportation Plan 2035

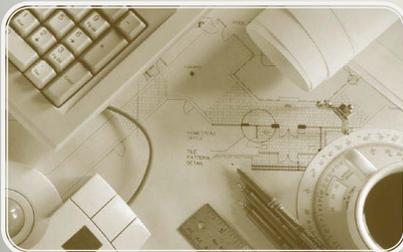


Stakeholder Input

Issues of sprawl
Consistency with land use plans
Concerns regarding farmland

Project Needs

Need: Provide Improved Mobility and Access



Technical Analysis

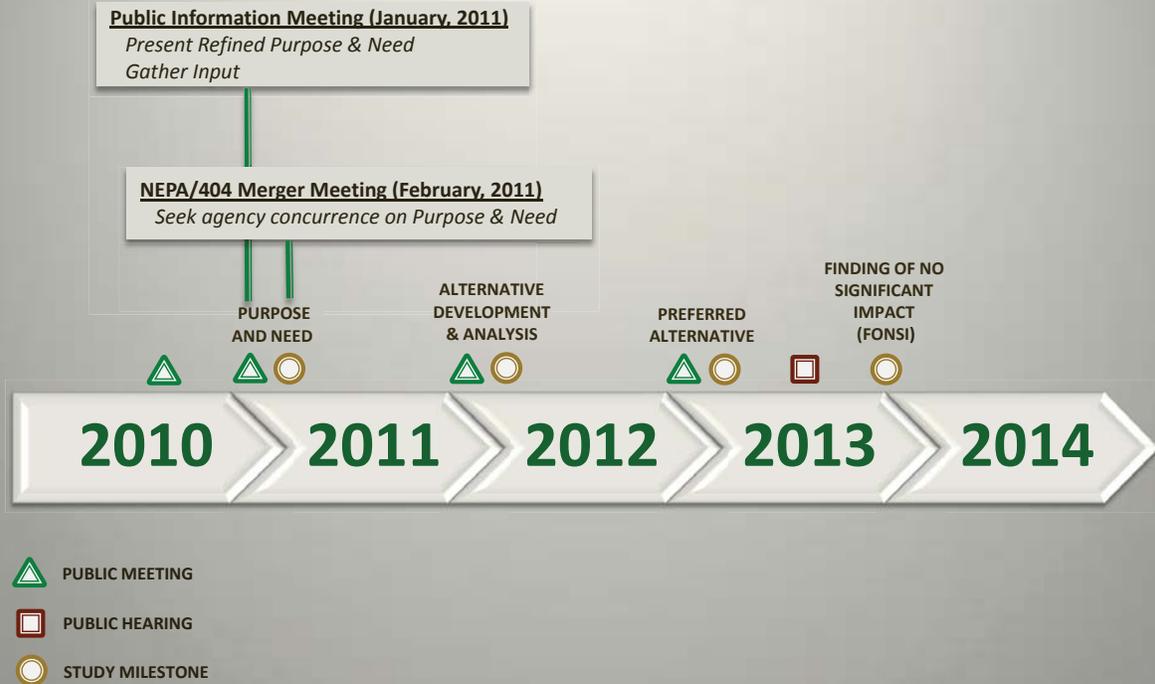
Traffic data
Origin-Destination Study
Traffic forecasts
Traffic Demand Model



Stakeholder Input

Improve access into and out of Bloomington-Normal
Improve access at I-55 and I-74
Address existing areas of congestion
North/south mobility
East/west mobility

Purpose & Need - Next Steps



Alignment Development

Define and Analyze Alternatives

Develop Preliminary Corridors



Screen & Consolidate Corridors



Perform Macro Analysis

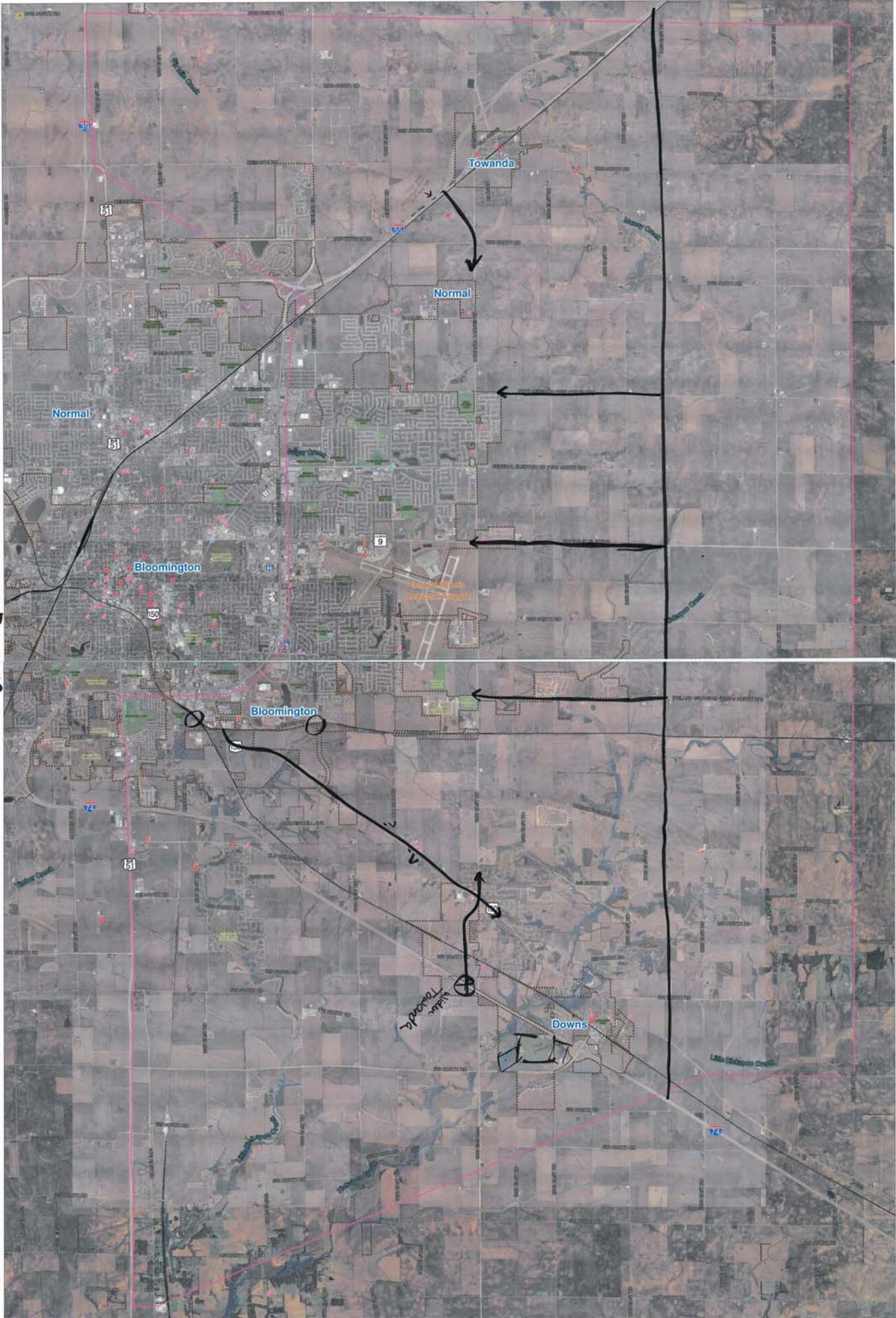


Develop Preliminary Alignments

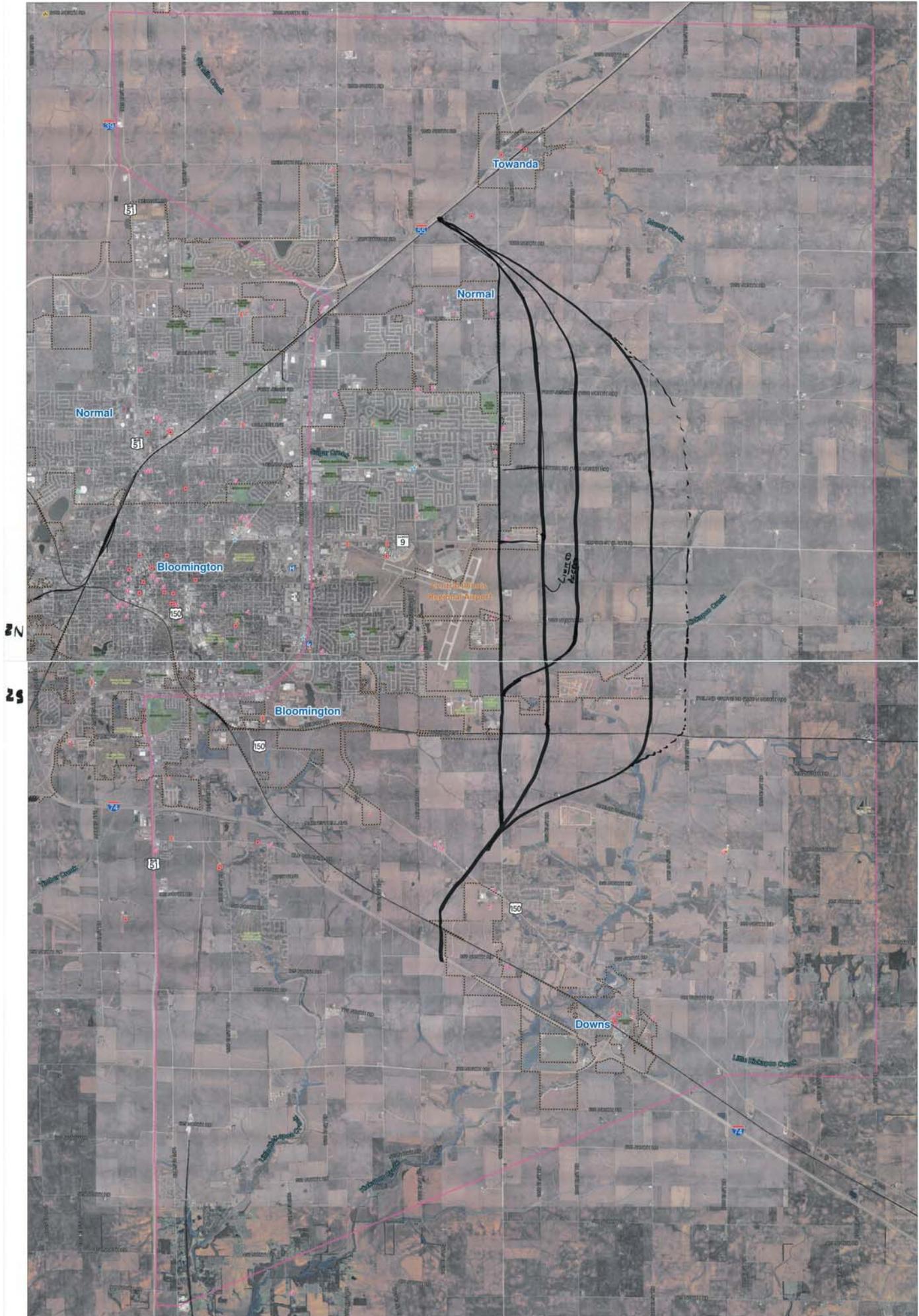
Next Steps

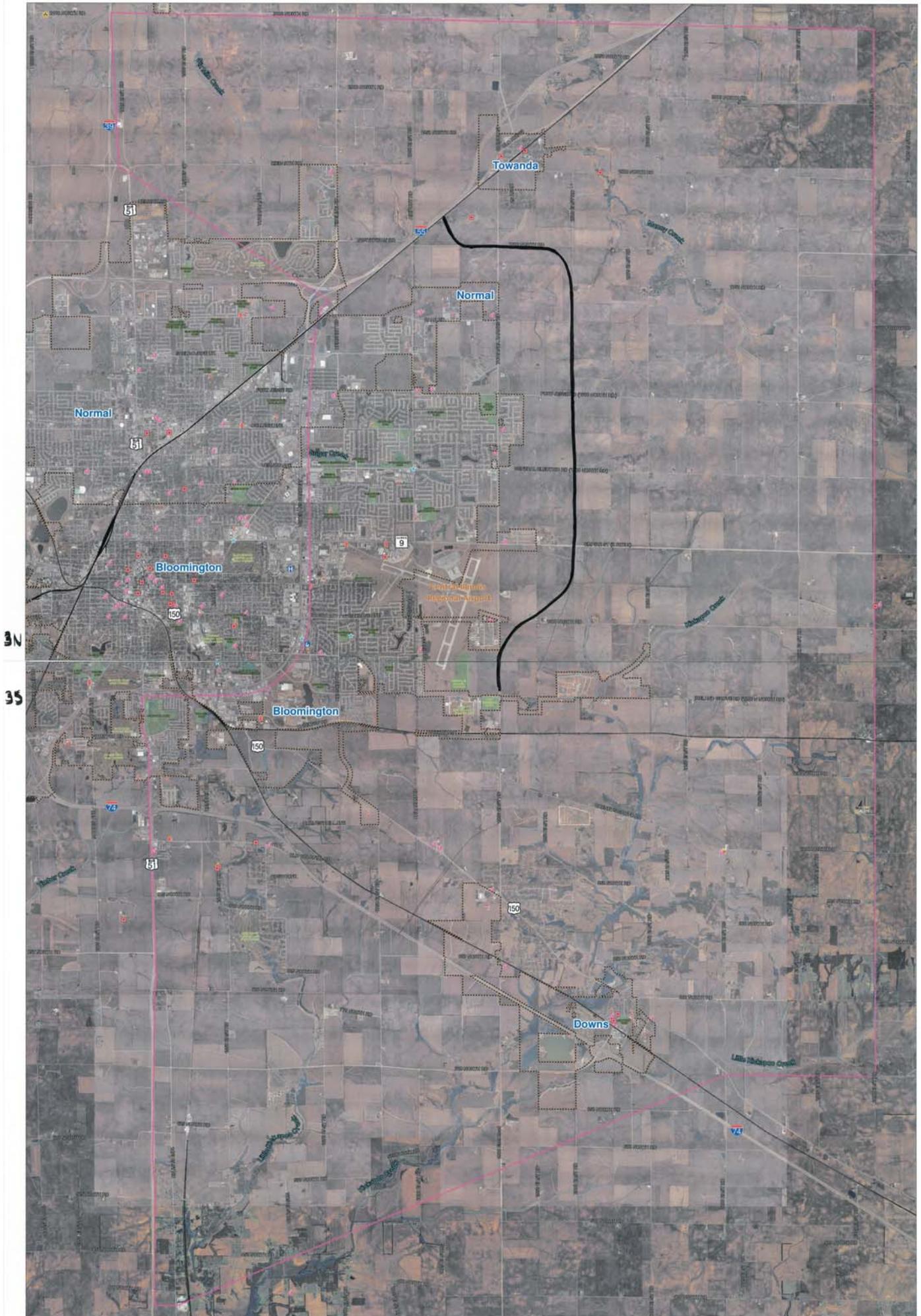
CAG#3 - January 2011

- **Continue discussion of alternatives**



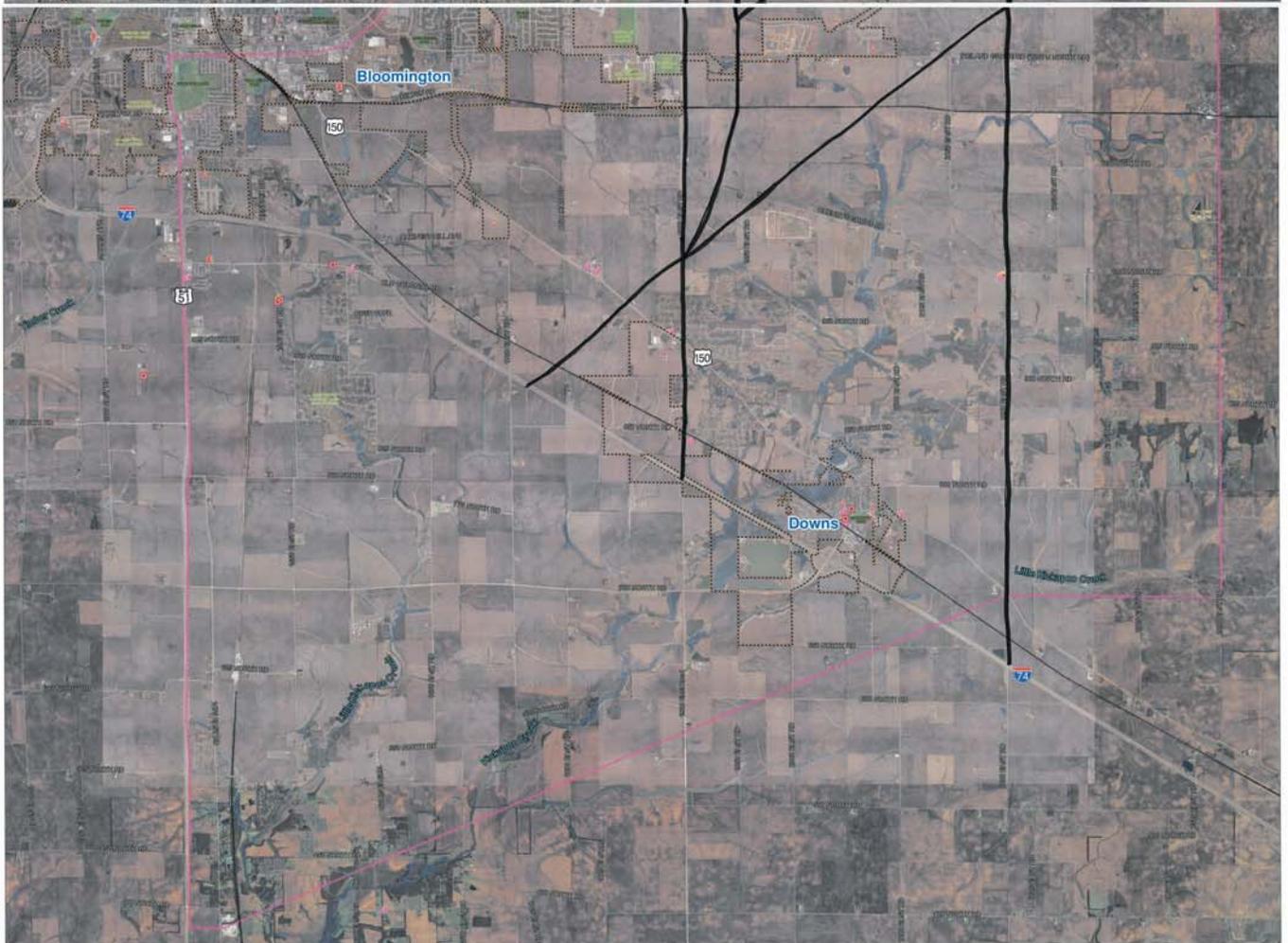
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4-N



4-S



MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Community Working Group Meeting #2
Date: December 7, 2010, 6:00 to 8:00 p.m.
Location: McLean County Government Center

Project Team Attendees: Jerry Payonk (CDI), Al Staron (CDI), Joyce Tanzosh (CDI), John Lazzara (HDR), Janice Reid (HDR), Linda Huff (Huff & Huff), Gene Brown (Town of Normal)

Main topics discussed at the meeting are as follows:

1. Introduction (Jerry Payonk)

- a. New members not in attendance at Community Working Group (CWG) #1 were introduced. The interest areas represented by the new members include local business and schools.
- b. A summary of topics discussed at CWG#1 was presented.
- c. The CWG ground rules were distributed. The CWG members reviewed the ground rules and signed their initials on a master list indicating that they agree to abide by the rules.

2. Project History (Jerry Payonk)

A series of slides summarizing the history of the East Side Highway (ESH) were presented. Previous studies highlighted included the Long Range Transportation Plan 2035 (McLean County Regional Planning Commission, 2007), the 2002 Feasibility Study, and the 2009 Corridor Report.

The objectives of the studies and the differences among the studies were described. The previous studies form the framework for the EA, and work from the previous studies will be incorporated into the EA process. Specifically, stakeholder and Community Advisory Group (CAG) input obtained during the Corridor Study will be incorporated, refined, and re-evaluated in the EA process, including work to develop the Problem Statement, the Purpose & Need (P&N); the alternative evaluation criteria, and the corridors developed by the CAG.

3. EA Process (Jerry Payonk)

A series of slides illustrating the major milestones of the EA process were presented. The milestones included the Problem Statement, Purpose & Need, Define and Analyze Alternatives, Preferred Alternative, and Federal Approval (Finding of No Significant Impact – FONSI). A graphic showing the EA timeline was presented and discussed.

Meeting Notes

East Side Highway Environmental Assessment

CWG #2 – December 7, 2010

Page 2

4. Origin-Destination (O-D) Survey (Jerry Payonk)

A series of slides summarizing the O-D Survey were presented. The survey was conducted by project team personnel between October 27 and November 4, 2010. Over 20,000 survey cards were distributed at 19 intersections in the Bloomington-Normal area. Approximately 30% of the survey cards were returned, which is an excellent response rate. The preliminary summary of responses to the questions on the survey cards was discussed. The responses will be incorporated into the Travel Demand Model used to estimate future traffic patterns.

5. Purpose & Need (P&N) (Jerry Payonk)

A series of slides describing the P&N development were presented. The Problem Statement and engineering analyses form the basis of the P&N. A Problem Statement was previously developed during the Corridor Study. A Community Context Survey was distributed to stakeholders at a Public Information Meeting (PIM) during the Corridor Study. Input received from the survey in addition to stakeholder input was used to develop the Problem Statement in 2007.

Engineering analyses used in the P&N development include population and employment growth forecasts and traffic data analysis. Future and forecasted (year 2035) population and employment for the Bloomington-Normal area developed during the Corridor Study were presented. The sources of information used were also presented. The project team is currently updating the forecasts using the most recent data available. The project team will present the updated forecasts to the CWG and incorporate the data into the P&N when available. An overview of traffic data analysis concepts, including Annual Average Daily Traffic (AADT) and volume to capacity ratio (v/c) were discussed.

The preliminary Purpose and Need (P&N) was presented, and the next steps in the P&N development were discussed. The P&N is currently being revised based upon comments from FHWA and updated forecast data. The revised P&N will be available for public review at a PIM scheduled for January 13, 2011. Comments received from the public will be incorporated into the P&N as appropriate. The updated P&N will then be presented to the resource agencies at the February 2011 NEPA/404 merger meeting. The project team will seek concurrence from the agencies on the P&N at that time.

A summary of discussion points raised by the CWG members following the presentation of the P&N presentation is as follows:

Meeting Notes

East Side Highway Environmental Assessment

CWG #2 – December 7, 2010

Page 3

- A CWG member requested that when the updated forecasted (year 2035) population and employment information is finalized, the project team present the information on a graph alongside the numbers forecasted during the Corridor Study, in order to compare the forecasts develop during the Corridor Study and the EA. The project team agreed to present this information at a future CWG meeting.
- A CWG member asked why the 2035 employment forecast for McLean County is relatively high compared to the 2035 forecast for Bloomington-Normal. The project team will discuss this with the socio-economic consultants who prepared the forecasts, the al Chalabi Group, and discuss at the next CWG meeting.
- A CWG member asked if the “Bloomington-Normal area” as discussed in the P&N represents the same geographic area as the Metropolitan Statistical Area (MSA). The project team will define these terms at the next CWG meeting.
- A CWG member suggested that an aspect of sustainability should be incorporated into the P&N. The project team indicated that sustainability is not addressed specifically in the preliminary P&N but the suggestion will be taken into consideration.
- The level of detail of the “needs” identified in the P&N was discussed. The P&N identifies transportation needs, but does not identify solutions. At the beginning stages of the alternative development process, the alternatives, or “solutions” to the P&N are general. Specific details associated with the alternatives, including number of lanes and alternative modes of transportation, for example, will be developed later in the EA process.
- The roadway footprint was discussed. A preliminary width of 200 feet for the roadway is assumed. The width can be widened to accommodate other modes of transportation as necessary.
- A CWG member who represents agricultural interests stated that the Bloomington-Normal area is home to some of the most productive farmland in the world, which should be taken into consideration when developing the ESH, and when planning for new growth. Agricultural impacts (prime and important farmland acres impacted, severances, and access) will be evaluated during the EA. The CWG members agreed that is important to consider and balance resource impacts when planning the ESH.

6. Alignment Brainstorming - Develop Preliminary Corridors

The four steps in the Define and Analyze Alternatives process (Develop Preliminary Corridors, Screen & Consolidate Corridors, Perform Macro Analysis, and Develop Preliminary Alignments) were discussed. Five 48” x

Meeting Notes

East Side Highway Environmental Assessment

CWG #2 – December 7, 2010

Page 4

36" aerial photographs showing the project study area were distributed. The CWG members were invited to brainstorm corridors locations in small groups and draw preliminary corridors on the aerials. The CWG members were instructed that for this exercise there were no constraints on corridor location. The evaluation criteria will be discussed in detail at a future CWG meeting and will include adherence to the P&N, engineering feasibility, and social/environmental resource impact minimization.

Exhibits available for reference included an aerial showing the corridors evaluated during the Corridor Study, year 2005 traffic volumes, and forecasted year 2035 traffic volumes (the 2035 forecasts were developed during the Corridor Study and are currently being updated as part of the EA). Members of the project team were available to answer questions. The exercise lasted approximately 30 minutes.

7. Next Steps (Jerry Payonk)

Alternative development will continue at the next CWG meeting, to be held in January 2011. The CWG members were invited to attend the PIM on January 13, 2011.

COMMUNITY WORKING GROUP

MEETING #3

JANUARY 25, 2011

January 11, 2011

Re: East Side Highway Environmental Assessment
Community Working Group Meeting No. 3

The first meeting of 2011 for East Side Highway Community Working Group (CWG) will be held on Tuesday, January 25 from 6:00 to 8:00 PM. The meeting location will be the same as the previous meeting, in the basement of the Government Center located at 115 East Washington Street in Bloomington. There will be directional signs posted to the meeting room.

The meeting will include a review of comments from the January 13th Public Information Meeting, a discussion of the Purpose & Need, and the upcoming Federal Highway Administration Meeting. Environmental and engineering considerations will be presented and the alternative development brainstorming that was begun at the last CWG meeting will be continued.

You will be contacted in the near future to verify if you can attend the meeting. Feel free to e-mail Barbara Moore at Barbara.Moore@clark-dietz.com or call her at 217-373-8948 and let her know you are able or unable to attend. We look forward to seeing you on the 25th.

Sincerely,

Jerry Payonk
Project Manager

Community Working Group (CWG) Meeting #3
January 25, 2011

East Side Highway Environmental Assessment

Tonight's Agenda

1. New Member Introductions
2. Project Logo
3. PIM#2 Summary
4. P&N – Next Steps
5. Alternative Development
 - a. Engineering concepts
 - b. Environmental resource regulations
 - c. Continue alternative development
6. Next Steps

New Members

Project Logo



PIM#2

- January 13 at Normal Community High School
- ~50 public attendees
- Exhibits and comment forms on website

PIM#2

Preliminary summary as of January 24, 2011

Official comment period ends January 27, 2011

30 comments received

- 21 did not support
- 4 neutral*
- 3 in support
- 2 information requests

P&N – Next Steps

Consider public comments and present at the February 15, 2011, NEPA/404 merger meeting

Seek concurrence from:

- *Federal Highway Administration*
- *United States Environmental Protection Agency*
- *United States Army Corps of Engineers*
- *United States Fish & Wildlife Service*
- *Illinois Department of Agriculture*
- *Illinois Department of Natural Resources*
- *Illinois Historic Preservation Agency*

P&N

Issues raised at CWG#2

The “Bloomington-Normal area” in the P&N refers to the communities of Bloomington, Normal, Towanda, and Downs. The Bloomington-Normal Metropolitan Statistical Area (MSA) is the entire area of McLean County.

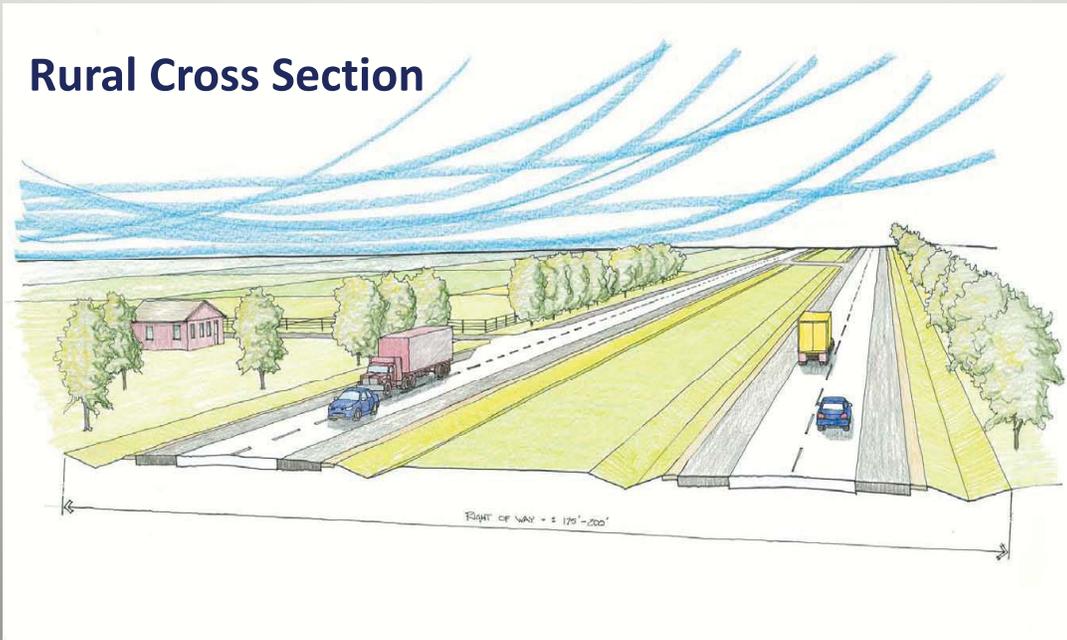
Sustainability is not the *purpose* or a *need* of the project. Sustainability and the incorporation of sustainable elements is a goal of the EA and will be included in the alternatives analysis.

Alternative Development

Engineering 101: Terminology and
Concepts

Facility Type

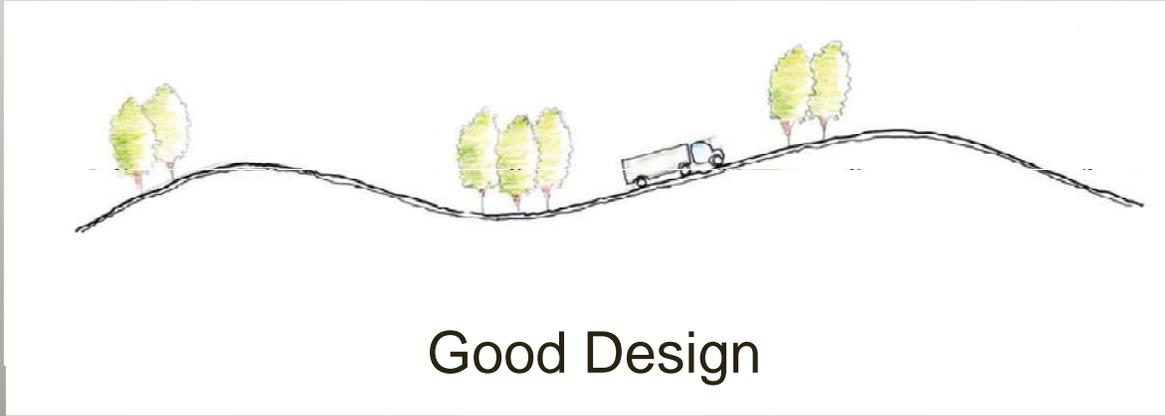
Rural Cross Section



Access Control



Vertical Alignment

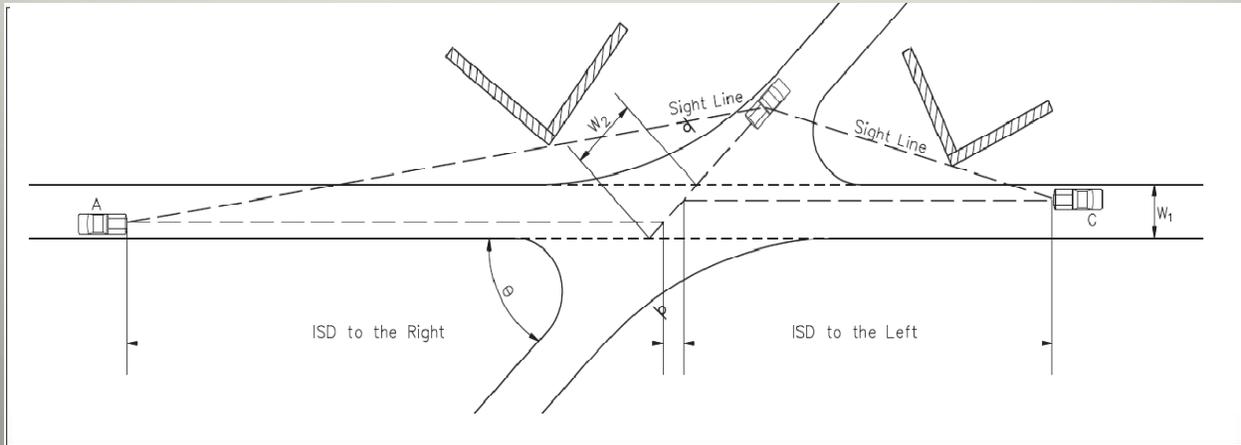


Horizontal Alignment



Sight Distance

Stopping Sight Distance (SSD)



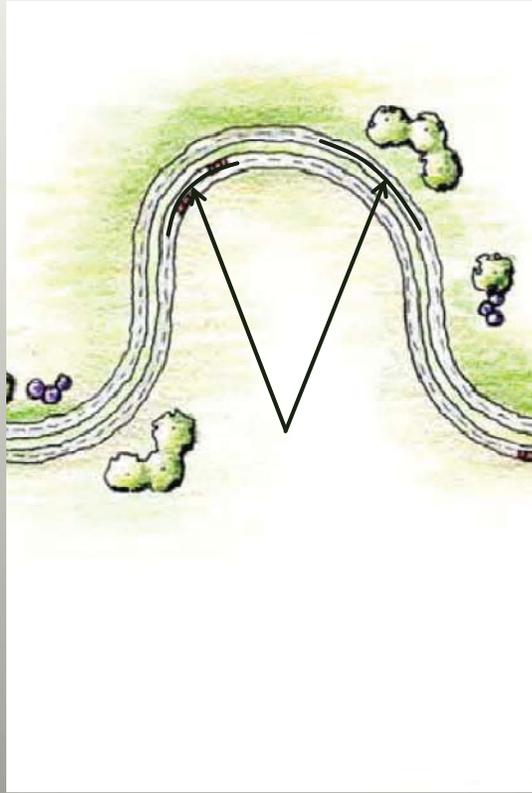
Intersection Sight Distance (ISD)

Design Speed

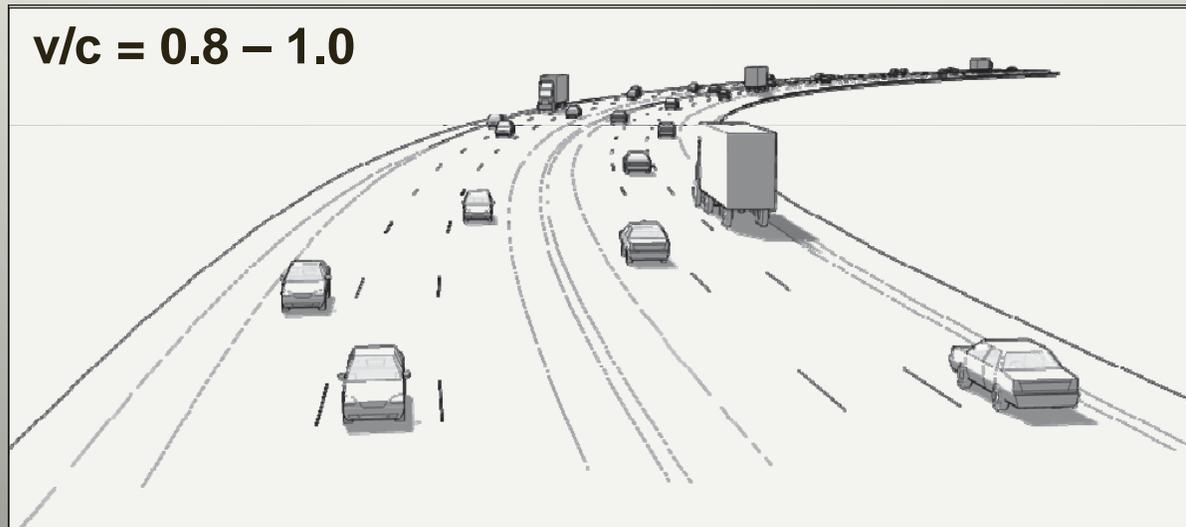
- Design speed 35 MPH; Posted Speed 25 MPH



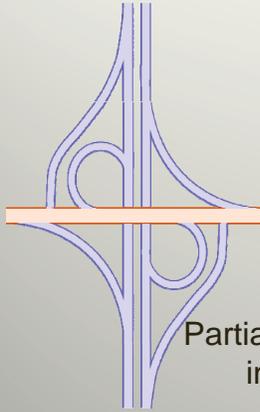
Radius



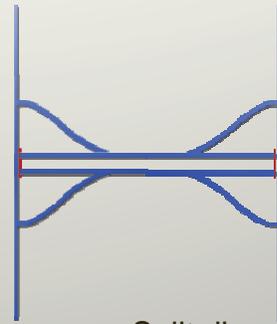
Capacity



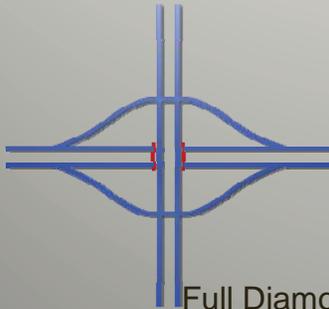
Interchange



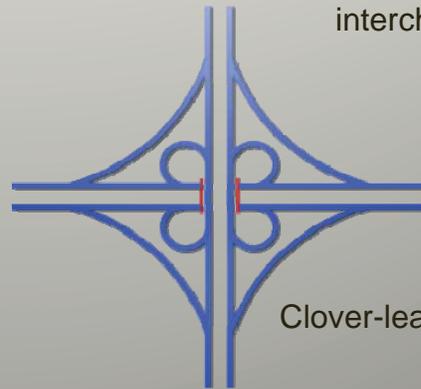
Partial clover-leaf interchange



Split diamond interchange

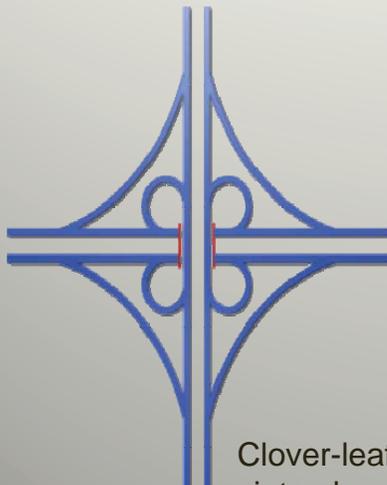


Full Diamond interchange

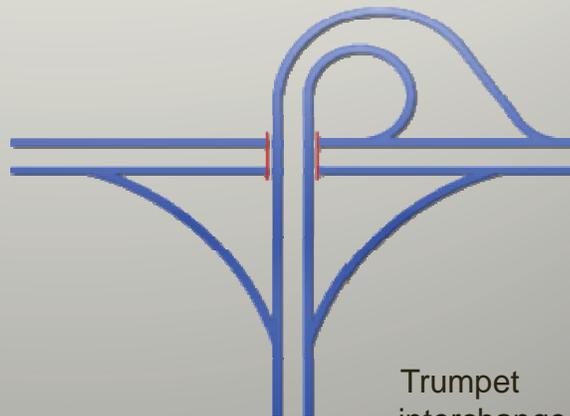


Clover-leaf interchange

Free Flow

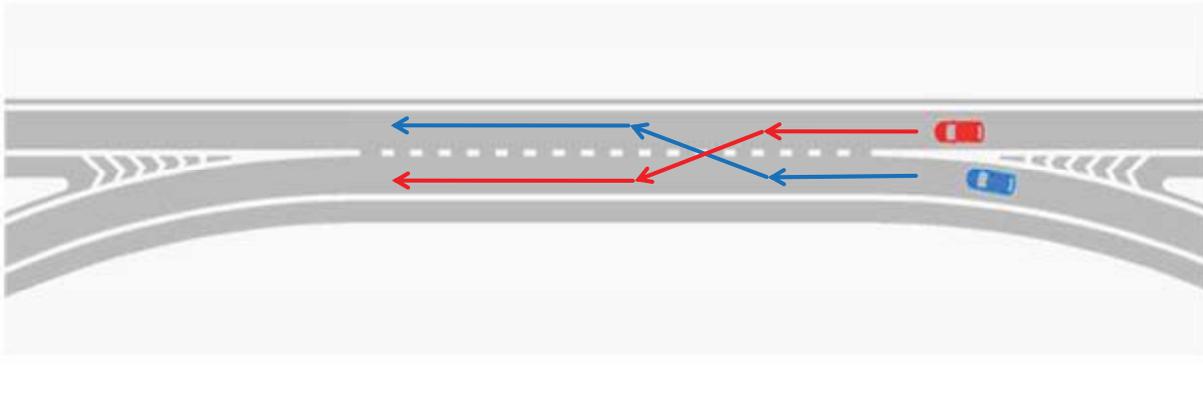


Clover-leaf interchange



Trumpet interchange

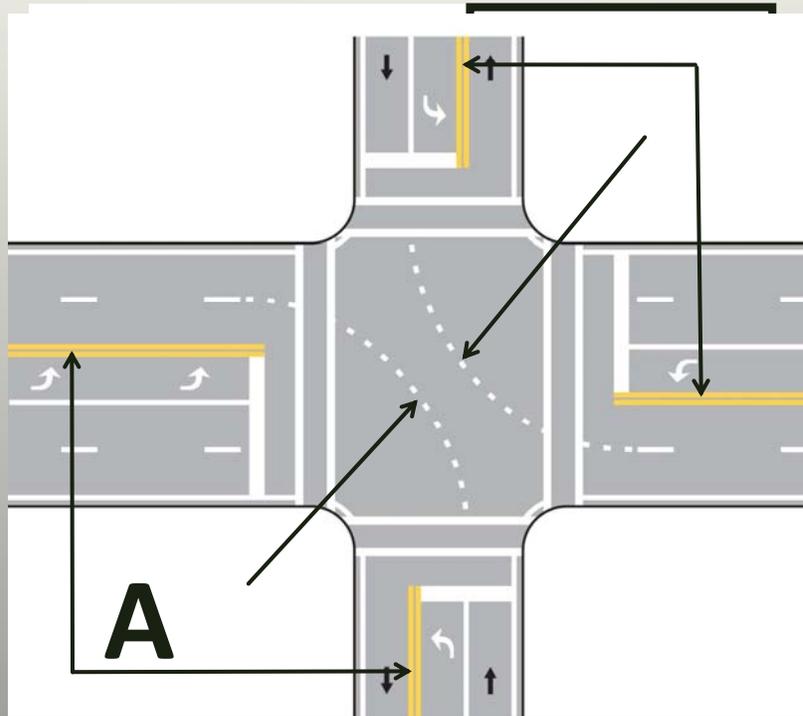
Weaving



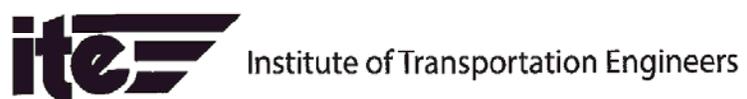
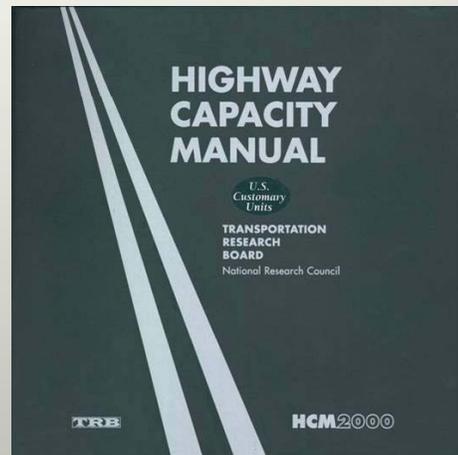
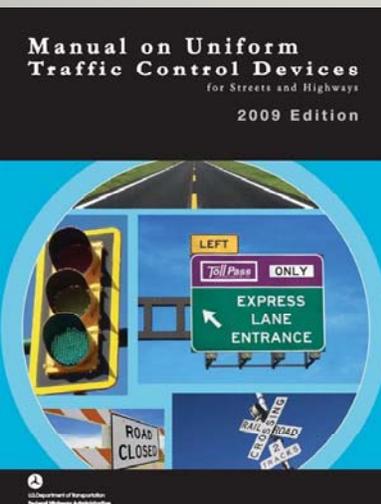
Intersection



Channelization



Guidelines



Environmental 101: Issues and Regulations

Transportation and the Environment

All Federally-funded projects must follow the National Environmental Policy Act (NEPA) of 1969

NEPA requires the Federal Highway Administration (FHWA) to examine and minimize/avoid potential impacts to the social and natural environment when considering approval of proposed transportation projects.

Social and Natural Resources within the Study Area

- Water Resources
- Wetlands
- Floodplains
- Threatened and Endangered Species
- Agricultural Land/Soil
- Parks/Rec Areas – 4(f)
- Historic Sites
- Public Facilities
- Residences
- Businesses

NEPA Umbrella

- Title VI of Civil Rights Act of 1964
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- Americans with Disabilities Act, 1991
- Executive Order 12898 (Environmental Justice)
- Section 4(f) of USDOT Act (49 USC 303)
- Clean Air Act
- Clean Water Act 404
- Executive Order 11990 (Protection of Wetlands)
- Endangered Species Act
- Farmland Protection Policy Act
- Solid Waste Disposal Act
- Resource Conservation and Recovery Act of 1976
- Noise 23 CFR 772
- Wetlands 23 CFR 777
- National Historic Preservation Act
- Economic, Social and Environmental Effects
- Highway Noise Standards
- Public Hearing Requirements 23 USC 128
- Archaeological and Historic Preservation Act
- Archaeological Resources Protection Act
- And more...



Balance Impacts by Alternatives

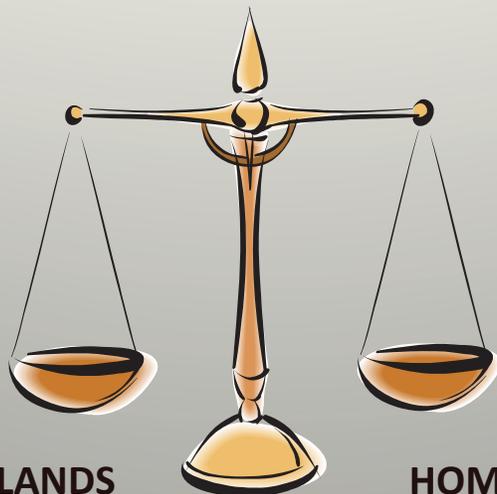
**ALTERNATIVE
1
IMPACTS TO
RESOURCES**



**ALTERNATIVE
2
IMPACTS TO
RESOURCES**

Balance Impacts For Each Alternative

Impacts to Resources



WETLANDS

HOMES

What Water Resources are located within the Project Study Area?

- Money Creek
- Six Mile Creek
- Kickapoo Creek
- Little Kickapoo Creek
- Little Kickapoo Creek North
- Sugar Creek



Water Resource Regulations

- Clean Water Act (CWA)
 - 33 U.S.C. §1251 et seq. (1972)
- Illinois General Use Water Quality Regulations

McLean County Watershed Issues

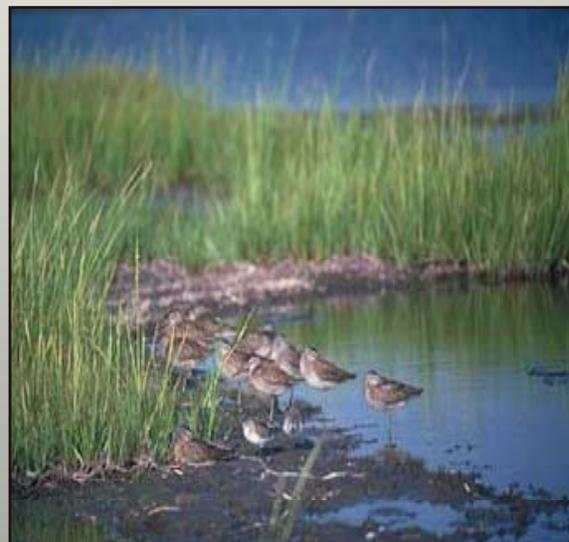
- **Watershed Oversight Committee**
- **Total maximum Daily Load (TMDL) Studies for**
 - **Lake Bloomington**
 - Phosphorous & Nitrogen
 - Completed June 2008
 - **Kickapoo Creek**
 - Fecal coliform

What is a Wetland?

Wetlands are transitional areas between wet and dry areas, defined by specific plants, soil, and hydrology.

Potential Wetland Types within the Study Area:

- Forested Wetlands
- Marshes
- Scrub-Shrub Wetlands
- Farmed Wetlands



Why Are Wetlands Important?

Wetlands have many important functions:

- Provide Flood Control
- Act as Filter for Nutrients
- Improve Water Quality
- Provide Wildlife Habitat
 - 40% of Threatened and Endangered Species are found in wetlands
- Recharge and Discharge Groundwater Supplies



Wetlands Regulations

- Clean Water Act of 1972 (Section 404)
- Interagency Wetland Policy Act of 1989
- Final Rule – CFR Part 777 Mitigation of Impacts to Wetlands and Natural Habitat
- Executive Order 11990: Protection of Wetlands



What Do Wetland Regulations Say?

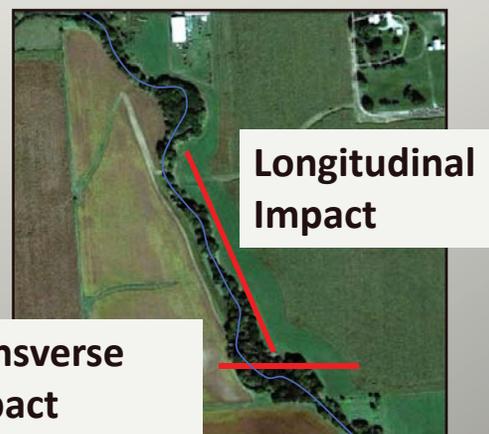
- Avoid
- Minimize
- Mitigate Means Replace Destroyed Wetlands at Greater than 1:1 Ratio

What are Floodplains?

Areas adjacent to a body of water that store floodwater during flood events

Longitudinal Impact:
Parallel to water body

Transverse Impact:
Crosses water body



Money Creek area, east of Bloomington-Normal

A transverse impact crosses the floodplain once and typically is a lesser impact than a longitudinal impact.

Floodplain Regulations

- **23 CFR 650A**
- **Executive Order 11988: Balance between protecting lives and property with need to restore and preserve natural floodplains**
- **Floodplain Management and Protection Order (DOT 5650.2)**
- **Local floodplain control laws**

What Do Floodplain Regulations Say?

- **A project may not increase the base flood elevation (BFE) by more than 1 foot, per FEMA.**
- **Avoid**
- **Minimize**
- **Mitigate by replacing storage capacity taken**

What are Threatened and Endangered (T&E) Species?

An endangered species is a plant or animal at risk of becoming extinct throughout all or a significant portion of its range

A threatened species is a plant or animal likely to become endangered in the foreseeable future

What T&E Species are within the Project Study Area?



Loggerhead shrike
State Threatened Species



Kirtland's Snake
State Endangered Species

The Short-eared owl (*Asio flammeus*) is not listed on the Illinois Threatened and Endangered Species by County as of December 1, 2010

T&E Regulations

- **Federal Endangered Species Act of 1973**
- **Illinois Endangered Species Protection Act of 1972**

What Do T&E Regulations Require?

- **Must take all feasible actions to avoid impacts to a T&E species and their habitat.**
- **If impacts are unavoidable must minimize impacts, and may be required to mitigate for the loss of habitat**

What are Agricultural Lands?

Land used for the production of crops or raising livestock



Agricultural Regulations

- **USDA/NRCS: Farmland Protection Policy Act**
- **Illinois Agricultural Areas Conservation and Protection Act of 1979**



What do Agricultural Land Regulations Say?

Minimize the unnecessary and irreversible conversion of prime and important farmland to nonagricultural uses.



Impacts We Will Assess

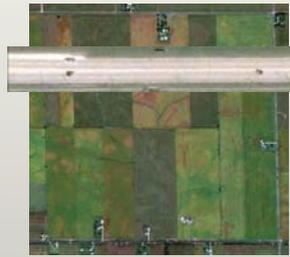
- **Loss of Farmstead Buildings**
- **Farmland acres taken**
- **Access issues**
- **Farm severances**
- **Adverse travel**
- **Uneconomic parcels**
- **Centennial farms**



Typical Agricultural Impacts



Pre-construction

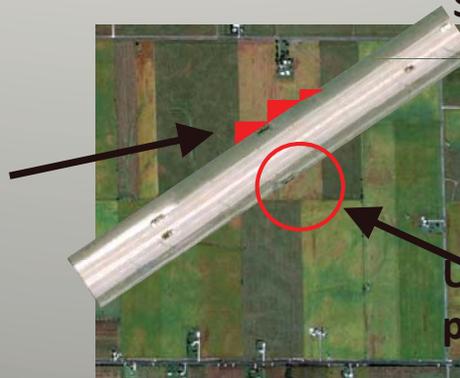


Lateral Severance



Diagonal Severance

Severance Management Zone



Uneconomic parcel

Agricultural Land

- **Other Issues :**
 - **Drainage systems**
 - The location of existing subsurface drainage, such as field tile systems, will be determined during final design
 - Existing surface and subsurface drainage systems maintained to the greatest extent possible
 - **Borrow Pits**
 - Minimize prime farmland used for borrow pits.

Centennial/Sesquicentennial Farms

- Centennial Farm – Agricultural property owned by same family for 100 or more years
- Sesquicentennial Farm - Agricultural property owned by same family for 150 or more years

How Do We Protect Parks, Bike Trails, and Historic Buildings?

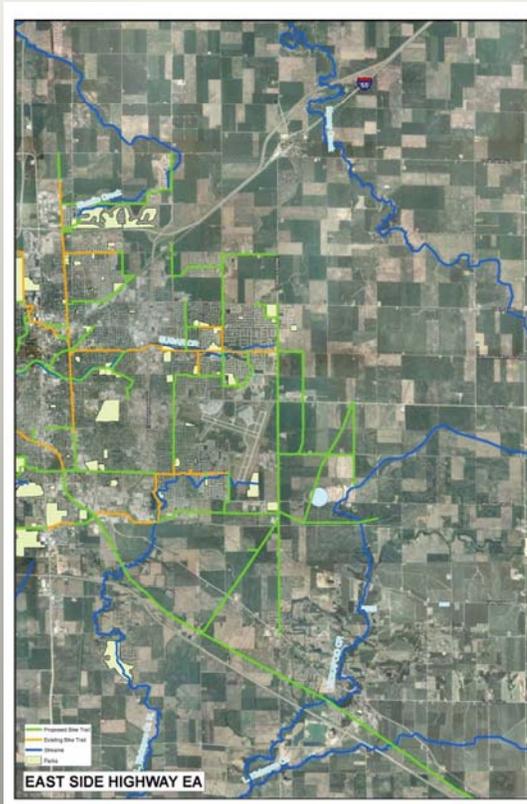
Section 4(f) Property:

Any publicly owned park, recreational area, or wildlife and waterfowl refuge or a historic site (publicly or privately owned) of national, state, or local significance

Examples of Potential 4(f) Resources:

- Constitution Trail
- Eagle Crest Park, Towanda Park, & Walt Bittner Park
- Benjaminville Friends Meetinghouse and Burial Grounds
- Duncan Manor

Parks and Constitution Trail



Section 4(f) Regulations

Section 4(f) of the DOT Act of 1966 protects:

- **Historic sites eligible for or listed on the National Register of Historic Places**
- **Park/recreation areas open to the public**
- **Publically-owned wildlife or waterfowl refuges**

What Do the 4(f) Regulations Say?

- Take all feasible and prudent actions to avoid impacting Section 4(f) properties
- Section 4(f) impacts can be minimized or mitigated
- If no feasible or prudent alternative to using a Section 4(f) property exists, FHWA may only approve the alternative that causes the least overall harm.

Historic Sites

Generally, a site at least 50 years old which possesses historical, architectural, or archaeological significance

May include buildings, bridges, landmarks, historic districts, archaeological sites

Examples of a Historic Site

- Route 66
- Duncan Manor
- Residence near Towanda



Residence Near Towanda



Historic U.S. Route 66

Historic Sites Regulations

- **Section 106 of the National Historic Preservation Act of 1966**
- **Section 4(f) of the DOT Act, 1966, as revised**

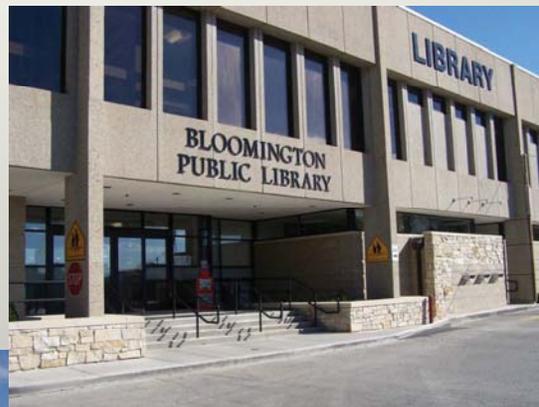


What Do The Historic Properties Regulations Say?

- **Must take all feasible actions to avoid.**
- **If avoidance is not possible, the proposed act must be deemed a public necessity and be approved by federal and state agencies**

What Regulations Protect Public Facilities, Schools, and Places of Worship?

- There are no federal or state regulations protecting non-Section 4(f) public facilities, schools, or places of worship.
- Should avoid impacting these resources, if possible.



Other Resources

- [? [?][?][?][?][?] [?][?][?]
- [? [?][?][?][?]
- [? [?][?][?]
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Potential Sustainable Practices

- **Protecting Greenways**
- **Stormwater Treatment**
- **Mitigating Wetlands**
- **Construction Practices**

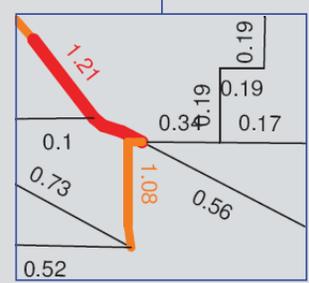
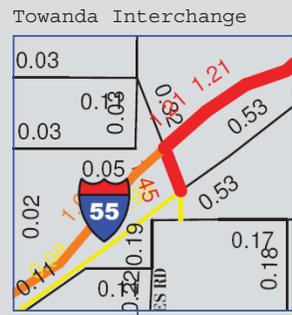
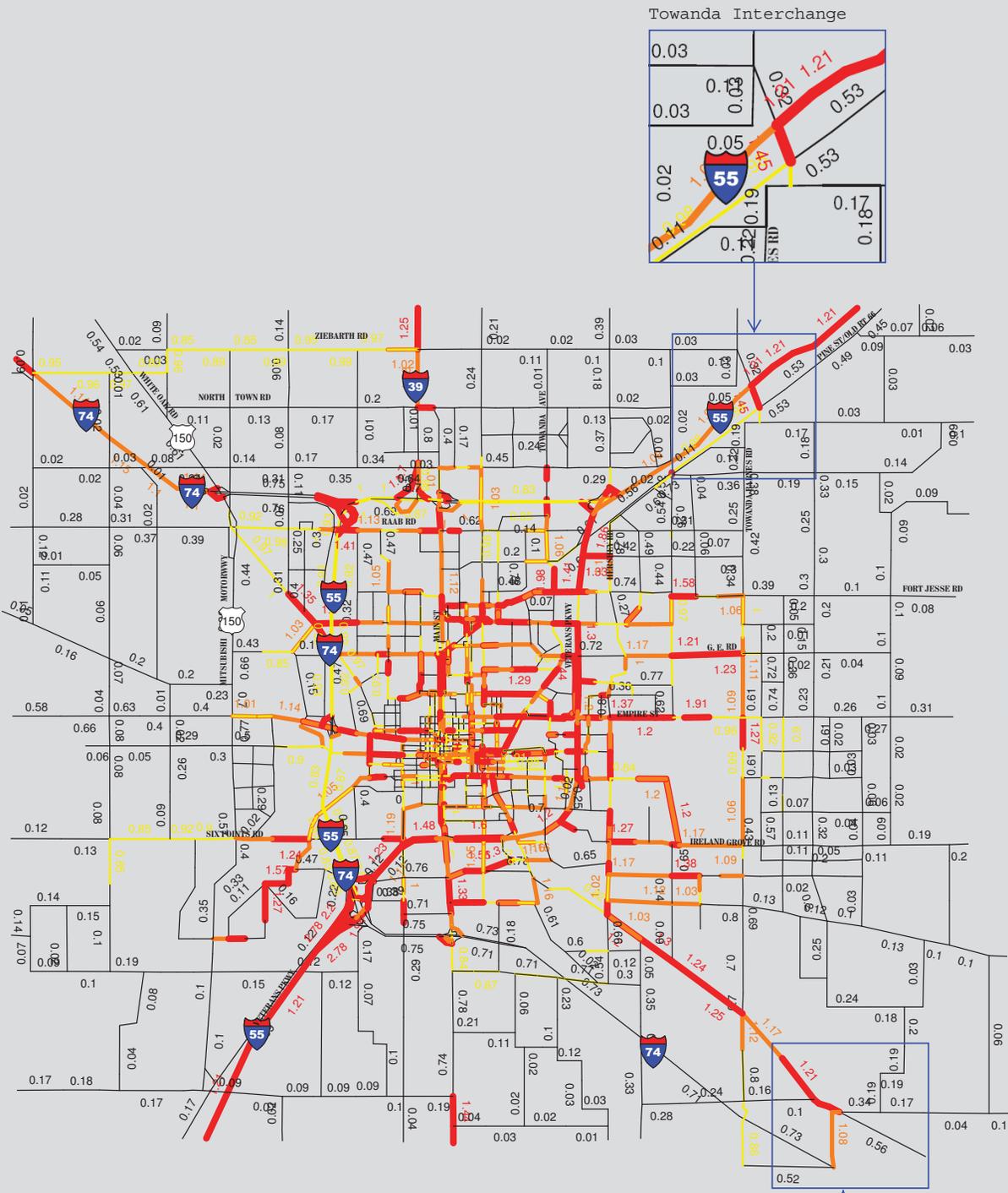


Next Steps

CAG#4 – Early March 2011

- **Continue alternative refinement**
- **Begin alternative screening process**

Year 2035 No-Build Daily Volume to Capacity Ratios

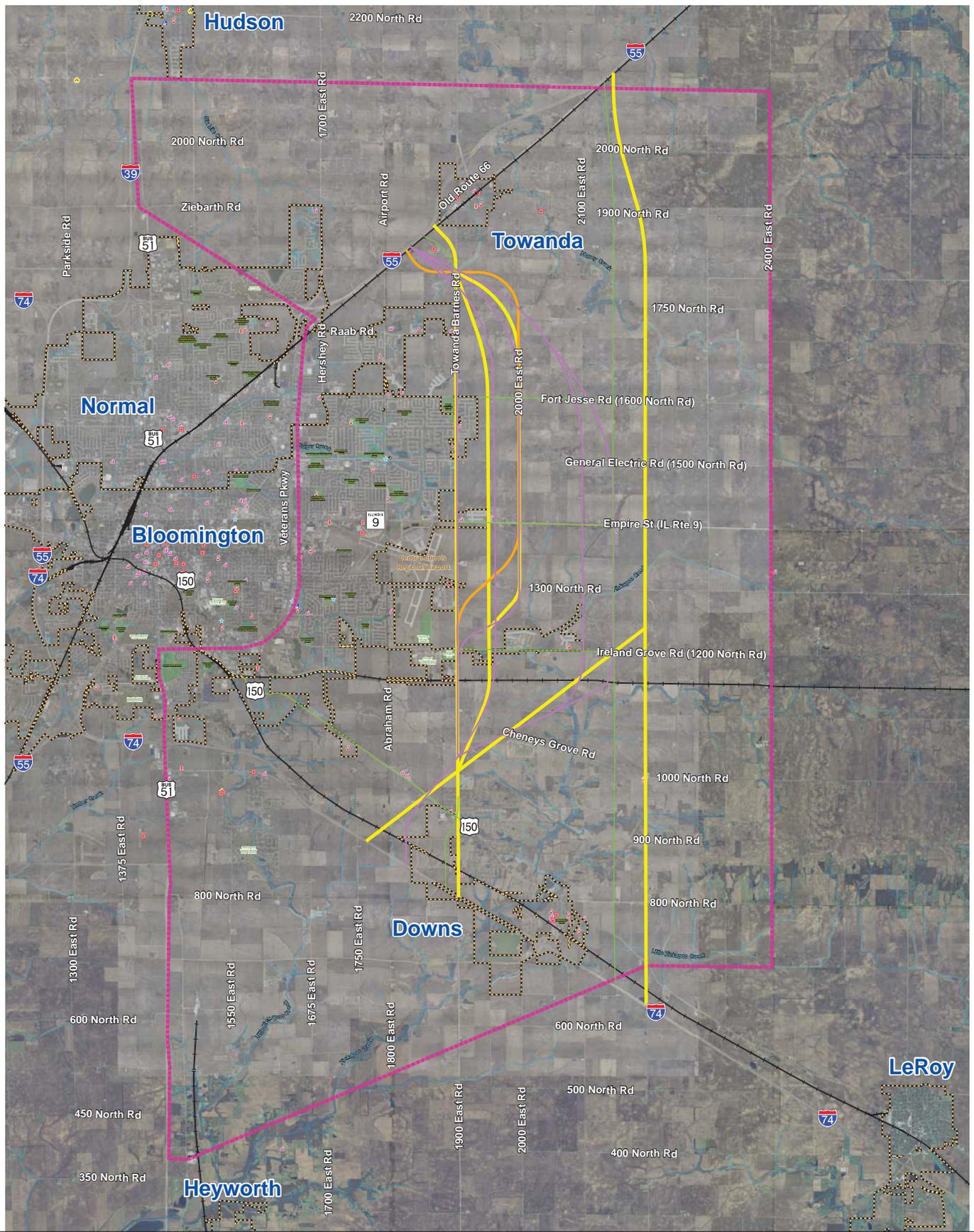


EAST SIDE HIGHWAY

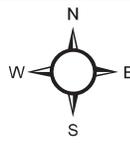
McLean County • Bloomington-Normal

- v/c < 0.8 (Under Capacity Segments)
- v/c = 0.8-1.0 (Near Capacity Segments)
- v/c = 1.0-1.2 (Slightly Over Capacity Segments)
- v/c > 1.2 (Substantially Over Capacity Segments)





East Side Highway Environmental Assessment Resource Map



0 0.5 1 2 Miles

Legend

- | | | |
|--------------------|------------------|----------------------|
| Group 1 | School | Railroad |
| Group 2 | Police Station | Cemetery |
| Group 3 | Place of Worship | Historical Structure |
| Group 4 | Library | Stream |
| Project Study Area | Hospital | Park |
| Municipal Boundary | Fire Station | Wetland |

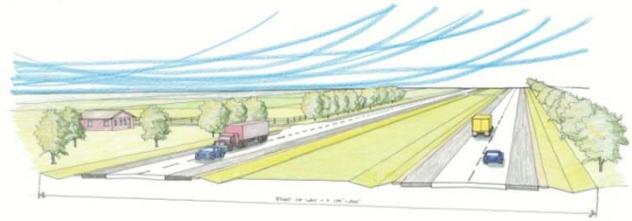
Engineering Glossary



Term

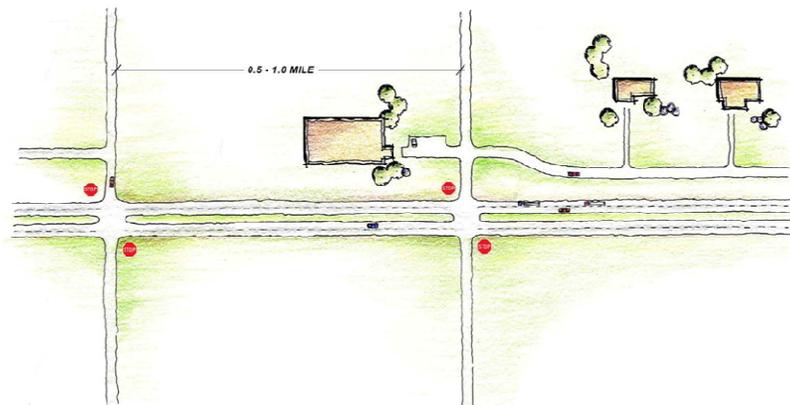
Definition

Facility Type Facility type describes the characteristics of the roadway. A freeway or Interstate is full access controlled roadway with 4 or more lanes where traffic can move continuously at a high rate of speed. An expressway is partial access control 4-lane roadway where traffic moves continuously but has more access points (crossroads) identical to US 51 south of Bloomington. An arterial is a 4-lane roadway with some access control; traffic does not move continuously. Veterans Parkway is an arterial.



Access Control / Management

Access management refers to the regulation of interchanges, intersections, driveways and median openings to a roadway. Its objectives are to enable access to land uses while maintaining roadway safety and mobility through controlling access location, design, spacing and operation.



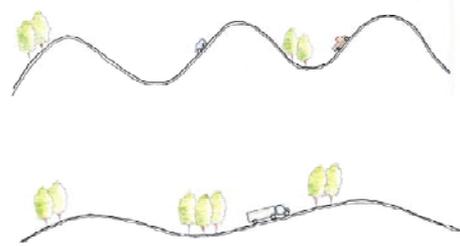
Partial control of access

Engineering Glossary



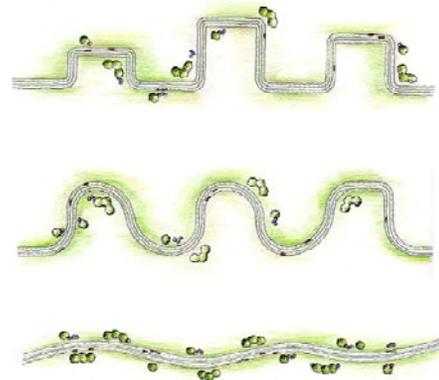
Vertical Alignment

The vertical alignment refers to the alignment of a roadway facility based upon crest (hills) and sag (valleys) curves that vehicles must negotiate. Sight distance becomes an important component of vertical alignment, particularly when negotiating the passing of a vehicle.



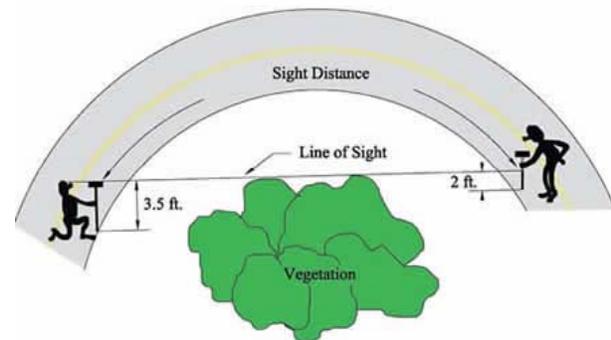
Horizontal Alignment

The horizontal alignment refers to the alignment of a roadway facility with respect to curves that vehicles must negotiate. Based upon a given design speed there is a minimum radius that a roadway alignment can be designed for before compromising safety.



Sight Distance

There are several types of sight distance considerations that the traffic engineer must analyze in developing a roadway alignment: stopping sight distance, decision sight distance, passing sight distance, and intersection sight distance.



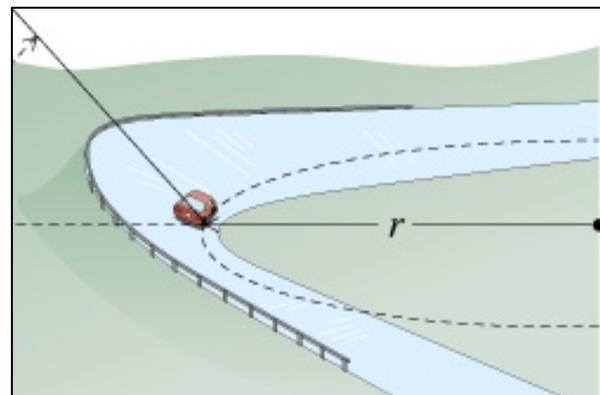
Engineering Glossary



Design Speed A roadway's design speed is the maximum speed that a motor vehicle can be safely operated on that road under optimum driving conditions. Design speed is not the same as posted speed. The posted speed of a roadway is typically lower than the design speed.



Radius The radius of a circle (or curve) is the length of a line from the center of the circle to any point on the edge of the circle. The higher the design speed of a roadway, the larger the radius is needed to safely maneuver around a curve.

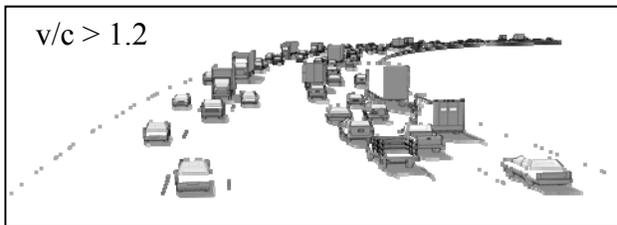
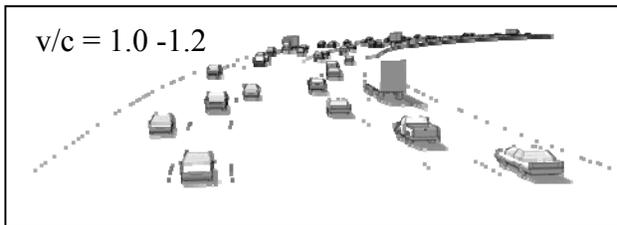
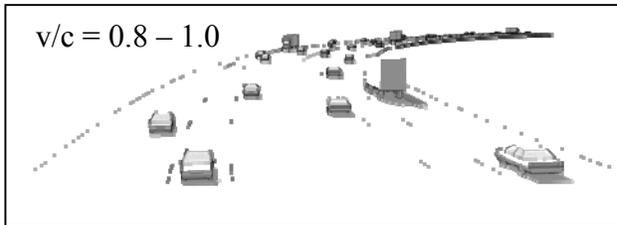
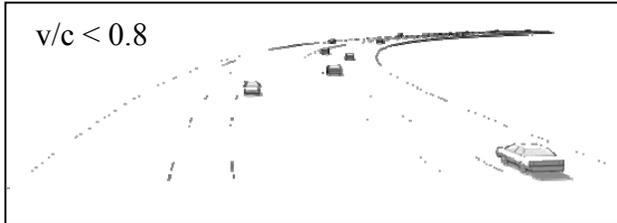


Engineering Glossary



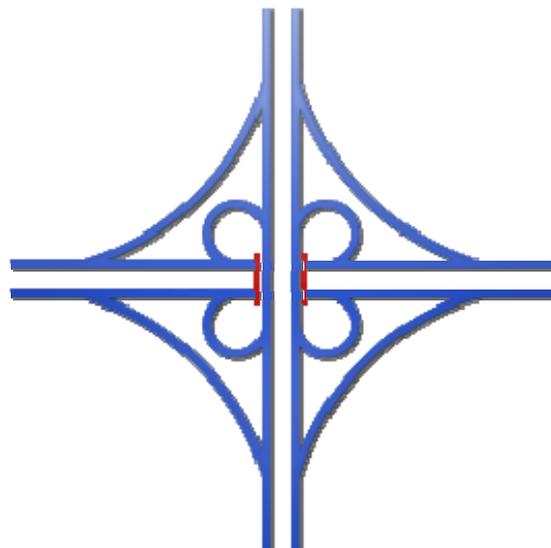
Capacity

Capacity can be defined as the maximum number of vehicles which can reasonably be expected to traverse a point or uniform section of a road during a given time period under prevailing roadway, traffic, and traffic control conditions. You will sometimes here the term “volume-to-capacity” or V/C ratio. This term refers to the measure of a roadway facilities’ efficiency.



Interchange

An interchange is a crossing of two roads that allows traffic on one road to travel over or under the traffic of another road without the need for stopping. Interchanges are usually used when at least one of the roads is an expressway or freeway. The picture to the right is a configuration of a clover-leaf interchange.

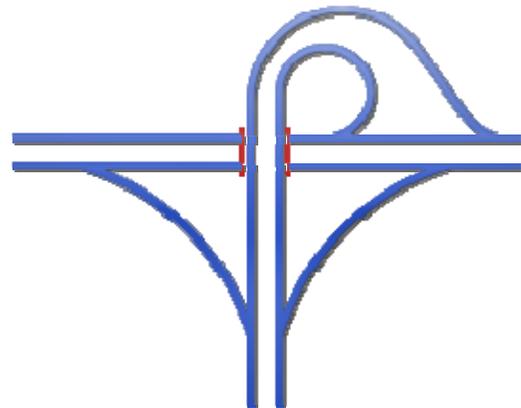


Engineering Glossary



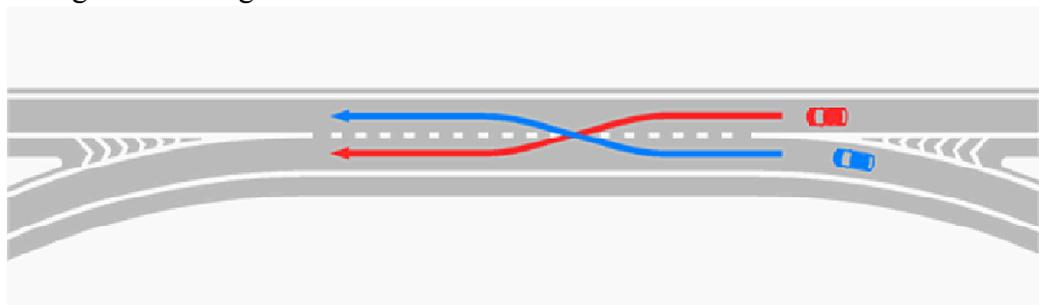
Free Flow

Free-flow is the term used when thru traffic can travel without encountering a stop sign or traffic light. Ramps on the cloverleaf and trumpet interchanges (pictured right) are free-flowing; a driver does not need to stop to exit one road and enter the other.



Weaving

Weaving is a point of conflict in free-flow interchanges caused by the merging of exiting and entering traffic in the same lane.



Intersection

Intersections are an important part of the highway system. The operational efficiency, capacity, safety, and cost of the overall system are largely dependent upon its design, especially in urban areas. The primary objective of intersection design is to provide for the convenience, ease, comfort, and safety of those traversing the intersection while reducing potential conflicts between vehicles, bicycles, and pedestrians.

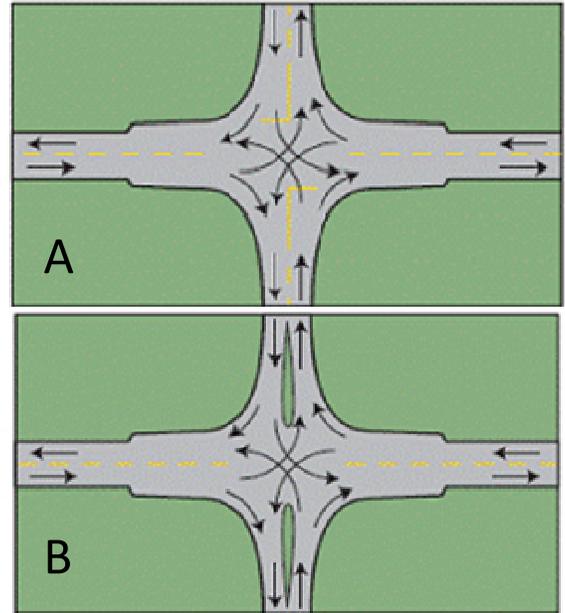


Engineering Glossary



Channelization

The purpose of channelization is to separate conflicting traffic movements whether physically (medians, traffic islands) or with roadway markings (paint). Channelization defines driving patterns and indicates which road has priority at a junction. Intersection A shows an intersection without channelization and intersection B shows an intersection with medians separating traffic flows.



System-to-System

System-to-System connections are interchanges that directly connect freeways and/or expressways to each other.



MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Community Working Group Meeting #3
Date: January 25, 2011, 6:00 to 8:00 p.m.
Location: McLean County Government Center

Project Team Attendees: Jerry Payonk (CDI), Joyce Tanzosh (CDI), John Lazzara (HDR), Linda Huff (Huff & Huff), Evan Markowitz (Huff & Huff), Eric Schmitt (McLean County)

Main topics discussed at the meeting are as follows:

1. Introduction (Jerry Payonk)

New members of the Community Working Group (CWG) were introduced. The interest areas represented by the new members include labor unions and archaeological interests.

2. Project Logo (Jerry Payonk)

The ESH project logo was displayed. Two winning students from Normal Community West High School were selected. The ideas from the two winning entries were combined to form the final project logo.

3. PIM#2 Summary (Jerry Payonk)

A series of slides were presented summarizing PIM#2, which was held on January 13, 2011, at the Normal Community High School. The purpose of the meeting was to present the Purpose & Need Statement (P&N). Approximately 50 members of the public were in attendance. Attendees were encouraged to comment on the P&N. All exhibits, handouts, and comment form presented at the meeting were also made available on the project website.

The preliminary results of the public comments received as of January 24, 2011, were presented. This included a graph summarizing the number of comments opposed, in support, and neutral with respect to the project. The most frequent reason given for not supporting the project was the validity of forecasted population and employment growth in the area. The official comment period ends January 27, 2010.

Meeting Notes

East Side Highway Environmental Assessment

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4. P&N - Next Steps (Jerry Payonk)

A slide presenting the next steps in the development of the P&N was explained. Next steps include evaluating the public comments received from PIM#2. The project team will present the P&N at the NEPA/404 merger meeting on February 15, 2011. The presentation will include a summary of the public comments, and the actual comments will be available for the attendees to review. At the meeting, concurrence is sought from several Federal and State resource agencies.

Several questions concerning the P&N raised at the CWG#2 meeting held on December 7, 2010, were addressed. A summary of the issues follows:

- At CWG#2, a member asked if the “Bloomington-Normal area” as discussed in the P&N represents the same geographic area as the Metropolitan Statistical Area (MSA).

The “Bloomington-Normal area” in the P&N refers to the communities of Bloomington, Normal, Towanda, and Downs. The Bloomington-Normal MSA includes the entire area of McLean County.

- At CWG#2, a member asked why the 2035 employment forecast for McLean County is relatively high compared to the 2035 forecast for Bloomington-Normal.

The graph assumes that the corporate limits of Bloomington-Normal do not change between 2009 and 2035. Although it is likely that the corporate limits will expand in the future, assumptions cannot be made without supporting factual documentation. The projections are based on land use plans, historical trends, and 2009 data. The projections will be updated when 2010 census data becomes available in April 2011.

Several CWG members requested additional information regarding the future land use plan and what is driving the projected growth rate. The project team proposed to bring a member of the McLean County Regional Planning Commission (MCRCP) or a member of the project team whose expertise is socio-economic forecasting to the next CWG meeting to provide more information and to answer questions.

Meeting Notes

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- At CWG#2, a member suggested that an aspect of sustainability should be incorporated into the P&N.

Sustainability is not a purpose or a need of the ESH. Sustainability and incorporation of sustainable elements is a goal of the EA and will be included in the alternative analysis.

5. Engineering 101 (Jerry Payonk)

A series of slides describing engineering terminology and concepts considered in roadway design was presented. The factors included:

- facility type,
- access control,
- vertical alignment,
- horizontal alignment,
- sight distance,
- design speed,
- radius,
- capacity,
- interchange types,
- weaving,
- intersection, and
- channelization.

An engineering glossary handout summarizing the concepts was distributed to the CWG members.

Technical guidelines that engineers must adhere to were listed.

Volume to capacity (v/c) exhibits for Year 2005 and Year 2035 were on display. The Year 2035 exhibit is from the Corridor Study and will be updated with population and employment projections and traffic information, including data collected during the Origin-Destination Survey, when it becomes available. The exhibits show roadway segments with high v/c ratios (<1.2) in red, signifying that these segments are over capacity.

A summary of main discussion points following the presentation is as follows:

- Design speed is not the same as posted speed. Design speed depends on facility type. For instance, if a posted speed is 65 mph, the design speed may be as great as 75 mph to safely accommodate those who travel over the posted speed limit. For a full or partial access control

Meeting Notes

East Side Highway Environmental Assessment

CWG #3 – January 25, 2011

Page 4

roadway, the posted speed is typically 65 mph. An arterial road with more access points would be posted at a lower speed. The facility type of the ESH will be determined largely on traffic demand, which has not yet been determined.

- The v/c ratio is based on Annual Daily Traffic (ADT), not peak hours. The Year 2035 exhibit shows numerous road segments at or above capacity. The exhibits do not account for traffic reductions resulting from a proposed ESH. When planning the ESH, north-south and east-west roadway improvements will be considered. The ESH alternatives will be analyzed to determine impacts on traffic in the project study area. The ESH will not solve all traffic congestion issues in Bloomington-Normal.
- Public transit is considered when planning for the ESH. Alternatives modes of transportation will be evaluated in conjunction with an ESH roadway. Existing and planned public transit routes are included in the traffic model.

6. Environmental 101 (Linda Huff)

A series of slides presenting the environmental resources found within the project study area, and the laws and regulations associated with the resources was presented. The topics discussed included:

- NEPA regulations,
- water resources,
- wetlands,
- floodplains,
- threatened and endangered (T&E) species,
- agricultural land,
- section 4(f) resources (including parks and bike trails),
- historic sites,
- public facilities, schools, places of worship, and
- potential sustainable practices.

Social and environmental resources were evaluated at a macro level in the Corridor Study, but will be evaluated in much greater detail during the EA. The resource information used during the Corridor Study was obtained from GIS-level data, and was available in the public domain. Much of the resource information that will be used during the EA will be obtained from field studies conducted in 2011 by scientists and resource experts.

Meeting Notes

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Generally, the law and regulations state that impacts to natural and environmental resources should be avoided. If impacts cannot be avoided, they must be minimized and then mitigated for.

A summary of main discussion points following the presentation is as follows:

- Wetlands connected to waterways in addition to those not connected to waterways (isolated wetlands) are considered during the EA. Ideally mitigation for lost wetlands should occur in the same watershed. However, if there are no wetland banks or suitable mitigation sites available within the watershed, mitigation may occur in a different watershed.
- The Illinois Natural History Survey (INHS) will identify T&E species, locally rare species, and Species of Concern during field visits to be completed in 2011. The Illinois Department of Natural Resources (IDNR) reviews historic records of T&E species identified in the area. A CWG member stated he has local expert findings pertaining to T&E species. The project team offered to forward the information to the INHS and IDNR.

A copy of the Environmental 101 presentation slides were distributed to CWG members.

7. Alignment Brainstorming – Continue to Develop and Refine Preliminary Corridors

The members split into two groups. A 36" x 48" aerial map showing the ESH project study area was distributed to each group. The maps included the preliminary corridors developed during CWG#2 as well as the location of human (e.g., schools) and environmental resources. The resource information is preliminary and will be updated as data collection continues and new information becomes available. The members were encouraged to refine the preliminary alternatives and develop new alternatives based on the engineering criteria and environmental information presented at the meeting and shown on the map.

8. Next Steps (Jerry Payonk)

Alternative development will continue at the next CWG meeting, to be held in March 2011. At the meeting, members will have the opportunity to continue to refine corridors. Additional alternatives developed by the project team and the alternatives developed during the Corridor Study will be presented for review. Corridor screening criteria will be presented for input.

COMMUNITY WORKING GROUP

MEETING #4

MARCH 10, 2011

From: Barbara A. Moore
To: [Barbara A. Moore](mailto:Barbara.A.Moore)
Cc: [Jerald T. Payonk](mailto:Jerald.T.Payonk)
Bcc: "mwhines@ctechinternet.com"; "wieting-08181961@peoplepc.com"; "jerbal1@aol.com"; "ashirk@beernuts.com"; "David.Rasmussen.ASAN@Statefarm.com"; "john@meredithsproperties.com"; "Guy@Kaisnerhomes.com"; "charlie@mcleancochamber.org"; "ken@bnbiz.org"; "niehausg@unit5.org"; "csimonson@tri-valley3.org"; "sarah.franks@mcleancountyil.gov"; "apcappar@ilstu.edu"; "narmstr908@aol.com"; "crohr@springnet1.com"; "car@reitan.info"; "art@eiff.com"; "bpnaffy@comcast.net"; "jeter1918@msn.com"; "epblm.laborers@frontier.com"; "matejka53@aol.com"; "rusty.thomas@mcleancountyil.gov"; "rwall@cityblm.org"; "jkennedy@cityblm.org"; "michael.steffa@mcleancountyil.gov"; "kent.bohnhoff@il.usda.gov"; "carl@cira.com"; "bander3@nicor.com"; "tim.muellenberg@cornbeltenergy.com"; "terry1deb@aol.com"

Subject: East Side Highway Environmental Assessment - Community Working Group Meeting No. 4
Date: Thursday, February 24, 2011 1:19:00 PM



Dear CWG Member,

The next meeting for East Side Highway Community Working Group (CWG) will be held on Thursday, March 10, from 6:00 to 8:00 PM. The meeting location will be the same as the previous meeting, in the basement of the Government Center located at 115 East Washington Street in Bloomington. There will be directional signs posted to the meeting room.

At this meeting there will be a presentation on population and employment forecasts by Suhail al Chalabi – the socio-economic consultant on the project team. Since our last meeting we have received 2010 census data and have made revisions to the forecasts. We will go over these in detail and take your questions regarding this information. We will also begin screening the various alternatives that have been developed to date.

You will be contacted in the near future to verify if you can attend the meeting. Feel free to e-mail Barbara Moore at Barbara.Moore@clark-dietz.com or call her at 217-373-8948 and let her know if you are able to attend. We look forward to seeing you on the 10th.

Sincerely,

Jerry Payonk
Project Manager

Community Working Group (CWG) Meeting #4
March 10, 2011

East Side Highway Environmental Assessment

Tonight's Agenda

1. NEPA/404 Merger Meeting Summary
2. Employment and Population Forecast Updates
3. Alternative Analysis
 - a. Evaluation Process
 - b. Consolidation
4. Project Schedule
5. Next Steps

NEPA/404 Merger Meeting Summary

P&N submitted to Federal Highway Administration and resource agencies in January, 2011

NEPA/404 Merger Meeting on February 15, 2011

- Presentation of P&N
- Updated forecasts
- Public comments

NEPA/404 Merger Meeting Summary

Obtained concurrence from each of the following agencies:

- *Federal Highway Administration*
- *United States Environmental Protection Agency*
- *United States Army Corps of Engineers*
- *United States Fish & Wildlife Service*
- *Illinois Environmental Protection Agency*
- *Illinois Department of Agriculture*
- *Illinois Department of Natural Resources*
- *Illinois Historic Preservation Agency*

Signifies that alternative evaluation can continue

Population Change

- McLean County population is growing at a healthy pace.
- Between 2000 and 2010, it had the 7th largest growth (volume) of all Illinois Counties.
- Growth in only 5 counties, in the Chicago Metro Area and Champaign, was larger.

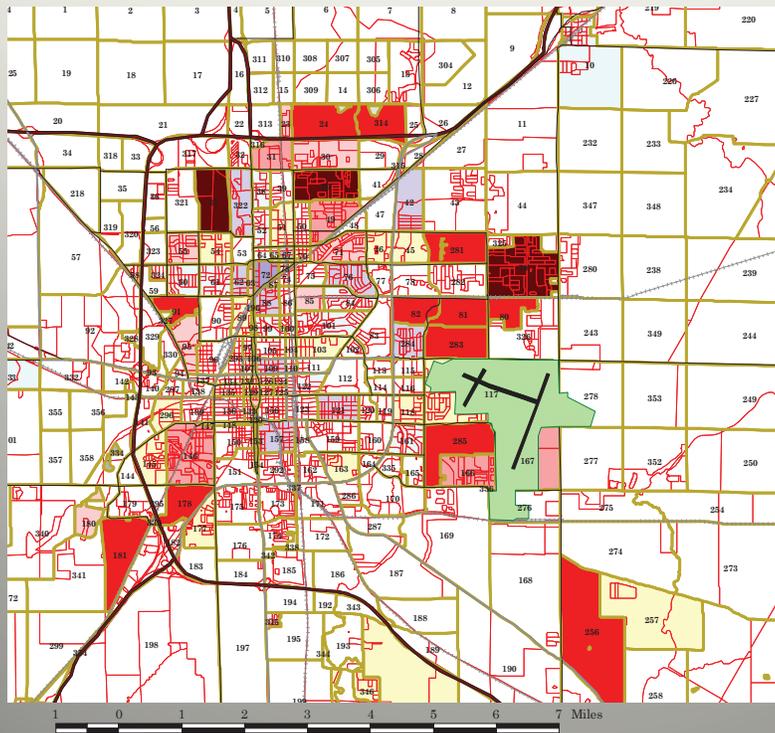
Population Change

McLean County Population Change 5-Year and 10-Year Growth

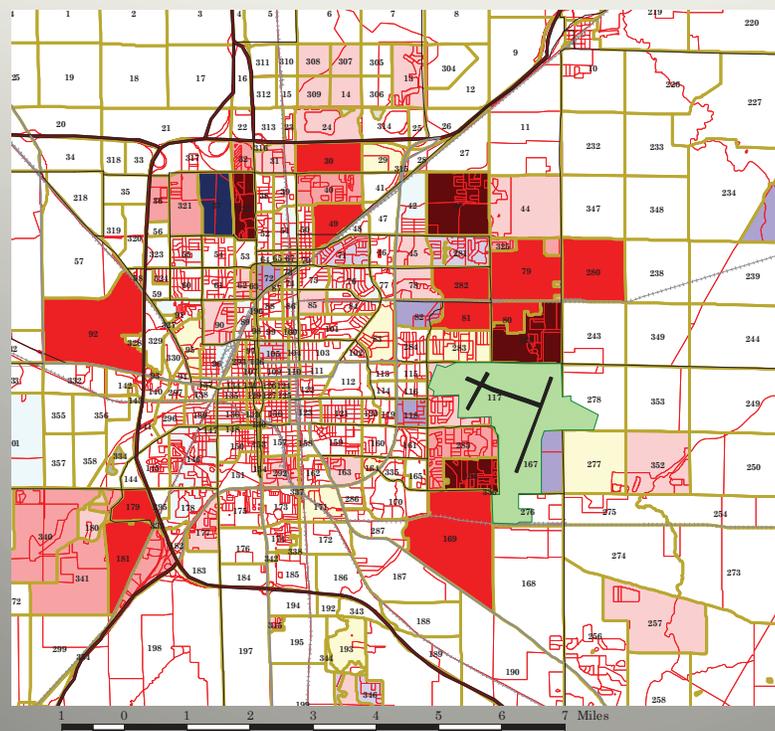
<u>Year</u>	<u>Population</u>	<u>Change</u>	<u>%</u>
1990	129,178	-	-
1995	140,495	11,317	8.8
2000	150,433	9,938	7.1
1990 – 2000	-	21,255	16.5
2005	159,013	8,580	5.4
2010	169,572	10,559	6.6
2000 - 2010	-	19,139	12.7

Source: U.S. Census: 2000 and 2010 Redistricting Files

Population Change 1990 - 2000



Population Change 2000 - 2010

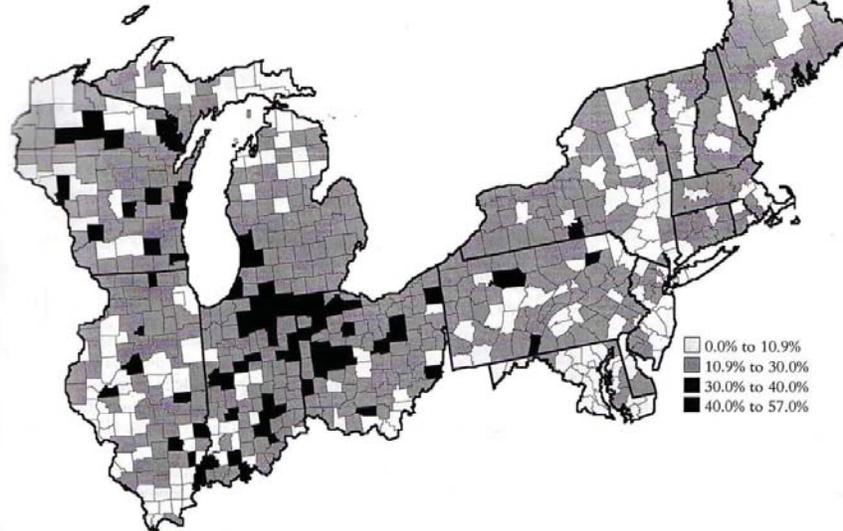


Socio-Economic Forecasts

The Northeast Sector: From Woods & Poole Economics

"CEDDS 2011 : Technical Documentation"

Illustrated is: The Percent of Total Earnings from Manufacturing: 2008



"Although growth throughout most of the Northeast is projected to be below the national average, there are areas which are expected to have relatively rapid employment and population growth over the next three decades. Metropolitan Statistical Areas such as: ... **Bloomington-Normal IL**, ... are all forecast to have employment growth greater than the national average through 2040."

Socio-Economic Forecasts

Forecasts of Key Basic Industries*and Total Jobs

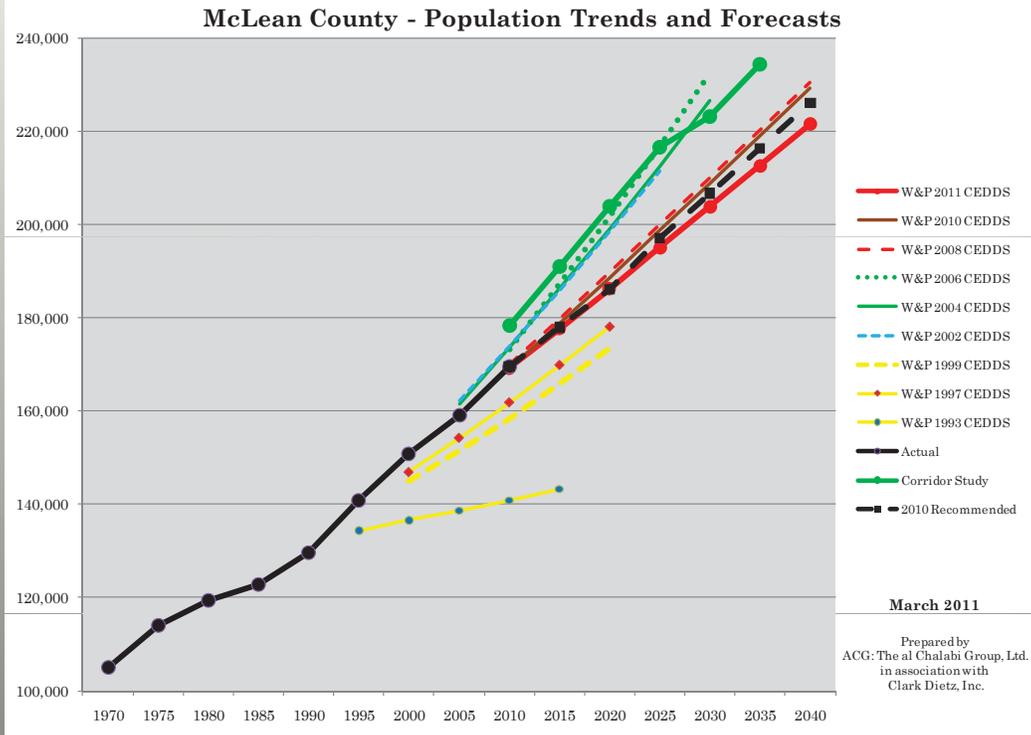
Comparison of McLean County, Illinois, Great Lakes and U.S.
(in 000's of Jobs)

<u>Basic Industry Jobs</u>	<u>U.S.</u>	<u>Great Lakes</u>	<u>Illinois</u>	<u>McLean Co</u>
Current (2010)	27,537	4,785	1,307	31.84
Forecast (2040)	33,426	5,451	1,532	41.43
Change - (%) Total	(21%) 5,889	(14%) 666	(17%) 225	(30%) 9.59
<u>Total Jobs</u>				
Current (2010)	174,063	25,775	7,242	110.4
Forecast (2040)	246,861	33,466	9,531	165.0
Change - (%) Total	(42%) 72,798	(30%) 7,691	(32%) 2,289	(50%) 54.6

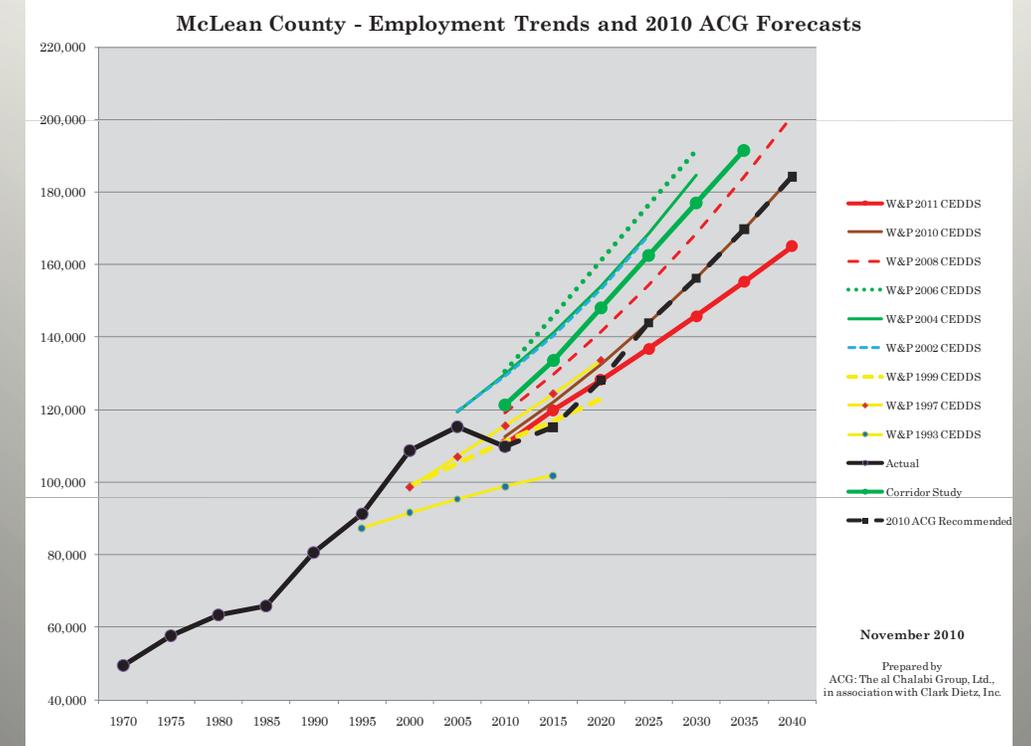
* Agriculture and related;
Auto Manufacturing and related;
Insurance; and Higher Education

Source: Woods & Poole Economics, Inc. CEDDS 2011

Socio-Economic Forecasts



Socio-Economic Forecasts



EA Process

Problem Statement



Purpose and Need



Define and Analyze Alternatives

Preferred Alternative

Federal Approval (FONSI)

EA Process

Problem Statement



Purpose and Need



Define and Analyze Alternatives

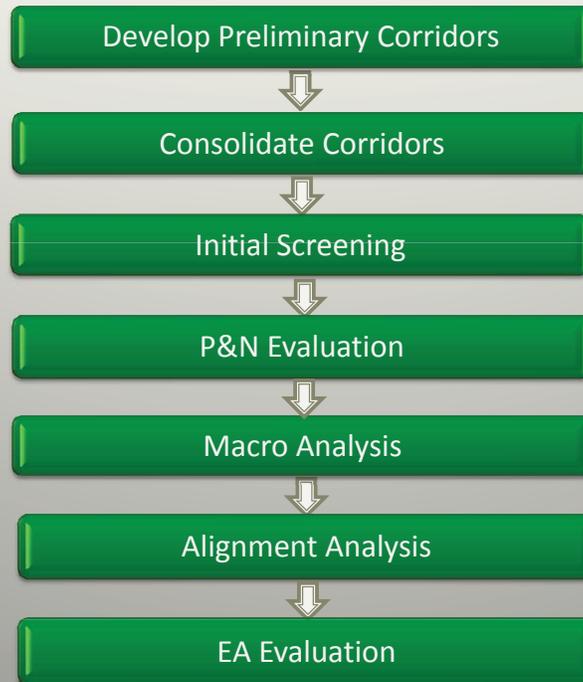


Preferred Alternative



Federal Approval (FONSI)

EA Process



Initial Screening

Criterion	Unit of Measure	Processing
Does the alternative directly impact state or federally protected areas?	Yes	Eliminate from further evaluation
	No	Continue for further evaluation
Does the corridor segment meet the horizontal and vertical clear zone requirements for the Central Illinois Regional Airport?*	Yes	Continue for further evaluation
	No	Eliminate from further evaluation
Do the termini of the corridor meet design criteria for interchange spacing and interchange type in relation to existing interchanges on I-55 and I-74?	Yes	Continue for further evaluation
	No	Eliminate from further evaluation
Does the alternative divide or isolate a neighborhood or community? (Is the neighborhood or community divided into 2 or more sections? Are any sections isolated from community services?)	Yes	Eliminate from further evaluation
	No	Continue for further evaluation

* Clear zone requirements in accordance with expansion/operational initiatives presented in CIRA's master plan

Purpose and Need Evaluation Criteria

Need	Criterion	Measure
Accommodate Managed Growth	Is the alternative compatible with adopted land use plans?	% change in accessibility (as compared to baseline*)
	Does the alternative restrict/reduce opportunities for uncontrolled, sporadic, or leapfrog development?	Area between the alternative and the planning boundary** between I-55 and I-74 (sq miles)
Mobility	Does the alternative reduce congestion in the study area?	What is the percent change in v/c from baseline?
	Does the alternative improve N/S travel efficiencies?	Travel time savings from two north-south travel pairs (reduced vehicle hours traveled)
	Does the alternative improve E/W travel efficiencies?	Travel time savings from two east-west travel pairs (reduced vehicle hours traveled)
Access	Does the alternative improve travel efficiency to the interstate system?	Percent increase in area with travel within X minutes to the interstate (vehicle shed) (sq miles)
	Does the alternative provide N/S connectivity?	Reduced miles traveled from two north-south travel pairs (reduced vehicle miles traveled)
	Does the alternative provide E/W connectivity?	Reduced miles traveled from two east-west travel pairs (reduced vehicle miles traveled)

* Baseline is considered to be the conditions defined in the No-Build Alternative.

** Planning boundary is considered the outer limit of the 2035 land use plan for Bloomington and Normal.

500 Foot Corridor Comparative Evaluation Criteria

Criterion	Unit of Measure	Criterion	Unit of Measure
Environmental		Agricultural	
Water Quality/Water Resources	Floodplain (acres affected)	Prime and Important Farmland	Prime and Important Farmland (acres affected)
	Floodways (acres affected)	Farmsteads	Farm out buildings (number affected)
	Biologically Significant Streams (number of crossings)	Severances	Tracts (number affected)
	Class I Streams (number of crossings)		Tracts with access change (number affected)
	Streams (number of crossings)	Centennial/Sesquicentennial Farms	Farms (number affected)
	Drinking Water Supplies - Surface Water (number affected)	Farms Otherwise Affected	Farms (number affected)
Wetlands	Wetland Areas (number affected)	Cultural	
	Wetland Areas (acres affected)	Cultural	Historic Sites (number affected)
Special Waste	CERCLIS, UST, RCRA Sites (number affected)		Cemeteries (number affected)
Forested Area	Forested Area (acres affected)		Documented archaeological sites (number affected)
T&E Species	Threatened and Endangered Species (state and federal number of species affected)	Economic	
Community		ROW	ROW Acquisition (acres)
Residences	Homes, also includes homes on a farmstead (number displaced)	Traffic	
Business	Commercial Buildings (number displaced)	Safety Analysis	Statistics based on traffic operations and design elements
Public Facilities & Services	Public Facilities (number displaced)		
	Public Service Facilities with access change (number affected)		
Section 4(f) & 6(f) Impacts	Parklands (number affected)		
	Parklands (acres affected)		
Utilities	Utilities Crossings (number of conflicts)		
Utility Infrastructure	Utility Infrastructure (number affected)		
Noise	Sensitive Receptors (number of sensitive receptors)		

200 Foot Corridor Comparative Evaluation Criteria

Criterion	Unit of Measure	Criterion	Unit of Measure
Environmental		Severances	
Water Quality/Water Resources	Floodplain (acres affected)		Tracts(number affected)
	Floodways (acres affected)		Tracts with access change (number affected)
	Biologically Significant Streams (number of crossings)	Centennial/Sesquicentennial Farms	Farms (number affected)
	Class I Streams (number of crossings)	Farms Otherwise Affected	Farms (number affected)
	Streams—main stem (number of crossings)	Cultural	
	Streams—tributaries (number of crossings)	Cultural	Historic Sites (number affected)
	Drinking Water Supplies - Surface Water (number affected)		Cemeteries (number affected)
Wetlands	Wetland Areas (number affected)		Documented Archeological Sites (number affected)
	Wetland Areas (acres affected)	Economic	
Special Waste	CERCLIS, UST, RCRA Sites (number affected)	ROW	ROW Acquisition (acres)
T&E Species	Threatened and Endangered Species (number affected)	Area of Pavement	Area of Pavement (square miles)
		Topology	Cut & Fill (cubic yards)
Community		Drainage Structure	Drainages Structure (number/type required)
Residences	Homes, includes homes on a farmstead (number displaced)	Estimated Cost	Estimated Cost (\$)
Business	Commercial Buildings (number displaced)	Sustainability	
Public Facilities & Services	Public Facilities (number displaced)	Alignment	Area of existing pavement utilized vs. area of new pavement required (+/- square miles)
Section 4(f) & 6(f) Impacts	Public Service Facilities with access change (number affected)	ROW	Area of existing ROW utilized vs. area of new ROW required (+/- square miles)
	Parklands (number affected)	Farmland Preservation	Area of farmland consumed vs. area of urban/developed land consumed (+/- acres) based on 2035 land use plan. Number of farms located between the developed area and the proposed alignment.
Utilities	Parklands (acres affected)	Watershed	Percentage affected
	Utilities Crossings (number of conflicts)	Highly Erodible Soils	Area affected
Utility Infrastructure	Utility Infrastructure (number affected)	Traffic	
Noise	Sensitive Receptors (number of sensitive receptors)	Traffic Analysis	v/c, vehicle miles traveled, vehicle hours traveled
Agricultural		Safety Analysis	Statistics based on traffic operations and design elements
Prime and Important Farmland	Prime and Important Farmland (acres affected)		
Farmsteads	Farm out buildings (number affected)		

Environmental Assessment Evaluation

Criterion	Unit of Measure	Criterion	Unit of Measure	
Environmental		Noise		
Water Quality/Water Resources	Floodplain (acres affected)		Number of impacts (mitigation required)	
	Floodways (acres affected)	Agricultural		
	Biologically Significant Streams (number of crossings)	Prime and Important Farmland	Prime and Important Farmland (acres affected)	
	Class I Streams (number of crossings)	Landlocked Parcels	Landlocked Parcels (acres and number)	
	Streams—main stem (number of crossings)	Uneconomical Remnants	Uneconomical Remnants (acres and number)	
	Streams—tributaries (number of crossings)	Farmsteads	Residences, businesses, and Farm out buildings (number affected)	
	Drinking Water Supplies - Surface Water and Private wells (number affected)	Severances	Tracts (number affected)	
	Streams water quality		Tracts with access change (number affected)	
	INHS Wetlands	Wetland Areas (number affected)	Adverse Travel	Adverse Travel (miles)
		Wetland Areas (acres affected)	Number of Farms, owners, operators	Farms, owners, operators (number)
High Quality Wetland Areas (number affected)		Centennial/Sesquicentennial Farms	Farms (number affected)	
High Quality Wetland Areas (acres affected)	Cultural			
Special Waste	Recognized Environmental Conditions (RECs) (number of RECs identified)	Cultural	Historic Sites (number affected)	
INAI Sites	INAI Sites (acres affected)		Cemeteries (number affected)	
High Quality Woodlands	High Quality Woodland sites (acres affected)		High Probability Archeological Significance (number affected)	
T&E Species	Threatened and Endangered Species (number affected)	Economic		
		ROW	ROW Acquisition (acres)	
Ecologically sensitive areas	Ecologically Sensitive Areas (number affected)	Area of Pavement	Area of Pavement (square miles)	
		Topology	Cut & Fill (cubic yards)	
Cover Type	Cover Type (acres affected of each vegetation type)	Drainage Structure	Drainages Structure (number/type required)	
		Estimated Cost	Estimated Cost (\$)	
Community		Sustainability		
Residences	Homes (number displaced)	Alignment	Area of existing pavement utilized vs. area of new pavement required (+/- square miles)	
Environmental Justice	Minority and Low Income population (percent impacted)	ROW	Area of existing ROW utilized vs. area of new ROW required (+/- square miles)	
Business	Commercial Buildings (number displaced)	Farmland Preservation	Area of farmland consumed vs. area of urban/developed land consumed (+/- acres). Number of farms located between the developed area and the proposed alignment.	
Public Facilities & Services	Public Facilities (number displaced)	Watershed	Percentage affected	
Section 4(f) & 6(f) Impacts	Public Service Facilities with access change (number affected)	Highly Erodible Soils	Area affected	
	Parklands (number affected)			
Utilities	Parklands (acres affected)			
	Utilities Crossings (number of conflicts)			
Visual Resources	Visual Resources (Impact by viewscape)			
Utility Infrastructure	Utility Infrastructure (number affected)			
Air Quality	Air Quality compliance with ambient air quality standards by pollutant			

Next Steps

CWG#5 – May 2011

- Continue evaluation and refinement of alternatives

Next Steps





FACT SHEET

Perception: *The location of the ESH has already been determined.*

Fact: The location and alignment of the ESH will be determined as an outcome of the ongoing Environmental Assessment (EA) process that is evaluating feasible alternative routes east of Bloomington-Normal connecting I-55 to I-74. Previous studies have identified a preliminary location; however, all feasible alternatives will be evaluated to find the best solution for Bloomington, Normal, and McLean County.

Perception: *The ESH EA is funded with Federal money.*

Fact: State funding is being used for this project as part of the "Illinois Jobs Now!" Capital Bill; monies are allocated to the improvement of our State's infrastructure. The Federal Highway Administration is involved due to the potential new interchanges at I-55 & I-74, NEPA process compliance and future funding eligibility.

Perception: *The ESH EA is being initiated by developers and the planning commission.*

Fact: The ESH EA is being conducted through the joint efforts of McLean County and the communities of Bloomington and Normal, who recognize the need for additional future transportation capacity on the east and southeast sides of the communities to accommodate forecasted growth.

Perception: *Nobody wants a proposed ESH.*

Fact: In addition to support from the County and municipalities, the project team has heard support for the ESH study from residents and local businesses including the Central Illinois Regional Airport (CIRA), the McLean County Chamber of Commerce, and the Economic Development Council.

Perception: *The ESH will be a by-pass of Bloomington-Normal.*

Fact: The purpose of the proposed ESH is to serve both local and regional travel, increase mobility, and enhance transportation options on the east side with an emphasis on serving forecasted/expected growth in the Bloomington-Normal area. It is not intended to be a by-pass of the communities.

Perception: *A new transportation facility will not alleviate congestion on Veteran's Parkway or Towanda-Barnes Road.*

Fact: A new north-south roadway on the east side will

improve mobility when expected growth occurs and has been documented in the McLean County Long-Range Transportation Plan. While all congestion will not be alleviated on Veteran's Parkway or Towanda-Barnes Road, mobility will be improved.

Perception: *Money used to fund the ESH could be spent on existing roadway maintenance.*

Fact: The type of state funding used for the ESH EA can only be spent on this project and cannot be reallocated for use on existing roadway repair and maintenance.

Perception: *The best ESH alternative would be to use Lexington-Leroy Road.*

Fact: The Lexington-Leroy Road is five miles east of the Bloomington-Normal Urbanized Area limits (2100E) and the eastern limits of the 2035 Land Use Plan. An ESH located this distance from the future urban area growth cannot efficiently improve local and regional mobility and access.

Perception: *Connecting Towanda-Barnes Road to I-55 and I-74 will solve the problem.*

Fact: Connecting Towanda-Barnes Road to the Interstates will be evaluated during the alternatives analysis as it was in the 2009 Corridor Study, and will be compared with other feasible alternatives that meet the purpose and need of the project.

Perception: *The ESH EA will not take into consideration east-west traffic.*

Fact: The ESH EA study includes the evaluation of east-west routes between a proposed ESH and the eastern edges of the Bloomington-Normal Urbanized Area. East-west roadway improvements could be recommended as part of alternatives that meet the purpose and need of the project.

Perception: *Bloomington-Normal has already reached its full development potential and will not grow any further.*

Fact: One purpose of the ESH is to provide improved capacity for the anticipated development as noted in the 2035 Land Use Plan adopted by McLean County. The future transportation and land use plans show planned growth areas based on historical trends.

Perception: *The ESH EA costs \$13 Million.*

Fact: The ESH EA is under contract with an engineering team led by Clark Dietz Inc. for \$10,359,255.38. This includes the cost of preliminary engineering design of the preferred alternative.



Frequently Asked Questions

What does “Planning Today for Tomorrow” really mean?

A project of this magnitude takes significant time and planning. If we do not start working “Today”, the most effective alignment may be blocked by development “Tomorrow” when the project is vital to accommodate growth. The ESH is being planned for the year 2035 based upon adopted land use and forecasted population and employment growth.

How were the forecasted population and employment numbers developed?

The land use plan was developed based upon historical growth trends in McLean County since 1970 and recent national estimates and forecasts. It has been noted that the recent economic downturn has caused employment to decline in McLean County, Illinois, and the U.S. As the EA progresses, the most current national, state, and local census data and employment/population trends will be used to ensure that the growth rates are credible. The 2011 national forecast for all states and counties was used as an input to the EA (Woods & Poole Economics) and cites Bloomington-Normal as an “area which (is) expected to have relatively rapid employment and population growth over the next three decades”.

How do the 2035 traffic projections relate to the future socio-economic conditions?

The 2035 projected no build traffic (what will happen if no ESH is built) is based on the 2035 Land Use Plan, population and employment projections, the 2035 adopted Long Range Transportation Plan, historical growth rates, and existing and predicted mode shares. It assumes that those projects already programmed in the region’s Transportation Improvement Program (TIP) and planned beyond the TIP schedule, will be in place by 2035.

What is the purpose of this project?

The purpose of the project is to improve local and regional mobility and access that accommodates the growth forecasted and provided for on the east side of the Bloomington-Normal area.

Is this project needed?

The need for this project is based on the inability of the current transportation system to accommodate projected traffic volumes and provide access for the future growth on the east side of the Bloomington-Normal area.

Are prior studies being considered?

The EA is taking a fresh look at the current and future transportation needs of the study area as required by the National Environmental Policy Act (NEPA). Many of the previous studies including the 2009 Corridor Study are being used as part of the current study.

Will pedestrian, bicycle, and transit accommodations be included in the ESH EA?

As part of the alternative development, all modes will be considered, including access across a proposed ESH. Existing and planned bicycle accommodations have been inventoried and will be considered as part of the EA.

How will the resources in the ESH Study Area be evaluated?

Effects to identified environmental resources including farmland and farm severances will be evaluated with attempts to minimize impacts. Public input will be sought to help identify evaluation criteria and determine which alternative best meets the needs of the McLean County, Bloomington, and Normal.

When will ESH EA be done?

The ESH EA began in the summer of 2010. The schedule anticipates a final alternative being approved in 2014.

What happens when the study is completed?

At the conclusion of the ESH EA, the location of the preferred alternative for the ESH will be identified. East-west routes, bicycle, transit, or other transportation improvements may also be recommended as part of the ESH EA. Upon a Finding of No Significant Impact from the EA, the final design and land acquisition can commence. Funding is currently not established for the final design or construction phases.

Will planning efforts continue after the ESH EA?

The EA will conclude the planning for the ESH. Land use and transportation planning will continue as adopted plans will be reviewed and further refined to help ensure that a comprehensive development strategy is maintained in meeting future mobility, congestion, and safety needs.



East Side Highway

Planning Today for Tomorrow



A Guide to the East Side Highway Environmental Assessment



Project History



The ESH EA project study area, shown in pink, covers a 138 square mile area.

The ESH EA is the next stage of analysis that follows the ESH Feasibility Study and Corridor Study. The 2002 Feasibility Study examined the ability to connect I-55 to I-74 east of Bloomington-Normal. It predicted that the future urban expansion of the region will stress the existing roadway networks, and explored the impacts of providing a new major roadway facility that would relieve traffic congestion.

The ESH Corridor Study began in March 2007 and was completed in March 2009. The ESH Corridor Study identified a single feasible corridor that would serve the needs of anticipated growth on the east side of the Bloomington-Normal community. This study did not determine the location of a specific alignment.

The EA is not a refinement of the Corridor Study's recommended alternative. The EA will assess a full range of transportation improvement alternatives. The corridors developed during the Corridor Study will be re-examined during the EA, and some will be studied in greater detail. New corridors will be identified as potential alternatives.

McLean County, the Illinois Department of Transportation (IDOT), and the Federal Highway Administration (FHWA) are the agencies leading the EA study.

NEPA

The ESH EA is being conducted in compliance with the National Environmental Policy Act (NEPA) of 1969.

The Federal Highway Administration and Federal and State resource agencies must give concurrence on project findings at milestone stages in the process. The project team will present the project for concurrence at the NEPA/404 merger meetings. If the FHWA and the resource agencies grant concurrence, that means the project can proceed to the next step.

What is an EA?

An Environmental Assessment (EA) is a study that identifies the potential environmental impacts of a proposed project before it is carried out and proposes measures to minimize adverse effects. During the EA process, the Purpose and Need of the project is defined and the affected environment is described. A reasonable range of transportation alternatives are evaluated, and the environmental and cultural impacts of each alternative are analyzed.



Project Website

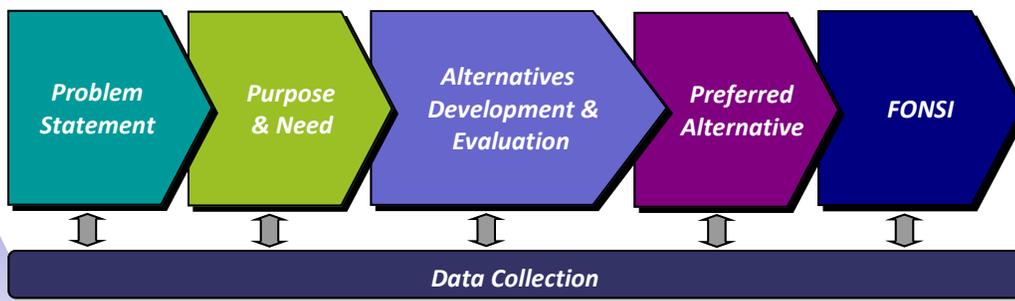
To read about the current project news, find out about upcoming meetings, sign up for the mailing list, send the project team an email, or to get more information on the study, visit the project website at:

www.eastsidehighway.com

EA Process

The result of the EA is the selection of a Preferred Alternative based on factors such as social and environmental resource impacts and engineering feasibility. If, after completing the EA, it is determined that there are no significant impacts associated with the project, a Finding of No Significant Impact (FONSI) will be prepared. The FONSI will conclude the EA.

If, during any stage of the process of preparing the EA, it is discovered that the project will result in significant environmental impacts, an Environmental Impact Statement (EIS) must be prepared. An EIS is a document required for federal projects that result in significant impacts to the environment.



Where is the funding for the EA study coming from?

The funding for this project comes from the "Illinois Jobs Now!" Capital Bill. The Illinois Jobs Now! program specifically identified funds for preliminary engineering on the ESH.

Is there funding for construction of the road?

Currently no funds have been allocated for Phase II engineering or Phase III construction.

Can't the money be spent on education or other needs?

No. The type of state funds used for the ESH EA can only be spent on this project and cannot be used for other purposes.

EA Timeline

The EA process will take approximately four years to complete. First, the transportation problem must be defined. Then, a range of alternatives must be developed and screened. The alternatives are screened in part based upon environmental information that must be gathered by teams of scientists conducting field investigations in areas that might be affected. These field investigations must occur during the growing season. The coordination of these studies and the review of results take time. Coordination with stakeholders, as well Federal, state, and local regulators occurs during this entire period. All of these efforts must be fully documented in the EA.

There are three phases to an IDOT roadway project:

- **Phase I**—Preliminary engineering and environmental analysis
- **Phase II**—Detailed engineering and land acquisition
- **Phase III**—Construction

The EA is considered Phase I.

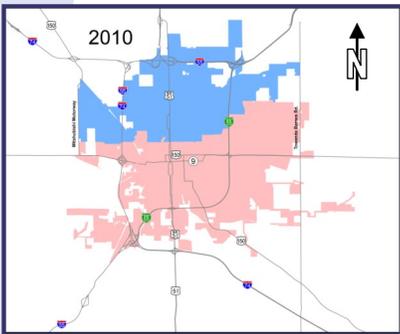
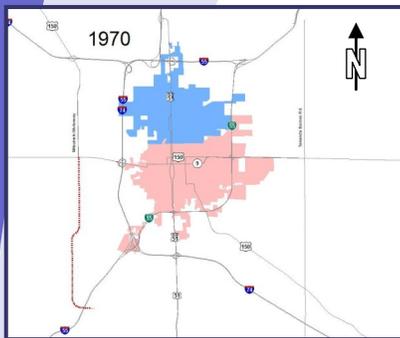
Milestone	Date
Project Scoping	September 2010
Purpose & Need	February 2011
Alternatives to be Carried Forward	February 2012
Preferred Alternative	February 2013
Finding of No Significant Impact (FONSI)	Early 2014



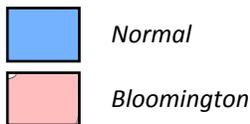
Purpose and Need

Problem Statement

“Provide transportation infrastructure on the east side of Bloomington-Normal, defined by the project study area map, that will accommodate managed growth and address future mobility and safety needs.”



Corporate limits of Bloomington-Normal 1970 & 2010



The Purpose & Need Statement (P&N) defines transportation issues or problems in the project study area and the need for improvements that will be evaluated in the EA. The problem statement was developed with stakeholder input during the Corridor Study.

The P&N is based upon:

- Traffic analysis
- Safety analysis
- Census data
- Socio-economic data
- Land use plans
- Planning documents

The **purpose** of the ESH EA is to improve local and regional mobility and access that accommodates the population and employment growth forecasted and planned for on the east side of Bloomington-Normal. The **needs** of the ESH EA are to:

- **Accommodate managed growth**
 - ◆ Provide a transportation system, consistent with local planning authorities, on the east side of Bloomington-Normal to accommodate projected travel growth resulting from projected population and employment increases in the Bloomington-Normal area.
- **Provide improved mobility and access**
 - ◆ Improve local (within Bloomington-Normal) and regional (outside Bloomington-Normal) mobility. Provide improved north-south and east-west mobility between residential areas and job centers, thereby reducing congestion and improving safety.
 - ◆ Address local and regional access. Provide better local access between the east side of Bloomington-Normal and the urban core. Improve the linkage to the regional transportation system, including access to the Interstate System (I-55 and I-74) and the Central Illinois Regional Airport (CIRA).

The entire P&N document is available for download at the project website: www.eastsidehighway.com.

There is not a major traffic problem now, so why do we need this road?

The ESH is being planned for the future. The planning horizon for this study is 2035. Projected traffic for year 2035 is based upon the adopted land use plan, forecasted population and employment, and the assumption that other planned improvements will have been made by 2035.

How were the projected population and employment numbers developed?

The land use plan was developed based upon historical growth trends in McLean County since 1970. It has been noted that the recent economic downturn has caused employment to decline in McLean County, Illinois, and the U.S. As the EA progresses the study team will use the most current census data and employment and population trends to ensure the growth rates are credible. All data source references will be listed for public review.

How Can the Public Provide Input?

Stakeholder input is sought throughout the project. Stakeholder perceptions regarding transportation problems and how these problems can best be addressed by the project are an important part of the analysis. Public meetings are held before seeking concurrence on project milestones. At the meetings, the stakeholders are encouraged to submit comments that will be considered by the project team and the Federal Highway Administration. You do not have to wait for a public meeting to comment; comments are always accepted and considered, and can be submitted by visiting the project website and e-mailing the project team.

A Stakeholder Involvement Plan (SIP) has been created and will be utilized as a guide during the project. The SIP is a blueprint for defining methods for engaging stakeholders. The SIP is a working document, and as the project proceeds, the SIP will be updated to reflect changes or additions. The SIP is available on the project website: www.eastsidehighway.com.

Who is a Stakeholder?

Anyone who could be affected by the project and has a stake in its outcome.

Community Working Group (CWG)

In addition to public input, the project team will work closely with a group of local stakeholders who comprise the Community Working Group (CWG). Some facts about the CWG are below.

- The CWG is comprised of about 30 stakeholders who represent different interest areas (e.g., farmers, homeowners) and geographic areas.
- The members act as representatives of the stakeholders who share the same interest area and/or geographic area.
- The project team meets with the CWG on an as-needed basis, particularly during key steps in the process.
- The CWG is instrumental in the development and evaluation of alternatives.
- All stakeholders who volunteered to serve on the CWG early in the project process were accepted.
- A large amount of information is covered at each meeting. New members are generally not accepted unless it is determined that certain interest areas are not represented.
- If you want to get in touch with a member of the CWG who represents you, contact the project team.



Alternative Development & Evaluation

A range of alternatives are evaluated as part of the EA. The alternatives are developed and refined throughout several CWG meetings. The project team will add any additional alternatives that might satisfy the need of the project. Alternatives developed during the Corridor Study will also be re-examined.

The alternatives are screened in a series of steps based on the following criteria:

- Consistency with Purpose & Need Statement
- Analysis of environmental (natural and human) effects
- Ability to be constructed

The alternatives will be screened until a Preferred Alternative is selected. The alternative development and evaluation process is documented and available to the public.

No-Build Alternative

In addition to the design alternatives, a No-Build alternative is included in the analysis. The No-Build alternative is a benchmark against which the impacts of other alternatives are compared. As part of the No-Build alternative, short-term minor reconstruction, such as safety upgrading and maintenance, are considered in addition to long term capacity improvements. The No-Build alternative may be selected as the single Preferred Alternative.

Preferred Alternative

The Preferred Alternative is the final alternative selected from the comprehensive evaluation of all alternatives. It is the alternative that best meets the identified transportation needs, and minimizes negative effects to the human and natural environment.

Traffic Data Collection

Traffic data is collected and analyzed throughout the length of the project. This includes obtaining existing data from the Illinois Department of Transportation, McLean County, and the local communities. The data includes the number of vehicles that typically travel a given roadway per day, and the number and type of accidents that occur on a given roadway per year.

In order to collect the most current data, an Origin Destination Survey was conducted as part of the EA in fall 2010. The purpose of the survey was to collect data about actual trips being made in the project study area. As part of the survey, approximately 20,000 postage paid survey cards were distributed at various intersections within the project study area. The information from the survey cards help the project team understand travel patterns (frequently used routes or vehicle movements) in the study area. These patterns will be incorporated, along with projected population and employment data, in the Travel Demand Model to help predict future traffic volumes on roadways within the study area.

A Travel Demand Model is a computer program that estimates future traffic patterns. The model will be used to predict where these congested locations might occur with and without the construction of an ESH. A Travel Demand Model is needed to help identify congested roadways and evaluate alternatives to solve future traffic problems.



Environmental Review Process

There are three major steps in the environmental review process:

Step 1: Collect Environmental Data

- Identify what data is available and what data gaps exist.
- Fill in the data gaps by contacting experts, collecting references and reference material, and conducting field surveys.
- Data collection process allows for scientific analysis, agency comments, public review and input from local experts.



Step 2: Describe the Affected Environment

- Provide an understanding of the project area relative to the impacts of the alternatives.
- Discuss the existing social, economic, and environmental resources and condition of the environment within the project study area.
- Identify environmentally sensitive features in the project study area.



Step 3: Define the Environmental Consequences

- Describe the impacts of the reasonable and no build alternatives on the social, economic, and environmental resources. Impacts are discussed in terms of their context and intensity.
- Compare the alternatives and their impacts.
- Describe in detail the impacts of the proposed action and potential measures that could be taken to mitigate these impacts. Mitigation is considered for all impacts, regardless of their significance.



Some of the environmental resources evaluated include:

Soil	Vegetation	Floodplains	Water Quality	Natural Areas	Threatened & Endangered Species
Geology	Prime & Important Farmland	Wetlands	Wildlife	Air Quality	Hazardous and Solid Waste Sites

Some of the human or cultural resources evaluated include:

Homes	Schools	Businesses	Historic Sites	Traffic Noise	Recreation	Socioeconomics
Farm Buildings	Public Facilities	Parks	Cemeteries	Land Use	Visual Resources	Archeological Features





Sustainability

One goal of the ESH EA is to develop a transportation system that preserves and enhances quality of life. The opportunities for incorporating sustainable features into the proposed project will be identified during the EA. Opportunities for sustainable elements include enhancing aesthetics, community gateway opportunities, bridge treatments, retention swales, and landscaping. Incorporating aesthetics and sustainable elements into the planning of the ESH allows agencies to plan for smarter growth.

Will bike accommodations be considered?

Yes. Alternative modes of transportation, including bicycle and pedestrian travel, will be evaluated during the EA. In addition, existing and proposed bike paths will be evaluated to ensure that an ESH does not act as a barrier for bike travel.

***East Side Highway Environmental Assessment
125 West Church Street
Champaign, IL 61820***

E-mail: ESH@clarkdietz.com

Comment Line: (217) 373-8901



www.eastsidehighway.com



MEETING NOTES

Project: East Side Highway (ESH) Environmental Assessment
Subject: Community Working Group Meeting #4
Date: March 10, 2011, 6:00 to 8:00 p.m.
Location: McLean County Government Center

Project Team Attendees: Jerry Payonk (CDI), Stacie Dovalovsky (CDI), John Lazzara (HDR), Janice Reid (HDR), Margery al Chalabi (ACG), Suhail al Chalabi (ACG)

PSG Attendees: Eric Schmitt (McLean County), Dave Speicher (IDOT)

Main topics discussed at the meeting are as follows:

1. NEPA/404 Merger Meeting Summary (Jerry Payonk)

The Purpose and Need (P&N) was submitted to Federal Highway Administration (FHWA) and other resource agencies in January, 2011, and the meeting took place on February 15, 2011. Updated forecasts and public comments were presented. Concurrence on the P&N was received allowing the project team to move forward with the alternative analysis. Resource agencies include:

- *Federal Highway Administration*
- *United States Environmental Protection Agency*
- *United States Army Corps of Engineers*
- *United States Fish & Wildlife Service*
- *Illinois Environmental Protection Agency*
- *Illinois Department of Agriculture*
- *Illinois Department of Natural Resources*
- *Illinois Historic Preservation Agency*

2. Employment and Population Forecast Updates (Margery al Chalabi) A series of slides were presented covering the updated forecasts.

Population:

During the corridor study, McLean County was showing strong population growth in the future. The al Chalabi Group (ACG) is now examining how the U.S. economic changes over the past few years have affected McLean County, using national data and the recent 2010 census data. Results indicate that the County population is still growing at a healthy pace. Between 2000 and 2010, it

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CWG #4 – March 10, 2011

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had the 7th largest growth (volume) of all Illinois Counties. Growth in only 5 counties, in the Chicago Metro Area and Champaign, was larger.

The population growth rate from 1990-2000 was 16.5%. Growth between 2000 and 2010 was 12.7%, and is based on the most recent US Census (2010) numbers. Population growth is also based on natural growth (births and deaths) and net migration (domestic and international). McLean County appears to be well-balanced in this regard.

The preliminary updated 2035 population forecasts are somewhat lower than what was projected in the Corridor Study, although still showing steady growth. ACG is still working with the McLean County Regional Planning Commission (MCRPC) to finalize.

A comment was made that the MCRPC predicted a higher growth in their November 2009 estimate. ACG responded that that it was based on the Census' 2009 estimate, which was over-estimated.

The Transportation Analysis Zone (TAZ) maps for 1990-2000 show growth concentrated on the east side. This continues for the time period 2000-2010. In addition, there was also growth along major highways and at access locations, as well as growth west of town.

Employment:

A number of sources were used to forecast employment. ACG used information from Woods and Poole Economic, Inc (W&P). The State of Illinois and many metropolitan planning agencies, including MCRPC, have used W&P information since the mid 1980's as a starting point for developing local employment forecasts. W&P uses a uniform methodology to provide forecasts for all counties in the United States.

W&P highlighted communities in their 2011 report that were expected to have relatively rapid employment and population growth over the next three decades. Bloomington-Normal was specifically cited as being forecast to experience population and employment growth greater than the national average through 2040.

The forecasted employment growth for McLean County centers on four basic industries:

- Agriculture and Related (i.e. machinery, food processing)
- Auto manufacturing and related

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- Insurance
- Higher Education

W&P forecasts that the total growth in these basic industries between 2010 and 2040 will be 30% for McLean County, which is a higher forecasted employment growth than anticipated for the U.S. (21%), the Great Lakes area (14%), and Illinois (17%). For total jobs, the growth rate is forecast at 50% for McLean County, greater than the U.S. (42%), Great Lakes area (30%), and Illinois (32%). This is due in part to the diversification of jobs in McLean County.

The Related Agriculture, higher education, and insurance sectors are expected to grow. Auto manufacturing will likely remain stable.

ACG is using the W&P information as a base, with input from the MCRPC to refine. ACG's forecasts will be refined to the TAZ level. MCRPC will forward the projections to the townships, municipalities, and County for review.

The new forecasts are anticipated in April 2011, and new 2035 traffic forecasts would be generated in May 2011.

3. Alternatives Analysis-Evaluation Process (Jerry Payonk)

The EA Process is now in the "Define and Analyze Alternatives" Phase. This phase consists of developing preliminary alternatives, consolidating alternatives to study, and evaluation of the alternatives. The project team has drafted evaluation criteria which will be discussed with the PSG on March 11. The evaluation process includes an initial screening; a purpose and need screening; a macro level (500' corridor) analysis; an alignment (200') analysis; and finally, more detailed analysis in the EA itself. At each step, alternatives will be evaluated and screened to refine the number which the project team will continue to study.

The project team will be emailing the draft evaluation criteria to the CWG after it has been approved by the PSG, and another CWG meeting will be scheduled in late March/early April to discuss any comments and questions about the criteria.

4. Alternatives Analysis-Consolidation of Alternatives (John Lazzara)

John Lazzara led an exercise with the CWG members to consolidate the preliminary alternatives that have been developed thus far. It was emphasized

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East Side Highway Environmental Assessment

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that the project team did not want to eliminate any of the preliminary alternatives at this time; the goal was to consolidate alternatives previously identified that met the same intent as similar corridors, had the same termini, or were located in the same general area. Elimination would occur only after the evaluation criteria had been approved and the evaluation process begins. The project area was broken up into segments that looked at northern connections to I-55; middle corridors; and southern connections to I-74.

This consolidation exercise resulted in five corridors in the central/middle portion of the study area, four alternatives on the northern side of the study area connecting to I-55, and seven alternatives on the southern side of the study area connecting to I-74. Please refer to the last page of these minutes for a graphical representation of the results of the exercise.

A question was asked regarding east-west routes in the study area, and how they will be analyzed. At the previous CWG meeting, volume-to-capacity (v/c) ratios were discussed. The project team will determine v/c ratios for the 2035 no-build traffic model. This model will include all transportation improvements *except* an ESH. The team will then develop models for remaining ESH alternatives and compare the v/c ratios of these alternatives to that of the 2035 no-build. If the remaining alternatives have a higher v/c ratio than the 2035 no-build, this means that the ESH is contributing to greater traffic on the east-west routes. If this is the case, the study will identify recommendations to improve these east-west routes demonstrating an increased v/c ratio.

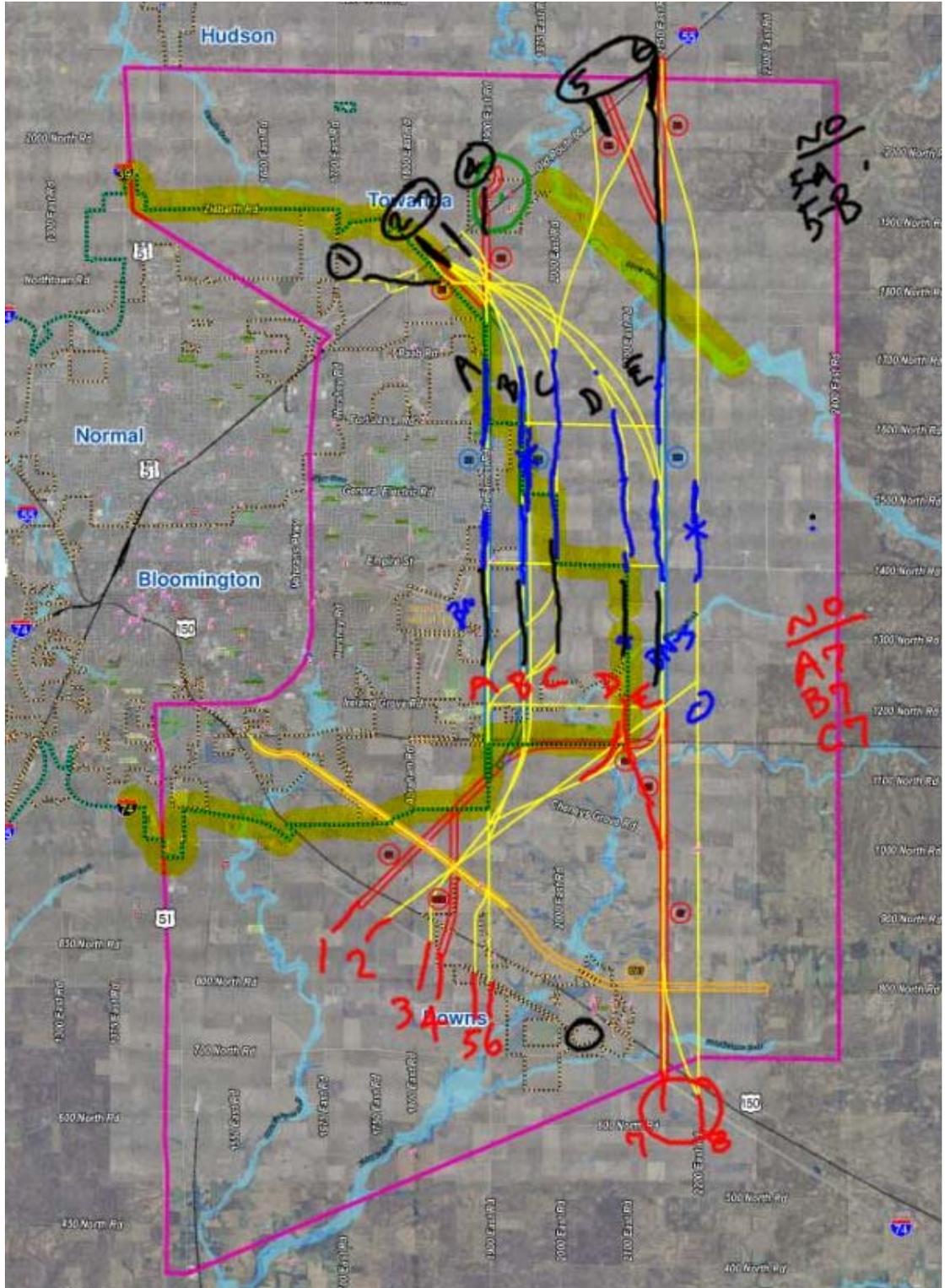
5. Other (All)

Handouts at the meeting included an EA Planning Packet; a perception/fact sheet with frequently asked questions (FAQs), and minutes from the CWG #3 meeting.

6. Next Steps (Jerry Payonk)

The project team will be emailing the draft evaluation criteria to the CWG after it has been approved by the PSG, and another CWG meeting will be scheduled in late March/early April to discuss any comments and questions about the criteria.

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COMMUNITY WORKING GROUP

MEETING #5

APRIL 14, 2011



April 4, 2011

Re: East Side Highway Environmental Assessment
Community Working Group

Dear CWG member,

The next meeting for the East Side Highway Community Working Group (CWG) will be held on Thursday, April 14 from 6:00 to 8:00 pm. The meeting location will be the same as previous meetings, in the basement of the Government Center located at 115 East Washington Street in Bloomington. There will be directional signs posted to the meeting room.

At this meeting we will answer questions regarding the attached Criteria Evaluation Memorandum. Please review this document and be prepared to discuss. If time allows, we will continue forward with alternative screening.

You will be contacted in the near future to verify if you will attend the meeting. Feel free to e-mail Barbara Moore at Barbara.Moore@clark-dietz.com or call her at 217-373-8948 and let her know if you are able to attend. We look forward to seeing you on the 14th.

Sincerely,
Jerry Payonk
Project Manager

Community Working Group (CWG) Meeting #5
April 14, 2011

East Side Highway Environmental Assessment

Tonight's Agenda

1. Alternative Development
 - a. Review alternatives
 - b. Discuss transportation system management and transit alternatives
2. Alternative Evaluation Criteria
3. Step 1 – Initial Screening
4. Next Steps

Initial Screening

Criterion	Unit of Measure	Processing
Does the alternative directly impact state or federally protected areas? (Illinois Natural Area Inventory Sites, Illinois Nature Preserves, State or Federal Parks)	Yes	Eliminate from further evaluation
	No	Continue for further evaluation
Does the corridor segment meet the horizontal and vertical clear zone requirements for the Central Illinois Regional Airport? ¹	Yes	Continue for further evaluation
	No	Eliminate from further evaluation
Does the alternative divide or isolate a neighborhood or community? ² (Is the neighborhood or community divided into 2 or more sections? Are any sections isolated from community services?)	Yes	Eliminate from further evaluation
	No	Continue for further evaluation

¹Clear zone requirements in accordance with expansion/operational initiatives presented in CIRA's master plan.

²According to the IDOT Community Impact Assessment Manual, the FHWA has identified a community as "a distinctive, homogenous, stable, self-contained unit of a larger spatial area defined by geographic boundaries, ethnic, or cultural characteristics of the inhabitants; a psychological unity among the residents; and the concentrated use of the area's facilities. A community is an entity with economic, social and perhaps political functions. It usually has a name identity and number of community service facilities such as business districts, religious institutions, schools, health centers, and fire and police stations. By contrast, a neighborhood is a small social unit based on face-to-face contacts." The guidelines for determining neighborhood and community boundaries contained in the Manual will be consulted for this criterion.

Purpose and Need Evaluation Criteria

Need	Criterion	Measure
Accommodate Managed Growth	Is the alternative compatible with adopted land use plans?	% change in accessibility (as compared to baseline ¹)
	Does the alternative restrict/reduce opportunities for uncontrolled, sporadic, or leapfrog development?	Area between the alternative and the planning boundary between I-55 and I-74 (sq miles)
Mobility	Does the alternative reduce congestion in the study area?	What is the percent change in v/c from baseline?
	Does the alternative improve N/S travel efficiencies?	Travel time savings from two north-south travel pairs (reduced vehicle hours traveled)
	Does the alternative improve E/W travel efficiencies?	Travel time savings from two east-west travel pairs (reduced vehicle hours traveled)
Access	Does the alternative improve travel efficiency to the interstate system?	Percent increase in area with travel within X minutes to the interstate (vehicle shed) (sq miles)
	Does the alternative provide N/S connectivity?	Reduced miles traveled from two north-south travel pairs (reduced vehicle miles traveled)
	Does the alternative provide E/W connectivity?	Reduced miles traveled from two east-west travel pairs (reduced vehicle miles traveled)

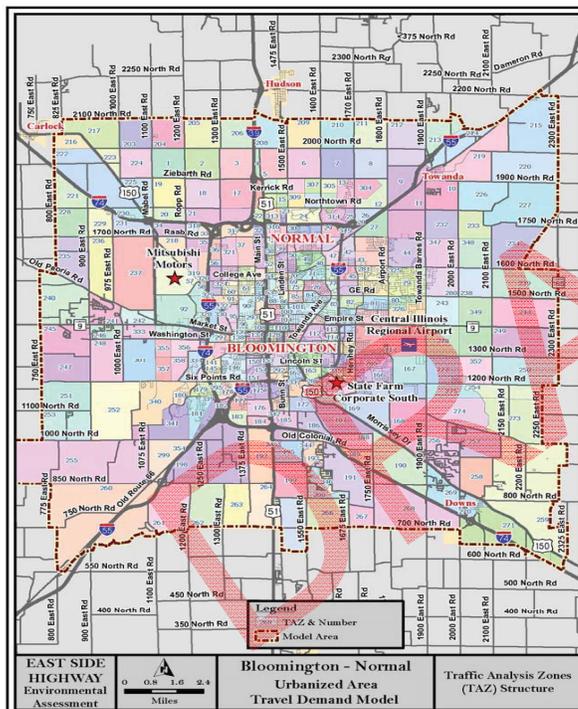
¹Baseline is considered to be the conditions defined in the No-Build Alternative.

² Planning boundary is considered the outer limit of the 2035 land use plan for Bloomington and Normal.

Traffic Analysis Zones (TAZ)

- The region is divided into small geographic boundaries called TAZ - primary unit of analysis in a travel demand forecasting model.
- TAZs contain socioeconomic information such as number of households, population, employment etc.
- TAZ's are used in the models to estimate trips between geographical areas.
- TAZ size varies based on population and employment density and spacing between roadways – TAZs in downtown areas are generally smaller than outlying areas.

Traffic Analysis Zones (TAZ)



Macro Analysis Evaluation Criteria

Criterion	Unit of Measure
Environmental	
Water Quality/Water Resources	Floodplain (acres affected)
	Floodways (acres affected)
	Biologically Significant Streams (number of crossings)
	Class I Streams (number of crossings)
	Streams (number of crossings)
	Drinking Water Supplies - Surface Water (number affected)
Wetlands	Wetland Areas (number affected)
	Wetland Areas (acres affected)
Special Waste	CERCLIS, UST, RCRA Sites (number affected)
Forested Area	Forested Area (acres affected)
T&E Species	Threatened and Endangered Species (state and federal number of species affected)
Community and Economic	
Residences	Homes, also includes homes on a farmstead (number displaced)
Business	Commercial Buildings (number displaced)
Public Facilities & Services	Public Facilities (number displaced)
	Public Service Facilities with access change (number affected)
Section 4(f) & 6(f) Impacts	Parklands (number affected)
	Parklands (acres affected)
Utilities	Utilities Crossings (number of conflicts)
Utility Infrastructure	Utility Infrastructure (number affected)

¹NOTE: defines a sensitive receptor as a land receptor from the out-of-reach area within 500 feet of either low traffic noise level would be of benefit. Sensitive receptors typically include homes, schools, hospitals, nursing homes, and parks.

Macro Analysis Evaluation Criteria

Criterion	Unit of Measure
Agricultural	
Prime and Important Farmland	Prime and Important Farmland (acres affected)
Farmsteads	Farm out buildings (number affected)
Severances	Tracts (number affected)
Centennial/Sesquicentennial Farms	Farms (number affected)
Farms Otherwise Affected	Farms (number affected)
Cultural	
Cultural	Historic Sites (number affected)
	Cemeteries (number affected)
	Documented archaeological sites (number affected)
Design	
ROW	ROW Acquisition (acres)
Termini Connections	Engineering and operational consideration of termini connections
Traffic	
Safety Analysis	Statistics based on traffic operations and design elements

Alignment Analysis Evaluation Criteria

Criterion	Unit of Measure
Environmental	
Water Quality/Water Resources	Floodplain (acres affected)
	Floodways (acres affected)
	Biologically Significant Streams (number of crossings)
	Class I Streams (number of crossings)
	Streams—main stem (number of crossings)
	Streams—tributaries (number of crossings)
	Drinking Water Supplies - Surface Water (number affected)
Wetlands	Wetland Areas (number affected)
	Wetland Areas (acres affected)
Special Waste	CERCLIS, UST, RCRA Sites (number affected)
Forested Area	Forested Area (acres affected)
T&E Species	Threatened and Endangered Species (state and federal number of species affected)
Community and Economic	
Residences	Homes, includes homes on a farmstead (number displaced)
Business	Commercial Buildings (number displaced)
Tax Base	Change in tax revenue
Public Facilities & Services	Public Facilities (number displaced)
	Public Service Facilities with access change (number affected)
Section 4(f) & 6(f) Impacts	Parklands (number affected)
	Parklands (acres affected)
Utilities	Utilities Crossings (number of conflicts)
Utility Infrastructure	Utility Infrastructure (number affected)
Noise	Receptors (number of receptors within 500 feet of corridor)

Alignment Analysis Evaluation Criteria

Criterion	Unit of Measure
Agricultural	
Prime and Important Farmland	Prime and Important Farmland (acres affected)
Farmsteads	Farm out buildings (number affected)
Severances	Tracts (number affected)
	Tracts with access change (number affected)
Centennial/Sesquicentennial Farms	Farms (number affected)
Farms Otherwise Affected	Farms (number affected)
Cultural	
Cultural	Historic Sites (number affected)
	Cemeteries (number affected)
	Documented Archeological Sites (number affected)
Design	
ROW	ROW Acquisition (acres)
Termini Connections	Engineering and operational consideration of termini connections
Area of Pavement	Area of Pavement (square miles)
Topology	Cut & Fill (cubic yards)
Drainage Structure	Drainages Structure (number/type required)
Estimated Cost	Estimated Cost (\$)

Alignment Analysis Evaluation Criteria

Criterion	Unit of Measure
Sustainability	
Alignment	Area of new pavement required (+/- square miles)
ROW	Area of new ROW required (+/- square miles)
Farmland Preservation	Area of farmland consumed vs. area of urban/developed land consumed (+/- acres) based upon 2035 Land Use Plan. Number of farms located between the developed area and the proposed alignment.
Watershed	Percentage affected of four main watersheds
	Amount of riparian area affected (acres)
Highly Erodible Soils	Area affected
Bike/Pedestrian Access	Is alternative adjacent to proposed or existing bike/ped network?
Traffic	
Traffic Analysis	v/c, vehicle miles traveled, vehicle hours traveled
Safety Analysis	Statistics based on traffic operations and design elements

Environmental Assessment Evaluation Criteria

Criterion	Unit of Measure
Environmental	
Water Quality/Water Resources	Floodplain (acres affected)
	Floodways (acres affected)
	Biologically Significant Streams (number of crossings)
	Class I Streams (number of crossings)
	Streams—main stem (number of crossings)
	Streams—tributaries (number of crossings)
	Drinking Water Supplies - Surface Water and Private Wells (number affected)
	Streams water quality
INHS Wetlands	Wetland Areas (number affected)
	Wetland Areas (acres affected)
	High Quality Wetland Areas (number affected)
	High Quality Wetland Areas (acres affected)
Special Waste	Recognized Environmental Conditions (RECs) (number of RECs identified)
INAI Sites	INAI Sites (acres affected)
High Quality Woodlands	High Quality Woodlands (acres affected)
T&E Species	Threatened and Endangered Species (state and federal number of species affected)
Ecologically sensitive sites	Ecologically sensitive sites (number affected)
Cover Type	Cover Type (acres affected of each vegetation type, including forested areas)

Environmental Assessment Evaluation Criteria

Criterion	Unit of Measure
Community and Economic	
Residences	Homes (number displaced)
Environmental Justice	Minority and Low Income population (percent impacted)
Business	Businesses (number displaced)
	Parking (number of spaces lost)
Tax Base	Change in tax revenue
Public Facilities & Services	Public Facilities (number displaced)
	Public Service Facilities with access change (number affected)
Section 4(f) & 6(f) Impacts	Parklands (number affected)
	Parklands (acres affected)
Utilities	Utilities Crossings (number of conflicts)
Visual Resources	Visual Resources (Impact by viewscape)
Utility Infrastructure	Utility Infrastructure (number affected)
Air Quality	Air Quality compliance with ambient air quality standards by pollutant
Noise	Number of impacted receptors and anticipated noise levels (mitigation required)
Agricultural	
Prime and Important Farmland	Prime and Important Farmland (acres affected)
Landlocked Parcels	Landlocked Parcels (acres and number)
Uneconomical Remnants	Uneconomical Remnants (acres and number)
Farmsteads	Residences, businesses, and Farm out buildings (number affected)
Severances	Tracts (number affected)
	Tracts with access change (number affected)
Adverse Travel	Adverse Travel (miles)
Number of Farms, owners, operators	Farms, owners, operators (number)
Centennial/Sesquicentennial Farms	Farms (number affected)

Environmental Assessment Evaluation Criteria

Criterion	Unit of Measure
Cultural	
Cultural	Historic Sites (number affected)
	Cemeteries (number affected)
	High Probability Archeological Significance (number affected)
Design	
ROW	ROW Acquisition (acres)
Termini Connections	Engineering and operational consideration of termini connections
Area of Pavement	Area of Pavement (square miles)
Topology	Cut & Fill (cubic yards)
Drainage Structure	Drainages Structure (number/type required)
Estimated Cost	Estimated Cost (\$)
Sustainability	
Alignment	Area of new pavement required (+/- square miles)
ROW	Area of new ROW required (+/- square miles)
Farmland Preservation	Area of farmland consumed vs. area of urban/developed land consumed (+/- acres) based upon 2035 Land Use Plan. Number of farms located between the developed area and the proposed alignment.
Watershed	Percentage affected
	Amount of riparian area affected (acres)
Highly Erodible Soils	Area affected
Bicycle/Pedestrian Access	Is alternative adjacent to existing or proposed bicycle/ped network?

Next Steps

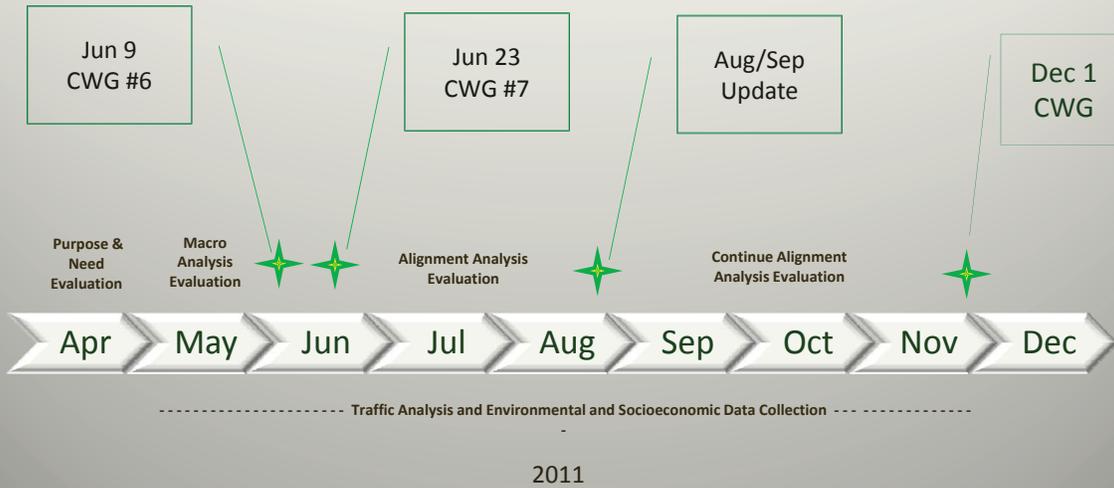
- Continue evaluation and refinement of alternatives

Next Steps

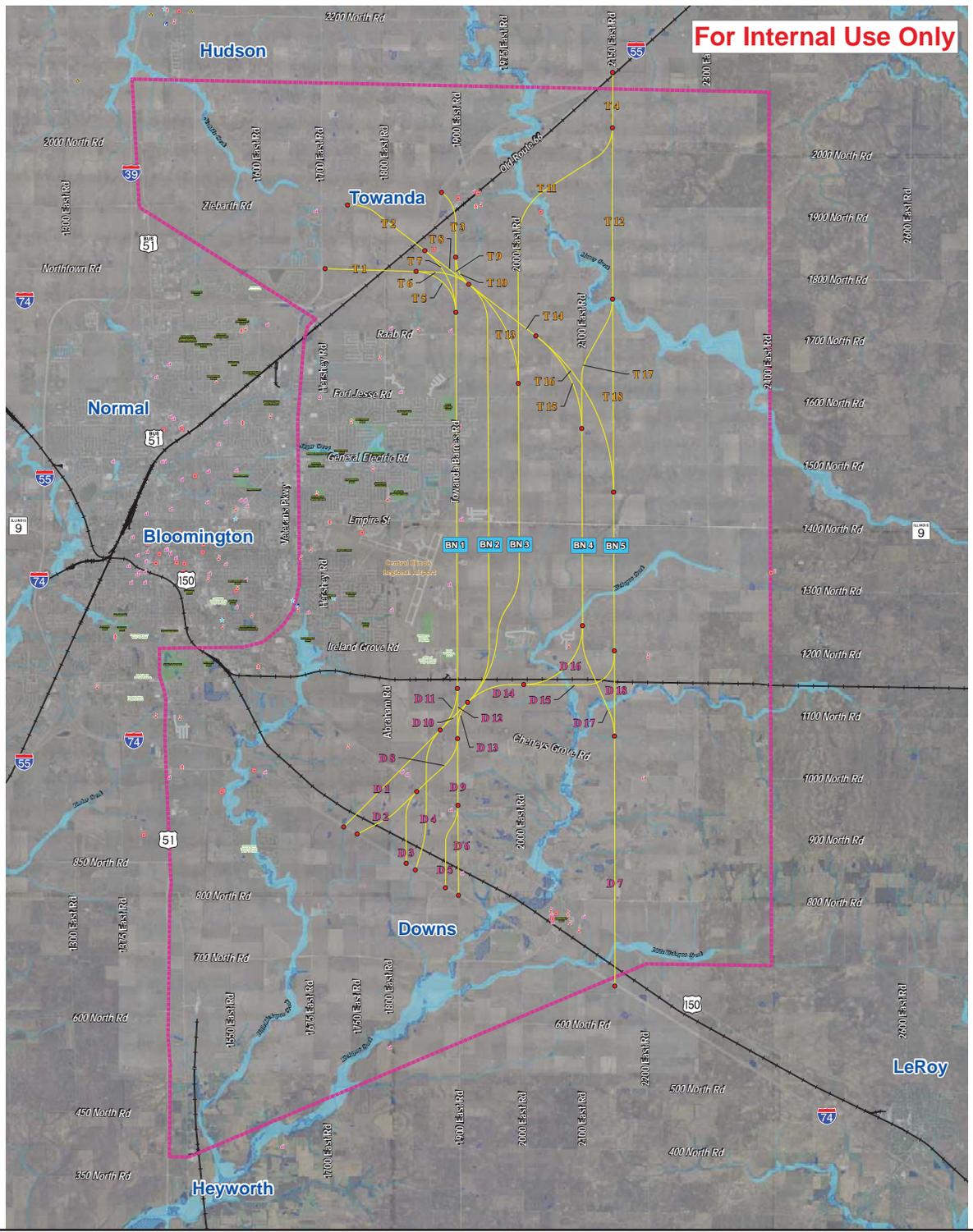


- PUBLIC MEETING
- PUBLIC HEARING
- STUDY MILESTONE

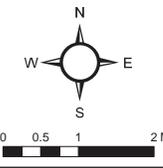
Next Steps



For Internal Use Only



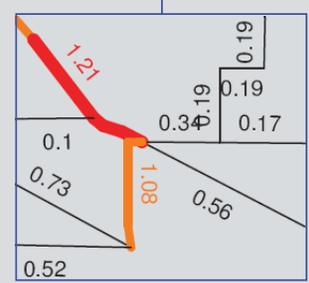
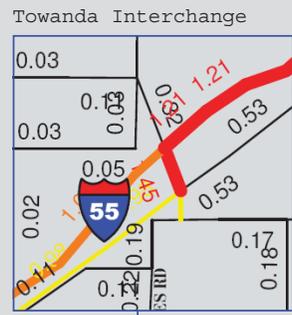
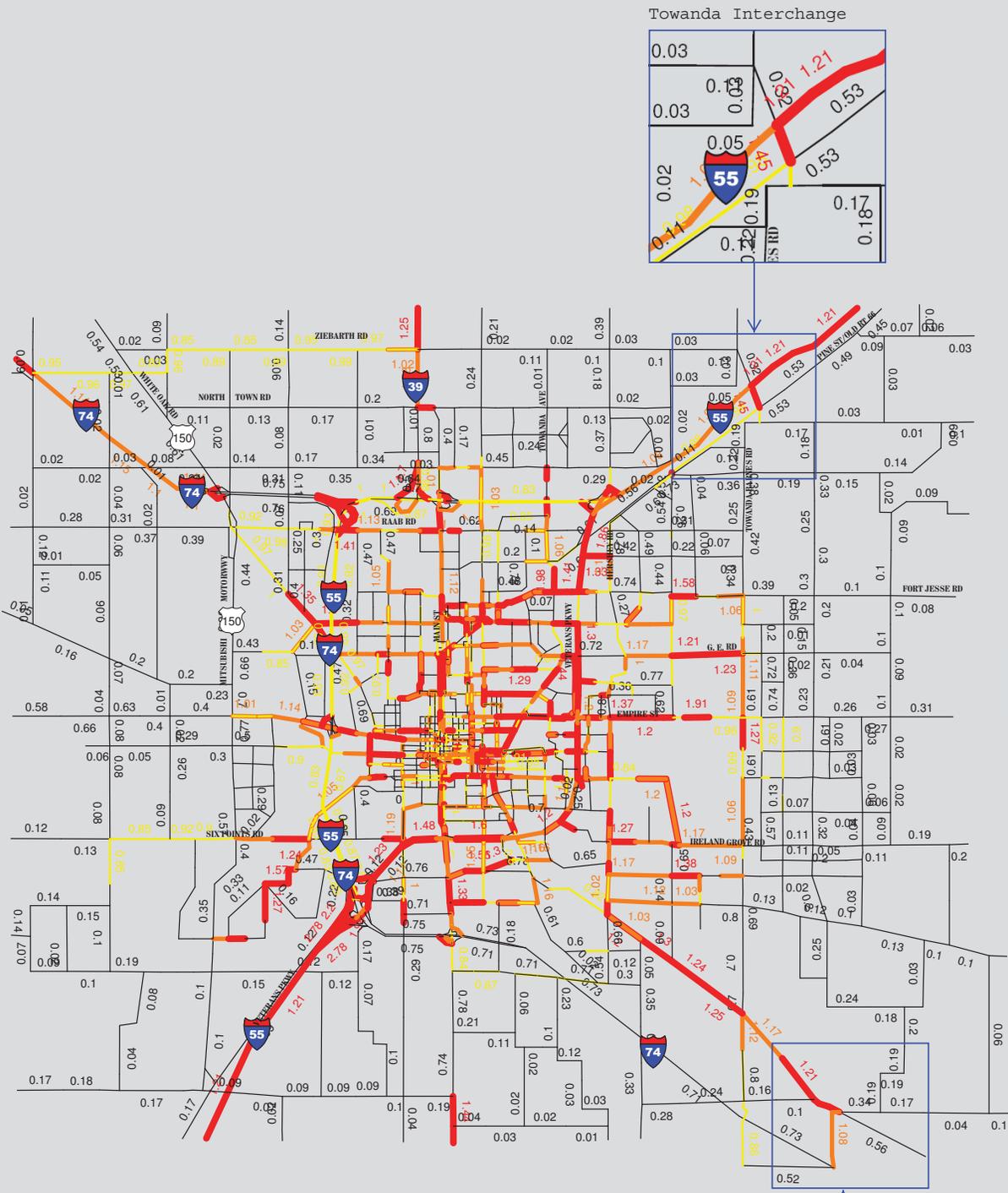
East Side Highway Environmental Assessment Resource Map



- Legend**
- Corridor Study Alt
 - Corridor Study Alt
 - Corridor Study Alt
 - CWG Alt
 - Project Study Area
 - Park
 - School
 - Police Station
 - Place of Worship
 - Library
 - Hospital
 - Fire Station
 - Railroad
 - Cemetery
 - Historical Structure
 - Stream
 - Floodplain
 - Wetland
 - Municipal Boundary
 - 2035 Land Use Plan Limit

Source: ESRI, HAARGIS Maps & National Historic Register, McLean County Regional Planning Commission, USFWS

Year 2035 No-Build Daily Volume to Capacity Ratios



EAST SIDE HIGHWAY

McLean County • Bloomington-Normal

- v/c < 0.8 (Under Capacity Segments)
- v/c = 0.8-1.0 (Near Capacity Segments)
- v/c = 1.0-1.2 (Slightly Over Capacity Segments)
- v/c > 1.2 (Substantially Over Capacity Segments)



To: ESH Project Study Group	
From: ESH Project Study Team	Project: ESH EA
CC: file	
Date: March 30, 2011	Job No: 142893

RE: Proposed Evaluation Criteria - Revised

The purpose of this memorandum is to define an alternatives screening methodology to identify a reasonable range of alternatives to evaluate in detail and establish a process to select a Preferred Alternative. The alternatives to be screened were developed with stakeholder input, including the Community Working Group (CWG) and the Project Study Group (PSG). Input from the groups will continue throughout the screening process as the evaluation process is implemented. The methodology includes a set of evaluation criteria to help determine feasible and prudent alternatives for the East Side Highway (ESH) study. The evaluation process should be flexible enough to refine the criteria and measures throughout the project. The alternative analysis process proposed for the ESH study would utilize five levels of evaluation criteria. The levels are:

1. Initial Screening Evaluation: Eliminates unrealistic or non-feasible options.
2. Purpose and Need Evaluation: Identifies feasible options that meet the Purpose and Need.
3. Macro Analysis: Measures the potential effects to the socioeconomic and natural environment and identifies a reasonable range of alternatives.
4. Alignment Analysis: Identifies the alternatives that would be carried forward into the Environmental Assessment.
5. Environmental Assessment Evaluation. Identifies the Preferred Alternative that best addresses the Purpose and Need and minimizes impacts to the socioeconomic and natural environment.

Each level will contain a set of evaluation criteria that allows for the most feasible alternatives to be carried through to the next level of evaluation that will ultimately lead to the Preferred Alternative. The Initial Screening Evaluation is similar to the criteria that were identified in the *2009 East Side Highway Corridor Report* (Corridor Report). These generalized criteria will allow for unrealistic alternatives to be eliminated while enabling a reasonable range of feasible options to be analyzed through the Macro Analysis and Alignment Analysis evaluation levels. The Purpose and Need Evaluation criteria are based on the Purpose and Need Statement for the project and are based on quantitative measures. The criteria developed for the Macro Analysis and Alignment Analysis are quantitative measures used for analyzing socioeconomic and natural environment impacts. The Macro Analysis will be based upon GIS data and other information readily available for screening the alternatives developed for the project. The Alignment Analysis will be a more in depth analysis used for a limited number of alignment alternatives. The final step is the Environmental Assessment Evaluation that is conducted to a level of detail that allows for a Preferred Alternative to be selected.

The alternatives evaluated are comprised of individual segments that may be a component of several different alternatives. However, it is assumed that each alternative will be considered as a sum of its segments and analyzed through this process as a whole. The alternatives will also describe the facility type (i.e. arterial, freeway). It is possible to have two separate alternatives with different facility types even if they have the same geographic alignment.

1. Initial Screening Evaluation

The Initial Screening Evaluation is similar to the Corridor Report Fatal Flaw analysis. The criteria may be added to by the PSG or the CWG. If an alternative does not meet all of the criteria in this level of screening, that alternative would be eliminated from further analysis. The measure for these criteria is a definitive Yes or No answer as to whether the criteria are met or not. By using a Yes/No answer to the criterion in this screening level a non-feasible alternative will not be carried forward in the alternatives evaluation process. The Initial Screening Evaluation criteria and their measures are presented in Table 1 in Appendix A.

2. Purpose and Need Evaluation

The Purpose and Need Evaluation criteria are based on the Purpose and Need Statement defined for the project. As defined in the Purpose and Need Statement, the identified needs for the project are:

- Accommodate Managed Growth
- Provide Improved Mobility and Access

The needs were broken down into specific criteria and a quantitative measure was developed to assess the alternatives adherence to the criteria. The criteria are based on quantitative measures that will allow the Project Team to determine if the Purpose and Need for the project is met. The alternatives that meet the Purpose and Need will move forward into the Macro Analysis. Table 2 in Appendix A lists the Purpose and Need evaluation criteria.

Representative groups of alternatives will be used to measure the criteria at a macro level. Alternatives that are located in close proximity and have the same facility type will be grouped together. This method would limit travel demand modeling be required at this stage. More detailed traffic operations for specific alternatives will be evaluated in later stages of the alternative evaluation process.

The measure of percentage change in accessibility determines if an alternative is compatible with the land use plans for the region. This measure is made by comparing the baseline conditions of the accessibility index in a Traffic Analysis Zone (TAZ) TAZ to other TAZs within the region. The criteria developed for the need to accommodate managed growth measures the difference in area where an alternative is physically located in relation to the 2035 Land Use Plan boundary. If an alternative is further away from the boundary, it becomes harder to manage the growth within the region.

Mobility and accessibility will be measured according to volume to capacity ratio (v/c), vehicle miles traveled (VMT), and vehicle hours traveled (VHT), between Point A and Point B for each alternative in order to evaluate for changes in local and regional travel. The Point A and Point B locations will be determined by selecting a geographic distribution of the top employers and areas of high projected population growth (respectively). Combinations of Point As and Point Bs will be paired and evaluated using Travel Time and Travel Distance metrics in order to compare each alternative to the baseline condition. The following is a sample of locations that may be considered. Locations within the urban core will also be considered.

Destination Locations (A):

- Country Insurance & Financial Services (NE)
- State Farm (South Campus) (SE)
- Mitsubishi Motors (SW)
- Central Illinois Regional Airport (E)

Origin Locations (B):

- TAZ 11 (NE)
- TAZ 353 (E)
- TAZ 168 (SE)

The quantitative measurements at the Purpose and Need Evaluation level will primarily be generated from the Travel Demand Model. The measurements will be a direct comparison of the representative group to the baseline condition.

3. Macro Analysis

The Macro Analysis evaluation criteria are quantitative measures for socioeconomic and natural environment resources. The impacts to the resources would be measured using available data sources, such as GIS information. The width of the alternative corridors will be 500 feet. The alternatives may be directly compared to each other based on the amount or intensity of impacts to a given resource. The criteria are grouped for the different resource categories. The proposed groupings, criteria, and unit of measure are presented in Table 3 in Appendix A.

Each alternative will be evaluated based on the raw impacts for each of the criterion. The elimination process would consider the range of impacts for each resource within the corridor. A unique threshold value for each resource will be assigned based on logical breakpoints in the total range of impacts. The goal will be to eliminate those alternatives with the greatest impacts and the threshold value will be specified to accomplish that goal.

The alternatives that move forward will be determined by balancing the resource impacts to develop alternatives that meet Purpose and Need but have the lowest environmental impacts. It is anticipated that up to seven alternatives would move into the Alignment Analysis and that they are within two or three corridors in the study area. At this stage, the Project Team would request the data needed in the Environmental Assessment stage of the project. As this data is being collected the Alignment Analysis will be conducted.

4. Alignment Analysis

The remaining alternative corridors will be refined to a width of approximately 150 to 300 feet for the Alignment Analysis dependent on facility type. Sufficient engineering studies will be conducted in order to develop defined alignment width for the remaining alternatives.

The Alignment Analysis criteria are based on quantitative measurements for impacts to the socioeconomic and natural environmental resources within the study area using GIS information and available data sources. This level of evaluation includes the same criteria as in the Macro Analysis in addition to more socioeconomic resources, sustainability measures, and refined traffic operations. The criteria are grouped for the different resource categories. The proposed groupings, criteria, and unit of measure are presented below.

In order to identify the alternatives that would be carried into the preliminary Environmental Assessment (EA) the impacts for each criterion will be compared to each other. The Project Team and stakeholders will evaluate the alternatives based on the traffic analysis and the impacts to the environmental resources.

The outcome of the Alignment Analysis level will be two to three Build Alternatives to carry into the EA. The alternatives could represent two different geographic locations and/or facility types (i.e., an expressway or an arterial in the same corridor).

5. Environmental Assessment Evaluation

The EA would include detailed analyses based on more specific measurement of the impacts of two to three Build Alternatives and the No Action Alternative. The analysis would be documented in the Environmental Consequences section of the EA. The analysis will be conducted on the following elements listed below:

Land Use and Zoning
Socioeconomics
Environmental Justice

Section 4(f) and 6(f) Resources/Pedestrian Bicycle Trails

Agricultural Resources

Cultural Resources

Air Quality

Noise

Floodplains

Water Resources

Wetlands

Geology and Soils

Natural Resources

Special Waste

Visual Resources

Energy

Construction Impacts

Section 106 (US 66)

Table 5 in Appendix A is a list of the criteria and unit of measure used to assess the potential impacts to the EA elements listed above.

The results of the first four levels of evaluation will be documented in the Alternatives section of the EA.

The EA level analysis will result in a single Preferred Alternative.

Appendix A

Table 1: Initial Screening

Criterion	Unit of Measure	Processing
Does the alternative directly impact state or federally protected areas? (Illinois Natural Area Inventory Sites, Illinois Nature Preserves, State or Federal Parks)	Yes	Eliminate from further evaluation
	No	Continue for further evaluation
Does the corridor segment meet the horizontal and vertical clear zone requirements for the Central Illinois Regional Airport? ¹	Yes	Continue for further evaluation
	No	Eliminate from further evaluation
Does the alternative divide or isolate a neighborhood or community ² ? (Is the neighborhood or community divided into 2 or more sections? Are any sections isolated from community services?)	Yes	Eliminate from further evaluation
	No	Continue for further evaluation

¹ Clear zone requirements in accordance with expansion/operational initiatives presented in CIRA's master plan.

²According to the IDOT Community Impact Assessment Manual, the FHWA has identified a community as "a distinctive, homogenous, stable, self-contained unit of a larger spatial area defined by geographic boundaries, ethnic, or cultural characteristics of the inhabitants; a psychological unity among the residents; and the concentrated use of the area's facilities. A community is an entity with economic, social and perhaps political functions. It usually has a name identity and number of community service facilities such as business districts, religious institutions, schools, health centers, and fire and police stations. By contrast, a neighborhood is a small social unit based on face-to-face contacts." The guidelines for determining neighborhood and community boundaries contained in the Manual will be consulted for this criterion.

Table 2 Purpose and Need Evaluation Criteria

Need	Criterion	Measure
Accommodate Managed Growth	Is the alternative compatible with adopted land use plans?	% change in accessibility (as compared to baseline ¹)
	Does the alternative restrict/reduce opportunities for uncontrolled, sporadic, or leapfrog development?	Area between the alternative and the planning boundary ² between I-55 and I-74 (sq miles)
Mobility	Does the alternative reduce congestion in the study area?	What is the percent change in v/c from baseline?
	Does the alternative improve N/S travel efficiencies?	Travel time savings from two north-south travel pairs (reduced vehicle hours traveled)
	Does the alternative improve E/W travel efficiencies?	Travel time savings from two east-west travel pairs (reduced vehicle hours traveled)
Access	Does the alternative improve travel efficiency to the interstate system?	Percent increase in area with travel within X minutes to the interstate (vehicle shed) (sq miles)
	Does the alternative provide N/S connectivity?	Reduced miles traveled from two north-south travel pairs (reduced vehicle miles traveled)
	Does the alternative provide E/W connectivity	Reduced miles traveled from two east-west travel pairs (reduced vehicle miles traveled)

¹ Baseline is considered to be the conditions defined in the No-Build Alternative.

² Planning boundary is considered the outer limit of the 2035 land use plan for Bloomington and Normal.

Table 3: Macro Analysis Evaluation Criteria

Criterion	Unit of Measure
Environmental	
Water Quality/Water Resources	Floodplain (acres affected)
	Floodways (acres affected)
	Biologically Significant Streams (number of crossings)
	Class I Streams (number of crossings)
	Streams (number of crossings)
	Drinking Water Supplies - Surface Water (number affected)
Wetlands	Wetland Areas (number affected)
	Wetland Areas (acres affected)
Special Waste	CERCLIS, UST, RCRA Sites (number affected)
Forested Area	Forested Area (acres affected)
T&E Species	Threatened and Endangered Species (state and federal number of species affected)
Community and Economic	
Residences	Homes, also includes homes on a farmstead (number displaced)
Business	Commercial Buildings (number displaced)
Public Facilities & Services	Public Facilities (number displaced)
	Public Service Facilities with access change (number affected)
Section 4(f) & 6(f) Impacts	Parklands (number affected)
	Parklands (acres affected)
Utilities	Utilities Crossings (number of conflicts)
Utility Infrastructure	Utility Infrastructure (number affected)
Noise	Receptors ¹ (number of receptors within 500 feet of corridor)
Agricultural	
Prime and Important Farmland	Prime and Important Farmland (acres affected)
Farmsteads	Farm out buildings (number affected)
Severances	Tracts (number affected)
	Tracts with access change (number affected)
Centennial/Sesquicentennial Farms	Farms (number affected)
Farms Otherwise Affected	Farms (number affected)
Cultural	
Cultural	Historic Sites (number affected)
	Cemeteries (number affected)
	Documented archaeological sites (number affected)
Design	
ROW	ROW Acquisition (acres)
Termini Connections	Engineering and operational consideration of termini connections
Traffic	
Safety Analysis	Statistics based on traffic operations and design elements

¹IDOT defines a sensitive receptor as a land use where frequent outdoor human activity occurs and where a low traffic noise level would be of benefit. Sensitive receptors typically include homes, schools, hospitals, nursing homes, and parks.

Table 4: Alignment Analysis Evaluation Criteria

Criterion	Unit of Measure
Environmental	
Water Quality/Water Resources	Floodplain (acres affected)
	Floodways (acres affected)
	Biologically Significant Streams (number of crossings)
	Class I Streams (number of crossings)
	Streams—main stem (number of crossings)
	Streams—tributaries (number of crossings)
	Drinking Water Supplies - Surface Water (number affected)
Wetlands	Wetland Areas (number affected)
	Wetland Areas (acres affected)
Special Waste	CERCLIS, UST, RCRA Sites (number affected)
Forested Areas	Forested Areas (acres affected)
T&E Species	Threatened and Endangered Species (number affected)
Community and Economic	
Residences	Homes, includes homes on a farmstead (number displaced)
Business	Commercial Buildings (number displaced)
Tax Base	Change in tax revenue
Public Facilities & Services	Public Facilities (number displaced)
	Public Service Facilities with access change (number affected)
Section 4(f) & 6(f) Impacts	Parklands (number affected)
	Parklands (acres affected)
Utilities	Utilities Crossings (number of conflicts)
Utility Infrastructure	Utility Infrastructure (number affected)
Noise	Receptors (number of receptors within 500 feet of ROW)
Agricultural	
Prime and Important Farmland	Prime and Important Farmland (acres affected)
Farmsteads	Farm out buildings (number affected)
Severances	Tracts (number affected)
	Tracts with access change (number affected)
Centennial/Sesquicentennial Farms	Farms (number affected)
Farms Otherwise Affected	Farms (number affected)
Cultural	
Cultural	Historic Sites (number affected)
	Cemeteries (number affected)
	Documented Archeological Sites (number affected)
Design	
ROW	ROW Acquisition (acres)

Table 4: Alignment Analysis Evaluation Criteria

Criterion	Unit of Measure
Termini Connections	Engineering and operational consideration of termini connections
Area of Pavement	Area of Pavement (square miles)
Topology	Cut & Fill (cubic yards)
Drainage Structure	Drainages Structure (number/type required)
Estimated Cost	Estimated Cost (\$)
Sustainability	
Alignment	Area of new pavement required (+/- square miles)
ROW	Area of new ROW required (+/- square miles)
Farmland Preservation	Area of farmland consumed vs. area of urban/developed land consumed (+/- acres) based upon 2035 Land Use Plan. Number of farms located between the developed area and the proposed alignment.
Watershed	Percentage affected of four main watersheds
	Amount of riparian area affected (acres)
Highly Erodible Soils	Area affected
Bike/Pedestrian Access	Is alternative adjacent to proposed or existing bike/ped network?
Traffic	
Traffic Analysis	v/c, vehicle miles traveled, vehicle hours traveled
Safety Analysis	Statistics based on traffic operations and design elements

Table 5: Environmental Assessment Evaluation

Criterion	Unit of Measure
Environmental	
Water Quality/Water Resources	Floodplain (acres affected)
	Floodways (acres affected)
	Biologically Significant Streams (number of crossings)
	Class I Streams (number of crossings)
	Streams—main stem (number of crossings)
	Streams—tributaries (number of crossings)
	Drinking Water Supplies - Surface Water and Private wells (number affected)
	Streams water quality
INHS Wetlands	Wetland Areas (number affected)
	Wetland Areas (acres affected)
	High Quality Wetland Areas (number affected)
	High Quality Wetland Areas (acres affected)
Special Waste	Recognized Environmental Conditions (RECs) (number of RECs identified)
INAI Sites	INAI Sites (acres affected)
High Quality Woodlands	High Quality Woodland sites (acres affected)
T&E Species	Threatened and Endangered Species (number affected)
Ecologically sensitive areas	Ecologically Sensitive Areas (number affected)
Cover Type	Cover Type (acres affected of each vegetation type, including forested areas)
Community and Economic	
Residences	Homes (number displaced)
Environmental Justice	Minority and Low Income population (percent impacted)
Business	Businesses (number displaced)
	Parking (number of spaces lost)
Tax Base	Change in tax revenue
Public Facilities & Services	Public Facilities (number displaced)
	Public Service Facilities with access change (number affected)
Section 4(f) & 6(f) Impacts	Parklands (number affected)
	Parklands (acres affected)
Utilities	Utilities Crossings (number of conflicts)
Visual Resources	Visual Resources (Impact by viewscape)
Utility Infrastructure	Utility Infrastructure (number affected)

Table 5: Environmental Assessment Evaluation

Criterion	Unit of Measure
Air Quality	Air Quality compliance with ambient air quality standards by pollutant
Noise	Number of impacted receptors and anticipated noise levels (mitigation required)
Agricultural	
Prime and Important Farmland	Prime and Important Farmland (acres affected)
Landlocked Parcels	Landlocked Parcels (acres and number)
Uneconomical Remnants	Uneconomical Remnants (acres and number)
Farmsteads	Residences, businesses, and Farm out buildings (number affected)
Severances	Tracts (number affected)
	Tracts with access change (number affected)
Adverse Travel	Adverse Travel (miles)
Number of Farms, owners, operators	Farms, owners, operators (number)
Centennial/Sesquicentennial Farms	Farms (number affected)
Cultural	
Cultural	Historic Sites (number affected)
	Cemeteries (number affected)
	High Probability Archeological Significance (number affected)
Design	
ROW	ROW Acquisition (acres)
Termini Connections	Engineering and operational consideration of termini connections
Area of Pavement	Area of Pavement (square miles)
Topology	Cut & Fill (cubic yards)
Drainage Structure	Drainages Structure (number/type required)
Estimated Cost	Estimated Cost (\$)
Sustainability	
Alignment	Area of new pavement required (+/- square miles)
ROW	Area of new ROW required (+/- square miles)
Farmland Preservation	Area of farmland consumed vs. area of urban/developed land consumed (+/- acres) based upon 2035 Land Use Plan. Number of farms located between the developed area and the proposed alignment.
Watershed	Percentage affected
	Amount of riparian area affected (acres)
Highly Erodible Soils	Area affected
Bicycle/Pedestrian Access	Is alternative adjacent to existing or proposed bicycle/ped network?



MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Community Working Group Meeting #5
Date: April 14, 2011, 6:00 to 8:00 p.m.
Location: McLean County Government Center

Project Team Attendees: Jerry Payonk (CDI), John Lazzara (HDR), Linda Huff (Huff & Huff), Jamie Bents (Huff & Huff), Eric Schmitt (McLean County), and Gene Brown (Town of Normal)

Main topics discussed at the meeting are as follows:

1. Welcome (Jerry Payonk)

The project team staff introduced themselves and briefly explained their roles in the project. An overview of topics to be discussed at the meeting was presented.

2. Alternatives Development (John Lazzara)

The alternatives map was shown to the CWG. The map displayed 116 total alternatives comprised of different segment combinations. These combinations are comprised of three general areas: northern, middle, and southern areas. The alternatives were developed by the CWG and the Project Study Group (PSG) over the last several months.

a. East West Alternative

The volume/capacity ratio map for the project area was presented. Roadway segments shown in orange and red were projected to have volume/capacity ratios in excess of 1.0. Based on this modeling, some east-west roads identified by the project team for potential improvement include:

1. U.S. 150
2. Ireland Grove Road
3. Empire Street
4. Old Route 66

Comment 1: You may want to consider another alternative on Fort Jesse Road.

Project Team response: The east-west road selection was based on modeled capacity needs (v/c). The project team will look at this road.

Meeting Notes

East Side Highway Environmental Assessment

CWG #5 – April 14, 2011

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Comment 2: There is a problem traveling from east to west in this area, and this needs to be addressed. If a road is built on the east side, an east-west connection also needs to be improved.

Project team response: There are projects included in the long range plan that focus on east-west improvements beyond the project.

b. Transit Alternative

Existing transit on the east side was described. Existing transit options in the Bloomington-Normal Public Transit System with routes serving the ISU campus, Central Illinois Regional Airport, and the State Farm campuses.

The Transit Alternative consist of dedicated transit corridors along the existing Union Pacific/Amtrak rail line; the Norfolk Southern rail lines; Towanda-Barnes Road; US 150; Empire Street; General Electric Road; and Fort Jesse Road. These corridors would connect the east side to the various activity centers, existing bus routes, and the multi-modal center and each of these routes would include improved pedestrian and bicycle accommodations. The transit alternative that is the most robust and could meet the Purpose & Need of the project will be studied in detail.

Some considerations for the Transit Alternative would include: Commuter rail, light rail, bus rapid transit (express bus with or without dedicated lanes or signal preemption), streetcars/trolleys, and local bus service.

Comment 3: There is a problem traveling to the middle of town from the west side of town using transit.

Project Team response: The transit alternatives for this project were developed to complement the existing transit system and to provide access to other existing routes.

The project will consider all proposed transit improvements for the area, including planned high-speed rail projects. Transit alternatives could include bike/pedestrian access and park and ride lots.

c. Transit Systems Management/Travel Demand Management

Transportation Systems Management (TSM) consists of the management of existing facilities to optimize current system. Such improvements might include the installation of dedicated turn lanes, construction of spot geometric changes, or the adjustment of signal timing to increase capacity efficiency.

Meeting Notes

East Side Highway Environmental Assessment

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Travel Demand Management (TDM) consists of policy decisions that affect travel behavior, such as ridesharing or flexible work hours.

The McLean County Long Range Transportation Plan (LRTP) contains a range of TSM and TDM options for the area; the project team will determine if any of the LRTP options can be used as alternatives for this project.

3. Alternatives Evaluation Criteria (Jerry Payonk)

With the meeting notice for CWG#5, a draft of the Evaluation Criteria Memo was attached. This memo identified the process for screening and eliminating ESH alternatives. Five steps for screening were summarized in the memo and presented for comment and discussion.

a. Initial Screening Evaluation

The first step consisted of the Initial Screening Evaluation. The purpose of this step was to eliminate unrealistic or non-feasible options. Three criteria for this step were identified:

1. Federally or state protected sites
2. CIRA vertical and horizontal clear zone
3. Divide or isolate a neighborhood or community

Comment 4: There is a move to create a database of conservation easements nationally. Only tax records can tell you where conservation easements are currently. Will any of that work fit into the initial screening?

Project Team response: Conservation easements would not be considered at this level of screening, but would be assessed later in the screening. The initial screening is a global level screening.

Comment 5: Each of the screening questions will be proposed to a segment or alternative?

Project Team response: Evaluation criteria will be applied to segments, and as segments are screened out, the alternatives that include that segment will be dropped.

Comment 6 (from CIRA): The airport clear zone is known as “imaginary surfaces” that extend out from the airport that need to remain clear for aircraft takeoff and landing. The three-dimensional shape of this clear zone varies between the east, west, north, and south.

Meeting Notes

East Side Highway Environmental Assessment

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b. Purpose and Need Evaluation

The second step of the evaluation consists of the analysis of the alternatives with respect to meeting the project's Purpose & Need. In this step, alternatives are tested in their ability to accommodate managed growth, address regional and local mobility, and address regional and local access.

Comment 7: Leapfrog development is a function of economics. Leapfrog development may not happen just because a road is constructed.

Project Team response: Leapfrog development also may not occur if a corridor is located too far from the urban core.

Comment 8: Developers are behind the leapfrog development in the county. How realistic is it to use a road to constrain development when developers are developing leapfrog development anyway? The CWG then discussed several developments recently completed in the county in the project area.

Project Team response: Much of the developments discussed by the CWG are in the land use plan for year 2035.

The mobility and access components of this evaluation step are measured through miles and duration of travel between A and B destinations within the Bloomington-Normal area. A description of these points is summarized within the memo. Project team asked the CWG if any other A locations need to be included.

Comment 9: Add St. Joe Hospital (by Eastland Mall)

Project Team response: This can be added.

Comment 10: Has the project team spoken to the large employers to determine if their employees will be working at home or traveling, and to determine future hiring levels?

Project Team response: Our socioeconomics consultant (The al Chalabi Group) is currently working on this. The project team will use employment data provided by the employer where it can be provided.

Comment 11: Is the multimodal station in Normal considered as a destination point?

Project Team response: This can be added.

Meeting Notes

East Side Highway Environmental Assessment

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Comment 12: There are other significant buildings on GE Road (corporate headquarters) that could be included as destination points. The project team should look at those businesses.

Project Team response: The locations selected are representative of destinations and will provide sufficient information to assess travel times.

Comment 13: Does the type of roadway proposed result in different results for these criteria?

Project Team response: Yes, and the project team will be performing different analyses for controlled access freeways, and partial access control expressways. When the CWG meets again, an update on this analysis will be provided.

A brief review of Traffic Analysis Zones (TAZ's) was presented. The region is divided into small geographic boundaries called TAZ's. The TAZ is the primary unit of analysis in a travel demand forecasting model. TAZ's contain socioeconomic information such as number of households, population, employment, etc. The Project Team's socioeconomic consultant has made some revisions to the TAZ in the area, and the regional planning commission is currently reviewing this.

c. Macro Analysis Evaluation

The third step of the evaluation consists of the Macro Analysis. In this step, quantitative measures for socioeconomic and environmental resource data are identified. Impacts will be assessed within a 500-foot wide corridor

As identified in Table 3 in the memo, the following resources are considered:

1. Water quality and water resources
2. Wetlands
3. Special waste
4. Forested area
5. T&E species
6. Residences
7. Businesses
8. Public facilities and services
9. Section 4(f) and 6(f)
10. Utilities
11. Utility infrastructure
12. Noise

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East Side Highway Environmental Assessment

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13. Agricultural – prime and important farmland, farmstead, severances, centennial/sesquicentennial farms, farms otherwise affected
14. Cultural resources
15. Design – right of way and termini connections
16. Traffic safety analysis

Comment 14: It would be good to determine the workforce impacted by an alternative rather than number of businesses.

Project Team response: TAZs address employment but not at a detailed level. Employment will be studied at a detailed level as screening continues.

The project team presented a demonstration of the alternative screening process identifying how thresholds for elimination are determined and how alternatives are screened out. A goal is to minimize as many impacts as possible. The process is documented and presented to the Federal agencies and reviewed in detail.

Comment 14: Are certain factors weighted?

Project Team response: We do not weight resource categories because different agencies would assess the importance of resources differently. We look for outliers on those alternatives with the greatest impacts to remove. We also do sensitivity screening to ensure that screening results would be the same regardless of the order the resources are assessed.

d. Alignment Analysis Evaluation

The fourth step of the evaluation consists of alignment analysis. For this step, the criteria are similar to those for the macro analysis; however the analysis now looks at a roadway alignment measuring approximately 200' in width, instead of the 500-foot corridor width used in the previous step.

Sustainability considerations are introduced in the alignment analysis. These considerations include right-of-way impacts, farmland preservation, watershed impacts (% impervious area that will be added to each watershed area and amount of affected riparian areas), highly erodible soils, and bike and pedestrian access.

Upon completion of the alignment analysis, the project team would look to present a limited number of alternatives to move forward with. The alternatives would be presented to the Federal Highway Administration

Meeting Notes

East Side Highway Environmental Assessment

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(FHWA) for concurrence in February of 2012. If concurrence is received, the Project team would commence work on the draft Environmental Assessment with the objective of moving towards a single preferred alternative.

e. Environmental Assessment Evaluation

For this step in the evaluation, a limited number of remaining alternatives are evaluated in greater detail.

Comment 15: Is there a national norm for this type of process? How is this process compared to other areas that need transportation improvement across the state? The government can't pay for all needed projects.

Project Team response: Regardless of the project area, the project must be supported by a need. Funding decisions have to be made, but those decisions are made independently of this process.

Comment 16: Where in the process is it considered if the road will intersect with rail crossings?

Project Team response: IDOT policy that any four-lane or greater crossing will be a grade separated crossing. This will also be assessed in the safety analysis.

Comment 17: Has the 2035 land use plan been presented to the CWG before?

Project Team response: The land use plan is identified in Mclean County's Comprehensive Plan and has been presented to the CWG at prior meetings. The project team will bring the 2035 land use plan to future meetings for the CWG to view.

Comment 18: Why does the airport clear zone only have three legs?

Response from CIRA: The west approach to the airport does not have a precision approach.

4. Next Steps (Jerry Payonk)

- a. Continue refinement and development of alternatives
- b. April 2011: Purpose and need evaluation, start macro evaluation
- c. June 2011: CWG (June 9) and PSG (June 23) meetings, review work to date

{Postscript: The next CWG meeting date has been tentatively revised to be the evening of June 16th.}

Meeting Notes

East Side Highway Environmental Assessment

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- d. July 2011: Alignment analysis evaluation
- e. August 2011: CWG and PSG update of ongoing work
- f. December 2011: CWG and PSG meetings
- g. February 2012: Reasonable range of alternatives presented to FHWA and NEPA/404 Merger Meeting.

COMMUNITY WORKING GROUP

MEETING #6

JUNE 30, 2011



June 14, 2011

Re: East Side Highway Environmental Assessment
Community Working Group

Dear CWG member,

The next meeting for the East Side Highway Community Working Group (CWG) will be held on Thursday, June 30th from 6:00 to 8:00 pm. The meeting location will be the same as previous meetings, in the basement of the Government Center located at 115 East Washington Street in Bloomington. There will be directional signs posted to the meeting room.

At the meeting the preliminary results of the Initial Screening, the Purpose & Need Screening, and the Macro Analysis will be discussed, and the alternatives remaining for further study will be reviewed.

You will be contacted in the near future to verify if you will attend the meeting. Feel free to e-mail Megan Murray at megan.murray@clarkdietz.com or call her at 217-373-8903 and let her know if you are able to attend. We look forward to seeing you on the 30th.

Sincerely,
Jerry Payonk
Project Manager

Citizens Working Group (CWG) Meeting
June 30, 2011

East Side Highway Environmental Assessment

Alternatives For Evaluation

Initial Screening = 116 N/S Alternatives

- **Combinations of segments**
- **No Build, TSM/TDM, Transit Alternative, E-W Alternative**

Evaluation Steps

Five Levels of Evaluation

1. Initial Screening Evaluation
2. Purpose & Need Evaluation
3. Macro Analysis
4. Alignment Analysis
5. Environmental Assessment Evaluation

**Each Level has Individual Set of
Evaluation Criteria**

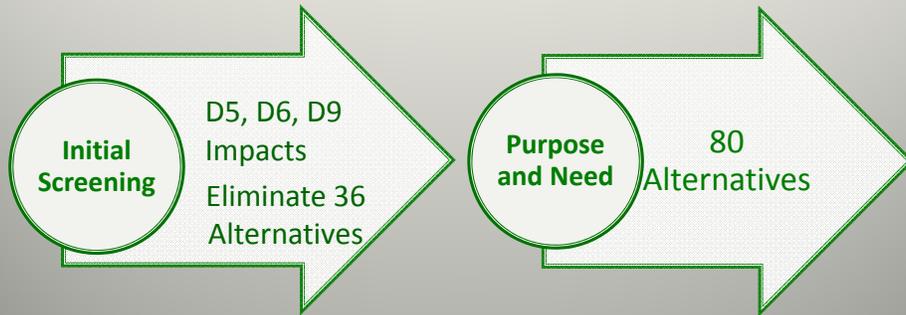
Initial Screening Criteria

3 Screening Criteria:

1. Impact State/Federally Protected Areas?
2. Meet the Clear Zone Requirements for Airport?
3. Divide or Isolate a Neighborhood or Community?

(Follows IDOT Community Impact Assessment)

Evaluation #1: Initial Screening Results



Purpose & Need Screening Process

Develop 5 Travel Demand Models (Options)

Assign 5 Options to 80 Alternatives

Apply Criteria to Each Option/Alternative

Compare to No Build

Assign 5 Options to 80 Alternatives

EAST SIDE HWY EA Evaluation #2: Purpose and Need Screening	Build Option 4	Build Option 2	TDM	
	Build Option 4	Build Option 2	Build Option 2	Build Option 5
	32	33	35	39
CRITERIA	T1 T6 T14 T16	T2 T7	T2 T7	T2 T8
	BN5	BN1	BN1	BN2
	D18 D7	D11 D1	D12 D8 D2	D10 D1

Based on Middle (BN) segment AND termini (T & D)

Assign 5 Options to 80 Alternatives

EAST SIDE HWY EA Evaluation #2: Purpose and Need Screening	Build Option 4	Build Option 2	TDM	
	Build Option 4	Build Option 2	Build Option 2	Build Option 5
	32	33	35	39
CRITERIA	T1 T6 T14 T16	T2 T7	T2 T7	T2 T8
	BN5	BN1	BN1	BN2
	D18 D7	D11 D1	D12 D8 D2	D10 D1

Based on Middle (BN) segment AND termini (T & D)

Apply Purpose & Need Screening Criteria

**Accommodate
Managed
Growth**

- Compatible with 2035 Land Use Plan?
- Restrict/reduce opportunities for uncontrolled, sporadic, or leapfrog development?

Mobility

- Reduce congestion?
- Improve N-S and E-W travel efficiencies?

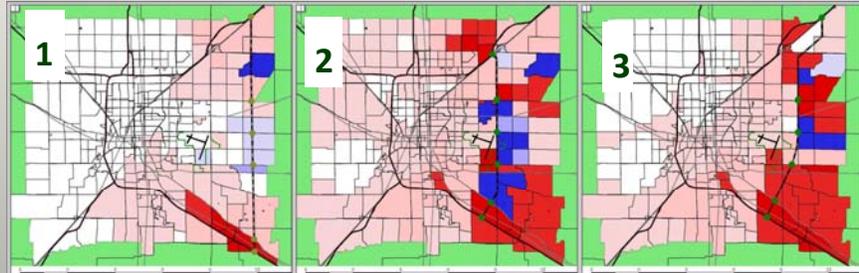
Access

- Improve travel efficiency to the interstate system?
- Provide N-S and E-W connectivity?

Compare to No Build

EAST SIDE HWY EA Evaluation #2: Purpose and Need Screening	Build Option 4	Build Option 2	TDM Build Option 2	Build Option 5
	CRITERIA	T1 T6 T14 T16	T2 T7	T2 T7
	BN5	BN1	BN1	BN2
	D18 D7	D11 D1	D12 D8 D2	D10 D1
Average % Change in Accessibility (compared to No Build baseline)	1.82%	2.22%	2.22%	3.43%
Area between the alternative and planning boundary between I-55 and I-74 (sq miles) ¹	22.03	1.93	2.82	2.98
Decrease in congested road miles (v/c>0.8)	41	48	48	58
% change in v/c >0.8 (% decrease of roadways with v/c>0.8)	3.12%	3.19%	3.19%	4.05%
Travel time savings from 2 n/s pairs ² (minutes saved)	0.16	1.30	1.30	1.35
Travel time savings from 2 e/w pairs ³ (minutes saved)	-0.04	-2.91	-2.91	0.44
Travel time savings to/from major arterials (hours per day) ⁴	210	323	323	558
Travel time savings within 5 minutes of interchanges (sq miles)	23%	26%	26%	27%
Travel time savings from major arterials (hours saved)	2,737	3,245	3,245	4,806
Most Consistent				
Neutral				
Less Consistent				
Least Consistent				

Managed Growth: Changes in Accessibility



**Higher accessibility = higher
development potential**

Managed Growth

- Consistency with 2035 Land Use Plan
- Measured in Area (square miles) between Alternative and 2035 Land Use Plan

**More square miles = less consistent
with 2035 Land Use Plan**

Managed Growth

- Consistency with 2035 Land Use Plan
- Measured in Area (square miles) between Alternative and 2035 Land Use Plan

**More square miles = less consistent
with 2035 Land Use Plan**

Mobility: Decrease in congested road miles

EAST SIDE HWY EA Evaluation #2: Purpose and Need Screening	TDM			
	Build Option 4	Build Option 2	Build Option 2	Build Option 5
CRITERIA	T1 T6 T14 T16	T2 T7	T2 T7	T2 T8
	BN5	BN1	BN1	BN2
	D18 D7	D11 D1	D12 D8 D2	D10 D1
Decrease in congested road miles (v/c>0.8)	41	48	48	58
% change in v/c >0.8 (% decrease of roadways with v/c>0.8)	3.12%	3.19%	3.19%	4.05%

EAST SIDE HWY EA Evaluation #2: Purpose and Need Screening	Build Option 3	Build Option 1
	CRITERIA	T4 T12 T17
	BN4	BN4
	D16 D14 D13 D8 D3	D17 D7
Decrease in congested road miles (v/c>0.8)	73	29
% change in v/c >0.8 (% decrease of roadways with v/c>0.8)	5.09%	2.55%

Mobility: Travel Time Savings (efficiency)

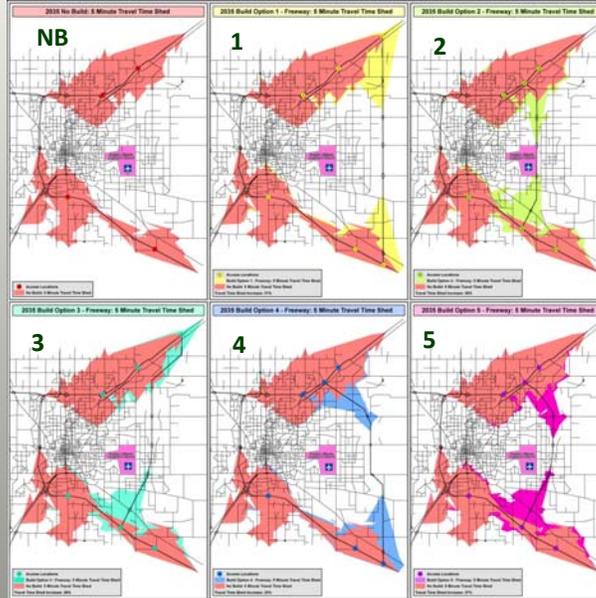
Major Travel Generators:
TAZ 57 Mitsubishi Motors
TAZ 73 Multi-Modal Center
TAZ 83 Country Insurance
TAZ 114 St. Joseph Hospital
TAZ 117 Central Illinois Regional Airport
TAZ 129 Bloomington CBD
TAZ 170 State Farm Insurance S. Campus

N/S Pairs	State Farm (TAZ 170) and TAZ 11
	Uptown Normal Multi-Modal (TAZ 73) and TAZ 168
E/W Pairs	Uptown Normal Multi-Modal (TAZ 73) and TAZ 353
	St. Joseph Medical Center (TAZ 114) and TAZ 353

Mobility: Travel Time Savings (efficiency)

EAST SIDE HWY EA Evaluation #2: Purpose and Need Screening	Build Option 4	Build Option 2	TDM Build Option 2	Build Option 5
	CRITERIA	T1 T6 T14 T16	T2 T7	T2 T7
	BN5	BN1	BN1	BN2
	D18 D7	D11 D1	D12 D8 D2	D10 D1
Travel time savings from 2 n/s pairs ² (minutes saved)	0.16	1.30	1.30	1.35
Travel time savings from 2 e/w pairs ³ (minutes saved)	-0.04	-2.91	-2.91	0.44
Cumulative travel time savings to/from major generator (vehicle hours per day) ⁴	210	323	323	558
Network Wide Travel time savings (number of hours saved)	2,737	3,245	3,245	4,806

Access: 5 minutes to Interstate



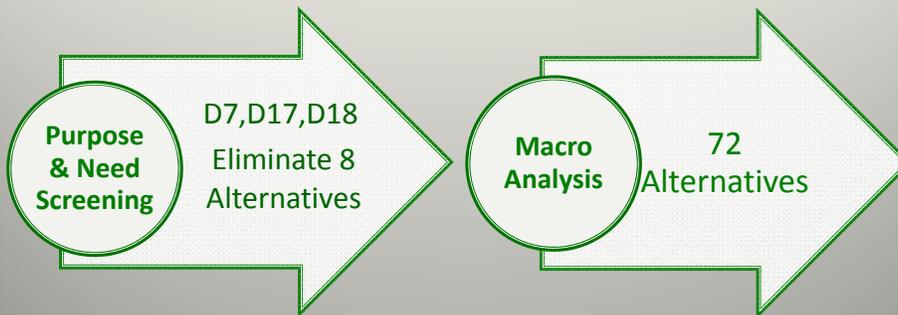
Purpose & Need Screening Results

EAST SIDE HWY EA Evaluation #2: Purpose and Need Screening	TDM			
	Build Option 4	Build Option 4	Build Option 4	Build Option 4
CRITERIA	25	32	57	64
T1 T6 T14 T15	T1 T6 T14 T16	T2 T8 T14 T15	T2 T8 T14 T16	
BN4	BN5	BN4	BN5	
D17 D7	D18 D7	D17 D7	D18 D7	
Average % Change in Accessibility (compared to No Build baseline)	1.82%	1.82%	1.82%	1.82%
Area between the alternative and planning boundary between I-55 and I-74 (sq miles) ¹	19.76	22.03	19.95	22.22
Decrease in congested road miles (v/c > 0.8)	41	41	41	41
% change in v/c > 0.8 (% decrease of roadways with v/c > 0.8)	3.12%	3.12%	3.12%	3.12%
Travel time savings from 2 n/s pairs ² (minutes saved)	0.16	0.16	0.16	0.16
Travel time savings from 2 e/w pairs ³ (minutes saved)	-0.04	-0.04	-0.04	-0.04
Cumulative travel time savings to/from major generator (vehicle hours per day) ⁴	210	210	210	210
% increase in area with travel within 5 minutes to the interstate (sq miles)	23%	23%	23%	23%
Network Wide Travel time savings (number of hours saved)	2,737	2,737	2,737	2,737

Purpose & Need Screening Results

EAST SIDE HWY EA Evaluation #2: Purpose and Need Screening	Build Option 4	Build Option 4	Build Option 1	TDM Build Option 1
	CRITERIA	T3 T10 T14 T15	T3 T10 T14 T16	T4 T12 T17
	BN4	BN5	BN4	BN5
	D17 D7	D18 D7	D17 D7	D18 D7
Average % Change in Accessibility (compared to No Build baseline)	1.82%	1.82%	1.29%	1.29%
Area between the alternative and planning boundary between I-55 and I-74 (sq miles)	20.42	22.69	29.23	32.09
Decrease in congested road miles (v/c>0.8)	41	41	29	29
% change in v/c >0.8 (% decrease of roadways with v/c>0.8)	3.12%	3.12%	2.55%	2.55%
Travel time savings from 2 n/s pairs ² (minutes saved)	0.16	0.16	0.18	0.18
Travel time savings from 2 e/w pairs ³ (minutes saved)	-0.04	-0.04	-0.20	-0.20
Cumulative travel time savings to/from major generator (vehicle hours per day) ⁴	210	210	367	367
% increase in area with travel within 5 minutes to the interstate (sq miles)	23%	23%	31%	31%
Network Wide Travel time savings (number of hours saved)	2,737	2,737	4,350	4,350

Purpose & Need Screening Results



Macro Analysis Evaluation Criteria

Criterion	Unit of Measure	Minimum	Maximum	Median	Mean
Environmental					
Water Quality/Water Resources	Floodplain (acres)	0	14	4	5
	Floodways (acres)	0			
	Biologically Significant Streams (number)	0			
	Class I Streams (number)	0			
	Streams (number)	2	5	4	4
	Drinking Water Supplies (number)	0	1	0	0
Wetlands	Wetland Areas (number)	0	1.3	0.2	0.4
	Wetland Areas (acres)	0	2	1	1
Special Waste	Special Waste Sites (number)	1	7	2	3
Forested Area	Forested Area (acres)	0			
T&E Species	T&E Species (number)	0	1	0	0

Macro Analysis Evaluation Criteria

Criterion	Unit of Measure	Minimum	Maximum	Median	Mean
Community					
Residences	Homes (number)	4	54	13	18
Business	Commercial Buildings (number)	0	11	3	3
Public Facilities & Services	Public Facilities (number)	0	6	1	1
	Public Facilities with access change (number)	0	7	1	2
Section 4(f) & 6(f) Impacts	Parklands (number)	0	11	0	2
	Parklands (acres)	0	2	0	0
Utilities	Utilities Crossings (number)	4	9	5	6
Utility Infrastructure	Utility Infrastructure (number)	0	2	1	1
Noise	Receptors (number)	11	297	38	77

Macro Analysis Evaluation Criteria

Criterion	Unit of Measure	Minimum	Maximum	Median	Mean
Agricultural					
Agriculture	Prime and Important Farmland (acres)	537	905	756	751
	Farm Out Buildings (number)	12	44	21	24
	Severed Parcels (number)	14	42	28	27
	Centennial Farms (number)	3	11	8	7
	Farms (number)	50	78	59	60

Macro Analysis Evaluation Criteria

Criterion	Unit of Measure	Minimum	Maximum	Median	Mean
Cultural					
Cultural	Historic Sites (number affected)	0			
	Cemeteries (number affected)	0			
	High Probability Archaeological Sites (acres affected)	0	100	35	47
Design					
ROW	ROW Acquisition (acres)	604	919	761	768
Traffic					
Safety	Estimated Reduction in Total Crashes (%)	-53.8%	-42.9%	-43.3%	-45.0%



MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Community Working Group Meeting #6
Date: June 30, 2011, 6:00 to 8:00 p.m.
Location: McLean County Government Center

Project Team Attendees: Jerry Payonk (CDI), Joyce Tanzosh (CDI), Antonio Acevedo (CDI), Janice Reid (HDR), John Lazzara (HDR), Linda Huff (H&H)

Main topics discussed at the meeting are as follows:

1. Introduction (Jerry Payonk)

An overview of topics to be discussed at the meeting was presented.

2. Socio Economic Update (Jerry Payonk)

Jerry presented an updated of socio-economic data. The al Chalabi Group (ACG) continues to monitor other data sources, in addition to Woods & Poole data, to validate the ESH forecast. The Conference of Mayors was recently held in Baltimore. At the conference, new data from IHS Global Insight were presented which examined the ability of metro areas to return to pre-recession peak employment numbers. McLean County is one of two Illinois metro areas expected to return to peak employment by the first quarter of 2012; Springfield is the other metro area. The information is corroborated by Illinois unemployment rate data recently released. The unemployment rate in McLean County is low compared to other counties in Illinois.

During the presentation several questions were raised by the CWG members that are summarized below.

- A member asked if the new socio-economic data will influence the future (2035) population and employment forecast trend lines. Jerry stated that as new information becomes available, ACG will evaluate the data to make sure it corroborates the forecasts, and if it does not, ACG will adjust the population and employment forecasts accordingly. Updated socio-economic data from the State of Illinois are expected to be released soon. ACG will give an update on the socio-economic data at the next Pubic Information Meeting (PIM), tentatively scheduled for early August.
- A member commented that according to a recent article in the *Pantagraph*, the population center of Illinois has moved from

Meeting Notes

East Side Highway Environmental Assessment

CWG #6 – June 30, 2011

Page 2

Bloomington -Normal further north to Grundy County. Jerry responded that this does not mean that McLean County is not growing; rather it signifies that the Chicago collar counties are rapidly growing. Jerry will notify ACG of the information.

- A CWG member stated that the government agencies rejected the ESH years ago, and the project should have been stopped at that time.

3. Alternative Evaluation

a) Results of Initial Screening Evaluation (Janice Reid)

A 36" x 48" exhibit showing the alternative segments on an aerial base was displayed at each table for the members to refer to during the meeting. Environmental and cultural resources were displayed on the map. The Initial Screening Evaluation is the first step in the five-step alternative evaluation process. The 116 Build Alternatives developed by the Community Working Group (CWG) and PSG, in addition to the No Build Alternative, the Transportation System Management (TSM)/Transportation Demand Management (TDM), the transit alternative, and the east-west only alternative were included in the evaluation.

A PowerPoint presentation summarized the Initial Screening results. The three criteria used in the evaluation were:

1. Does the alternative directly impact State or Federally protected areas?
2. Does the alternative meet the horizontal and vertical clear zone requirements for the Central Illinois Regional Airport (CIRA)?
3. Does the alternative divide or isolate a neighborhood or community?

No State or Federally protected areas are present within the project area. All segments meet the CIRA clear zone requirements at this time. This analysis considered information on proposed additions identified in the 2009 CIRA Master Plan. Therefore, no segments were eliminated for criteria 1 and 2. In response to a CWG member's question, Janice stated that the potential future expansion of the CIRA was taken into consideration.

Three segments were eliminated per criteria 3. The segments, D5, D6, and D9, sever and/or create access disruptions to existing community areas near

Meeting Notes

East Side Highway Environmental Assessment

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Downs. With the elimination of these segments, 36 alternatives which contain these three segments were eliminated, leaving 80 to be carried into the Purpose & Need Evaluation.

During the presentation several questions were raised by the CWG members, which are summarized below.

- A member asked Janice to define “neighborhood” and “community”. Janice read the definitions, and stated that the definitions are taken from Illinois Department of Transportation’s (IDOT) Community Impact Assessment Manual.
- The member asked if the project team also evaluates whether the alternatives divide families, as one of the current alternatives divides his home from his daughter’s home. Linda Huff (H&H) responded that the project team has to look at large socio economic groups first and consider the effects on a large or macro scale rather than focus on individual families.

b) Results of Purpose & Need Evaluation (Janice Reid)

A PowerPoint presentation displayed the Purpose & Need Evaluation results. A handout was distributed to the CWG members that summarized the results of the P&N analysis in tabular form.

The 80 alternatives carried forward into the Purpose & Need Evaluation were assigned to five representative Travel Demand Model (TDM) options. The five models were developed to represent general travel movements within the project study area under different build scenarios. The Purpose & Need Evaluation criteria were then applied to each of the 5 options and all 80 alternatives.

The Purpose and Need criteria consisted of measures to evaluate how well each alternative met the stated needs of accommodating managed growth on the east side, improving mobility; and improving access, in comparison to the No Build scenario. Several maps and tables illustrating the results of the criteria were shown. Measures included changes in accessibility; square mileage between the alternative and the 2035 Land Use Plan; percent change in congested road segments; travel time savings; and percent change in area within five minutes of interstate access. A comprehensive table with the results of the screening was handed out.

Those alternatives that were least consistent with meeting the Purpose and Need of the project were recommended for elimination. Three segments,

Meeting Notes

East Side Highway Environmental Assessment

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D7, D17, and D18, were eliminated in the Purpose & Need Evaluation. Eight alternatives containing these three segments were eliminated, leaving 72 to be carried into the Macro Analysis, in addition to the east-west only alternative.

At this point in the presentation, several issues and questions were raised by CWG members which are summarized below.

- A member stated that the ESH was originally intended to relieve highway congestion in Bloomington-Normal and that Lexington-Leroy would take traffic out of the community, and now it seems the purpose is to accommodate local traffic. Jerry responded that Lexington-Leroy is 5 miles east of the Bloomington-Normal 2035 Land Use Plan and that an alternative using this road would not meet the Purpose and Need of the project. He reiterated that one purpose of the ESH is to provide for growth on the east side of Bloomington Normal.
- In regards to the charts displaying the changes in accessibility for each option, a member voiced concern regarding future growth in the south east corner of Bloomington-Normal. The project team stated that the maps are illustrating where future growth is likely to occur based on the alternative location, and that does not mean that the project team views the growth as a positive factor. Options that result in growth within and in close proximity to the 2035 Land Use Plan are more consistent than options that lead to growth further east outside of the 2035 Land Use Plan.
- A member commented that the ESH is catering to outside developers and not the community. He added that further housing development is not being allowed along Fort Jesse Road east of Towanda Barnes Rd. and that because of this developers are going outside of town. Jerry stated that the ESH is being planned to accommodate future growth based on the 2035 Land Use Plan. The ESH project does not have any affiliation with the development occurring outside of the plan. Jerry stated that developing outside of the 2035 Land Use Plan is a County Board issue, and does not pertain to the ESH directly.
- The same CWG member commented that the process is catering to developers east of Bloomington-Normal near Lexington-Leroy Road. John Lazzara (HDR) responded that the graphs in question indicate what might happen if the ESH is built in a particular location, and do not mean that any of the options are necessarily “good”. He also reiterated that the ESH is being planned to support growth based on the 2035 Land Use Plan. John suggested that the

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CWG members concerns should be brought to the attention of the local planning agencies and that they are not associated with this project. If someone has concerns regarding with the land use plan there is a different process associated with the development of the land use plan, and it is outside of the purview of the ESH EA.

- A member, in regards to the graphs depicting the distance between each alternative and the Land Use Plan, commented that the space representing areas between the option and the limits of the Land Use Plan should also be shown on the east since there would likely be development on both sides of the alternative. Jerry agreed that development may occur on both sides of an alternative. The purpose of the map in question was to illustrate distance and area between the 2035 Land Use Plan limits and the alternative, not to show potential development.
- A member suggested that Bloomington and Normal should say “no” to proposed development unless the developers are willing to pay for all costs such as sewers and police. The project team stated that this is an issue to take up with local agencies.
- A member inquired if the project team was evaluating upkeep costs of the road (i.e., snow removal, police patrol) and if a cost-benefit analysis had been done. John stated that a cost-benefit analysis will be evaluated when the alternatives have been narrowed down. At this point in the process the federal government does not permit alternatives to be eliminated based on cost.
- A member inquired if the alternatives were eliminated during the P&N analysis based on mathematics. Janice commented that the P&N criteria rely upon metrics as previously described but also included qualitative analysis.

c) Results of Macro Analysis Evaluation (Linda Huff)

The Macro Analysis quantifies the impacts of the alternative corridors on human and environmental resources. Impacts were measured within a 500 foot corridor for the 72 north-south build alternatives. A 200 foot corridor was used to access impacts for the east-west only alternative. The east-west alternative is a stand-alone alternative and is not associated with the east-west improvements that may be proposed as part of the 72 build alternatives, which will be evaluated later in the project process.

The project team identified three levels of impacts for environmental resources within the project corridors: environmental resources that do not exist within the alternative corridors, resources that are impacted equally or

Meeting Notes

East Side Highway Environmental Assessment

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within the same general range, and resources that exist in varying degree within the alternative corridors. The latter condition was used to determine alternative elimination.

A table of impacts was displayed with the resources listed and the minimum impact value, maximum impact value, median, and mean (the values did not include the east-west only alternative).

Resources that were not impacted include floodways, biologically significant streams, Class I streams, historic sites, and cemeteries.

Resources that were impacted equally or within the same general range by all corridors, or where only preliminary data was available included streams, drinking water supplies – surface water, wetland areas, special waste sites, threatened & endangered species, commercial buildings, public facilities, public facilities with access change, utility crossings, noise receptors, high probability archaeological sites, additional farm impacts associated with farm severances, farm outbuildings, and otherwise affected farms, ROW acquisition and estimated percent change in total crashes. These resources were not used as eliminating criteria.

Resources that existed in varying degree considered as a basis for elimination were residential displacements, parklands, prime and important farmland, and floodplain.

The alternatives were eliminated through a process reviewing the differentiating resource criteria and assessing threshold levels of impacts. The purpose of this step was to minimize environmental impacts by eliminating those alternatives with the highest resource impacts. The elimination process that the project team proposed was displayed on an Excel spreadsheet.

The example illustrated alternative elimination resulting from two criteria: homes and prime and important farmland.

For each resource, a bar graph showing the impacts for each alternative was displayed. A preliminary threshold value used for elimination was identified, and the alternatives with impacts that met or exceeded the threshold value were eliminated. This elimination process was displayed both graphically and through bar charts.

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The screening process was initiated looking at residential impacts, which ranged from 4 to 54 impacts for the 72 corridors under consideration. A threshold value of 39 displacements was identified as an unacceptable level of impact. Thirteen alternatives with impacts of 39 or more displacements were eliminated. Of note, all alternatives containing segment BN1 (Towanda Barnes Road) and the east-west only alternative were eliminated through this step in the process. Also, because BN1 was the only segment that impacted parklands, all impacts to parklands were eliminated at this step.

The second criterion evaluated was prime and important farmland. The remaining alternatives impacted between 654 and 905 acres. The threshold value was identified as 800 acres. 31 alternatives requiring more than 800 acres of prime or important farmland were eliminated as they represented the highest level of impact.

After this elimination process, 28 alternatives remained. The alternatives included the middle segments of BN2, BN3, and BN4 with combinations at both the interchange locations for I-74 and I-55.

None of the 28 alternatives impact parkland. The floodplain impacts range from zero to 8 acres for the remaining alternatives. Although floodplain is federally protected, the project team stated that the alternatives impacting floodplain could be carried forward to the next level of analysis for further evaluation. The project team asked for the opinion of the CWG.

A CWG member stated that he is comfortable bringing in more alternatives to the Alignment Analysis rather than eliminating them now. The other members were in general concurrence.

Jerry stated that the project team presented the results of the Macro Analysis to the Project Study Group (PSG) and they recommended that Segment D1 be shifted to avoid an electrical substation. They also recommended that diagonal segments D8 and D16, and BN3 and T3 should be considered. Jerry asked if the CWG members had any comments or objections to the suggestions. The CWG members did not object.

4. Other

A discussion among CWG members occurred after the presentation was complete. A CWG member stated that there is a great deal of anger at local government, but also apathy; voter turn-out is low. He urged everyone to go to

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their township and city council meetings to voice their concerns. A discussion of the annexation and governmental process between CWG members followed. A member commented that a landowner can protect farmland by registering it as permanent farmland; however that will lower the value of the land and will prevent the owner from selling it as anything but farmland.

A member stated that some stakeholders have been engaged in the ESH process and have been attending meetings since 2002 and are becoming frustrated. Several members stated that the current project team is doing a good job with the current study, and even if they disagree with the road being built, they have respect for the general process and project team.

A member commented that the community has to plan for 2035 otherwise the area will not be prepared if growth does occur as projected. Jerry added that the ESH may never be built if growth does not occur, but if it does and there is no plan, then many more homes and businesses may be affected.

COMMUNITY WORKING GROUP

MEETING #7

DECEMBER 1, 2011



November 16, 2011

Re: East Side Highway Environmental Assessment
Community Working Group

Dear CWG member,

The next meeting for the East Side Highway Community Working Group (CWG) will be held on Thursday, December 1 from 6:00 to 8:00 pm. The meeting location will be the same as previous meetings, in the basement of the Government Center located at 115 East Washington Street in Bloomington. There will be directional signs posted to the meeting room.

At the last CWG meeting the first three steps in the Alternative Evaluation process were discussed. At the upcoming meeting the preliminary results of the next step in the Alternative Evaluation process, the Alignment Analysis, will be presented and the alternatives remaining for detailed study will be reviewed. Roadway facility type will also be discussed.

You will be contacted in the near future to verify if you will attend the meeting. Feel free to e-mail Megan Murray at megan.murray@clarkdietz.com or call her at 217-373-8903 and let her know if you are able to attend. We look forward to seeing you on the 1st.

Sincerely,
Jerry Payonk
Project Manager



December 2011

EAST SIDE HIGHWAY ENVIRONMENTAL ASSESSMENT CWG MEETING #7



AGENDA

- Summary of Public Meeting #3
- Summary of CWG #6
- Alternative Evaluation - Alignment Analysis
- Facility Type
- Questions



SUMMARY OF PUBLIC MEETING #3

~100 attendees

Topics:

- Socio-economic data update
- Alternative evaluation process to date

36 commenters

- 2035 Forecasts
- Project Need
- Alternative Location
- Concerns regarding safety, noise, access, agriculture, parks, etc.

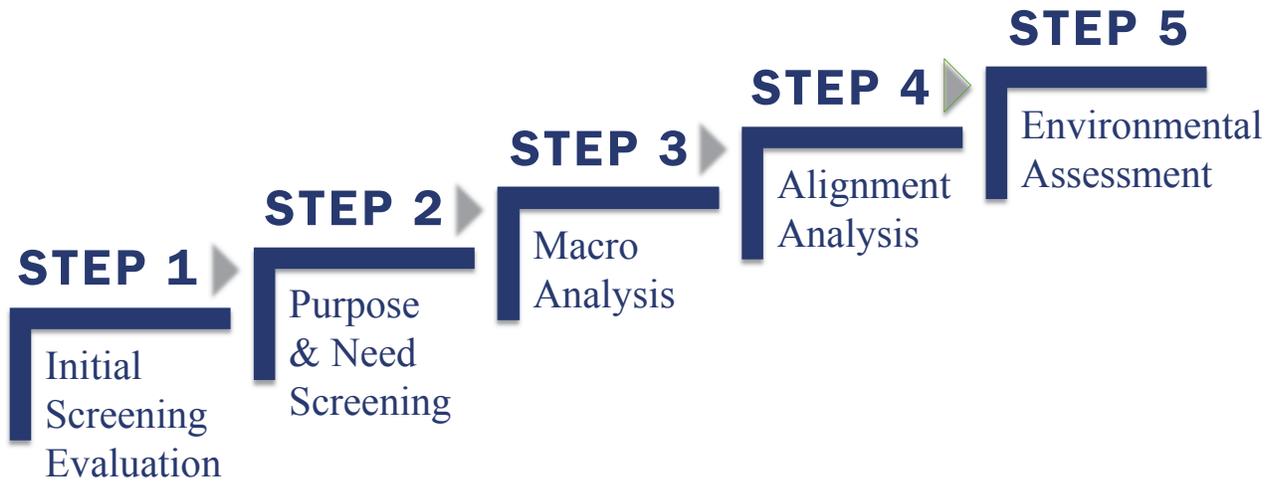


SUMMARY OF CWG #6

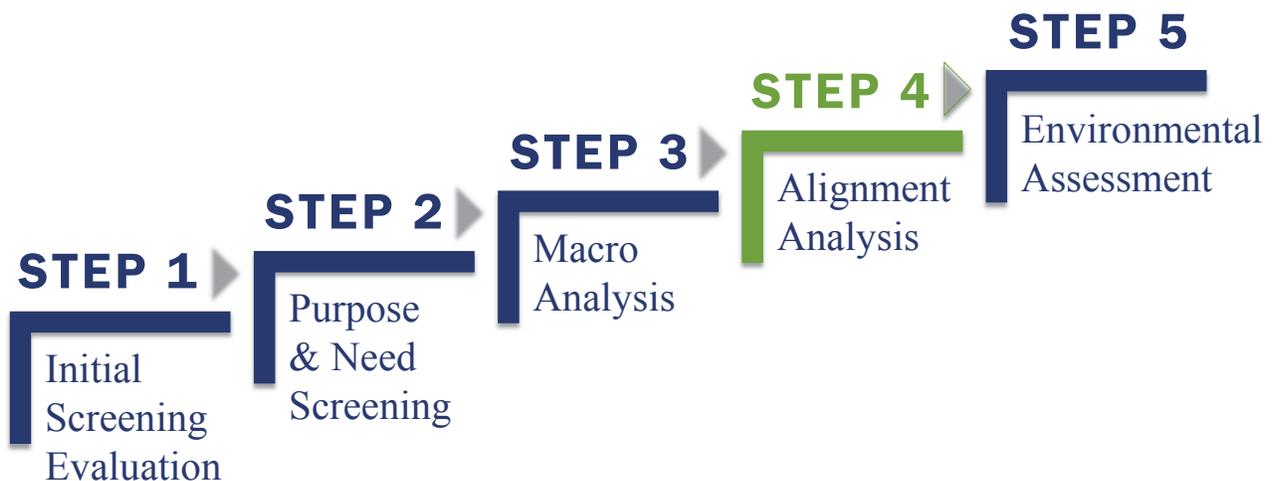
First three levels of alternative evaluation

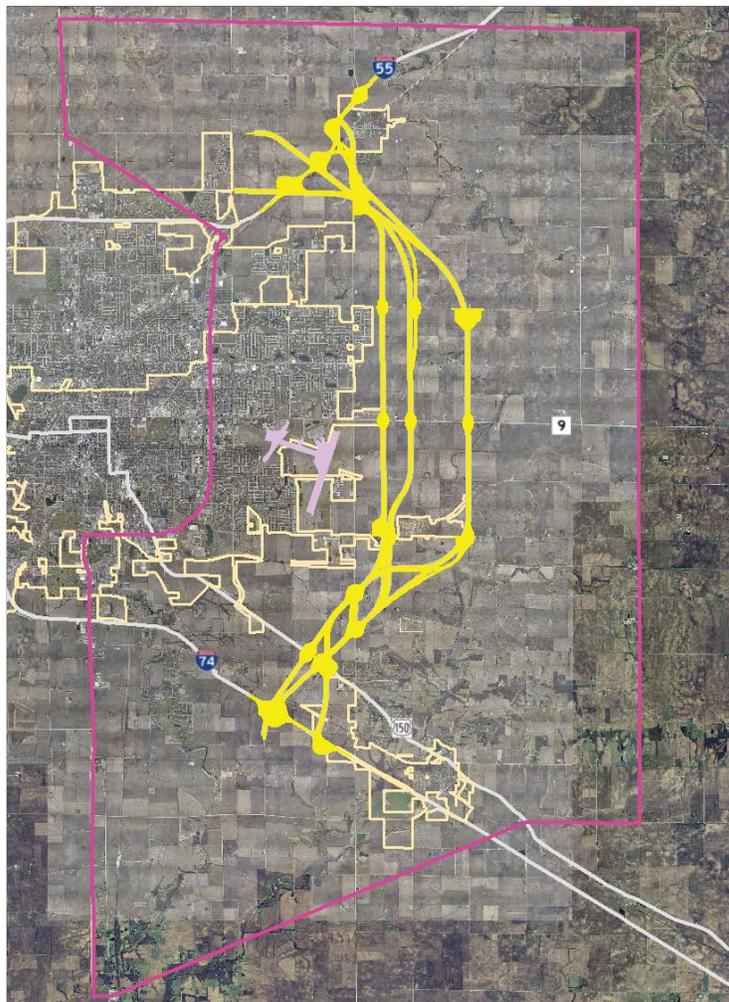


ALTERNATIVE EVALUATION PROCESS



ALTERNATIVE EVALUATION PROCESS





CRITERIA



ELIMINATION CRITERIA

- Termini Connections
- Engineering Constructability
- Environmental Resources
 - Residential Impacts
 - Agricultural and Sustainability Impacts



TERMINI CONNECTIONS

Ramp Length

- Collector Distributor System Miles
- Auxiliary Lane Miles

Total # of Bridges

- # on skew
- # on curve

Total # of Conflict Points

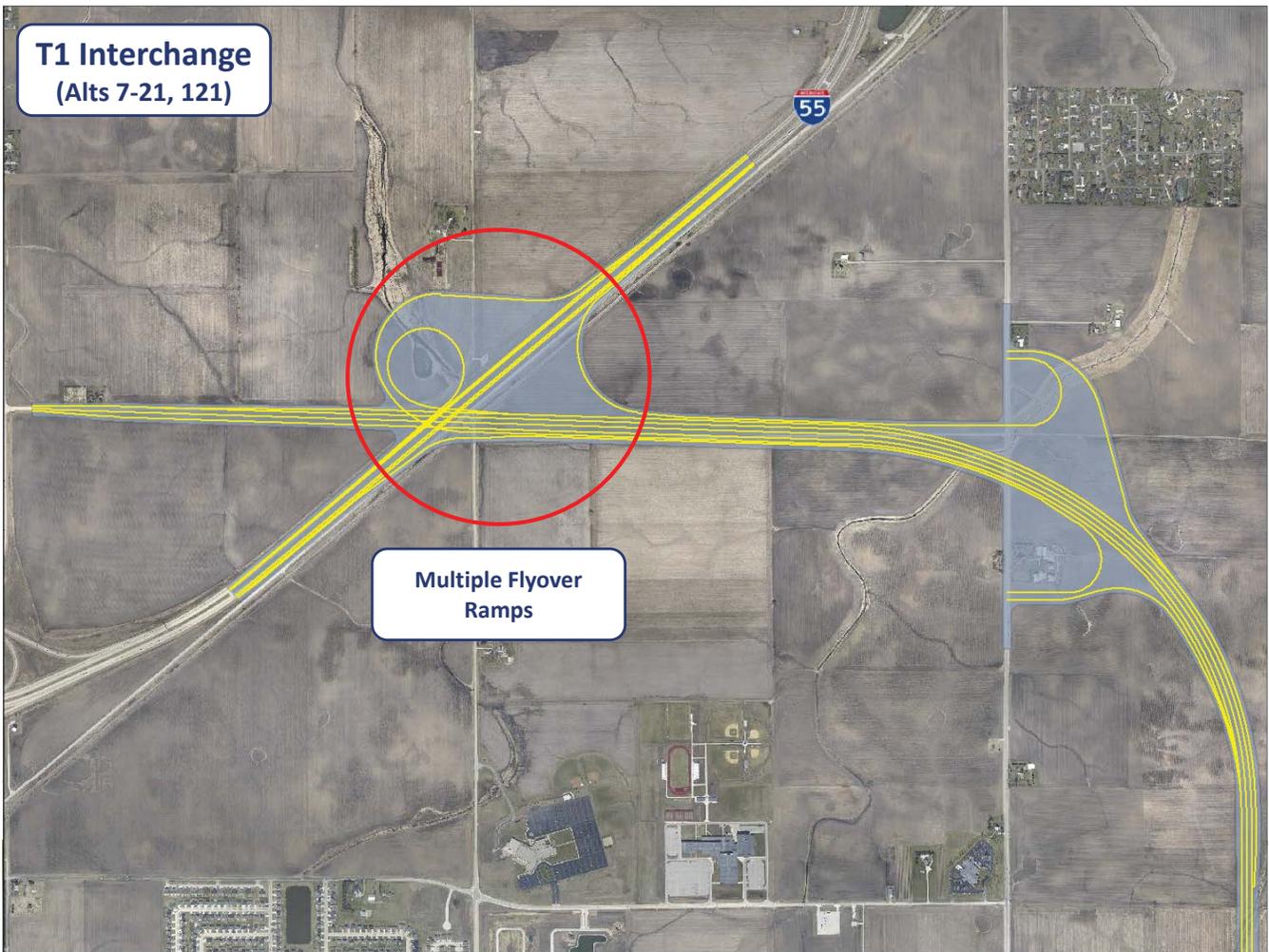
- # merging from ramp
- # at intersections

Complexity Rating

- Low
- Medium
- High

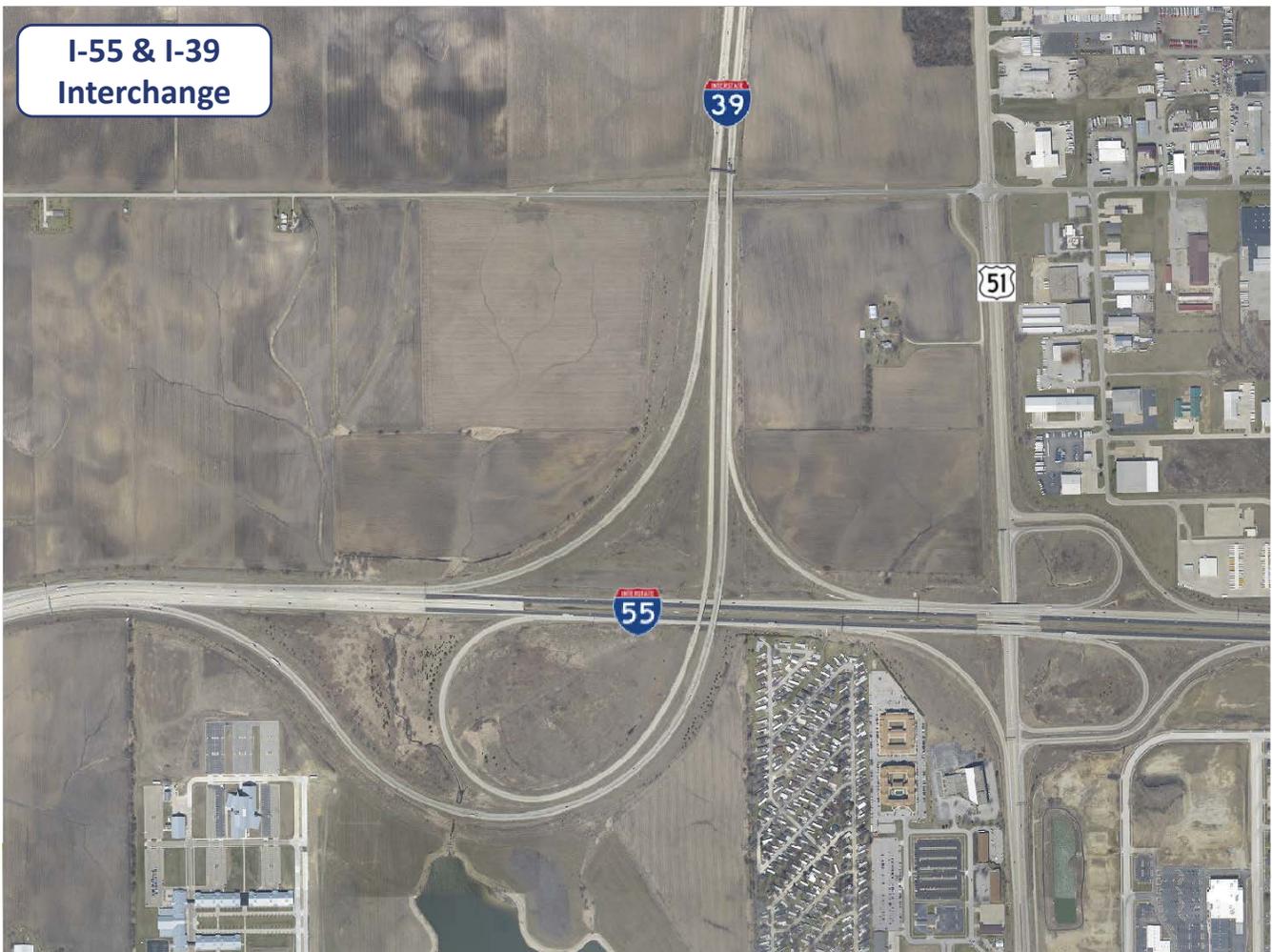


**T1 Interchange
(Alts 7-21, 121)**

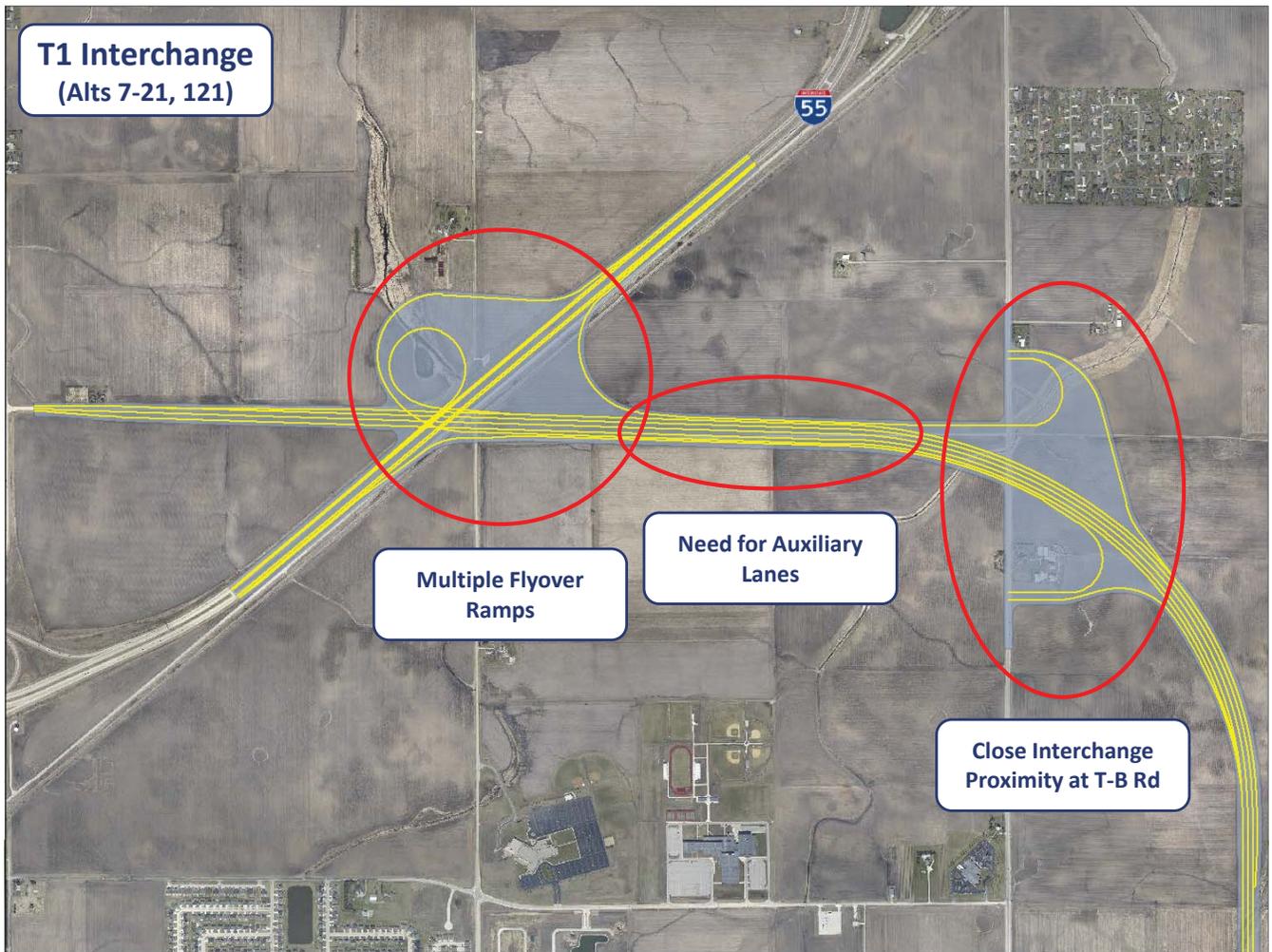


**Multiple Flyover
Ramps**

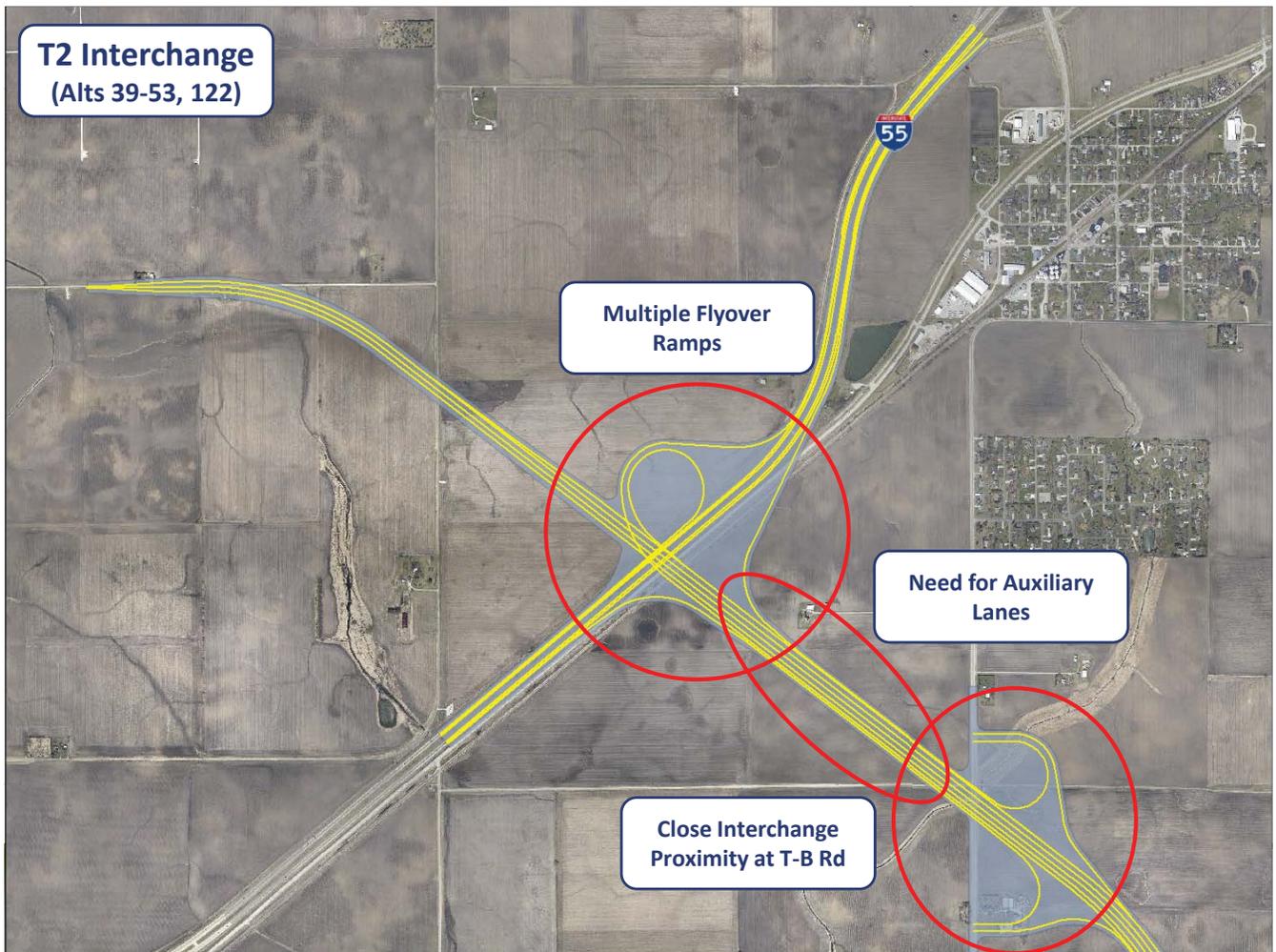
**I-55 & I-39
Interchange**



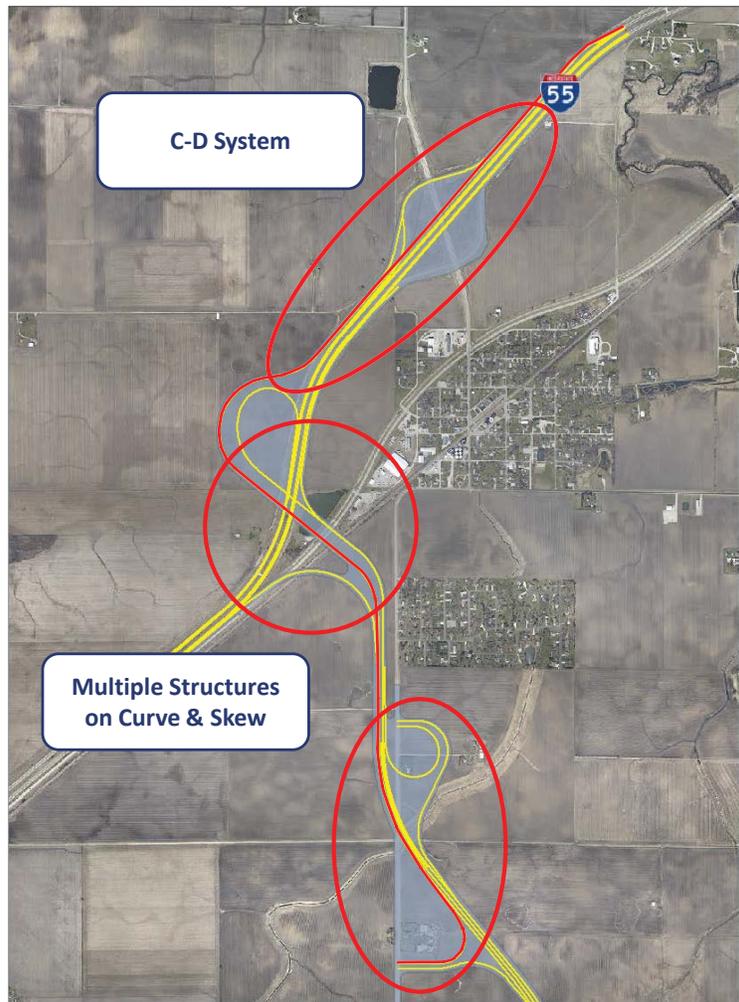
T1 Interchange
(Alts 7-21, 121)



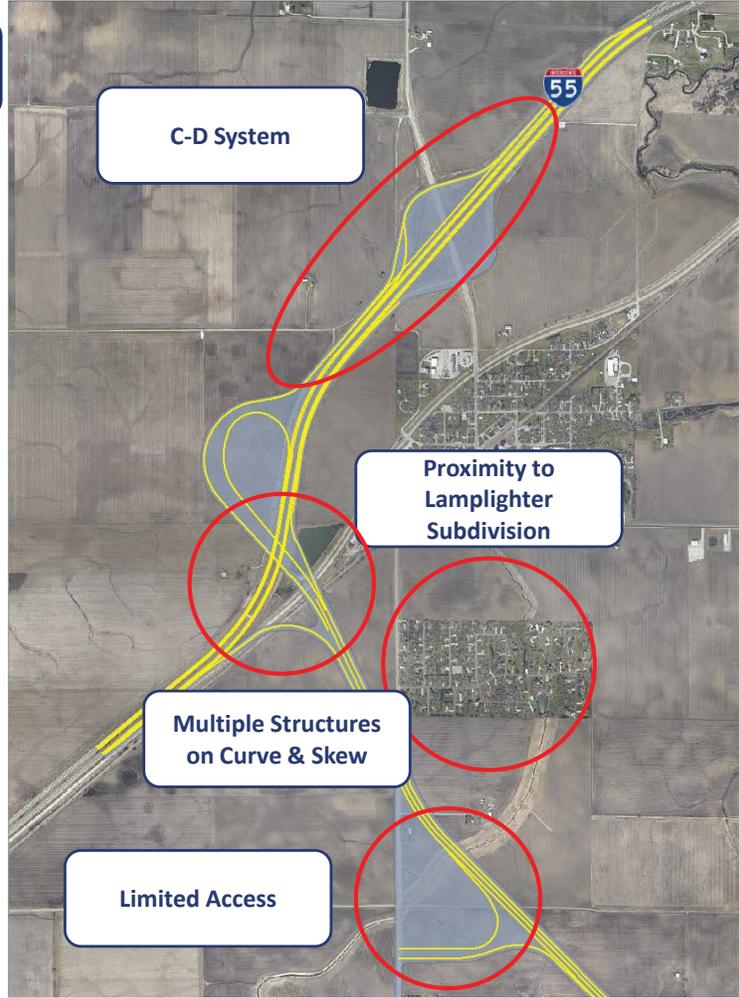
T2 Interchange
(Alts 39-53, 122)



T3 Interchange
(Alts 71-85, 123)

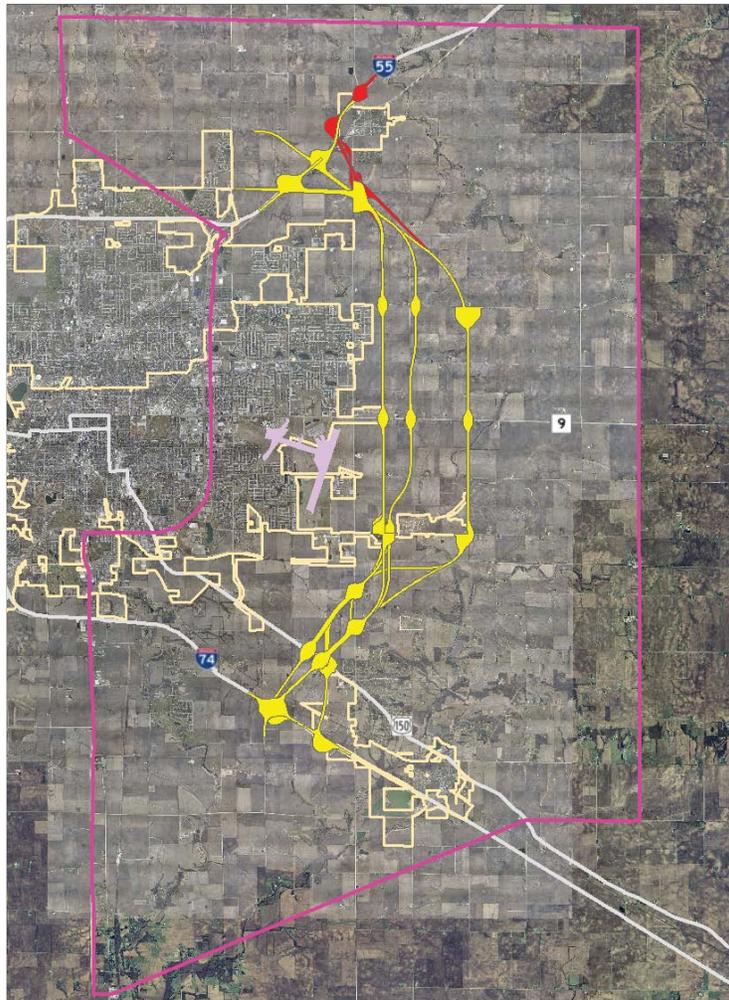


T19 Interchange
(Alts 117-120)



Alignments

40 → 24



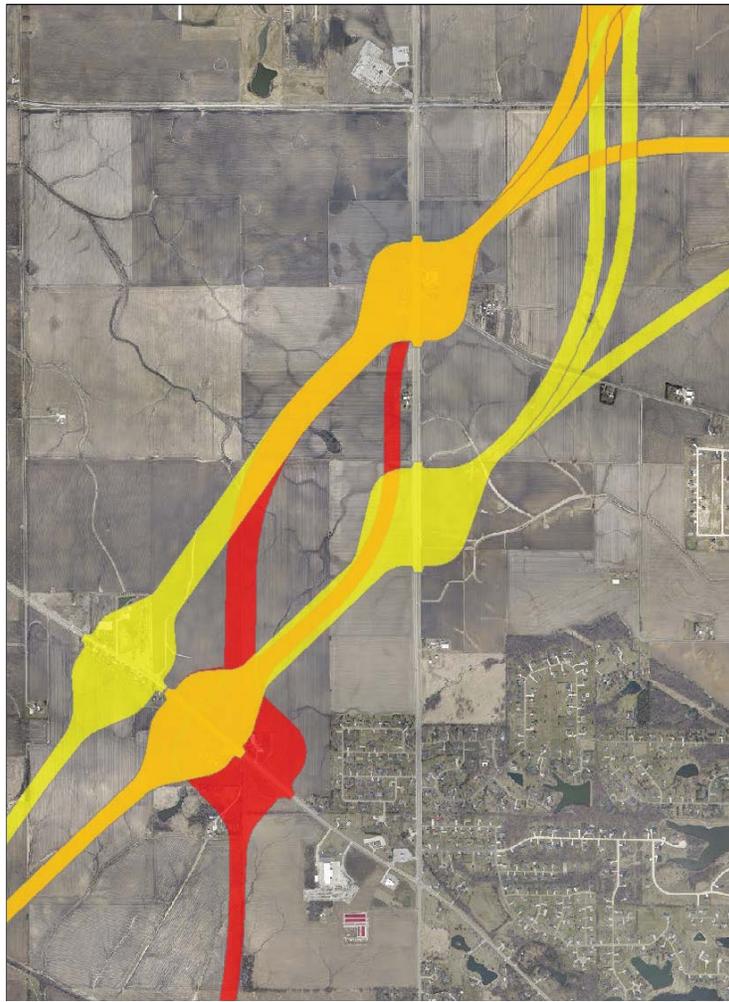
ENGINEERING CONSTRUCTABILITY

- Skewed crossing at Towanda Barnes Road (Sections D8 and D13)
- No access to Cheney's Grove Road from Towanda Barnes Road (Sections D4 and D10)

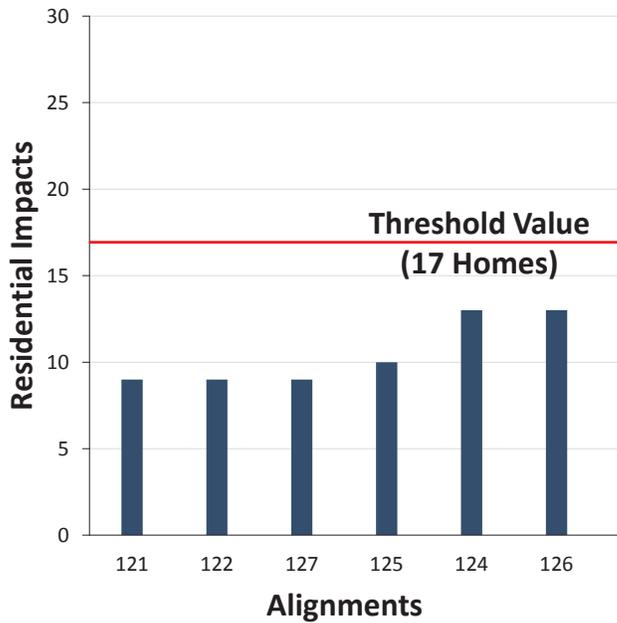


Alignments

24 → 12

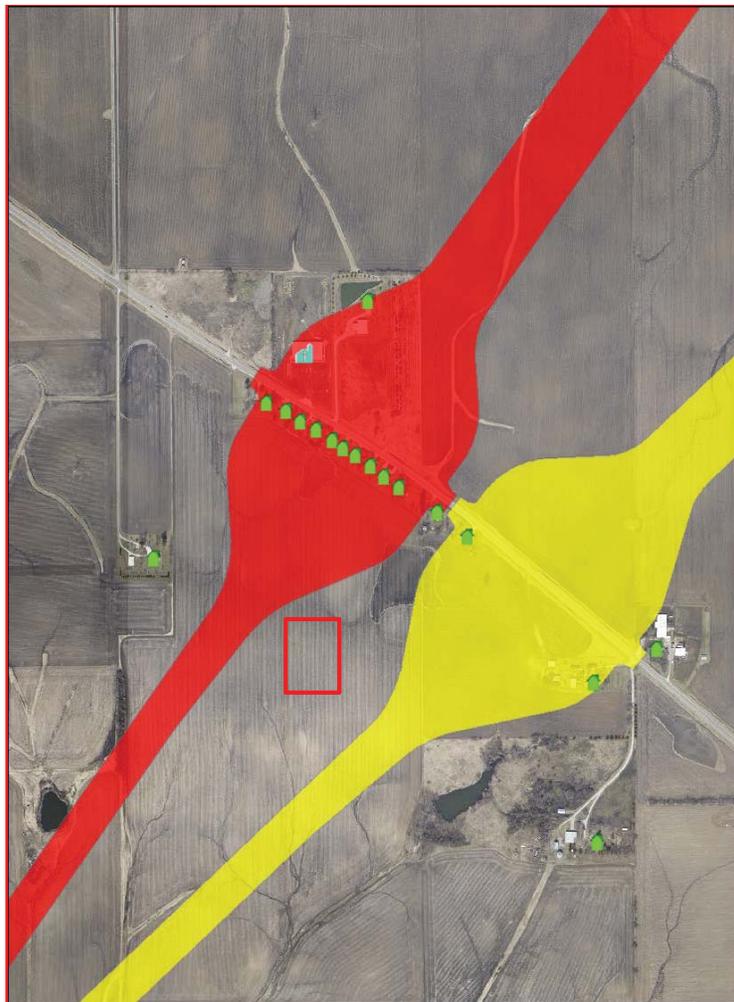


RESIDENTIAL IMPACTS



Alignments

12 → 6

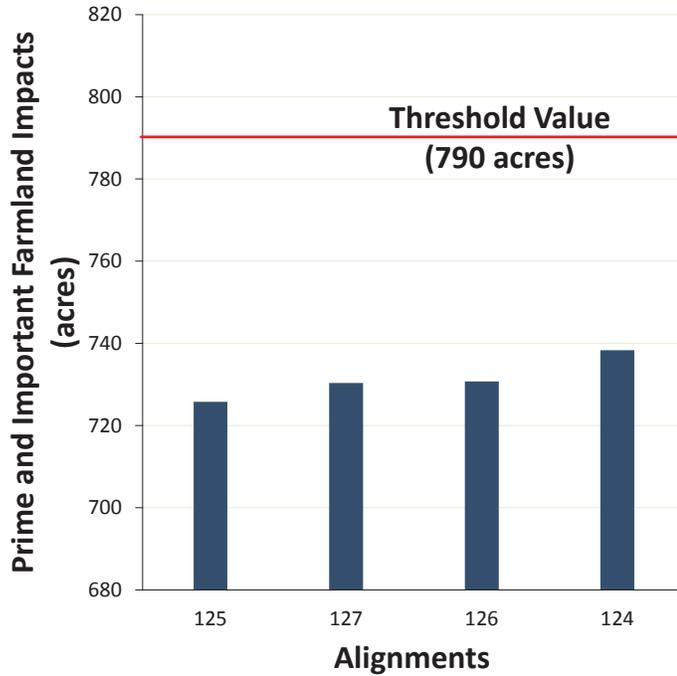


CRITERIA

Environmental	Community and Economic	Agricultural and Cultural	Design and Traffic	Sustainability
Floodways	Residences	Prime & Important Farmland	Right-of-Way Acquisition	Area of New Pavement
Floodplain	Businesses	Farm Out Buildings	Termini Connections	Farmland Consumed
Streams	Public Facilities	Farm Severances	Area of Total Pavement	Farm Tracts Between B-N & Alignment
Biologically Significant / Class I Streams	Parklands	Centennial/ Sesqui-centennial Farms	Constructability	ROW within Watershed
Drinking Water – Surface Water	Utilities	Farms Otherwise Affected	Safety Analysis	Riparian Areas
Wetlands	Utility Infrastructure	Historic Sites		Highly Erodible Soils
Special Waste	Noise Receptors	Cemeteries		Proximity to Existing Bike/Ped Path
Forested Areas		Archaeological Sites		
Threatened & Endangered Species				



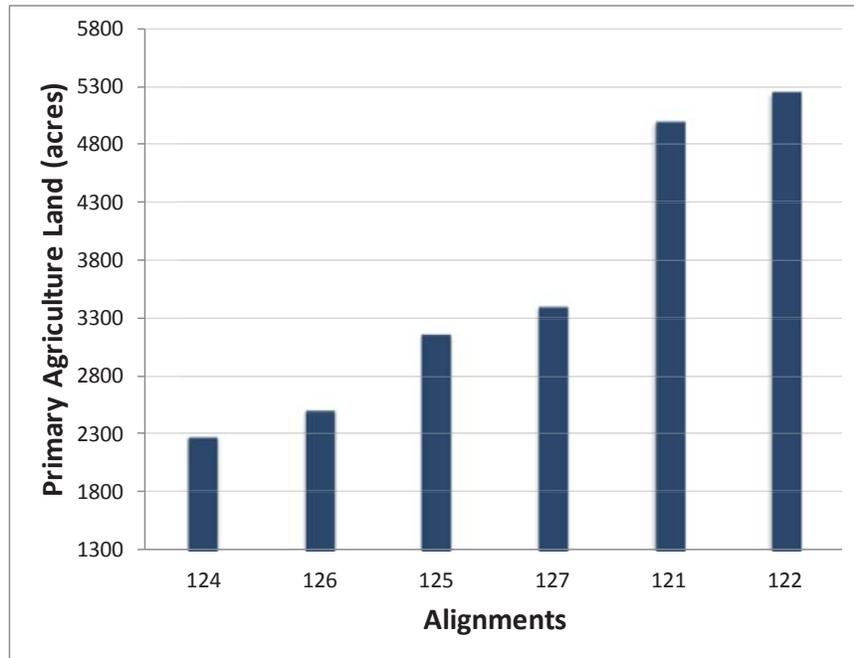
AGRICULTURAL IMPACTS



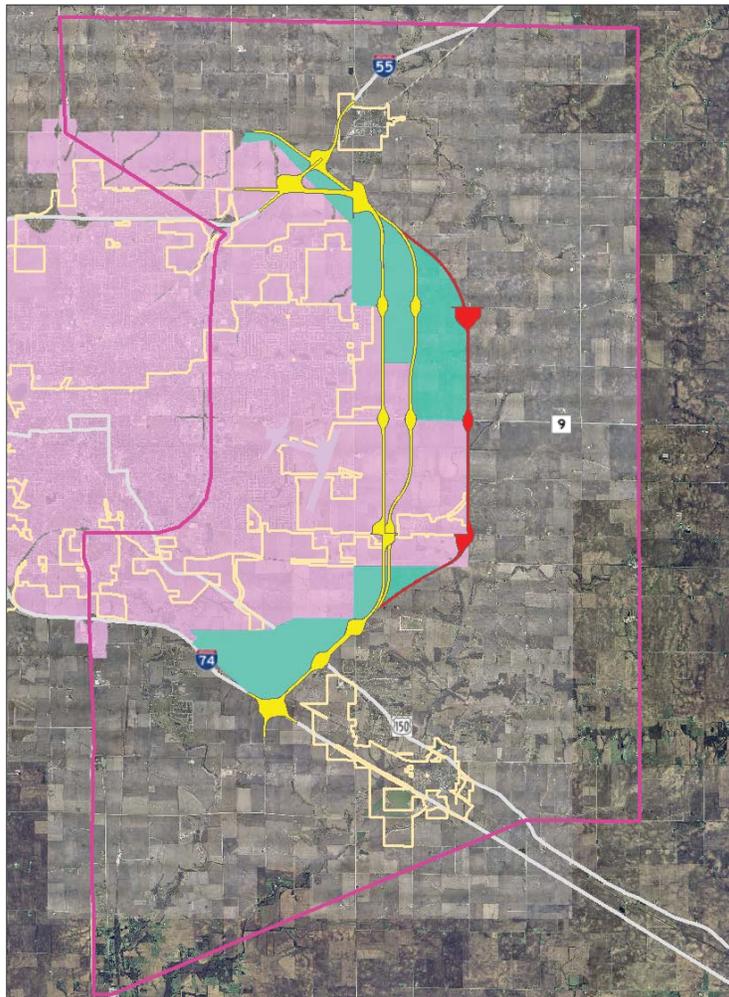
CRITERIA



SUSTAINABILITY IMPACTS



Alignments
6 → 4



Questions?



TYPES OF HIGHWAY FACILITIES

Expressway
Autobay
Arterial

Arterial - Partial Control of Access (Illustrative Example in Urban Setting)



EVALUATION

Two Principal Needs:

- Accommodate Managed Growth
- Provide Improved Mobility and Access
 - North-South and East-West Mobility (Local Access)
 - Interstate System (I-55 & I-74)(Regional Access)
 - Central Illinois Regional Airport (Regional Access)



NEED: EAST – WEST MOBILITY

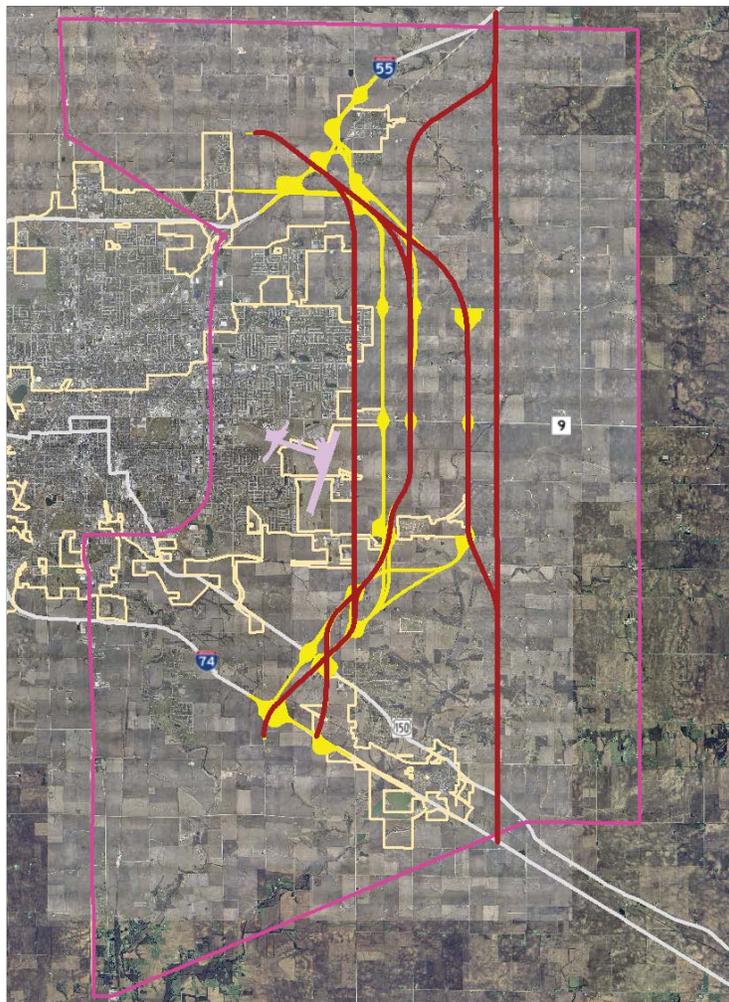
- Fort Jesse Road
- General Electric Road
- Empire Street
- Ireland Grove Road
- US 150

Volume to Capacity Ratio		Projected V/C (2035 No-Build)	Expressway and Freeway Option	Arterial Option
Roadway	Volume Location	V/C	V/C	V/C
Fort Jesse Road	West of Towanda-Barnes Road	0.7	0.7	0.7
General Electric Road	West of Towanda-Barnes Road	0.9	0.9	0.9
Empire Street (IL 9)	West of Towanda-Barnes Road	1.1	1.2	1.1
Ireland Grove Road	West of Towanda-Barnes Road	1.0	1.0	1.0
US Rte. 150	East of 2000 East Road	1.4	0.9	0.9
US Rte. 150	West of Towanda-Barnes Road	1.1	0.9	0.9
Access to Towanda Interchange	I-55	1.7	1.1	0.1
Access to Downs Interchange	I-74	1.1	0.4	0.4
I-55	West of new interchange	varies	0.9 nb; 1 build	0.9 nb; 1.1 build
I-74	West of new interchange	varies	0.9 nb; 0.7 build	0.7 nb; 0.6 build

Volume to Capacity Key

	0.8-0.99
	1.0-1.2
	1.2+





NEED: EAST – WEST MOBILITY

- Fort Jesse Road
- General Electric Road
- Empire Street
- Ireland Grove Road
- US 150

Volumes and Congestion are Expected to Remain Similar To No Build or Decrease (with no additional e-w improvements)

Volume to Capacity Ratio		Projected V/C (2035 No-Build)	Expressway and Freeway Option	Arterial Option
Roadway	Volume Location	V/C	V/C	V/C
Fort Jesse Road	West of Towanda-Barnes Road	0.7	0.7	0.7
General Electric Road	West of Towanda-Barnes Road	0.9	0.9	0.9
Empire Street (IL 9)	West of Towanda-Barnes Road	1.1	1.2	1.1
Ireland Grove Road	West of Towanda-Barnes Road	1.0	1.0	1.0
US Rte. 150	East of 2000 East Road	1.4	0.9	0.9
US Rte. 150	West of Towanda-Barnes Road	1.1	0.9	0.9
Access to Towanda Interchange	I-55	1.7	1.1	0.1
Access to Downs Interchange	I-74	1.1	0.4	0.4
I-55	West of new interchange	varies	0.9 nb; 1 build	0.9 nb; 1.1 build
I-74	West of new interchange	varies	0.9 nb; 0.7 build	0.7 nb; 0.6 build

Volume to Capacity Key

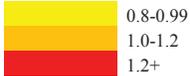


NEED: NORTH – SOUTH MOBILITY

Towanda Barnes Road is the Major Existing North-South Roadway

Volume to Capacity Ratio		Projected V/C (2035 No-Build)	Expressway and Freeway Option	Arterial Option
Roadway	Volume Location	V/C	V/C	V/C
Towanda-Barnes Road	South of Empire Street (IL 9)	1.2	0.9	1.0
Towanda-Barnes Road	North of ESH	0.2	0.1	0.1
Towanda-Barnes Road	North of Raab Road	0.5	0.2	0.4
Towanda-Barnes Road	Empire to Ft. Jesse	1.1	0.8	0.8
Towanda-Barnes Road	North of Ireland Grove Road	1.0	0.6	0.8
Towanda-Barnes Road	South of US150	1.4	1.0	1.0
ESH new facility				
ESH	North of Towanda Barnes (north)		0.4	0.6
ESH	North of Fort Jesse Road		0.5	0.6
ESH	South of Empire Street (IL 9)		0.7	0.8
ESH	North of Ireland Grove Road		0.5	0.6
ESH	NE of Towanda Barnes (south)		0.5	0.5
ESH	South of US150		0.7	1.1
Max V/C on Build Option:			0.7	1.1

Volume to Capacity Key



NEED: NORTH – SOUTH MOBILITY

Towanda Barnes Road is the Major Existing North-South Roadway

	Expressway and Freeway	Arterial
Less Traffic Volume on TB-Road	✓	✗
Less Congestion on TB-Road	✓	✓
Better Traffic Flow on ESH	✓	✗



NEED: IMPROVE REGIONAL ACCESS

	Expressway and Freeway Option	Arterial Option
2035 Travel Time on ESH Between I-55 and V/C	12 minutes	18 minutes

Based on the Analysis
Expressway or Freeway is Recommended Over the Arterial Option

The Expressway and Freeway Option includes an interchange at the intersection of East Side Highway and Grove Road, providing efficient access to Central Illinois Regional Airport for both local and regional travelers.



STOP AND ACCESS CONTROL

Freeway:

Full Access Control with Interchanges and Grade Separations



STOP AND ACCESS CONTROL

Expressway:

- If signals are needed with 9 years of construction, then an interchange should be built at the start of the project
- If signals are needed within 10-20 years of construction, then an interchange should be *planned* for at the start of the project

(per IDOT Design Manual)



FACILITY TYPE

Facility Type Option			
Crossroad	Arterial	Expressway	Freeway
Towanda Barnes Rd. (N)	Signal	Interchange	Interchange
Fort Jesse Rd.	Signal	Interchange	Interchange
General Electric Rd.	Signal	Interchange	Interchange
Empire St.	Signal	Interchange	Interchange
1300 N./Bentown Rd.	2-way stop	2-way stop	Grade separation
Ireland Grove Rd.	Signal	Interchange	Interchange
Brokaw Rd.	2-way stop	2-way stop	Grade separation
Cheney's Grove Rd.	2-way stop	2-way stop	Grade separation
Towanda Barnes Rd. (S)	Signal	Interchange	Interchange
US 150	Signal	Interchange	Interchange



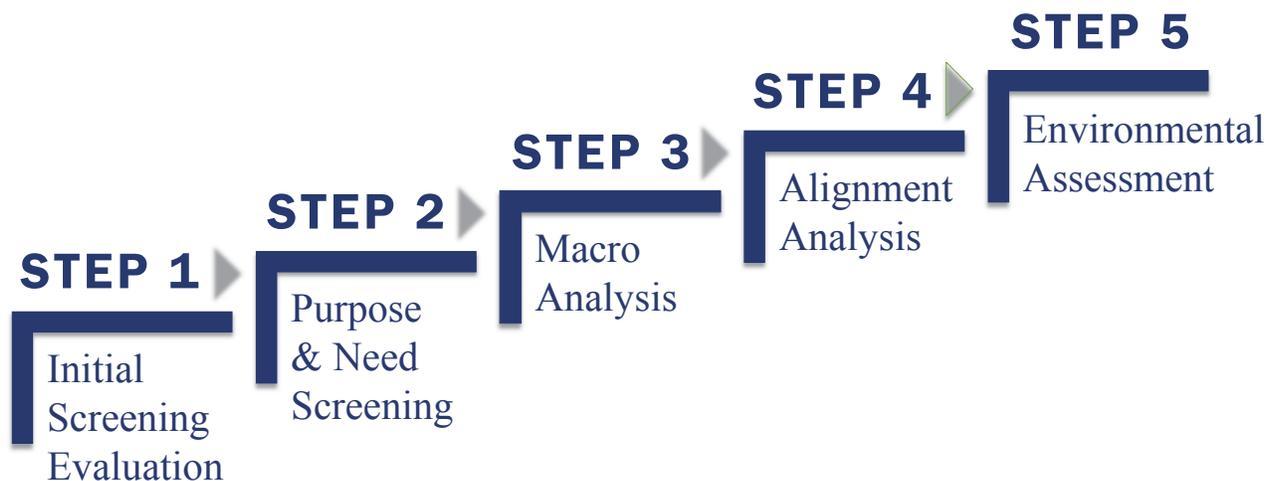
FREEWAY VS. EXPRESSWAY

Results of Analysis:

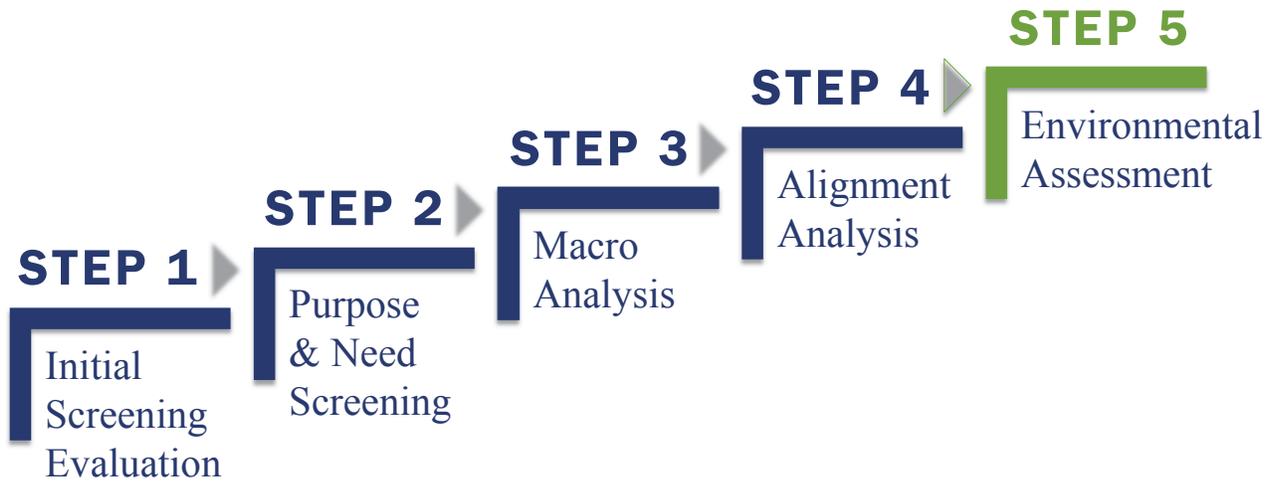
- If ESH built in 2026, signals will be warranted at Towanda Barnes, Fort Jesse, GE, Empire, Ireland Grove, US 150
- Interchanges should be built at these locations



ALTERNATIVE EVALUATION PROCESS



ALTERNATIVE EVALUATION PROCESS



TIMELINE



- Public Information Meeting (PIM)
- Study Milestone
- Public Hearing





Questions?





MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Community Working Group Meeting #7
Date: December 1, 2011, 6:00 to 8:00 p.m.
Location: McLean County Government Center

Project Team Attendees: Jerry Payonk (CDI), Antonio Acevedo (CDI), Janice Reid (HDR), John Lazzara (HDR), Linda Huff (H&H)

Main topics discussed at the meeting are as follows:

1. Introduction (Jerry Payonk)

An overview of topics to be discussed at the meeting was presented. Jerry also commented that population and employment statistics are reviewed on a regular basis and that the forecasts will be updated if there are substantial changes in the statistics.

2. Alignment Analysis (Jerry Payonk and Linda Huff)

Jerry presented the alignment analysis describing each step in the elimination process based upon constructability, engineering constraints, and residential impacts. This reduced the number of alignments from forty to six. Linda presented the sustainability criteria and elimination process from six to four alignments.

During the presentation there were several comments by the CWG members that are summarized below:

- One CWG member commented that wherever the road is built it will contribute to urban sprawl in the southeastern portion of Bloomington, which is currently being developed by private investors. One suggestion was to build an elevated roadway above Veteran's Parkway.
- One CWG member commented that alignments containing BN4 (121 and 122) were the best options and should not be eliminated. He believed that building the ESH further west (where BN2 and BN3 are located) will create a wall through the middle of the community and hinder development. He also stated that although BN4 is located east of BN2 and BN3, it still touches the 2035 Land Use Plan and leaves more room for development compared to the other options.

Meeting Notes

East Side Highway Environmental Assessment

CWG #7 – December 1, 2011

Page 2

- A few members disagreed with the request to continue to include BN4. One member stated that the land between BN4 and the 2035 Land Use Plan is to be “preserved” for farmland and that if BN4 is built it will become difficult to maintain this land as agricultural and prevent it from being developed. One member agreed that building the ESH further west will add more of a buffer to slow down urban sprawl, which is inevitable. Comments in favor of eliminating the eastern alignments also included issues such as the sustainability criteria, environmental resources, and watershed preservation. Another member added that BN4 looks more expensive due to its diagonal sections that sever farm tracts.
- A CWG member recommended weighting all of the impacts on a per mile basis. Since options that contain BN4 are longer than the others it will have more impacts, but it does not mean it is a worse option. Linda Huff indicated that the impacts could be looked at on a per mile basis, but that options with BN4 will most likely still have higher impacts and would be eliminated. This will be brought up at the next PSG meeting. While considering impacts on a per mile basis can be reviewed, federal and state environmental regulatory agencies consider total impacts to resources in their decision making process. The CWG member agreed that if options containing BN4 still have higher impacts then they should be eliminated.

3. Facility Type Discussion (Jerry Payonk)

Jerry discussed facility types and presented analysis for determination of specific facility. Jerry stated that an arterial facility for the ESH has been eliminated based upon issues of inefficient mobility and access when compared to a freeway or expressway. In comparing a freeway and an expressway, the freeway presents a safer operation, eliminating stop-controlled intersections and residential/agricultural access points that an expressway would contain. More analysis will be required to make the final decision.

During this portion of the presentation there were several comments by the CWG members that are summarized below:

- One CWG member commented that if the ESH will be a freeway and have restricted access then it should be located further east. A restricted access roadway in the BN2 or BN3 location will only create a wall that will hinder development beyond 2035.

Meeting Notes

East Side Highway Environmental Assessment

CWG #7 – December 1, 2011

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- One CWG member agreed that a freeway facility is the best option. He reasoned that an arterial facility on the east side of the community will only encourage big box stores to leave Veteran's Parkway and move to a new location along the new road. If this happened it could have a serious negative impact on the town of Bloomington.
- One CWG member commented that the freeway option is a good idea because it is better for economic development. Due to the easy access for semi-trailers at interchanges, a freeway will attract more manufacturing and industrial businesses that bring more jobs and money into the community.
- One CWG member commented that the ESH needs to have farm vehicle access. Currently Towanda-Barnes Road is the primary road for farm equipment. A freeway facility will only make it more difficult for farmers to access their land. He also mentioned that instead of a four-lane highway, the project team should be improving the two-lane roads throughout Bloomington-Normal.
- Once CWG member noted that a freeway would be more likely to encourage in-fill development and redevelopment within the planning boundary.
- One CWG member asked how the traffic numbers would be affected if the land use developed differently and expanded further east. John responded by saying that a change in land use could have an effect on traffic numbers but that the project team can only look at what is being planned for in the Land Use Plan. The Land Use Plan and traffic numbers are based upon detailed assessments of real values and patterns. It is not feasible to plan for every possible future scenario.

4. PIM #4 Format and Public Outreach (Jerry Payonk)

Jerry announced the tentative date for PIM #4 as January 12, 2011. He added that the format will be similar to previous public meetings and will begin with a presentation followed by an open house. A couple CWG members had the following comments:

- One CWG member asked if oral comments will be allowed. Jerry responded that no questions will be allowed during the presentation, but that people are welcomed to ask questions during the open house. The CWG member felt that the public's opinions will not be heard if they

Meeting Notes

East Side Highway Environmental Assessment

CWG #7 – December 1, 2011

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cannot ask questions during the presentation. He felt that the public comment forms did not allow the public to fully express their opinions.

- One CWG member mentioned that he has never seen an outpour of people at the public meetings that support the ESH project. He argued that he would accept the need for the project if he saw people that actually believed in the need for it.

Jerry also announced that the project team created a new Public Outreach Plan that involves reaching out to more organizations to gain a larger awareness of the ESH project. He encouraged the CWG members to spread the word to their constituents and that the project team will provide the CWG members with talking points.

COMMUNITY WORKING GROUP

MEETING #8

JUNE 6, 2013

Subject: East Side Highway Environmental Assessment - Community Working Group Meeting #8
Sent via Email: Thu 5/30/2012

CWG Members:

We have scheduled CWG #8 for Thursday, June 6 from 6:00pm to 8:00pm at the Bloomington Center for the Cultural Arts at 600 N. East Street. The room has not yet been determined. We apologize for the short notice; there has been some rescheduling of location due to maintenance issues. The purpose of the meeting is to present the remaining alternatives, and discuss the environmental and community impacts resulting from the alternatives. We will seek input from those in attendance regarding which alternative should be selected as the single preferred alternative to carry forward.

We are extending the invitation for this meeting to those that served on the Focus Working Groups.

Please respond to this e-mail if you plan on attending.

Of note, we will be having a Public Information Meeting at Normal Community High School the evening of June 19th. At this meeting we will present similar material that will be presented at our CWG meeting.

Thank you,
Jerry

Jerald T. Payonk, P.E.

Executive Vice President

Clark Dietz, Inc. - Engineers

125 West Church Street

Champaign, IL 61820

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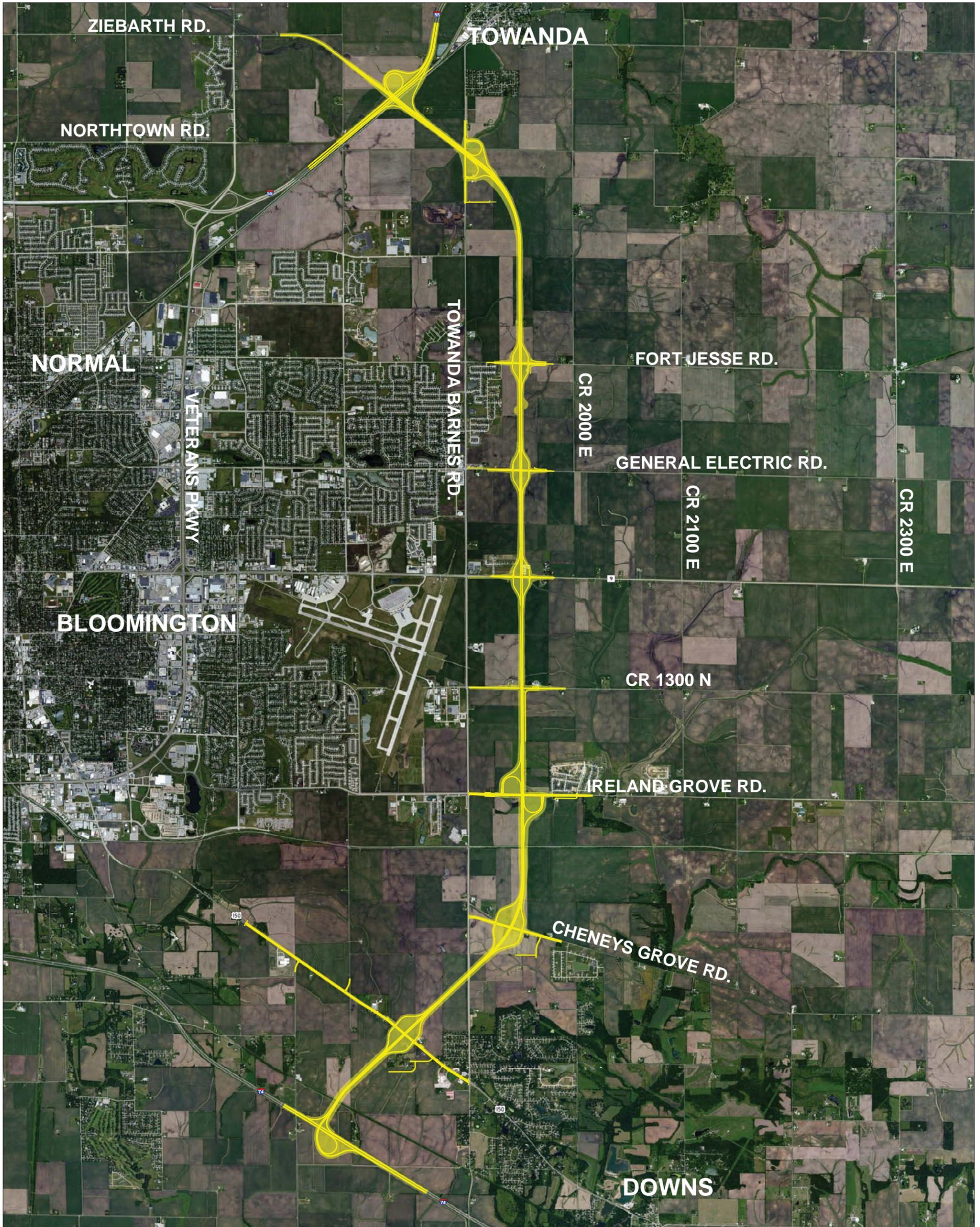
217.493.2023 - cell

jerry.payonk@clarkdietz.com

www.clarkdietz.com



Please consider the environment before printing this e-mail.

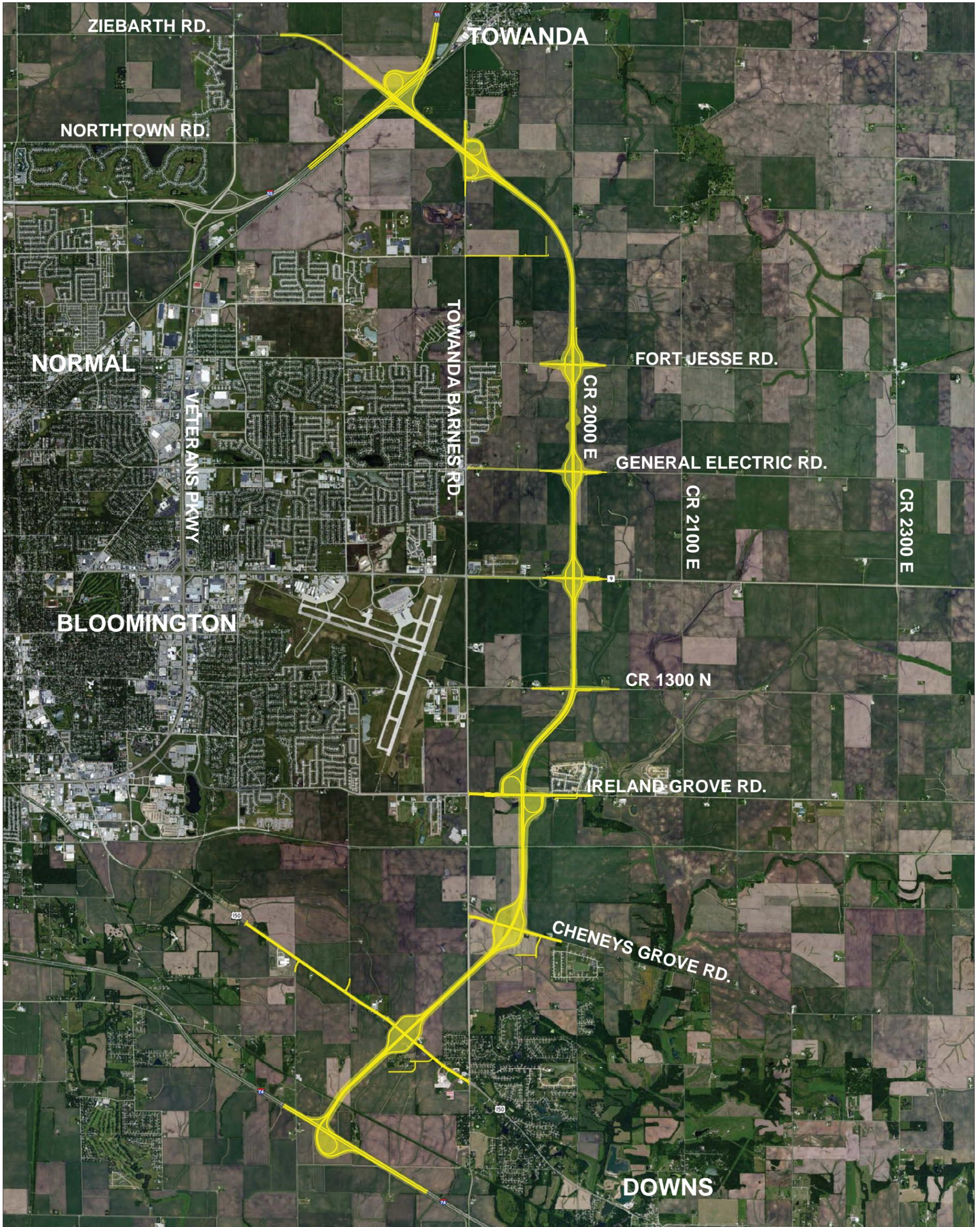


Alternative 126

June 6, 2013

- Legend**
- Pavement
 - Right-of-Way



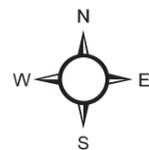
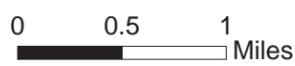


Alternative 127

June 6, 2013

Legend

- Pavement
- Right-of-Way





MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Community Working Group Meeting #8
Date: June 6, 2013, 6:00 to 8:00 p.m.
Location: McLean County Arts Center

Project Team Attendees: Jerry Payonk (CDI), Antonio Acevedo (CDI), John Lazzara (HDR), Jamie Bents (H&H), Lindsay Birt (H&H)

Main topics discussed at the meeting are as follows:

1. Introduction (Jerry Payonk)

The presentation made at this meeting and the handout that was distributed, were the same as material presented at the Public Information Meeting (PIM) on June 19th, 2013 (6 – 8 pm). There were two identical presentations made at the PIM, followed by an open house with exhibits review and discussion.

2. Alternative Evaluation Process (Jerry Payonk)

- An updated socioeconomic analysis for the Bloomington-Normal area was presented.
 - The Bloomington-Normal Metropolitan Statistical Area (MSA) now has an unemployment rate of 5.8%. This is the lowest among Illinois MSAs. This rate has improved from 8.1%, the rate when the ESH EA process began.
 - The population of the Bloomington-Normal MSA continues to increase, and these two cities are among the five fastest-growing in Illinois.
- The alternative evaluation process that has taken place was reviewed:
 - 129 ESH alternatives were originally identified by the project team and Community Working Group (CWG).
 - The initial screening analysis reduced the number of alternatives to 93.
 - The purpose and need screening analysis reduced the number of alternatives to 85.
 - The macro screening analysis (500' wide ESH corridor) reduced the number of alternatives to 40.

Meeting Notes

East Side Highway Environmental Assessment

CWG #8 – June 6, 2013

Page 2

- The alignment analysis (ESH roadway alignments and interchanges) reduced the number of alternatives to 4.
- Four alternatives were considered in the Environmental Assessment (EA), the current phase of the project. The analysis of these four alternatives will be presented to the FHWA and resources agencies in September for their concurrence on the Preferred Alternative.
- The four alternatives considered in the EA analysis were reviewed. Geometric changes in the four alternatives have occurred since the alignment analysis, including a reduction in size for several interchanges, realigning the alternatives at Fort Jesse Road, modifying the type of interchange at Ireland Grove, moving the Towanda-Barnes interchange to Cheneys Grove Road and replacing the I-74 cloverleaf interchange with a trumpet interchange to reduce impacts.
- The Focus Working Groups (FWGs) and CWGs provided valuable input used in screening and revising alternatives.

3. Environmental Assessment Evaluation (Jerry Payonk)

- The EA analysis determined that alternatives using Northtown Road near I-55 (Alternatives 124 and 125) would have higher wetland impacts than alternatives using Ziebarth Road (Alternatives 126 and 127). It also showed that the interchange at I-55 associated with Alternatives 124 and 125 would be more complex, and therefore difficult and costly to construct compared to Alternatives 126 and 127.
- After Alternatives 124 and 125 were eliminated for reasons stated above, Alternatives 126 and 127 remained. Impacts for these two alternatives were less differentiating and it was less clear which alternative could be recommended as a Preferred Alternative. As a result, the Project Study Group (PSG) recommended additional public input on the remaining two alternatives.
- The environmental impacts for Alternatives 126 and 127 from the EA analysis were reviewed.
- A CWG member stated that it appeared that Alternative 127 impacted three times as much farmland as Alternative 126, due to the ESH cutting off access to farmland. Alternative 127 is aligned on CR 2000 N, and if that alternative is selected, another rural road needs to be developed east of CR 2000 N for farm traffic. Alternative 127 should be moved further east, and existing CR 2000 N should be left in place. The presentation needs to clearly state that 127 would require the

Meeting Notes

East Side Highway Environmental Assessment

CWG #8 – June 6, 2013

Page 3

removal of CR 2000 N, because the removal of this road affects farmers.

- John Lazzara (HDR) stated that moving Alternative 127 east would preserve CR 2000 N, but it would require greater use of farmland.
 - *Postscript: This comment assumes the ESH alternatives will not provide east-west access. The ESH will provide east-west access, using either underpasses or overpasses. The comment regarding CR 2000 N is accurate.*
- A CWG member asked if there is funding to build a new north-south rural road to replace CR 2000 N. The member also commented that if there needs to be an ESH, it appears that the two alternatives left are the two alternatives that should be considered.
 - The need for a new north-south rural road will be considered in the EA.
- A CWG member asked if the EA analysis considered the wetland restoration at The Grove.
 - Jamie Bents (H&H) stated that the EA analysis did not consider this impact (the analysis to select the Preferred Alternative considered direct impacts to wetlands), but this will be studied for the Preferred Alternative. The project team will study the water quality effects of the Preferred Alternative and recommend Best Management Practices (BMPs) for that alternative.
 - Lindsay Birt (H&H) stated that a pollutant loading assessment will be completed for the Preferred Alternative so BMPs can be identified.
- A CWG member asked if the PIM would have an open question-and-answer session following the presentation.
 - Jerry Payonk stated that there are two formal presentations that night, and in order to have time for both, questions will be discussed during the open house portion of the meeting.
- A CWG member asked if the aerial photography used for mapping could be updated to show current development.

Meeting Notes

East Side Highway Environmental Assessment

CWG #8 – June 6, 2013

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Postscript: Aerial was updated to Bing maps with 2012 imagery.

- A CWG member asked if the No Build Alternative is still an option.
 - Jerry Payonk stated that the No Build Alternative does not satisfy the Purpose and Need Statement. If it was determined that the impacts of the Build Alternatives outweigh the No Build Alternative's inability to satisfy the Purpose and Need for the project, then the No Build Alternative would be selected.
- A CWG member stated that the ESH should not be constructed, and that an elevated roadway over Veterans Parkway should be constructed. The member stated that the ESH infringes upon people's right to own property and will redistribute land to developers cheaply by paying current property owners lower prices than what is fair.
- A CWG member said that he believes some local politicians are against the ESH and the current land use plan's future development areas. Had any local politicians requested changing the land use plan to allow less fringe development and include farmland protection areas?
 - Eric Schmitt (McLean County) stated he had not heard of any such request. The land use plan shows growth to the east because the improvements to The Grove made a large part of the east side of the metropolitan area easier to develop due to sewer improvements.

4. Other

- Public comments are now sought for Alternative 126 and 127. The CWG and public can provide comments by e-mail, the project website, comment forms, phone, or fax. The public comment period ends July 3.
- The ESH Environmental Assessment is expected to be completed in 2014. Due to the project's cost, it is anticipated that the project will become an IDOT project; it is currently under the jurisdiction of McLean County. If the ESH comes under IDOT jurisdiction when the EA is completed, it is expected that a centerline for the ESH will be mapped to protect the corridor from future development. After this time, final design, land acquisition, and construction would occur, although none of these phases currently have funding. There will be acquisition funding for "hardship" cases that apply to IDOT, such as properties that are trying to sell but can't sell because the ESH corridor will impact the property.

LAND USE AND ACCESS MANAGEMENT
FOCUS WORKING GROUP



Focus Working Group (FWG)

Land Use and Access Management Sign-Up Sheet

Name	Address	Email	Phone Number	Organization
Randy Schaab	405 E Northtown Rd.	rschaab886@gmail.com	309-826-2182	Normal ZBA
JEFF TRIMBLE	1307 RED ABBEY AVE	jtrim ⁸¹⁷ @yahoo.com	305-585-0509	THE GROVE HOMEOWNER
TERRY GIANNOWI	PO Box 137 LEXINGTON IL. 61753	TERRY1DPB@AOL.COM	309 830 1653	MONAY CREEK TWP
Frank Wieting	3205 Monissey Dr. Bloomington IL		309-662-1901	Farm over Resident
Larry Reeser	16838 E 775 N. Rd Heyworth, IL. 61745	reeserfarms@gmail.com	309-829-6508	Landowner.
Bill Brummel + Linda	7 Smith Lane Pontiac, IL 61764	blbrummel@hotmail.com	815-844-7728 815-674-7728	Landowner
Jeanette M. OTIS	118 Eugene St. Towanda IL 61776	obstinatesnooper@gmail.com	309-532-2567	resident
MIKE SWARTZ	2243 Westgate, Bloomington 61705	swartz@mcfb.org	309-663-6497	McLean County Farm Bureau

LAND USE AND ACCESS MANAGEMENT

FOCUS WORKING GROUP

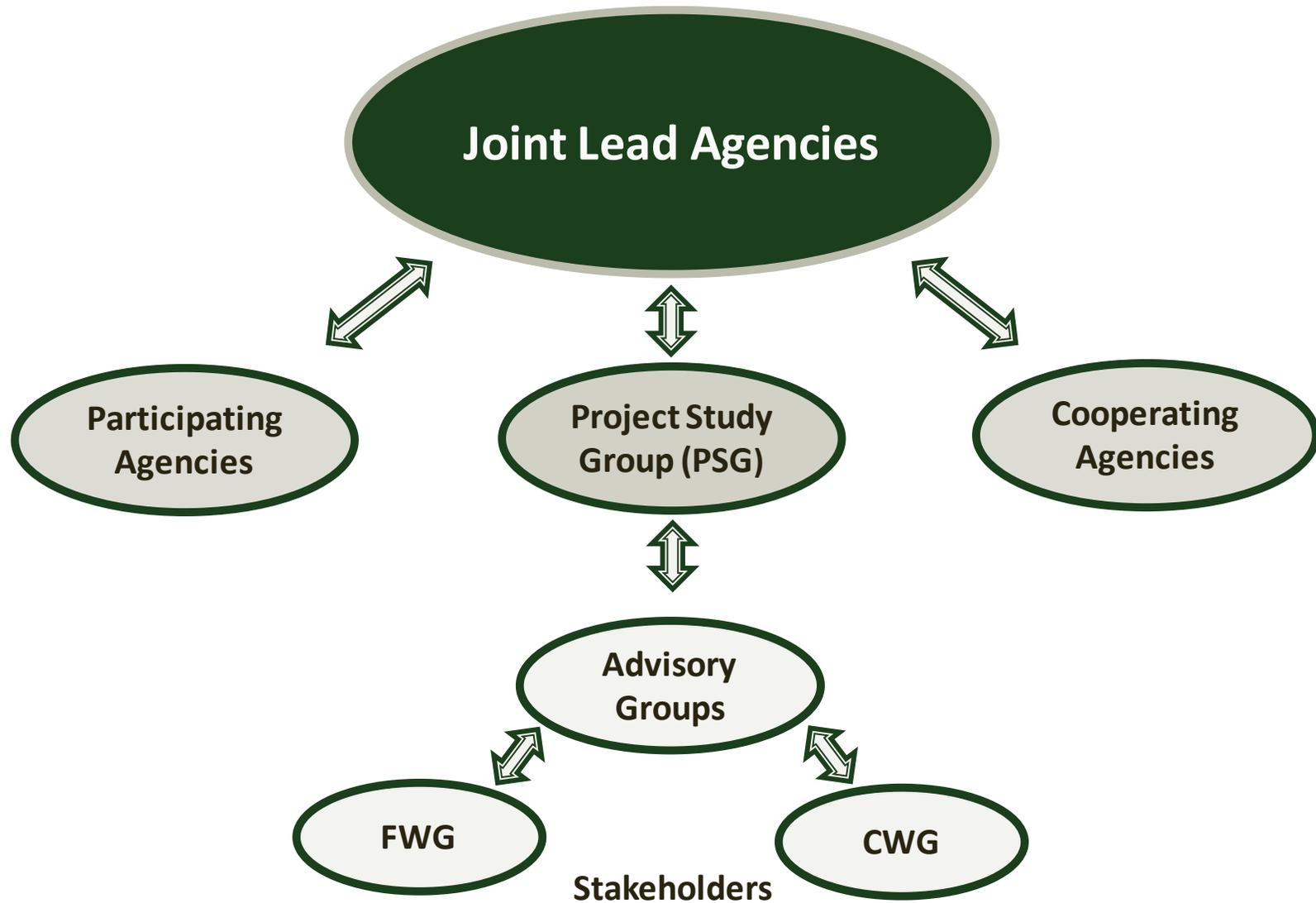
MEETING #1

MARCH 14, 2012

FWG AGENDA - MEETING #1

1. Introduction
2. Purpose of FWG
3. Ground rules
4. Brief background
 1. Project information and project website
 2. Advisory group hierarchy
 3. Project alternatives with land use
 4. Facility type
5. Identify land use and access management issues
6. Consensus workshop: “In what ways do you think an ESH will affect land use and access?”
7. Next meeting

AGENCY/ADVISORY GROUP HIERARCHY

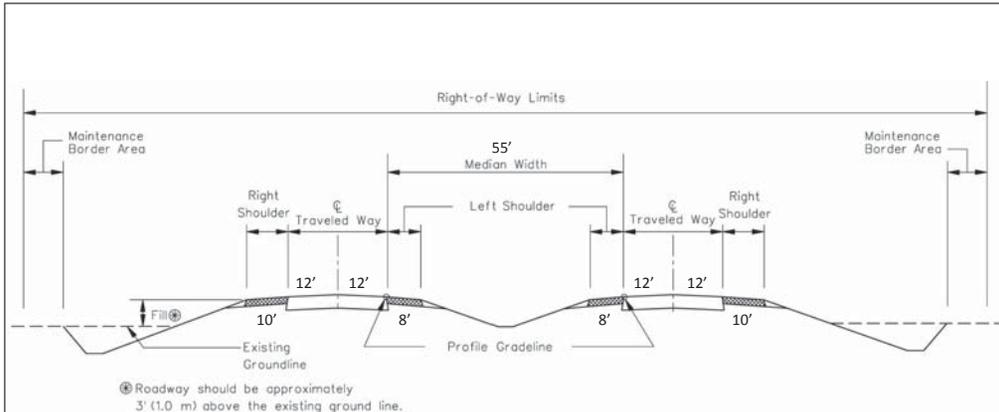


FWG GROUND RULES

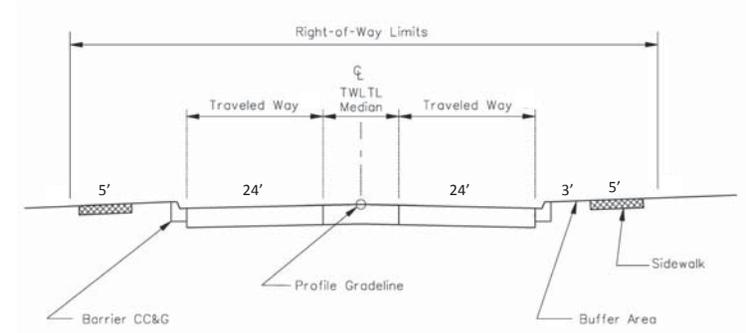
1. All input from all participants in the process is valued and considered.
2. All participants will come to the process with an open mind and participate openly and honestly.
3. All participants in the process will treat each other with respect and dignity.
4. The project must progress at a reasonable pace based on the original project schedule.
5. Project milestones (Purpose and Need, Range of Alternatives) will not be altered once concurrence has been granted unless substantial new information becomes available.
6. The role of the FWG is to advise the PSG. A consensus of FWG concurrence is sought prior to project decisions. The PSG will fully consider all FWG and stakeholder input when making project decisions.
7. All decisions of the joint lead agencies must be made in a clear, transparent manner and stakeholders should agree that their input was duly considered.
8. The list of FWG members is subject to change at any time as events warrant.



TYPICAL SECTIONS



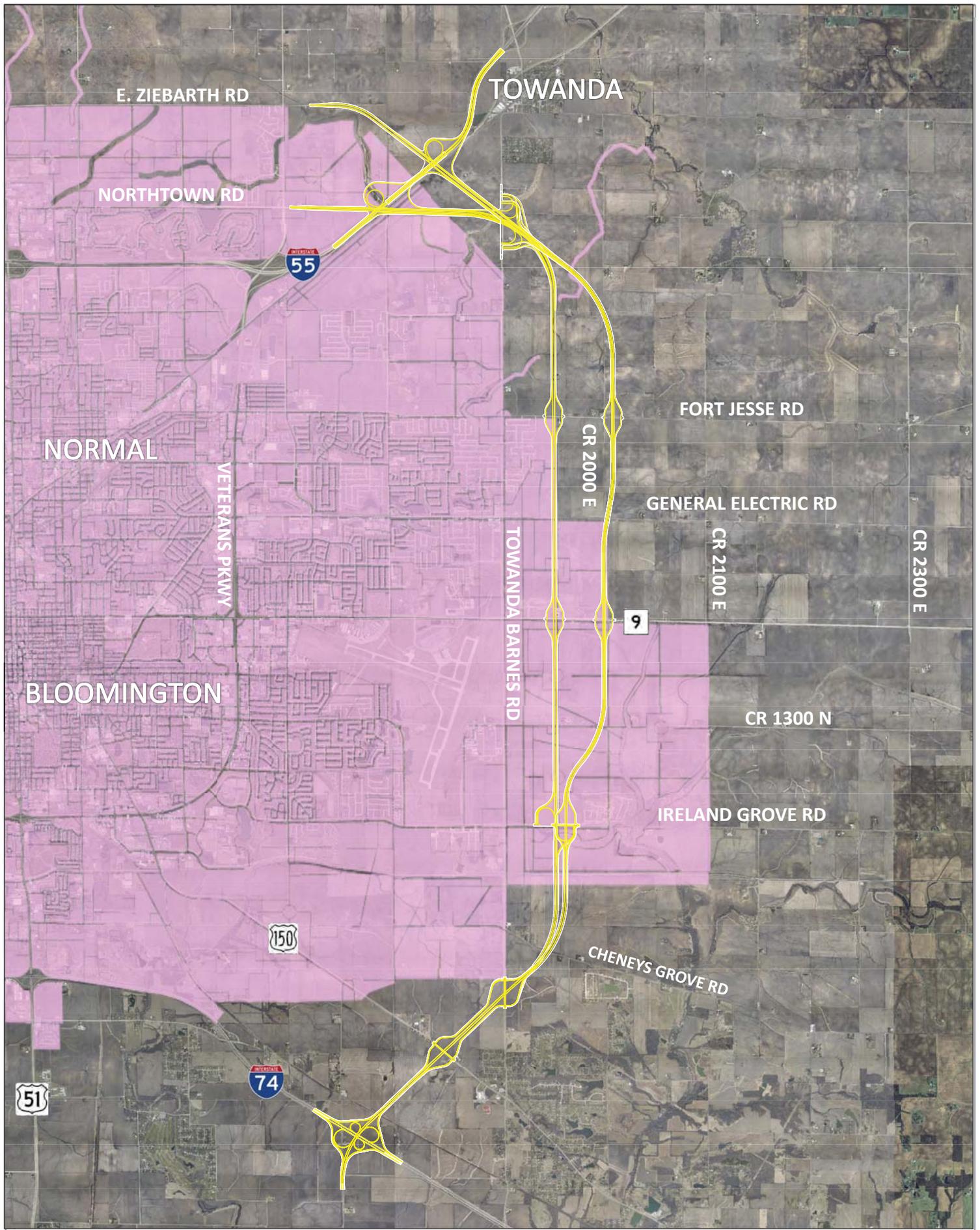
Freeway



Urban Arterial



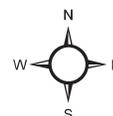
DISCLAIMER: These renderings are for illustrative purposes only. Actual placement of design elements may vary.



Remaining Alignments March 2012

Legend

- 2035 Land Use
- Edge of Pavement
- Right-of-Way



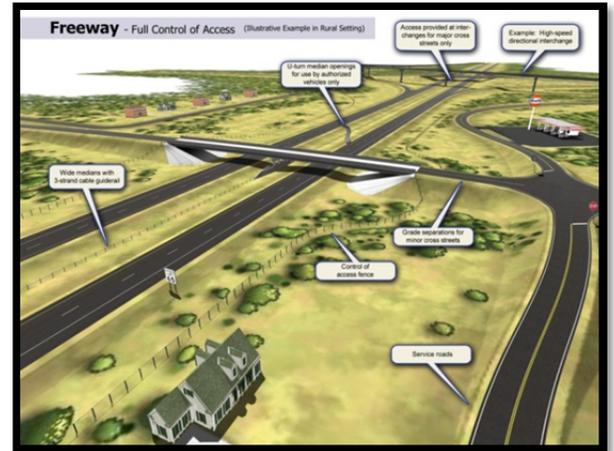
ESH Land Use and Access Management FWG Handout #1



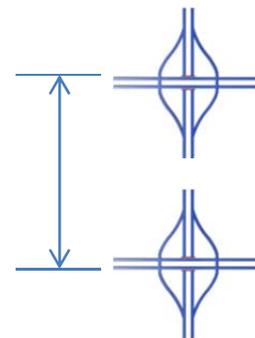
Term Design Considerations

Freeway A freeway is a full access control roadway. Design criteria include:

- free-flow of traffic
- no traffic signals, intersections, or direct property access
- minor roads and railroads cross via overpass or underpass
- interchanges at major intersecting roads provide access to the freeway

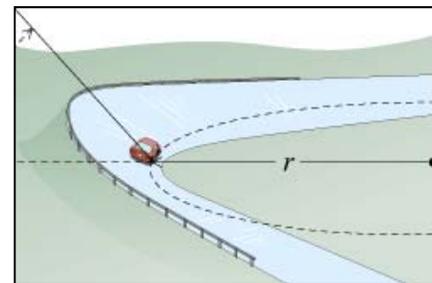


Interchange Spacing Distance between interchanges is based on criteria established by IDOT and depends on facility type, safety, and design speed.



Design Speed The maximum speed that a vehicle can safely operate under optimum driving conditions. Design speed is not the same as posted speed. The posted speed of a roadway is typically lower than the design speed.

Radius A geometric measurement pertaining to curves. The higher the design speed of a roadway, the larger the radius is needed to safely maneuver around a curve.



ESH Land Use and Access Management FWG Handout #1



Collector – Distributor System (C-D System)

An additional roadway parallel to but separated from the freeway by a barrier. The C-D system provides the ability for vehicles to enter and exit a freeway in a safer manner.



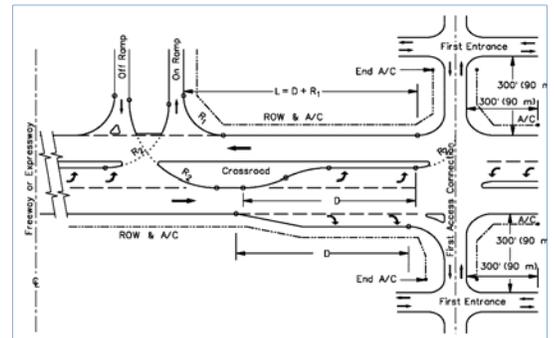
Auxiliary Lane

A non-continuous lane added to the freeway to allow vehicles to enter and exit the freeway in a safer manner. Auxiliary lanes serve the same purpose as C-D systems without the use of barriers.



Access Limit

The distance between interchange ramps and the first point of access on the crossroad for driveways or intersections. This distance is based on criteria established by IDOT that promotes safety and efficiency of moving vehicles.



Frontage or Service Road

A non-limited access road running parallel to the freeway. Designed to give access to properties that do not have direct access to the freeway.



Comprehensive Plan

A document that outlines goals in terms of community development, usually over a long range horizon. Once adopted, the Comprehensive Plan presents a guide for planned growth including transportation, land use, community facilities and services.

FOCUS QUESTION: In what ways do you think an ESH will affect land use and access?

AG MOBILITY	EMERGENCY RESPONSE ACCESS	FARMLAND AND OPERATION IMPACTS	LOCAL MOBILITY	RESIDENTIAL BARRIERS	NOISE	WEST SIDE BUSINESS IMPACTS	WATERSHEDS	SAFETY	PLANNED GROWTH
Concentrated traffic will impede ag. Traffic	Increased first responder time	Land locked parcels and remnants	Limited access positives and negatives	Creates community barriers	Increase noise to surrounding land use	Negative effect on existing west side business	Changes to watershed	Concentrated traffic increases safety concern on streets	Encourage mixed use smart growth
Narrow bridge issues	Emergency response	Divided parcel access	Provide local access around T-B Bridge	Negative effects to residential development	Noise pollution	Business on west side	Drainage issues for all land uses		Economic Development (airport growth)
		Hinder agricultural business aspects	Reduce commute time and expenses	Isolation of eastern subdivisions					Future/planned infrastructure needs
		Impacts prime farmland and operations	Changes to local traffic patterns						Compatible land uses (Park land)
		Affecting total farmland quantity	Access to Route 66						
		Wind/highway affects on chemical applications	Plan for access roads						





MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Focused Working Group – Land Use and Access Management #1
Date: March 14, 2012, 6:00 PM to 8:00 PM
Location: Bloomington Center for the Performing Arts, Bloomington, IL

Minutes of this meeting were prepared by Jamie Bents of Huff & Huff, Inc. (H&H). Please inform her of corrections or modifications.

Project Team Attendees: Jerry Payonk (CDI), Antonio Acevedo (CDI), John Lazzara (HDR), Jamie Bents (Huff & Huff) and Eric Schmitt (McLean County), and Gene Brown (Town of Normal).

1. Introduction

- FWG members, PSG members, project team members, and other attendees introduced themselves and stated how they have been involved in the East Side Highway (ESH) project.

2. Purpose of Meeting and Agenda

- Jerry Payonk welcomed the attendees and stated that the purpose of this FWG was to identify land use and access management issues for the ESH.
- Jerry reviewed the meeting agenda.

3. Ground Rules

- Jerry presented the FWG ground rules to the group. These ground rules are similar to those used at the Community Working Group and are the same for all of the FWGs. These include:
 - All input from all participants in the process is valued and considered.
 - All participants will come to the process with an open mind and participate openly and honestly.
 - All participants in the process will treat each other with respect and dignity.
 - The project must progress at a reasonable pace based on the original project schedule.

Meeting Notes

East Side Highway Environmental Assessment

FWG-Land Use and Access Management #1 – March 14, 2012

Page 2

- Project milestones (Purpose and Need, Range of Alternatives) will not be altered once concurrence has been granted unless substantial new information becomes available.
- The role of the FWG is to advise the PSG. A consensus FWG concurrence is sought prior to project decisions. The PSG will fully consider all FWG and stakeholder input when making project decisions.
- All decisions of the joint lead agencies must be made in a clear, transparent manner and stakeholders should agree that their input was duly considered.
- The list of FWG members is subject to change at any time as events warrant.

4. Project Background

- Jerry reviewed the status of the ESH project.
- The alternatives to be carried forward for study in the Environmental Assessment were recently approved by FHWA and other Federal agencies (U.S. Fish and Wildlife Service, U.S. EPA, the U.S. Army Corps of Engineers, U.S. Department of Agriculture). Jerry presented the alternatives to the FWG.

5. Review of Land Use and Access Management Concepts

- Meeting participants received a handout on design concepts; these concepts were reviewed.

6. Consensus Workshop

- The FWG participated in a consensus workshop, where they developed answers to the consensus question “In what ways do you think an ESH will affect land use and access?”
- The FWG was split into three groups. Each group had a table facilitator, and Jerry facilitated the overall discussion.
- At the end of the consensus workshop, the FWG agreed upon the following list of ten items answering the question “In what ways do you think an ESA will affect land use and access?” Please see the attached photo of the result of the consensus workshop for the subcategories for each.
 - Ag Mobility
 - Emergency Response Times

Meeting Notes

East Side Highway Environmental Assessment

FWG-Land Use and Access Management #1 – March 14, 2012

Page 3

- Farmland and Operation Impacts
 - Local Mobility
 - Residential Barriers
 - Noise
 - West Side Business Impacts
 - Watersheds
 - Safety
 - Planned Growth
- At the conclusion of the consensus workshop, Jerry asked if the FWG had additional items or issues.

7. Concluding Remarks

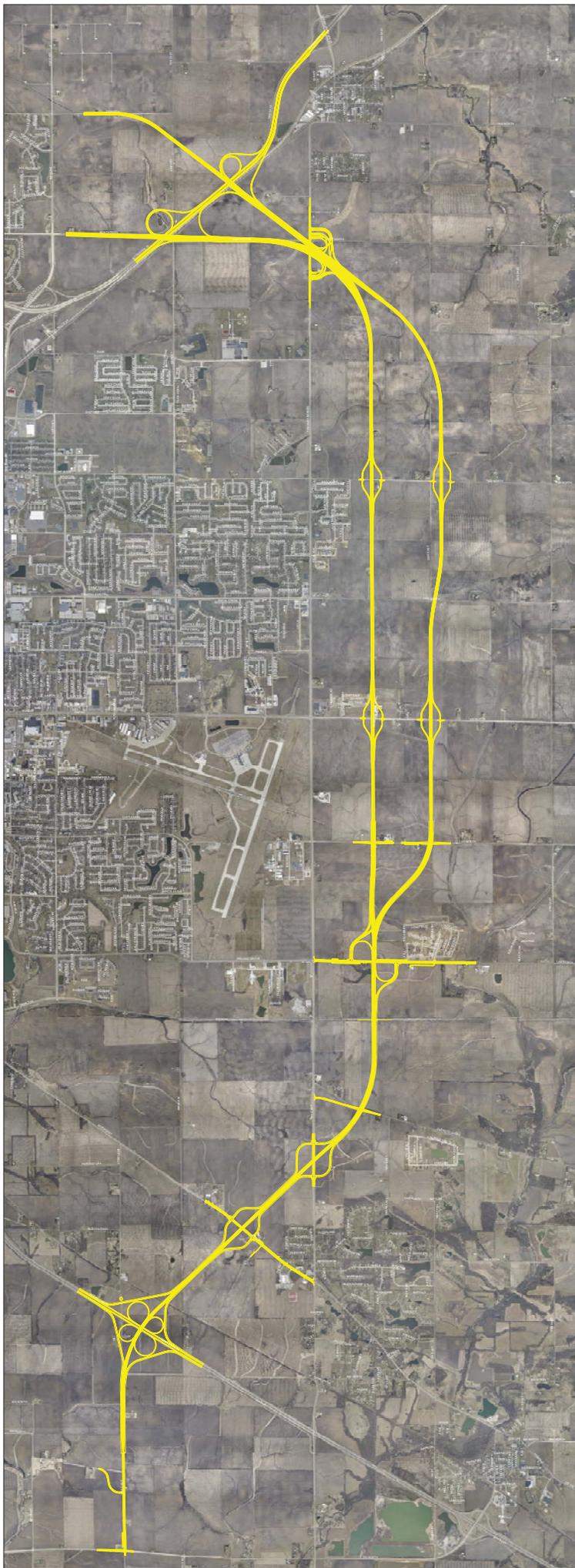
- At the next meeting, the FWG will begin discussing the ten items developed at the first meeting and identify related issues for specific alignments.
- The next meeting will be scheduled with respect to the local farmers' planting schedule as much as possible so that the farmers in the FWG will be able to attend.
- The group decided to plan for the next meeting to occur in the second week of April, weather permitting.

LAND USE AND ACCESS MANAGEMENT

FOCUS WORKING GROUP

MEETING #2

APRIL 11, 2012



Remaining Alignments
April 11, 2012





MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Focused Working Group – Land Use and Access Management #2
Date: April 11, 2012, 6:00 to 8:00 p.m.
Location: Bloomington Center for the Performing Arts, Bloomington, IL

Minutes of this meeting were prepared by Antonio Acevedo of Clark Dietz, Inc. Please inform him of corrections or modifications.

Project Team Attendees: Jerry Payonk (CDI), Antonio Acevedo (CDI), John Lazzara (HDR), Jamie Bents (Huff & Huff) and Eric Schmitt (McLean County)

1. Introduction and Review

- Jerry Payonk reviewed the consensus workshop that took place at FWG #1 on March 14th, 2012.
 - Ten categories were identified by the FWG to discuss in detail.
 - Of these ten, two were discarded (Noise and Watershed) since they will be addressed by the Sustainability FWGs.
- Jerry stated that those who submitted comments at the January public information meeting should receive responses to those comments this week.
- Jerry presented a map of the four remaining alternatives as shown at Public Information Meeting #4 and identified a few locations that have recently been modified due to alignment refinements and additional information:
 - The original BN3/Ireland Grove diamond interchange was changed to a partial cloverleaf and shifted further west to line up with the BN2/Ireland Grove. This adjustment moved the interchange farther west of the Grove subdivision than the previous alignment.
 - The project team is evaluating the impacts of shifting the BN3/Fort Jesse Rd. diamond interchange back on to CR 2000 E.
 - The project team is considering the possibility of adding a diamond interchange at General Electric (GE) Road.
 - The project team is including the planned extension of Hamilton Road into the ESH alignments. The City of Bloomington plans to eventually extend Hamilton Road east to Towanda Barnes road at the approximate location of the Cheney's Grove intersection.

Meeting Notes

East Side Highway Environmental Assessment

FWG-Land Use and Access Management #2 – April 11, 2012

Page 2

- In addition to the cloverleaf interchange at I-74, the project team is evaluating trumpet interchanges and analyzing the effects of shifting the interchange further east.
- The four remaining alignments were then broken down into five sections (T1, T2, BN2, BN3 and D2) to make it easier to discuss the categories identified in the consensus workshop.

2. Local Mobility Discussion

The first category discussed from the consensus workshop was local mobility. The FWG reviewed the remaining alternatives in detail, starting on the north side with sections T1 and T2, and moved south identifying specific issues pertaining to local mobility. Comments made by the group are as follows:

- Many FWG members expressed that access to Raab Road via Towanda Barnes Road and Airport Road must be maintained.
 - Normal Community High School and Eastview Christian Church are both located on Raab Road and generate a significant amount of traffic at certain times of the day. The high school generates traffic during its peak hours (before and after school), and the church generates traffic every day of the week, beyond the “typical” Sunday church peak hour.
 - Both T1 and T2 allow for current traffic operations along Raab Road to remain in place, but provide an additional route for travelers coming from the northwest to access Towanda Barnes Road via a partial cloverleaf interchange.
- Many FWG members expressed that the Airport Road and Route 66 connection should be maintained, and that Airport Road should be improved.
 - A new Normal fire station is being planned in the vicinity of Normal Community High School and EMS will need access to Route 66 and north of I-55. Keeping this intersection open will provide needed emergency response access.
 - Lake Bloomington traffic uses Airport Road from US 66, and so that intersection should remain open.
- Pipeline Road is programmed to become a 3-lane road from the existing 4-lane road from County Highway 12 to County Highway 63.

Meeting Notes

East Side Highway Environmental Assessment

FWG-Land Use and Access Management #2 – April 11, 2012

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This improvement is identified in the Planned and Programmed projects that are considered in developing the travel demand models.

- The grain terminal located in Towanda generates significant slow-moving truck traffic from all directions on Towanda Barnes Road, Northtown Road, Pipeline Road, and Route 66.
- Residents living in or near the Lamplighter subdivision use Northtown/Towanda Barnes/Raab Road to access Veterans Parkway. The T1 option would leave access to this route, but the T2 option would disrupt that route.
- One FWG member asked if the project team reviewed crash reports and citations, as well as traffic counts, to determine the number of accidents in the project area. Jerry responded that the project team obtains crash reports and uses them along with the Federal Highway Administration's Highway Safety Manual to perform a safety analysis, and that the team has already taken traffic counts in the project area. Citations are not obtained.
- One FWG member asked what the impact of the ESH would be to nearby local roads. Jerry responded that the project team will be studying the local road impacts due to the ESH and look at local road improvements that would be needed due to the ESH.
- One FWG member asked if businesses will be attracted to the ESH and as a result develop more land along Towanda Barnes Road that otherwise would not have been developed. Jerry responded that the ESH is being developed based on the future development planned in the 2035 land use plan. As development occurs, additional streets will be developed to provide access as needed. Urban sprawl and unplanned development will be looked at in the socio economic analysis for each alignment.
- One FWG member expressed that access to Towanda Barnes Road on the east from Northtown Road needs to be maintained.
 - There are a few subdivisions and a large cemetery off of Northtown Road east of Towanda Barnes Road that need this access point.
 - Currently, both the T1 and T2 configurations eliminate this access point.
- John Lazzara stated that access control in interchange areas will be studied in detail for each interchange in each project alignment. Per IDOT policy, there must be no access within 500' of the interchange ramps.
- One FWG member asked if Towanda Barnes Road will be widened to five lanes into Towanda. Eric Schmitt responded that the current plans

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East Side Highway Environmental Assessment

FWG-Land Use and Access Management #2 – April 11, 2012

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are to widen Towanda Barnes Road from Fort Jesse Road to Raab Road. There are no plans to continue the widening into Towanda.

- Many FWG members shared their ideas on the proposed interchange at GE Road, as well as interchanges at Fort Jesse and IL 9. Jerry reminded the FWG that having an interchange at GE Road does not meet the minimum interchange spacing requirements (interchange ramps should be spaced a minimum of 1 mile apart) and would require the use of collector-distributor (c-d) roads or auxiliary lanes. If an interchange were not provided at any of these roads, a grade separation without ramps would be provided at a minimum. Relating to this, the following comments were made:
 - An interchange at GE Road would provide better access to businesses in Bloomington.
 - Without an interchange at GE Road, more traffic will be directed to the Fort Jesse interchange and may create congestion.
 - If the interchange is built at GE Road, the interchange at Fort Jesse must remain. The removal of interchange at Fort Jesse would have a negative impact on emergency response times. *Jerry then requested an emergency response time map from all FWG members representing emergency services.*
 - If c-d roads are used, drivers will have to exit mainline ESH either one mile or two miles in advance of their desired exit when using the distributor roads. Some FWG members did not like this idea and feared that it would be confusing to drivers. Some agreed that if proper signage was used this problem could be overcome.
 - One FWG member stated that IL 9 could have the highest traffic volumes of the GE/Fort Jesse/IL 9 group, and asked if the c-d roads would function properly with the majority of traffic driving through the first c-d road intersection with a local road to reach IL 9. A single lane c-d road does not allow for drivers to pass other slow-moving drivers. Some FWG members thought this may lead to congestion on the c-d road, and that an auxiliary lane may be better in this situation. Jerry stated that the project team will determine if c-d roads or auxiliary lanes would meet FHWA requirements for access spacing. Typically, the first access choice would be to have neither c-d roads nor auxiliary lanes. Then the second choice would typically be auxiliary lanes, with the third choice being c-d roads.
 - One member asked if express lanes could be used instead of c-d roads or auxiliary lanes. John Lazzara responded that there is not enough traffic volume to warrant the use of express lanes. These are typically found in major metropolitan areas.

Meeting Notes

East Side Highway Environmental Assessment

FWG-Land Use and Access Management #2 – April 11, 2012

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- One FWG member asked if frontage roads will be provided along the ESH to provide access to farm properties. Jerry stated that this issue will be studied in the EA; the ESH needs to maintain or provide access to parcels that currently have public road access.
- Oakland Street is not a through street, and ends at the airport. The FWG agreed that it was acceptable to close access to Oakland from the ESH; access to Oakland can be provided from Empire.
- All FWG members were in agreement that a grade separation at Bentown Road was sufficient.
- A few FWG members were concerned that the partial cloverleaf interchange at Ireland Grove Road limited access to the Grove subdivision. The current design eliminates one of the access points for the Grove subdivision and leaves only a single access point because access points cannot be located within 500' of an interchange ramp. It was expressed that EMS may have issues with this design. Jerry indicated that this will be further studied to look for opportunities for a second access point.
- Jerry asked the FWG if the interchange at Towanda Barnes Road on the south side was necessary considering there would be interchanges provided at Ireland Grove Road and US 150. Many FWG members stated that many drivers access I-74 by taking Towanda Barnes to US 150 through Downs, and many would continue to do so, particularly if there is not an interchange at Towanda Barnes Road. Jerry stated that the travel time for the ESH route would be less than the Towanda Barnes/US 150 route, and people will realize that over time. Some FWG members stated that more people would use the ESH for this purpose if the proposed ESH interchange at I-74 is shifted further east.
- Jerry asked the FWG if the ESH should continue south past I-74 and connect to CR 1750 E. A few FWG members commented that many people use CR 1750 E to cross I-74. Extending the ESH south of I-74 would eliminate the CR 1750 E bridge over I-74 and would cut off access for people living in subdivisions in Randolph Township south of I-74.
- One FWG member asked if the project team could bring back segment D4. Jerry responded that D4 was eliminated in the Macro Analysis due to the skew it created at Towanda Barnes Road and U.S. 150. However, the project team will look at other options on the south side such as D3, which was eliminated in the Macro Analysis for consolidation reasons. Jerry reminded the group that when an alignment is moved due to potential impacts, it could just move the impacts to another area and not eliminate the impacts.

Meeting Notes

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FWG-Land Use and Access Management #2 – April 11, 2012

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- One FWG member asked if there would be safety concerns for the high school students taking the ESH to school. The FWG didn't have concerns about this, and one FWG member said that the high school students now take Airport Road, and that Airport Road is dangerous in its current condition and should be improved.
- One FWG member asked about impacts to Duncan Manor and centennial farms from the ESH. Jerry stated that while the project team attempts to avoid impacts to centennial farms, a centennial farm designation does not provide Federal protection to properties. Duncan Manor is on the National Register of Historic Places and will not be impacted by the project. One FWG member stated that the ESH will increase the number of people viewing Duncan Manor, and could be beneficial for the area.
- One FWG member asked if the project team will consider land development not in the 2035 Land Use Plan that could occur as a result of the ESH. Jerry responded that the ESH was developed to support the 2035 land use plan. The project team cannot adjust the land use plan to meet the needs of the ESH. Eric Schmitt added that there are areas in the ESH area that are not planned for development because they have sewer issues that preclude development at this time.
- One FWG member asked if the No Build Alternative will be considered, because it was not discussed during the meeting. Jerry stated that the No Build Alternative does not meet the purpose and need of the project but will be considered, and perhaps selected if environmental impacts for the build alternatives are found to be of a magnitude where the No Build would be found more acceptable.

3. Farmland Operation Impacts Discussion

The second category discussed from the consensus workshop was farmland operations. Looking at the aerial map depicting the remaining alternatives again, the FWG started on the north side with sections T1 and T2 and moved south identifying specific issues pertaining to farmland operations.

- One FWG member identified a grain elevator east of the ESH and approximately one mile south of Empire St. that generates a significant amount of farm vehicle traffic in and out of the Bloomington-Normal area.
- One FWG member commented that many farm transport vehicles are currently wider than twelve feet and will need to be accommodated on east-west crossroads. Another FWG member stated that implements are now being designed to fold down to a 12' wide transport width.

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Curves in roadways, bridges, road signs, and mailboxes are obstructions for the currently wider implements.

- In reference to highway wind effects on pesticide application, Jamie Bents asked the FWG to identify how pesticide is currently applied. A few FWG members responded that not all farmers use the same equipment or methods, and that many hire contractors to spray their fields to avoid chemical exposure. One farmer stated he uses several ounces of pesticide to ten gallons of water per acre. FWG members stated that pesticide application can be done near wind turbines. The FWG stated that:
 - Most air application of pesticides are done with low pressure sprayers
 - Generally a 60 feet offset from all waterways is required for pesticide application, but FWG members stated that pesticides are typically applied right next to access control fences along existing roadways
 - Air application is the most expensive application method; therefore, most farmers use ground application methods
- A few FWG members commented that the size, shape, drainage, and slope of agricultural parcels have an impact on whether or not a parcel is farmable. For instance, triangular shaped parcels are much more difficult to farm. Additionally, drainage is affected when parcels are divided. When asked about the size of small parcels that are still farmable, one FWG member stated that the smallest parcel he farms is three acres; he has had to plant hay on that parcel due to its size. Another member stated his smallest parcel is 10.8 acres.
- One FWG member stated that keeping as many east-west bridges across the ESH open and adequate for farm vehicles will reduce adverse travel farmers experience when their farmed areas are divided.
- One FWG member stated that there would be some impacts from the ESH but that the greatest good for the greatest many is democracy.
- As homework for the next FWG meeting, Jerry asked the FWG to identify locations in the project area that are difficult for farm vehicles to navigate.

4. FWG Meeting #3

Jerry announced that the remaining six categories from the consensus workshop would be discussed at the next FWG meeting. The project team would also present more refined geometry that addresses the issues discussed at FWG Meeting #2.

Meeting Notes

East Side Highway Environmental Assessment

FWG-Land Use and Access Management #2 – April 11, 2012

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FWG Meeting #3 was tentatively scheduled for May 2nd, 2012 at 6pm at the Bloomington Center for Performing Arts.

5. Other Topics

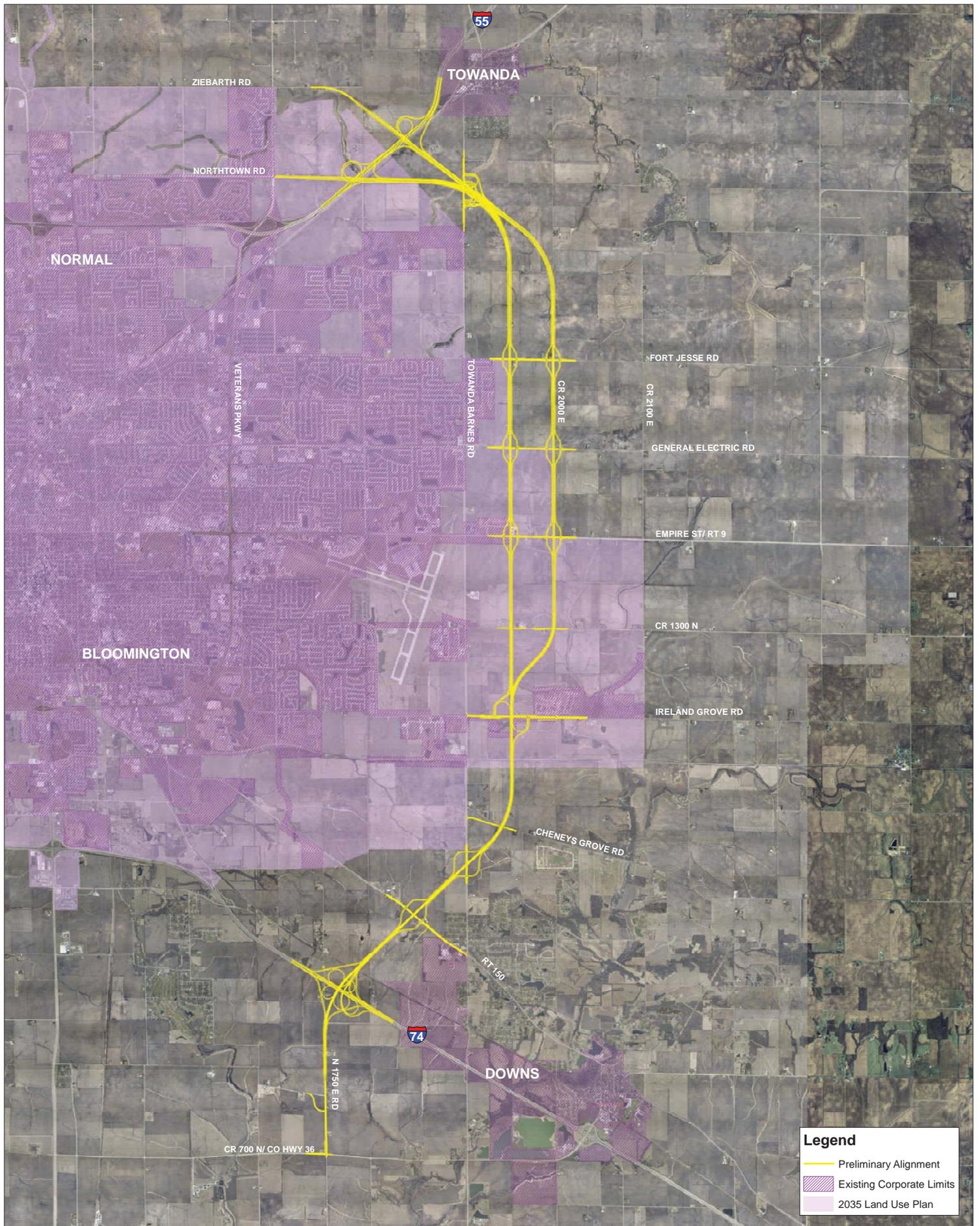
Jerry mentioned that the next stage following Phase 1 engineering may include the development of a Corridor Protection Map. This map would identify the preferred corridor as protected land, would prevent any new development or enhancements from occurring. Corridor protection is a statutory provision only granted to the Illinois Department of Transportation (IDOT). As of now, the ESH is under the jurisdiction of McLean County, which does not have the same authority as IDOT. IDOT could take jurisdiction of the ESH after Phase I is complete, or earlier.

LAND USE AND ACCESS MANAGEMENT

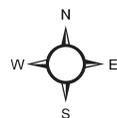
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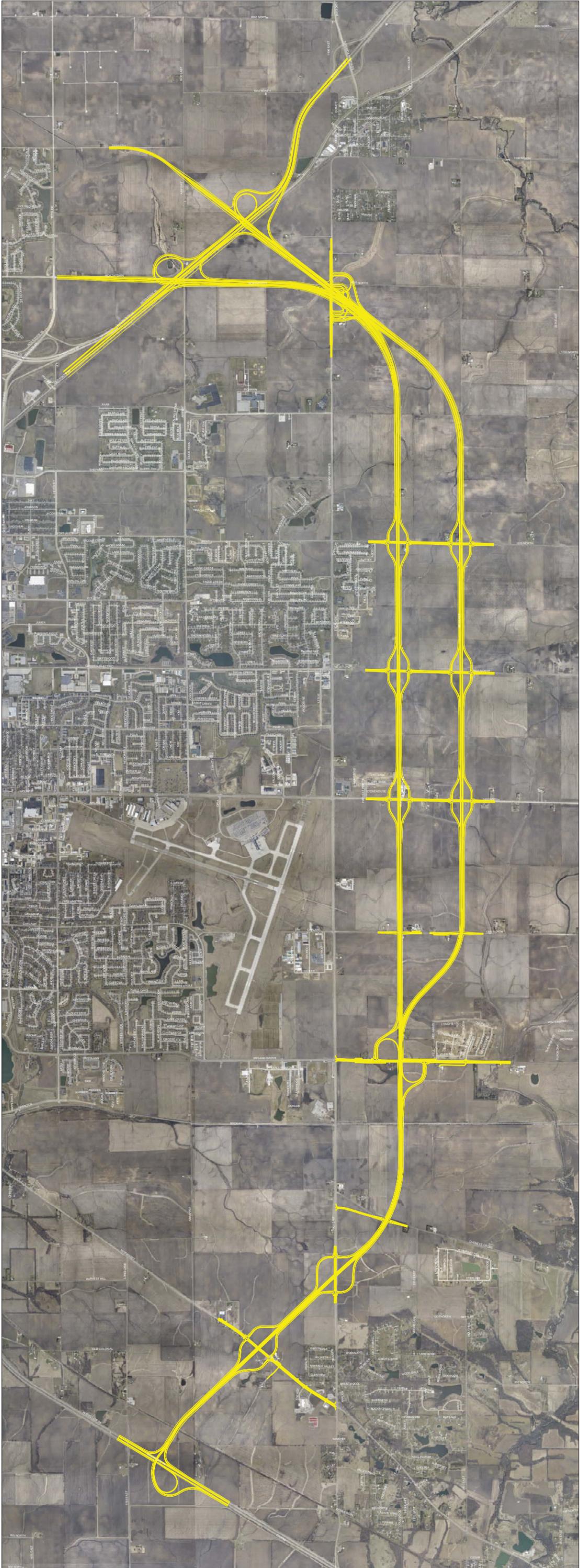
MEETING #3

MAY 2, 2012



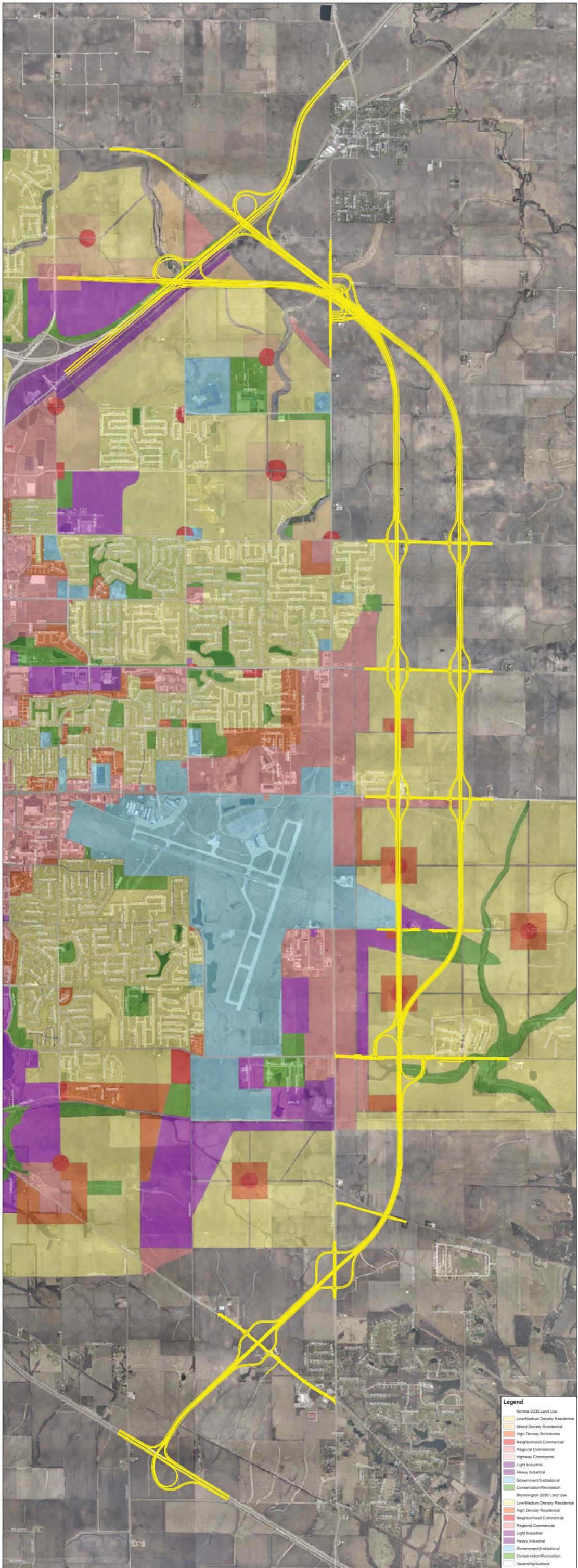
Remaining Alignments - Preliminary
 May 23, 2012





Remaining Alignments
May 2, 2012





Remaining Alignments with 2035 Land Use
May 2, 2012

0 0.5 1 Miles



- Legend**
- Normal 2035 Land Use
 - Low/Medium Density Residential
 - Mixed Density Residential
 - High Density Residential
 - Neighborhood Commercial
 - Regional Commercial
 - Highway Commercial
 - Light Industrial
 - Heavy Industrial
 - Government/Institutional
 - Conservation/Recreation
 - Blomington 2035 Land Use
 - Low/Medium Density Residential
 - High Density Residential
 - Neighborhood Commercial
 - Regional Commercial
 - Light Industrial
 - Heavy Industrial
 - Government/Institutional
 - Conservation/Recreation
 - Vacant/Agricultural



Alignment 124
May 2, 2012





Alignment 125
May 2, 2012





Alignment 126
May 2, 2012





Alignment 127
 May 2, 2012





MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Focused Working Group – Land Use and Access Management #3
Date: May 02, 2012, 6:00 to 8:00 p.m.
Location: McLean County Government Building, Bloomington, IL

Minutes of this meeting were prepared by Antonio Acevedo of Clark Dietz, Inc. (CDI). Please inform him of corrections or modifications.

Project Team Attendees: Jerry Payonk (CDI), Antonio Acevedo (CDI), John Lazzara (HDR), Jamie Bents (Huff & Huff), Eric Schmitt (McLean County) and Gene Brown (Normal)

1. Introduction and Review

- Jerry Payonk began the meeting by presenting a map of the four remaining alignments and discussing a few geometric adjustments that had been made since the last Land Use and Access Management Focus Working Group (FWG) meeting.
 - A standard diamond interchange at General Electric (GE) Road was added for consideration at all four remaining alignments.
 - The BN3 alignment was shifted west back onto existing CR 2100E near Fort Jesse Road. The two residences in the NW quadrant of the Ft. Jesse/2100 intersection would have been impacted by the interchange regardless of the ESH alignment.
 - A standard trumpet interchange with no southern connection to CR 1750E was explored at I-74 to lessen the impacts to residents and farm parcels. The cloverleaf interchange at I-74 that was presented previously will still be studied along with the standard trumpet in the East Side Highway (ESH) Environmental Assessment (EA).
 - The project team discussed eliminating the interchange at Towanda Barnes Road near U.S. 150 with the Project Study Group (PSG), but the PSG decided to keep the interchange for further study. It was feared that the absence of an interchange at Towanda Barnes Road at that location would cause traffic to continue traveling south on Towanda Barnes Road and use the Downs interchange at I-74 rather than use the ESH.
 - The project team took a closer look at keeping the intersection of Airport Road and U.S. Route 66 intact. Although the intersection will

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East Side Highway Environmental Assessment

FWG-Land Use and Access Management #3 – May 2, 2012

Page 2

remain, it will need to be shifted southwest to improve sight distance and avoid placing it directly underneath an elevated interchange ramp.

- Members of the FWG did not have any additional comments on the geometric adjustments. Jerry then mentioned that he will be presenting the remaining alignments to the north side neighborhoods in the coming weeks and that these residents will have an opportunity to comment as well.
- The project team is studying revisions to the northern alignments that would provide a Northtown Road alignment east of the ESH. The Northtown Road alignment would curve around the interchange and intersect Towanda-Barnes Road.
- Jerry also announced that the Sustainability FWG met on Monday, May 1st 2012 and had a few concerns about highly erodible soils south of Empire Street.

2. Review of Consensus Workshop: Agricultural Mobility

Jerry asked the FWG members to identify areas in the study area that affect agricultural mobility, or “pinch points.”

- One FWG member commented that if U.S. 150 remains a two lane road when it crosses over the ESH, it could cause safety issues when transporting agricultural vehicles and equipment. Jerry responded that U.S. 150 is planned to be widened. John Lazzara (HDR) added that the project team will also be looking at future traffic volumes on U.S. 150 to determine if any other measures need to be taken to accommodate the future increase in traffic volumes.
- Another FWG member commented that if the ESH replaces CR 2100E and if farm vehicles cannot use Towanda Barnes Road due to increased traffic volumes, the farmers will not have a primary north-south route to transport their vehicles and equipment because there are not many north-south roads in this area. If the ESH replaces a local street, farmers will need an alternate north-south route. This member also added that farmers have been using Towanda Barnes Road to move equipment for many years but most farmers do not enjoy using this road due to the increasing high speed of traffic and the presence of curbs.
- One FWG asked if any east-west roads will be cut off by the ESH. Jerry responded that no east-west roads will be cut off and they will either have access to the ESH via an interchange or will be able to cross over the ESH via a grade separation. Eric Schmitt noted that Northtown Road will be closed east of the ESH and rerouted to end at

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FWG-Land Use and Access Management #3 – May 2, 2012

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Towanda-Barnes Road, but that would be the only east-west road closure.

- One FWG member commented that most farm equipment requires an 18 foot vertical clearance for electrical lines and that they rarely travel faster than 25 mph. Other FWG members concurred.
- Another FWG member asked if the project team had an average width of farm vehicles. Jerry responded that the project team will be contacting John Deere to obtain this number.
- Another FWG member stated that he recently received safety research from Iowa State University regarding agricultural accidents, and he will forward to the team.
- One FWG member asked if the ESH could be an expressway rather than a freeway to allow for agricultural equipment. Jerry responded that due to the number of access points present on an expressway, the difference in speed of slow moving farm vehicles and fast moving passenger cars, and the high projected traffic volumes it is more desirable from a safety perspective to design the ESH as freeway.
- One FWG member mentioned that the cross section of US 51 is ideal for moving farm equipment because it has a 10' paved shoulder to accommodate most farm vehicles. He also mentioned that Towanda Barnes Road is not ideal because it only has an 8' shoulder with curbs that make it difficult to maneuver around. Another FWG member added that having a five lane cross section would be the best solution for accommodating farm vehicles on east-west crossroads.
- One FWG member commented that the CR 1750 bridge over I-74 has sight distance issues due to the steep vertical curve and that it can be dangerous for moving farm equipment since farmers cannot see cars on the other side of the bridge. Jerry responded that the project team could look into flattening the vertical curve of bridges and improving the sight distance.
- Another FWG member mentioned that agricultural access will be more of an issue on the south side of Bloomington-Normal rather than the north side because there is much more development taking place on the north side that is putting agricultural land out of commission. This member referred to a few agricultural parcels on the map that are currently being developed and are no longer used for agriculture. He stated that many of the existing township roads are narrow with poor sight distance.
- Another FWG member provided his own estimates about the number of farming operations, acres of crops, and truckload of crops could be affected by the closure of 1750N across I-74. He estimated that 24

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FWG-Land Use and Access Management #3 – May 2, 2012

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operators or landlords, over 3,000 acres, 96 truckloads of beans, and 300 truckloads of corn could be affected by the closure.

- Jerry asked the FWG members to mark the locations of all of the agricultural storage facilities on the map. The FWG members marked four locations: Holder, Randolph, Towanda and Hudson.

3. Review of Consensus Workshop: Emergency Response Access

Jerry asked the FWG members how emergency response access could be improved with the remaining ESH alignments and if eliminating the interchange at Fort Jesse Road would cause any issues.

- One FWG member responded that if the Fort Jesse Road interchange is eliminated it would have a negative effect on emergency response times. Since a fire station will be built in the vicinity of Raab Road and Towanda Barnes Road in the next 30 years (exact location to be determined), having an interchange at Fort Jesse Road would allow firefighters and other emergency response personnel to quickly access the ESH if an accident were to occur on the ESH. Another FWG member added that having access to the ESH at this location would be ideal for Bloomington and Normal Police as well. He mentioned that even if the ESH is owned by the State, municipal law enforcement agencies will still respond to accidents on the ESH.
- One FWG member also added that having median breaks on the ESH would be beneficial. John Lazzara responded that there will be median breaks every two miles, but that they could be closer if needed.

4. Review of Consensus Workshop: Residential Barriers

Jerry asked the FWG if there were any concerns that the ESH would create a residential barrier.

- One FWG member commented that the ESH would be a barrier if it cuts off east-west access. Jerry responded that no east-west roads will be cut off (other than the realignment of Northtown Road) and they will either have access to the ESH via an interchange or will be able to cross over the ESH via a grade separation. As long as one of these occurs, isolation of the eastern subdivisions would not occur.
- Another FWG member asked if it would be difficult to extend utilities east of the ESH once the road is built. Jerry responded that in the preliminary design of the ESH future utility expansions will be considered.

Meeting Notes

East Side Highway Environmental Assessment

FWG-Land Use and Access Management #3 – May 2, 2012

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- One FWG member mentioned that the ESH may be a barrier for pedestrians and bicyclists. Particularly, county roads 1500 and 1600 North have a lot of bicycle traffic. Jerry responded that the Alternate Modes FWG will be looking into ways to improve pedestrian and bicyclist access and that east-west crossroads will accommodate pedestrian and bicyclists where necessary. At their first meeting, the Alternate Modes FWG identified GE Road (1500 North) as a popular route for cyclists.

5. Review of Consensus Workshop: Noise

- One FWG member asked what would be done to mitigate properties affected by noise pollution. Jamie Bents (Huff & Huff) responded that traffic noise impacts are determined using the Federal Highway Administration traffic noise modeling software and Illinois DOT noise policies. The traffic noise model is developed using specific design information from the project, as well as existing and projected traffic volumes, existing and projected land uses, and existing noise levels as measured in the project area. The IDOT and FHWA noise policies indicate when a property has significant noise impacts, and also indicated when a noise barrier is feasible and reasonable to construct to abate noise impacts. The IDOT noise policy allows for these benefitted by a feasible and reasonable noise barrier to vote on if they approve of its construction.
- Another FWG member asked what the chances are of a noise mitigation procedure being recommended but not implemented. Jamie Bents responded that if a noise impact is identified and a barrier is found to be reasonable and feasible, those impacted by the noise would vote on the barrier. If the residents select the barrier is considered a mitigation measure and will be listed in the commitments section of the NEPA document, which means that it will be constructed as a project commitment.
- One FWG member asked how close a home would have to be to the ESH to be affected by noise. Jamie Bents responded that noise modeling will be done to determine what areas will be affected by noise and would require mitigation, but that most noise impacts occur within 500 – 1000' of the road.
- Another FWG member asked if the noise standards considered the type of pavement used as a way to mitigate noise. Jamie responded that the Federal Highway Administration (FHWA) has done studies that show some pavement treatments can temporarily reduce noise, but that these pavement treatments are not considered permanent solutions for noise

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East Side Highway Environmental Assessment

FWG-Land Use and Access Management #3 – May 2, 2012

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mitigation because the surface treatments typically wear away before the road is ready to be resurfaced.

6. Review of Consensus Workshop: West Side Business Impacts

- One FWG member commented that existing businesses on the west side of the Bloomington-Normal area, near the I-55/74 bypass, may be affected when new businesses start developing around the ESH.
- Another FWG member asked if the ESH traffic numbers showed the ESH being used for regional truck traffic. John Lazzara responded that the most recent traffic model did not show much regional truck traffic using the ESH. Instead, it showed the ESH being used more by local traffic. These models, however, will be updated for each specific remaining alternative.

7. Drainage

- One FWG member asked how drainage issues will be handled if the ESH changes drainage patterns, specifically for farmers. John Lazzara responded that hydraulic engineers will complete existing and proposed location drainage studies. He also mentioned that hydraulic surveys are currently being conducted on properties surrounding the ESH.

8. Review of Consensus Workshop: Safety

- One FWG member was concerned about the mix of users (pedestrians, bicyclists and cars) on the east-west crossroads and how the project team will ensure safety for all users. The ESH could cause local street traffic to redistribute, increasing traffic volumes on some local streets and increasing the potential for crashes and safety problems.
- Another FWG member was concerned that the Grove subdivision will only have one access point along Ireland Grove. Jerry said that the project team is aware of this and will be looking to develop another access point.

9. Review of Consensus Workshop: Planned Growth

- One FWG member commented that an ESH would create opportunities for better freight delivery to the airport, and that CIRA has stated that the ESH will improve freight delivery.
- One FWG member asked about other future planned and programmed infrastructure needs in the project area. Jerry indicated that Hamilton

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FWG-Land Use and Access Management #3 – May 2, 2012

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Road is an example of a recent planned project added to the ESH transportation model. Another member asked if Hershey Road would be extended to US 150; the project team and agency representatives present did not know of any current plans to construct this extension.

- Another FWG member asked how a north-south ESH will address traffic congestion on the east-west roads. Jerry responded that having another north-south road will help distribute the traffic since the major east-west roads will have access to the ESH.
- One FWG member asked if the project team considered staging the development of the ESH to be an expressway in the beginning and then converting it to a freeway once the traffic volumes warranted it. Jerry responded that the project team did consider this but that it would be difficult to negotiate with residences and businesses along the ESH knowing that that access would be taken away in the future.

10. Other

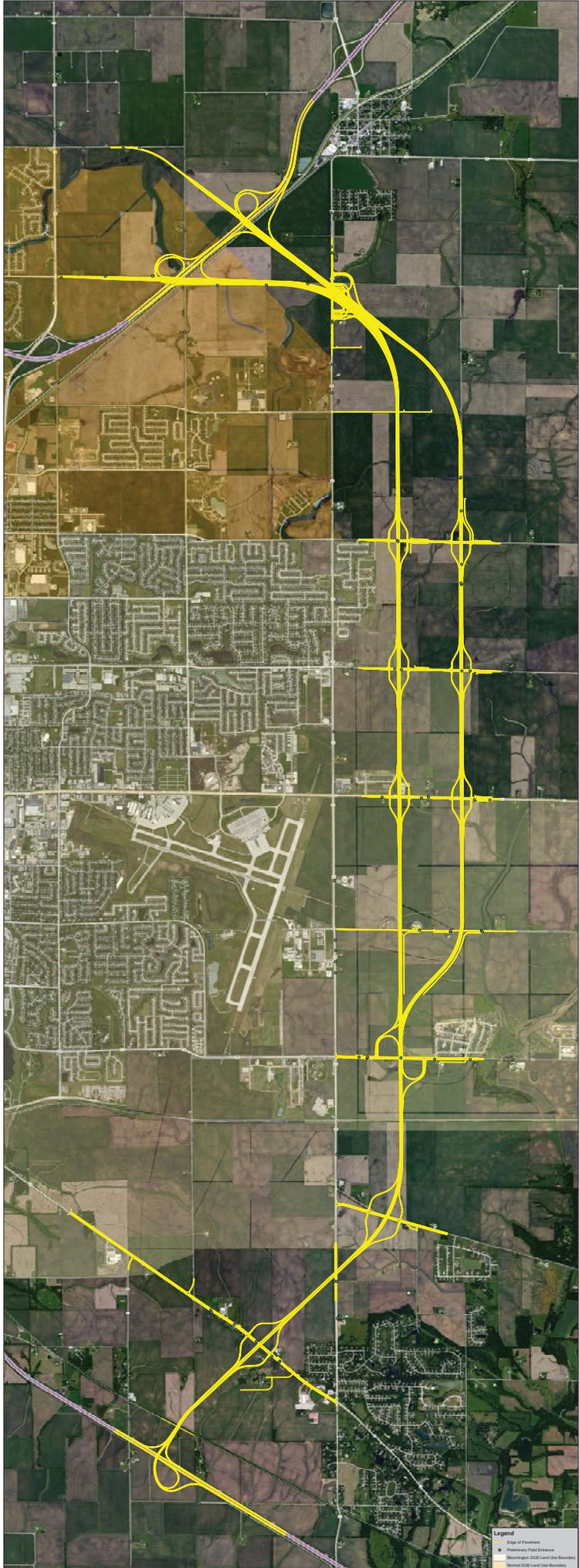
- Jerry announced that the next Land Use and Access Management FWG meeting would be in a few months in order to give the project team time to refine the alignments.
- Jerry also mentioned that another Community Working Group (CWG) meeting would likely be held sometime in the fall. A few FWG members asked if they could join the CWG even though they were not members previously. John Lazzara responded that the project team will look at the makeup of the CWG and see if more people can be added.
- An FWG member reiterated that the FWG liked the trumpet interchanges at I-74 better than the cloverleaf I-74 interchange option.

LAND USE AND ACCESS MANAGEMENT

FOCUS WORKING GROUP

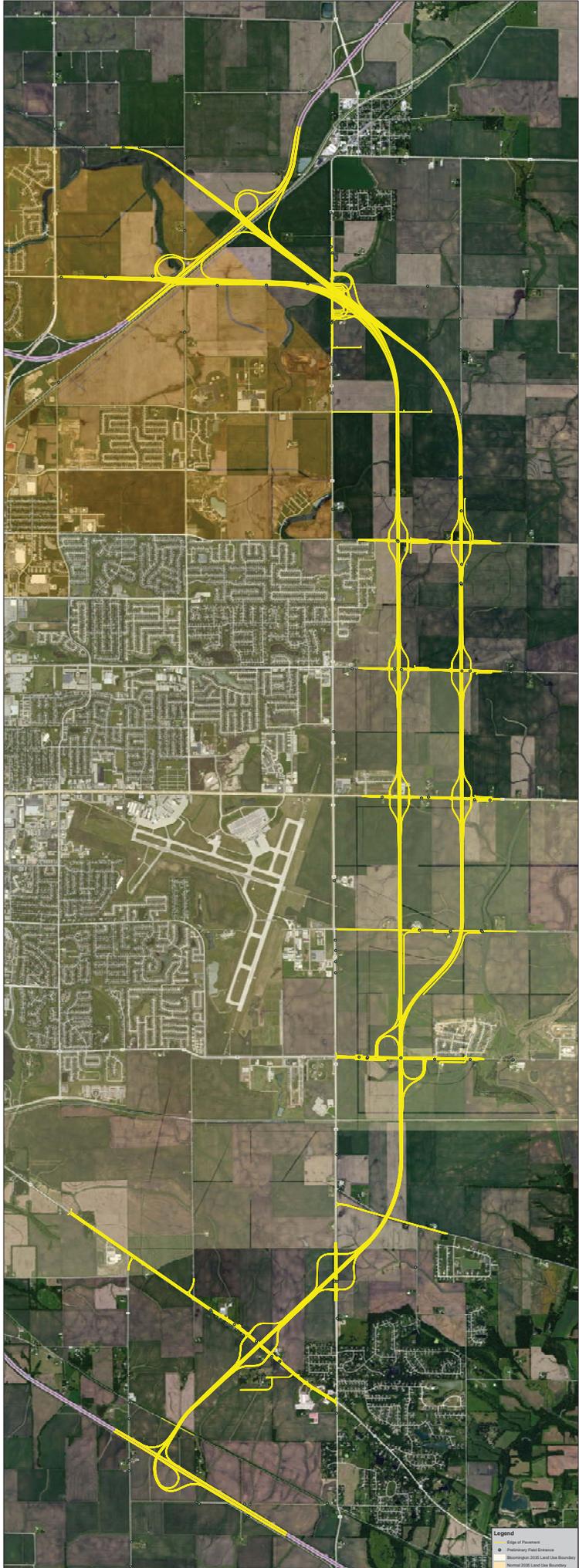
MEETING #4

FEBRUARY 7, 2013



Preliminary Alignments with Field Entrances
February 7, 2013

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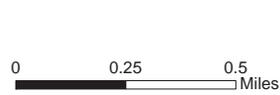


Preliminary Alignments with Field Entrances
February 7, 2013

0 0.5 1 Miles



Preliminary Cheney's Grove Interchange
 February 7, 2013





Preliminary I-74 Trumpet
February 7, 2013

Legend

- Edge of Pavement (EOP)
- Preliminary Field Entrance





MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Focused Working Group – Land Use and Access Management #4
Date: February 7, 2013, 5:30 – 7:00 PM
Location: McLean County Government Building, Bloomington, IL

Minutes of this meeting were prepared by Jamie Bents of Huff & Huff, Inc. Please inform her of corrections or modifications.

Project Team Attendees: Jerry Payonk (CDI), Antonio Acevedo (CDI), John Lazzara (HDR), Janice Reid (HDR), Jamie Bents (Huff & Huff), Eric Schmitt (McLean County) and Gene Brown (Normal)

1. Introduction and Review (Jerry Payonk)

- A public information meeting is tentatively planned for Summer 2013.
- The team anticipates presenting the preferred alignment for the ESH to FHWA in September 2013.

2. Review of Changes to ESH Alignments

Jerry Payonk stated that at the last FWG meeting, the group reviewed the remaining alignments and existing agricultural field access locations. Since that meeting, several alignment refinements have been made, including:

- A change to the systems interchange at I-74
 - The previously proposed cloverleaf interchange that would provide access to the ESH from south of I-74 was revised to a trumpet interchange, which would terminate the ESH at I-74.
- Changes in the alignment at Ireland Grove Road and Fort Jesse Road.
- Consideration of Cheney's Grove Road interchange concept to replace the proposed Towanda-Barnes Road and US 150 split diamond interchange based on PSG comments.
 - The split diamond interchange was proposed due to spacing restrictions; however, an interchange at Cheney's Grove Road instead of Towanda-Barnes Road would meet spacing requirements between Cheney's Grove Road and US 150.
 - Additionally, Bloomington's planned extension of Hamilton Road to the Cheney's Grove Road/Towanda Barnes Road intersection will allow direct access to Bloomington from the ESH.

Meeting Notes

East Side Highway Environmental Assessment

FWG-Land Use and Access Management #4 – February 07, 2013

Page 2

- A Cheneys Grove Road interchange will not provide direct access to Towanda-Barnes Road from the ESH.
- Minor changes have occurred in the north end of the project area. At the last FWG meeting, the FWG stated that the Ziebarth Road alternative made more sense than the Northtown Road alternative.
- In previous meetings, the FWG stated that access to the ESH from Towanda-Barnes Road was important in order to reduce cut-through traffic in Downs. At this meeting, the FWG's comments regarding ESH access to Towanda-Barnes Road included:
 - Are the interchanges at the Cheneys Grove or Towanda-Barnes needed? John Lazzara said State Farm traffic would likely use either of these interchanges. A split diamond interchange would access both Towanda-Barnes and US 150 but drivers would need to exit on one to access the other.
 - Should local or through traffic be considered? Jerry Payonk stated that the purpose and need of the ESH states that the project is to support local development and is not a bypass; therefore local traffic should be considered.
 - What is Cheneys Grove Road planned to be in the future? Eric Schmitt said that Bloomington will build Cheneys Grove Road as a two-lane arterial extension to Hamilton Road.
 - One FWG member stated that State Farm currently has 13,500 employees in Bloomington, but he isn't sure how many of those employees would use that route or travel in this direction currently.
 - Janice Reid presented the area's 2035 future land use plan, which shows planned growth near Cheneys Grove Road.
 - Another FWG member said that emergency service response would benefit from the Cheneys Grove interchange with the ESH.
 - Janice Reid said that US 150 is projected to be over capacity in the future, and needs improvement regardless of the ESH project. The projected traffic could be in part due to State Farm traffic, and the extension of Hamilton Road could relieve congestion on US 150.
 - An FWG member commented that the collector-distributor lane on I-55 in Bloomington is confusing, so perhaps a c-d road should be avoided with the ESH.
- One FWG member said that the D4 alignment (from Ireland Grove to I-74) should be studied in comparison to the preferred alternative in this area. He believed that D4 would have fewer agricultural impacts, does not extend diagonally through farmland, and would not result in landlocked parcels. The D4 alignment would use several agricultural parcel remnants from the I-74 project as well.

Meeting Notes

East Side Highway Environmental Assessment

FWG-Land Use and Access Management #4 – February 07, 2013

Page 3

- Antonio Acevedo said that a previous concern with the D4 route was that the alignment would result in a skewed interchange at Towanda-Barnes Road, and would include a reverse curve. Also, D4 included an interchange at US 150 that could impact residential areas.
- Jerry Payonk asked the FWG if D4 should be revisited.
- The FWG responded that D4 should be revisited if possible. The alignment could reduce Downs cut-through traffic.
- One FWG member asked if the ESH must be constructed over the exempt railroad near US 150. Jerry Payonk said the railroad could come back into operation, and the ESH must protect the railroad's operating area as if it were currently in operation. This means the ESH needs to be on structure over the railroad and provide room under the ESH bridge for railroad operations.
- Other FWG comments regarding ESH alignments:
 - Will a widened US 150 be accommodated by the ESH. Jerry Payonk said yes.
 - Would the ESH be elevated from US 150 to I-74? John Lazzara said yes.
 - Is the ESH being designed as a freeway due to the use of Federal funds for the project? Jerry Payonk said that the team studied arterial, expressway, and freeway options for the ESH. The freeway option was selected because it is safer than an expressway, has more capacity than an expressway, and projected traffic volumes for the ESH would require the extra capacity.
 - Did the team receive information from the McLean County Farm Bureau regarding farm equipment width? Jamie Bents said that the Farm Bureau did not respond to that inquiry, but the project team contacted John Deere and obtained projected maximum equipment widths.
 - Farm vehicles are slow moving, and will not mix with freeway traffic. The Ziebarth Road alternative makes more sense than the Northtown Road alternative.

3. Review of Proposed ESH Bicycle Facilities Plan

Janice Reid reviewed the proposed ESH bicycle facilities plan. Bicycle facilities that are part of the ESH will be adjacent to the ESH but separated from the roadway area by an access control fence.

Meeting Notes

East Side Highway Environmental Assessment

FWG-Land Use and Access Management #4 – February 07, 2013

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- One FWG member asked what the width of the trails would be. Janice responded the trail would be 10' wide with a 2' shoulder on each side.
- Another FWG member asked if the trails would be built at the same time as the ESH roadway or will it require additional government funding. Janice Reid responded that the trails will be planned and environmentally cleared along with the roadway, and construction phasing will be determined at a later date. Some items, such as tunnels, will need to be constructed at the same time as the ESH.
- One FWG member stated that tunnels would create an atmosphere for muggers. He supports trail bridges over the ESH as opposed to tunnels.
- One FWG member said the ESH trails will have no connection to the highway, and asked how emergency responders would respond to incidents between roadways on the trail with no vehicle access. Jerry Payonk said that FHWA does not want to provide ESH access from the trails. Another FWG member asked if the smallest response vehicle could drive on a 10' wide trail. Gene Brown said that emergency response currently accesses trails at the nearest side street.
- One FWG member said that although the project focuses on “green and sustainable” elements, there is no consideration for farmland that can never be replaced.

4. Review of Agricultural Accesses with FWG

The team reviewed existing and proposed agricultural access points with the FWG.

5. Closing Remarks

- A Community Working Group meeting is proposed for July or August; the team will notify the FWG members of the CWG meeting so FWG members can join the CWG if desired.



East Side Highway Environmental Assessment
Focus Working Group (FWG) – Land Use and Access Management
Meeting No. 4 Attendance Roster

February 7, 2013 - 5:30 PM to 7:00 PM at the Government Building Basement

FWG Member	Affiliation	Email	Present (Please initial)
Bill Brummel		blbrummel@hotmail.com	WB
Guy DiCiaula	Bloomington Normal Area Home Builders	Guy@kaiserhomes.com	GD
Terry Giannoni	Money Creek township	Terry1deb@aol.com	TG
Curtis Hawk	McLean County EMA	Curtis.hawk@mcleancountyil.gov	
Mick Humer	Normal Fire Department	mhummer@normal.org	MH
John Kennedy			
Charlie Moore	McLean County Chamber of Commerce	Charlie@mcleancochamber.org	
Jeanette Otis		obstimatesnooper@gmail.com	JO
James Pearson	Pearson Design Group Bloomington	Jpear764@aol.com	JP
Dave Rasmussen	State Farm	David.rasmussen.ASAN@statefarm.com	DR
Larry Reeser		reeserfarms@gmail.com	LR
Randy Shaalb		Rschaab886@gmail.com	



Environmental Assessment

Focus Working Group (FWG) – Land Use and Access Management

Meeting No. 3 Attendance Roster

2.7.13

~~May 2, 2012~~ - 6:00 PM to 8:00 PM at the Government Building Basement

FWG Member	Affiliation	Email	Present (Please initial)
Mike Swartz	McLean County Farm Bureau	Swartz@mcfb.org	
Rusty Thomas	Sherriff Dept.	rusty.thomas@mcleancountyiil.gov	RT
Jeff Trimble		Jtrim817@yahoo.com	
Robert Wall	Bloomington Police Dept.	rwall@cityblm.org	
Frank Weiting		Weiting-08181961@peoplepc.com	FW
ERIC SCHMITT	MCLEAN COUNTY	eric.schmitt@mcleancountyil.gov	ES
GENE BROWN	Normal		GB

SUSTAINABILITY
FOCUS WORKING GROUP



Focus Working Group (FWG) Sustainability Sign-Up Sheet

Name	Address	Email	Phone Number	Organization
Aaron Carr	1502 Northbrook dr #4 Normal, IL 61761	ACarr.Lab362@yahoo.com	309 533 5225	Laborers Local 362
Bob Williams	2209 clark st Blm	yphi@great@yahoo.com	309-750-9621	
Angelo Capparella	907 S. Fell, Normal	apcappar@ilstu.edu	309-454-7432	JWP Audubon Society (Blm-N), Friends of Kickapoo Creek
Tom Haynes	P.O. Box 324 Heyworth, IL 61745	tshayne@ilstu.edu	309 824 9611	Friends of Kickapoo Creek, Ecology Grand Prairie Master, Action Naturalists, Audubon, Center,
Jan Holder	503 Delmar Lane Bloomington, IL	friends of Kickapoo creek@gmail.com	309 663-1840	Friends of Kickapoo Creek

SUSTAINABILITY
FOCUS WORKING GROUP
MEETING #1
MARCH 15, 2012



Sustainability Working Group Agenda

East Side Highway Environmental Assessment

- I. Introduction and Ice Breaker
- II. Agenda for Meeting
- III. Ground Rules
- IV. Purpose of FWG
- V. Background
- VI. Identify Project Area Environmental Resources
- VII. Sustainability – What is it?
- VIII. Potential Sustainability Features to Investigate
- IX. Next Meeting



EAST SIDE HIGHWAY ENVIRONMENTAL ASSESSMENT

Sustainability Practices
Focus Working Group Meeting #1
March 15, 2012



WELCOME

*“What sustainable practices
do you use at your
house?....”*



FOCUS WORKING GROUP MEETING #1 AGENDA

- Review Ground Rules
- Discuss Purpose of FWG
- Provide ESH Project Background
- Project Area Environmental Resources
- Sustainability- What is it?
- Potential Sustainability Features to Investigate
- Next Meeting



FOCUS WORKING GROUP GROUND RULES

1. All input from all participants in the process is valued and considered.
2. All participants will come to the process with an open mind and participate openly and honestly.
3. All participants in the process will treat each other with respect and dignity.
4. The project must progress at a reasonable pace based on the original project schedule.
5. Project milestones (Purpose and Need, Range of Alternatives) will not be altered once concurrence has been granted unless substantial new information becomes available.
6. The role of the FWG is to advise the PSG. An FWG consensus is sought prior to project decisions. The PSG will fully consider all FWG and stakeholder input when making project decisions.
7. All decisions of the joint lead agencies must be made in a clear, transparent manner and stakeholders should agree that their input was duly considered.
8. The list of FWG members is subject to change at any time as events warrant.



ALTERNATIVE MODES
FOCUS WORKING GROUP



WHAT IS A FWG?

- Specific and structured form of an advisory group with specific interests and knowledge
- Assembled for input to planning and design aspects of project
- Advises the PSG at key milestones, before the information is finalized
- Introduced at Public Information Meeting #4



ALTERNATIVE MODES
FOCUS WORKING GROUP

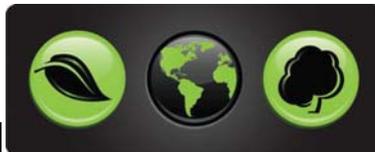
ESH FOCUS WORKING GROUPS



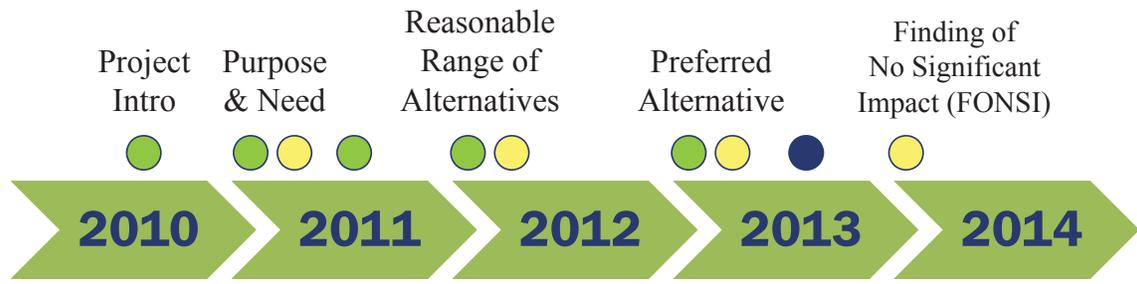
1. Land Use and Access Management

2. Sustainability

3. Alternative Modes



Timeline
Evaluation Process
Remaining Alternatives
Website, www.eastsidehighway.com

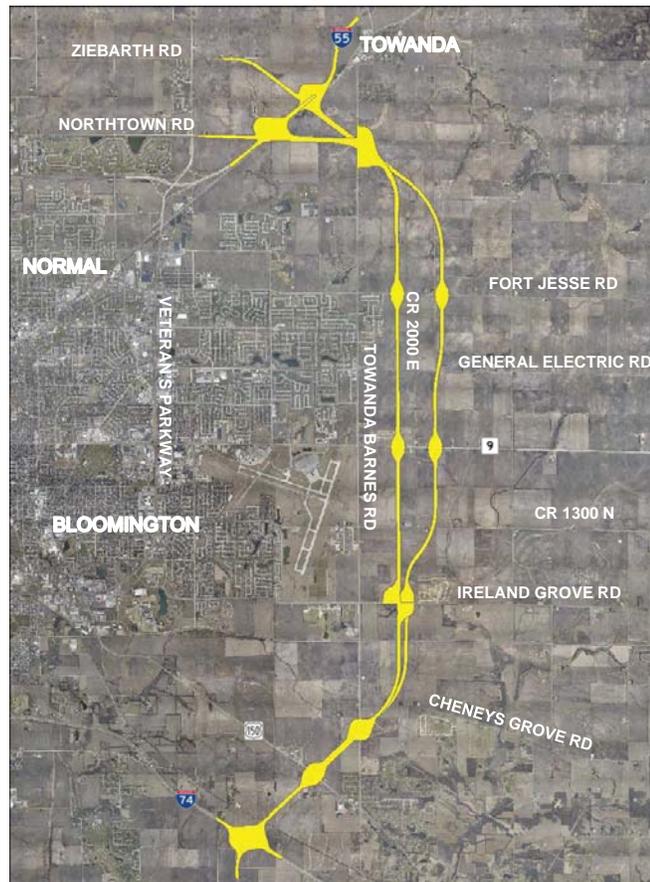
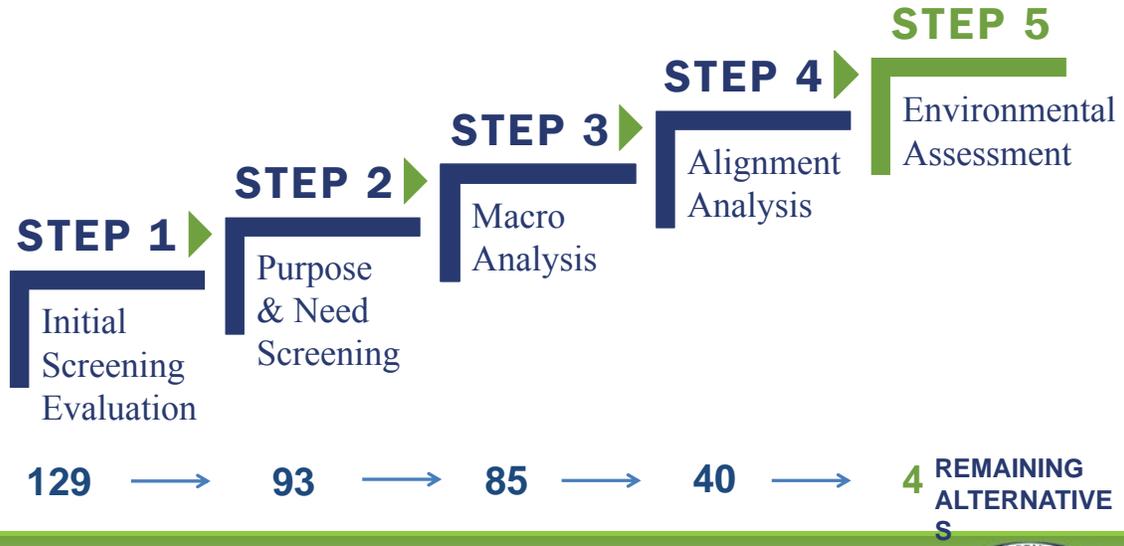


**WE ARE
HERE**
FWG #1
MARCH 2012

- Public Information Meeting (PIM)
- Study Milestone
- Public Hearing



EVALUATION PROCESS



REMAINING ALTERNATIVES

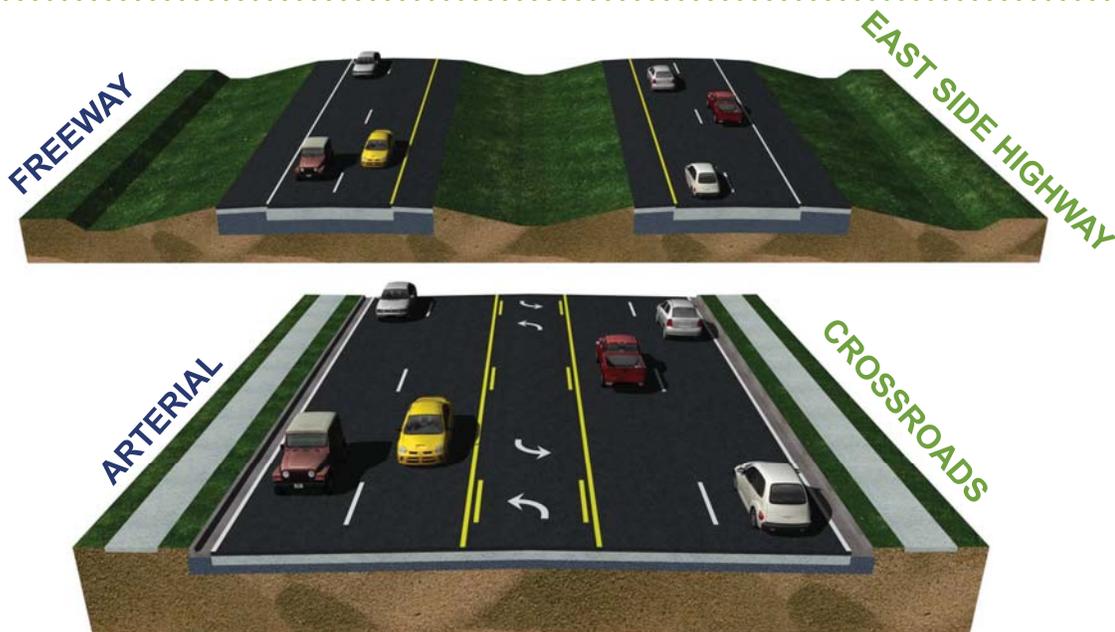


Typical Sections

Crossroads

Bicycle/Pedestrian Considerations

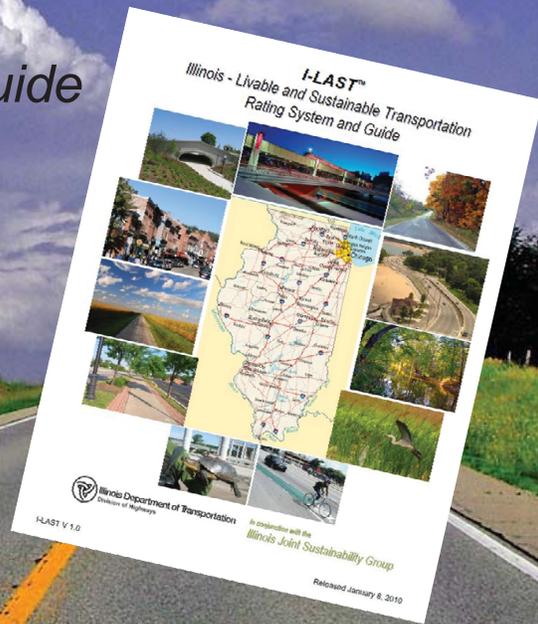
Transit Considerations





I-LAST

Illinois - Livable and Sustainable
Transportation
Rating System and Guide



I-LAST Team

Cooperative effort between members of:



Illinois Department of
Transportation



American Council of
Engineering Companies of
Illinois



Illinois Road and Transportation
Builders Association



What is I-LAST?

The purpose of I-LAST is threefold:

- Provide a guide to sustainable practices
- Establish a simple way to evaluate project sustainability
- Recognize the use of sustainable practices in the transportation industry

Why I-LAST?

- Growing interest in sustainability among:
 1. Public
 2. Legislators
 3. Engineers
- At the time we started there were no other comprehensive guides available for roadways.
- Sustainability requirements are coming.
An opportunity to be proactive.

What is Sustainability?

“A set of environmental, economic, and social conditions in which all of society has the capacity and opportunity to maintain and improve its quality of life indefinitely without degrading the quantity, quality, or the availability of natural resources and ecosystem.”



American Society of Civil Engineers (ASCE)
Sustainable Development Committee, 2009

Sustainable Highways

Sustainable Highways, includes three principal ideas:

1. Protect, maintain and preserve natural resources
2. Design to enable and encourage lower impact forms of transportation
3. Use construction practices that reduce the environmental and community impacts



Other Systems



NYSDOT

- GreenLITES (Leadership in Transportation and Environmental Sustainability)



University of Washington

- Greenroads (www.greenroads.us)



F H W A

INVEST – Sustainable Highways Self-Evaluation Tool

Pilot Test Phase

Foundation Principles

- Project team oriented
 - Focus on issues addressed by project team
 - No policy issues
 - Scoring for each team
 - Resource to project teams
- Bottom up approach

I-LAST Goals

- Increase use of sustainable features
 - Guide
 - Useful information
 - Feedback
 - Measures of success
 - Scores

Foundation Principles

- Applicable to all highway projects
 - Small to large
 - Simple to complex
- Applicable to all Phases
 - Phase I Planning
 - Phase II Final Design
 - Phase III Construction
- No prerequisites – all projects
- Information for all users

What is in I-LAST?

Over 150 sustainable items that can be considered in the design of highway projects.

The items are in nine major categories:

1. Planning



- Context Sensitive Solutions – 4 Items
- Land Use / Community Planning – 6 Items

What is in I-LAST?

Over 150 sustainable items that can be considered in the design of highway projects.

The items are in nine major categories:

1. Planning

2. Design

- Alignment and Cross Section – 7 Items
- Context Sensitive Design – 6 Items



What is in I-LAST?

Over 150 sustainable items that can be considered in the design of highway projects.

The items are in nine major categories:

1. Planning
2. Design
3. **Environmental**

- | | |
|-------------------------------|----------|
| • Wildlife and its Habitat – | 11 Items |
| • Trees & Plant Communities – | 10 Items |
| • Noise Abatement – | 13 Items |



What is in I-LAST?

Over 150 sustainable items that can be considered in the design of highway projects.

The items are in nine major categories:

1. Planning
2. Design
3. Environmental
4. **Water Quality**

- | | |
|----------------------------|----------|
| • Reduce impervious area – | 11 Items |
| • Stormwater treatment – | 10 Items |
| • Construction practices – | 13 Items |



What is in I-LAST?

Over 150 sustainable items that can be considered in the design of highway projects.

The items are in nine major categories:

1. Planning
2. Design
3. Environmental
4. Water Quality
5. **Transportation**



- | | |
|--------------------------|----------|
| • Traffic Operations – | 6 Items |
| • Transit – | 10 Items |
| • Bicycle & Pedestrian – | 13 Items |

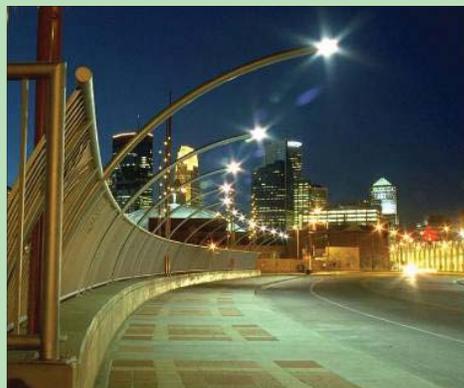
What is in I-LAST?

Over 150 sustainable items that can be considered in the design of highway projects.

The items are in nine major categories:

1. Planning
2. Design
3. Environmental
4. Water Quality
5. Transportation
6. **Lighting**

- | | |
|-----------------------------------|---------|
| • Reduce Electrical Consumption – | 7 Items |
| • Stray Light Reduction – | 2 Items |



What is in I-LAST?

Over 150 sustainable items that can be considered in the design of highway projects.

The items are in nine major categories:

1. Planning
2. Design
3. Environmental
4. Water Quality
5. Transportation
6. Lighting
7. **Materials**

- Material Specifications – 31 items in 13 Groups



What is in I-LAST?

Over 150 sustainable items that can be considered in the design of highway projects.

The items are in nine major categories:

1. Planning
2. Design
3. Environmental
4. Water Quality
5. Transportation
6. Lighting
7. Materials
8. **Innovation**



What is in I-LAST?

Over 150 sustainable items that can be considered in the design of highway projects.

The items are in nine major categories:

1. Planning
2. Design
3. Environmental
 - Items beyond IDOT specifications
 - Items that are options in IDOT specifications
4. Water Quality
5. Transportation
6. Lighting
7. Materials
8. Innovation
9. **Construction**



ILAST CONSTRUCTION PRACTICES

- 44 Sustainable Items
- Includes: Wildlife habitat, plant communities, energy, stormwater, and material management

Check List

CATEGORY		ID	DESCRIPTION	Available Points	Project Points
Planning	P-1 Context Sensitive Solutions	P-1a	Identify Stakeholders and develop Stakeholders Involvement Plan	2	
		P-1b	Engage Stakeholders to conduct Context Audit and develop project purpose	2	
		P-1c	Involve Stakeholders to develop and evaluate alternatives	2	
		P-1d	Employ Stakeholder involvement techniques to achieve consensus for Preferred Project Alternative	2	
	P-2 Land Use/ Community Planning	P-2a	Promote reduction in vehicle trips by accommodating increased use of public transit	2	
		P-2b	Accommodate multi-modal transportation uses (e.g. transit riders, pedestrians, and bicyclists)	2	
		P-2c	Increase transportation efficiencies for moving freight through features such as dedicated rail or intermodal facilities	2	
		P-2d	Partnerships that provide environmental or technological advancements while promoting environmental stewardship	2	
		P-2e	Project is consistent with regional plans and local managed growth-based Master or Comprehensive Plans	2	
		P-2f	Project is compatible with local efforts for Transit Oriented Design	1	

Category Intent and Rationale

P-2: Land Use / Community Planning

Intent

The objective of this section is to consider balancing community goals and transportation needs through increased consideration of transportation alternatives that accommodate a broad perspective of community interests.

Rationale

Sustainable transportation alternatives can emphasize the relationship between land use and transportation planning. Local and Regional planners are incorporating sustainable design principles into their development plans, thus reflecting the diverse goals and interests of communities. Social and environmental issues, such as congestion, greenhouse gas emissions, and energy consumption, can be addressed through consideration of managed growth planning initiatives. The growing concern for the environment is leading to the objective of developing multi-modal transportation solutions that address mobility needs in an effective, efficient, and responsible manner. By focusing on land use and transportation planning from a holistic perspective and considering all users, transportation projects can achieve higher levels of sustainability.

Item Descriptions

P-2a Promote reduction in vehicle trips by accommodating increased use of public transit (2 points)

Criteria

Two points will be awarded for incorporation of design elements offering alternatives to single occupancy vehicular usage such as Park-and-Ride lots, dedicated bus lanes, or High Occupancy Vehicle (HOV) lanes.

P-2b Accommodate multi-modal transportation uses (e.g. transit riders, pedestrians, and bicyclists) (2 points)

Criteria

Two points will be awarded to projects applying “Walkable Communities” and/or the “Complete Streets” concepts by providing safe access for all users including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. These designs include considerations for older people, children, and people with disabilities.

Source Material References

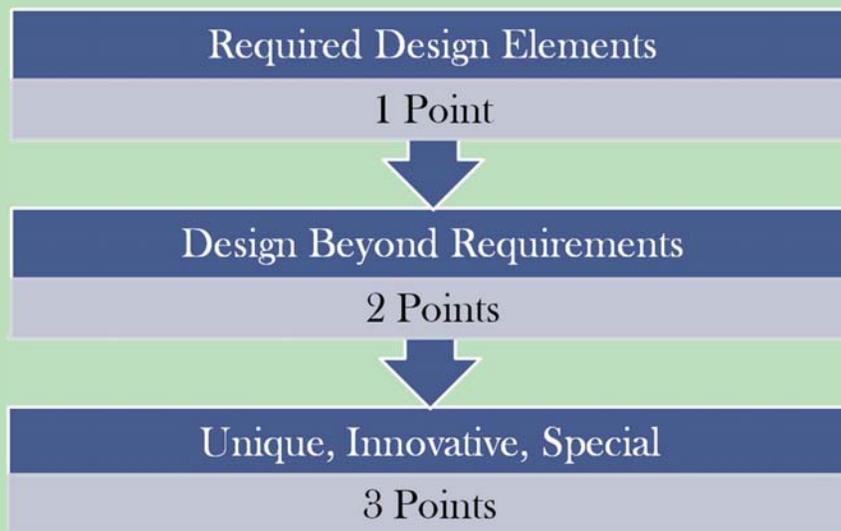
Sources & Resources

- AASHTO. *A Guide for Achieving Flexibility in Highway Design*, May 2004.
- FHWA, *Flexibility in Highway Design*, 1997.
<http://www.fhwa.dot.gov/environment/flex/index.htm>.
- IDOT Departmental Policies. *Context Sensitive Solutions*, August 1, 2005.
- ITE. *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*, 2006.
- Northeastern Illinois Planning Commission. *Transit-Oriented Development – Building A Regional Framework*, January 2001.
http://www.nipc.org/planning/pdf/nipc_transit.pdf.
- National Complete Streets Coalition. <http://www.completestreets.org>.

Scoring

- Scoring is *not* the most important part
- It was the most difficult
 - Hard to fairly compare items
 - *NOT* carbon footprint based, for example
 - Level of Effort difficult to quantify
- Make it *simple*
 - *No certification documentation*
 - *Self scoring*
 - *Quick and easy*

Scoring Philosophy



Scoring Goals

- No Prerequisites
- Applicable to all highway projects
 - Small to large
 - Simple to complex
- Applicable to all Phases
 - Phase I Planning
 - Phase II Final Design
 - Phase III Construction

Weighted Scoring

- Total of 233 points on 153 items
- Comparing projects of different size and scope
 - A very sustainable small project may score fewer points than a much larger project where not much was done.
- So, use percentage of applicable items
- Two scoring steps:
 1. Determine at the start of the project which items are applicable to the project
 2. Evaluate at the end for which of those items the goal was accomplished
- Resulting score is a percentage

Sample Scoring

CATEGORY		ID	DESCRIPTION	Available Points	Project Points
Planning	P-1 Context Sensitive Solutions	P-1a	Identify Stakeholders and develop Stakeholders Involvement Plan	2	0
		P-1b	Engage Stakeholders to conduct Context Audit and develop project purpose	2	2
		P-1c	Involve Stakeholders to develop and evaluate alternatives	2	2
		P-1d	Employ Stakeholder involvement techniques to achieve consensus for Preferred Project Alternative	2	2
	P-2 Land Use/ Community Planning	P-2a	Promote reduction in vehicle trips by accommodating increased use of public transit	2	N/A
		P-2b	Accommodate multi-modal transportation uses (e.g. transit riders, pedestrians, and bicyclists)	2	2
		P-2c	Increase transportation efficiencies for moving freight through features such as dedicated rail or intermodal facilities	2	N/A
		P-2d	Partnerships that provide environmental or technological advancements while promoting environmental stewardship	2	0
		P-2e	Project is consistent with regional plans and local managed growth-based Master or Comprehensive Plans	2	N/A
		P-2f	Project is compatible with local efforts for Transit Oriented Design	1	N/A

19 max 8/12=67%

12 applicable

Scoring

- Self Scoring system
 - No certification, record keeping or outside auditing
 - No calculations, either an objective was accomplished, or not
 - Project Manager should be able to score a project in an hour or so
- Scoring summary
 - IDOT is gathering data as it scores projects to develop a scoring curve

Implementation

- Completed First Year Trial Period
 - IDOT District I scored completed projects
 - Construction Phase Draft by IRTBA
 - Joint Committee is updating I-LAST now
 - Developing a scoring curve based on reports
- Goal is a new version early 2012

What is the Future?

- Multiple rating systems
 - About 500 systems worldwide
 - GreenRoads – University of Washington
 - envision – Institute for Sustainable Infrastructure (ACEC-APWA-ASCE)
 - INVEST – FHWA's Infrastructure Voluntary Evaluation Sustainability Tool

Which will survive?

- Needs to provide value
- Needs to be easy to use
- Related to funding?

How to get I-LAST

Download from:

<http://www.acec-il.org/docs/UPDATEDI-LASTManual.pdf>

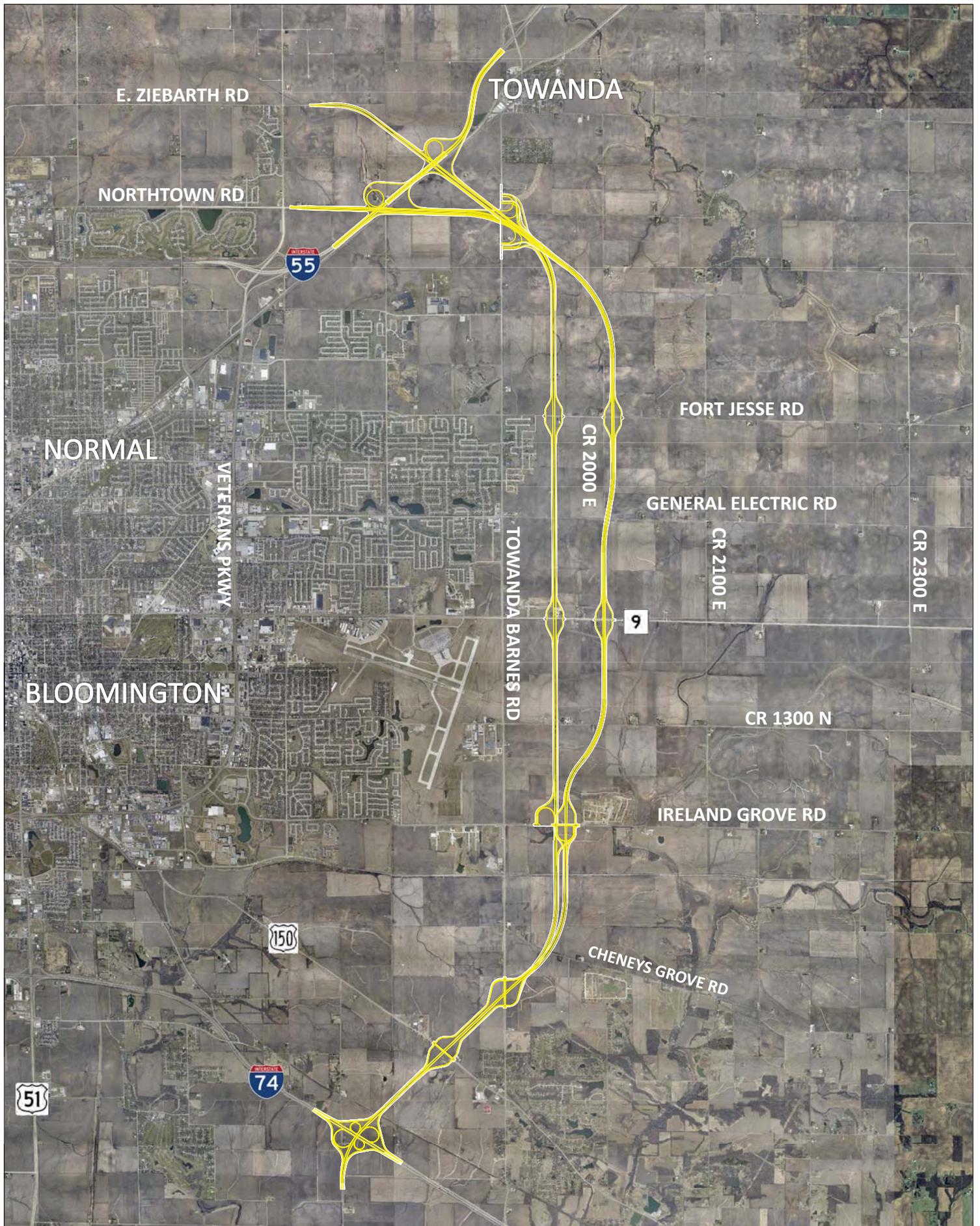
AGENCY/ADVISORY GROUP HIERARCHY



FWG GROUND RULES

1. All input from all participants in the process is valued and considered.
2. All participants will come to the process with an open mind and participate openly and honestly.
3. All participants in the process will treat each other with respect and dignity.
4. The project must progress at a reasonable pace based on the original project schedule.
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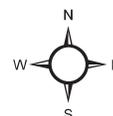




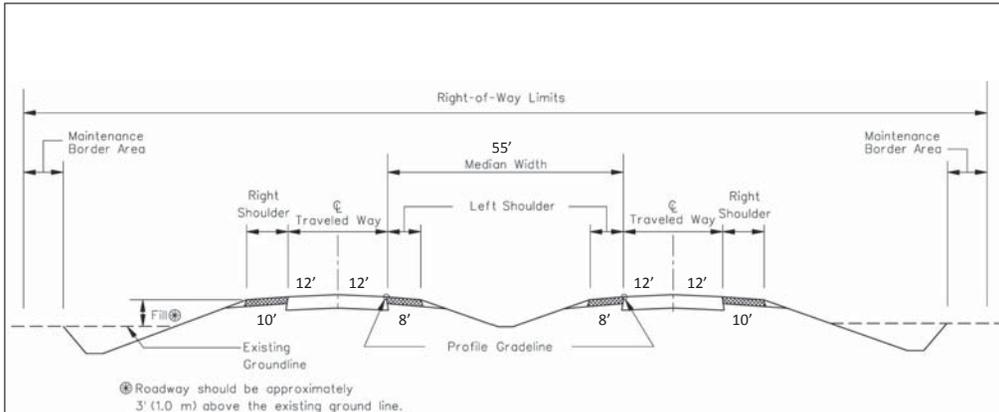
Remaining Alignments March 2012

Legend

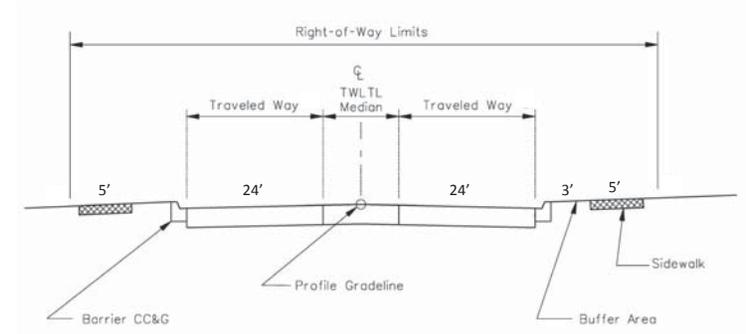
- Edge of Pavement
- Right-of-Way



TYPICAL SECTIONS



Freeway



Urban Arterial



DISCLAIMER: These renderings are for illustrative purposes only. Actual placement of design elements may vary.

Botanical, Mammal, Avian Review of the East Side Highway

No Threatened and Endangered species were found during surveys of the project area.

Botanical

Four natural communities in the area have noteworthy levels of natural quality:



Three Prairies along rail lines, two of which are high quality



One high quality Floodplain Forest along US 150 near Downs

Mammal

There are no previous records of Indiana bat occurrences, and one record of a Franklin's ground squirrel occurrence in McLean County. Neither Indiana bats nor Franklin's ground squirrels were encountered during mammal surveys for the East Side Highway:



Franklin's Ground Squirrel
Habitat includes mid, tallgrass prairie



Indiana Bat
Roosts under shaggy bark on trees

Avian

Two T&E species have been previously identified in the study area but were not identified during avian surveys. Some habitat is present for these species in the study area.



Loggerhead Shrike
Breeds in open fields with scattered trees and shrubland



Upland Sandpiper
Breeds in shortgrass fields and pastur

Pollutants of Concern and Aquatic Communities Review of the East Side Highway

No Threatened and Endangered species were found during surveys of the project area except the state threatened slippershell mussel at site FS508-19.

Money Creek

Money Creek is the main tributary flowing into Lake Bloomington watershed.

Pollutants of concern

Total phosphorus and nitrogen are two pollutants of concern in Money Creek. Fifty-three percent of total phosphorus concentrations exceeded TMDL endpoint of <0.05 mg/L. The Illinois Integrated Water Quality and Section 303(d) List – 2010 lists Money Creek as Full Support for Aquatic Life. Twenty-six percent of nitrate-nitrogen in Lake Bloomington exceeded the 10 mg/L drinking water standard. According to the Lake Bloomington TMDL Implementation Plan, potential sources of pollutants include row crops, onsite wastewater treatment facilities, urbanization, shoreline erosion, and stream channelization.

TABLE A-1: IEPA Status of TMDL in Lake Bloomington Study*, 2010

(modified from IEPA, 2010 Appendix A-6)

Water Name	Water ID	Impairment Listing	TMDL Status
Lake Bloomington	IL_RDO	Nitrogen-nitrate	Approved 2007
Lake Bloomington	IL_RDO	Total phosphorus	Approved 2007
Lake Bloomington	IL_RDO	Total Suspended Solids (TSS)	Approved 2007

*Money Creek is the main tributary flowing into Lake Bloomington

Aquatic Communities

There were no endangered or threatened fish or macroinvertebrates species collected from stream sites within the project area. The dominant fish species found in Money Creek were spotfin shiner (18%), redbfin shiner (18%), and bluntnose minnow (17%) at site FS508-02; green sunfish (36%), creek chub (14%), and hornyhead chub (14%) at site FS508-19. Three species of mussels were found as shell and 15 species were found alive, including one specimen of the state-threatened slippershell mussel (*Alasmidonta viridis*) collected at Site FS508-19, which also ranked as one of the two poorest macroinvertebrate sites.

Table A-2 Biological Characteristics of Streams Within the East Side Highway Corridor

INHS Station Number	Stream	Number Fish Species	Number Intolerant Fish Species	Benthics Mean Taxa Richness	Number Mussel Species	Dominant Mussel Species	Aquatic Habitat Class ¹	Family Level Biotic Index
FS508-02	Money Creek, at U.S. RT. 66	17	0	18.33	5	ellipse (33%), creeper (25%)	Fair	6.72
FS508-19	Money Creek, Co.Rd. E 1750 N	11	0	5.00	3	cylindrical papershell 67%)	Poor	7

Source: Wetzel et al. 2011 rev.

¹Water quality based on Hilsenhoff's (1988) family level biotic index (cutoff points are: 0.00-3.75, Excellent-Organic pollution unlikely; 3.76-4.25, Very good-Possible slight organic pollution; 4.26-5.00, Good Some organic pollution probable; 5.01-5.75, Fair-Fairly substantial pollution likely; 5.76-6.50, Fairly Poor- Substantial pollution likely; 6.51-7.25, Poor-Very substantial pollution likely; 7.26-10.00, Very Poor Severe organic pollution likely; NA = Not Available

Pollutants of Concern and Aquatic Communities Review of the East Side Highway

No Threatened and Endangered species were found during surveys of the project area.

Kickapoo Creek

Kickapoo Creek is located within the Salt Creek / Sangamon River drainage.

Pollutants of concern

The Illinois Integrated Water Quality and Section 303(d) List – 2010 assesses Kickapoo Creek and Little Kickapoo Creek as fully supporting aquatic life use. No other uses such as fish consumption, primary contact or public water supply uses have been assessed by IEPA. None of the tributary streams to Kickapoo Creek have been assessed for any use. No causes of impairment or sources of impairment are listed for Kickapoo Creek or Little Kickapoo Creek by the IEPA.

Aquatic Communities

Two intolerant species (spotted sucker and banded darter) were present at FS508-13, and the banded darter was one of two dominant species at FS508-14 (32%). Dominant species at other sites were common and widespread species such as bluntnose minnow, creek chub, green sunfish and Johnny darter. In terms of macroinvertebrate community diversity and composition, the best sites were at sites FS508-02, -13, -14, and -17. Of the three past mussel surveys, no state listed mussels were found. Kickapoo Creek (at CR 2000 E and west of Downs) contained the highest mussel diversity of relatively common and widespread species.

Table B-2 Biological Characteristics of Streams Within the East Side Highway Corridor

INHS Station Number	Stream	Number Fish Species Present	Number Intolerant Fish Species	Benthics Mean Taxa Richness	Number Mussel Species	Dominant Mussel Species	Aquatic habitat Class ¹	Family Level Biotic Index
FS508-10	Kickapoo Creek at county road 2100E	13	0	8.67	0	0	Poor	6.95
FS508-12	Little Kickapoo Creek-North at U.S. RT. 150	14	0	7.67	0	0	Poor	6.99
FS508-13	Unnamed tributary [East Branch] Kickapoo Creek, Co. Rd. 2150E	9	2	9.67	0	0	Fair	6.23
FS508-14	Kickapoo Creek, Cheney's Grove Road	9	1	13.33	5	cylindrical papershell (53%)	Fair	5.76
FS508-15	Unnamed tributary Kickapoo Creek, Co. Rd. 950N	3	0	10.33	0	0	Good	6.71
FS508-16	Unnamed tributary Kickapoo Creek, Co. Rd. 2100E	7	0	10.33	0	0	Good	6.50
FS508-17	Kickapoo Creek, at county road 2000E	16	1	11.33	10	fatmucket (37%), plain pocketbook (24%)	Poor	6.66

Source: Wetzel et al. 2011 rev.

¹Water quality based on Hilsenhoff's (1988) family level biotic index (cutoff points are: 0.00-3.75, Excellent-Organic pollution unlikely; 3.76-4.25, Very good-Possible slight organic pollution; 4.26-5.00, Good Some organic pollution probable; 5.01-5.75, Fair-Fairly substantial pollution likely; 5.76-6.50, Fairly Poor- Substantial pollution likely; 6.51-7.25, Poor-Very substantial pollution likely; 7.26-10.00, Very Poor Severe organic pollution likely; NA = Not Available

* banded darter is considered an Intolerant species

I-LAST FACT SHEET
W-2: Storm water Treatment

Bioretention Cells



Stormwater runoff is infiltrated rather than direct runoff from impervious surfaces.

Rain Gardens



Pollutants removal efficiency is increased by utilizing a rain garden to infiltrate stormwater runoff.

Constructed Wetlands



Constructed wetlands buffer large storm events, minimizing stream bank erosion and turbidity.

Sand Filters



Stormwater is temporarily stored in the underground chamber for pretreatment settling and then drains to the filter chamber before overflow is discharged.

Bioswales



Bioswales transport water and are designed to reduce pollutants through infiltration, vegetative uptake, biological conversion, and natural flocculation.

Ditch Checks

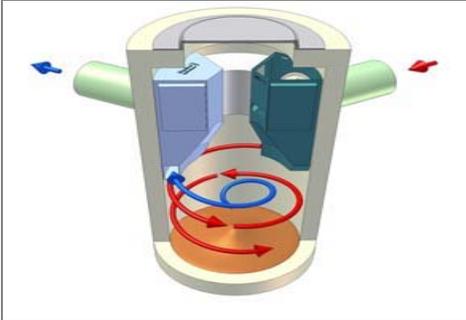


Ditch checks can be utilized as a temporary measure for erosion control.

I-LAST FACT SHEET

W-2: Storm water Treatment

Mechanical Storm Water Treatment Systems



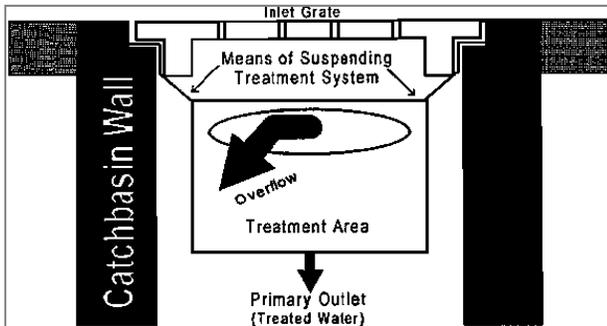
Water quality inlets typically use detention to enhance removal of both coarse and fine sediments, trap debris and trash, and separate oil and grease from the runoff.

Sediment Traps and Forebays



Temporary stormwater basin can be installed to reduce erosion.

Catch Basins



Catch basins are utilized to separate debris and large sediment particles.

Picture provided by <http://environment.fhwa.dot.gov/>

Temporary Inlet Protection Devices



Temporary protection is used to prevent inflow of debris and larger particulates.

Infiltration Trenches



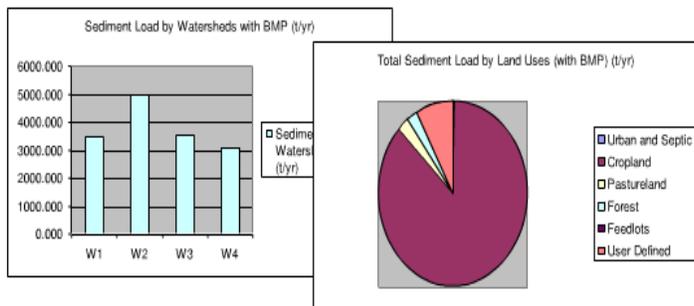
An infiltration trench/basin promotes the infiltration of stormwater through the unsaturated soil zone to groundwater.

I-LAST FACT SHEET

W-3 Design practices to protect water quality

Rationale: Reducing sedimentation during construction and in areas adjacent to streams during construction can help protect water quality. Best Management Practices (BMPs) established in the Stormwater Pollution Prevention Plans include standard methods, such as silt curtains and silt fence. When special consideration is provided for soils at stream crossings, the temporary impacts of construction can be minimized. Analysis of pollutant loadings in storm water provides information that is valuable in assessing the appropriate combination of storm water management tools.

W-3a Analysis of pollutants in storm water



W-3d Implementation of erosion control practices



Image courtesy of www.epa.gov

Model(s) are utilized to estimate pollutant load reduction from BMPs implemented. (Images courtesy of www.epa.com)

Erosion control practices protect the soil surface and prevent soil particles from being detached by rainfall and wind.

W-3b Stream bank restoration



Enhance or restore stream banks practices are performed to improve water quality.

(Images courtesy of www.ernstseed.com)

W-3e Staging construction to minimize soil exposure

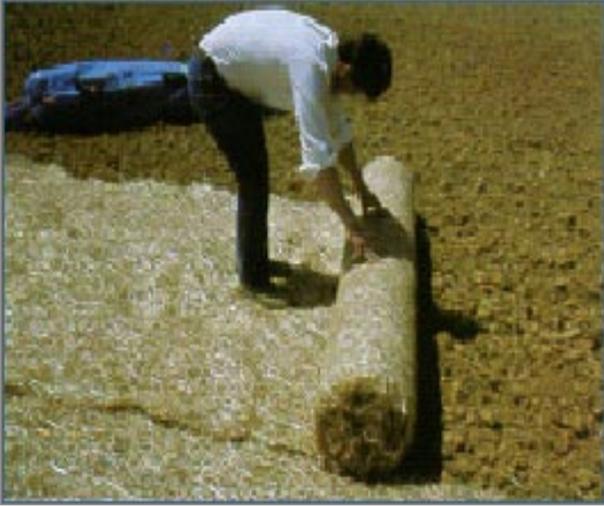


Stabilize a standing area with erosion and sediment control to minimize soil exposure.

(Image courtesy of www.udfcd.org)

I-LAST FACT SHEET
W-3 Design practices to protect water quality

W-3c Practices to protect highly erodible soils



Covering exposed soils during construction phase will protect highly erodible lands. Also, each waterbody crossing should be seeded and erosion control fabric should be installed.

W-3f Provide storm water detention



Stormwater detentions are utilized to store pollutants and allow for stormwater infiltration, vegetative uptake, and natural flocculation.

W-3g Reduce use of fertilizers and herbicides



Reduction of fertilizer and herbicide application in the ROW is beneficial to reducing the amount of pollutants entering in the water system.

W-3h Protection from materials entering waterway on bridge demolition and construction.



Capture of bridge demolition or construction materials before entering waterways will protect water quality and stream habitat.

I-LAST™

*Illinois - Livable and Sustainable Transportation
Rating System*

**I-LAST
Project Environmental Sustainability
Rating System Scorecard**



Sustainability Focus Working Group

East Side Highway Environmental Assessment

CATEGORY		ID	DESCRIPTION	Available Points	Project Points
Planning	P-1 Context Sensitive Solutions	P-1a	Identify Stakeholders and develop Stakeholders Involvement Plan	2	
		P-1b	Engage Stakeholders to conduct Context Audit and develop project purpose	2	
		P-1c	Involve Stakeholders to develop and evaluate alternatives	2	
		P-1d	Employ Stakeholder involvement techniques to achieve consensus for Preferred Project Alternative	2	
	P-2 Land Use/ Community Planning	P-2a	Promote reduction in vehicle trips by accommodating increased use of public transit	2	
		P-2b	Accommodate multi-modal transportation uses (e.g. transit riders, pedestrians, and bicyclists)	2	
		P-2c	Increase transportation efficiencies for moving freight through features such as dedicated rail or intermodal facilities	2	
		P-2d	Partnerships that provide environmental or technological advancements while promoting environmental stewardship	2	
		P-2e	Project is consistent with regional plans and local managed growth-based Master or Comprehensive Plans	2	
		P-2f	Project is compatible with local efforts for Transit Oriented Design	1	

Design Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points		
Design	D-1 Alignment Selection	D-1a	Avoid impacts to high quality undeveloped lands				
			D-1a-1	Avoid all impacts	2		
			D-1a-2	Avoid significant impacts	1		
			D-1b	Provide buffer between highway and high quality wetlands/water resources			
			D-1b-1	Provide 100 foot buffer to resources	2		
			D-1b-2	Avoid resource with less than 100 foot buffer	1		
			D-1c	Avoid impacts to environmental resources, such as INAI sites and sites with threatened or endangered species			
			D-1c-1	Avoid all impacts	2		
			D-1c-2	Avoid significant impacts	1		
			D-1d	Avoid impacts to socioeconomic resources			
			D-1d-1	Avoid all impacts	2		
			D-1d-2	Avoid significant impacts	1		
			D-1e	Cross section minimizes overall construction "footprint" to eliminate R.O.W. takes	2		
			D-1f	Minimize total earthwork by matching proposed vertical alignments as closely as possible to existing grades	1		
		D-1g	Utilize brownfield locations	2			
		D-2 Context Sensitive Design	D-2a	Adjust highway features using design flexibility	2		
			D-2b	Incorporate locally produced or native materials			
				D-2b-1	Over 95% of materials sourced in US	1	
				D-2b-2	Over 60% of materials sourced in metro area	2	
			D-2c	Visual enhancements	2		
	D-2d		Items fit context of surroundings	1			
	D-2e		Bridge aesthetics	1			
	D-2f		Reduce urban "heat island" effect	1			

Environmental Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points	
Environmental	E-1 Protect, Enhance or Restore Wildlife and its Habitat	E-1a	Avoid habitat fragmentation	3		
		E-1b	Minimize habitat fragmentation	2		
		E-1c	Mitigate habitat fragmentation	1		
		E-1d	Wetland restoration/mitigation	1 to 3		
		E-1e	Provide nesting locations	2		
		E-1f	Provide wildlife crossings	2		
		E-1g	Provide fish passage	2		
		E-1h	Provide mussel relocation prior to construction	2		
		E-1i	Provide right-of-way wildlife barriers	1		
		E-1j	Provide mowing markers	1		
		E-1k	Schedule construction to avoid wildlife disruption	1		
	E-2 Trees and Plant Communities	E-2a	Avoidance/protection of individual and contiguous stands of specimen trees and localized areas of established, desirable vegetation		2	
		E-2b	Designs which demonstrate an anticipated ultimate net increase in tree species			
			E-2b-1	Increase tree species through preservation and new planting	2	
			E-2b-2	Coordination with local stakeholders to create a plant palette in context with community	2	
			E-2b-3	Historic native plantings are re-established	1	
		E-2c	Re-establish/expand native vegetation in reclaimed work areas or abandoned old alignments		2	
		E-2d	Use of plant material in lieu of or enhance structural such as living snow fences, sight screens (viburnum, dogwood, etc.)		1	
		E-2e	Use of native species for plugs, seed mixes, perennial and other plantings		2	

Environmental Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points	
	E-2 Trees and Plant Communities	E-2f	Planting trees, shrubs and/or native plant material in highway right-of-way	2		
		E-2g	Tree replacement ratios at greater than 1:1	2		
		E-2h	Minimize potential salt splash impacts through use of berms or vegetative screening	2		
		E-2i	Removal of undesirable plant species, removal of invasive species	1		
		E-2j	Topsoil preservation	2		
	E-3 Noise Abatement	E-3a	Construction of noise barriers			
			E-3a-1	Specialized noise barrier construction	2	
			E-3a-2	Typical noise barrier	1	
		E-3b	Incorporate traffic system management techniques to reduce existing noise levels		2	
		E-3c	Provide a buffer zone for adjacent receptors		2	
		E-3d	Provide sound insulation to public or non-profit institutional structures		1	
		E-3e	Tining of pavement to reduce noise levels		1	
		E-3f	Provide plantings or sight screen to separate receptors from roadway		1	

Water Quality Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points
Water Quality	W-1 Reduce impervious area	W-1a	Use of ditches	2	
		W-1b	Replacement of paved median	2	
		W-1c	Reduction of paved shoulder areas	2	
		W-1d	Shoulders constructed of permeable pavement	2	
		W-1e	Replacement of paved bike paths with permeable pavement or permeable material	2	
	W-2 Storm water treatment	W-2a	Use of bioretention cells	2	
		W-2b	Use of constructed wetlands	2	
		W-2c	Use of bioswales	2	
		W-2d	Use of mechanical storm water treatment systems	2	
		W-2e	Use of catch basins	1	
		W-2f	Use of infiltration trenches	1	
		W-2g	Use of rain gardens	1	
		W-2h	Use of sand filters	1	
		W-2i	Use of ditch checks	1	
		W-2j	Use of sediment traps and fore bays	1	
		W-2k	Use of temporary inlet protection devices	1	

Water Quality Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points		
Water Quality	W-3 Design practices to protect water quality	W-3a	Analysis of pollutants in storm water	1			
		W-3b	Stream bank restoration	2			
		W-3c	Practices to protect highly erodible soils				
			W-3c-1	Special provisions for soil erosion control at stream crossings	2		
			W-3c-2	Meet NPDES requirements	1		
		W-3d	Implementation of erosion control practices	1			
		W-3e	Staging construction to minimize soil exposure	1			
		W-3f	Provide storm water detention	1			
		W-3g	Reduce use of fertilizers and herbicides	1			
		W-3h	Protection from materials entering waterway on bridge demolition and construction	1			

Transportation Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points		
Transportation	T-1 Traffic Operations	T-1a	Special use lane: High Occupancy Vehicle, reversible	2			
		T-1b	Innovative intersection/interchange design	2			
		T-1c	Expansion of or connection to a Traffic Management Center (TMC)	2			
		T-1d	Installation of coordinated signal system				
			T-1d-1	Installation of closed-loop system	1		
			T-1d-2	Timing plans developed for weekend or special events	1		
			T-1d-3	Advanced logic system such as adaptive control	1		
		T-1d-4	Inclusion of transit vehicle priority	1			
	T-1e	Limiting or consolidating access points along highway	1				
	T-1f	Bus turnouts	1				
	T-2 Transit	T-2a	Provide new Park-and-Ride lots				
			T-2a-1	Evaluate demand and effectiveness of potential Park-and-Ride lots	1		
			T-2a-2	Construction of Park-and-Ride lots	1		
		T-2b	Operational improvements of an existing Park-and-Ride lot	1			
		T-2c	Provide bike accommodations at Park-and-Ride lots & transit stations	1			
		T-2d	Improved shading through vegetation at Park-and-Ride lots	1			
		T-2e	Provide new multi-modal connections	1			
T-2f		Include bus stops with shelters or pads and pedestrian access	1				
T-2g		Installation of a transit express system	3				

Transportation Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points		
Transportation	T-3 Improve Bicycle & Pedestrian Facilities	T-3a	Assess Conditions –Perform bicycle and pedestrian Level of Service analysis within the roadway corridor	1			
		T-3b	Improved intersection designs for pedestrians	1 to 2			
		T-3c	Provide new or rehabilitate existing sidewalks or bikeways				
			T-3c-1	Provide new sidewalks or bikeways	2		
			T-3c-2	Rehabilitate sidewalks or bikeways	1		
		T-3d	Sidewalk or bikeway widening				
			T-3d-1	Widen sidewalk or bikeway	1		
			T-3d-2	Provide parkway separation	1		
		T-3e	Designated space for cyclists (shared lanes)	1			
		T-3f	Striped bike lanes within roadway	2			
		T-3g	Restore or pave shoulders for bicycling	2			
		T-3h	Create parallel bike routes	1			
		T-3i	Align the roadway to facilitate the development of future multi-use paths and facilities	1			
		T-3j	Provide new grade-separated (bridge or underpass) bike/pedestrian crossing structure	3			
T-3k	Install bikeway signs	1					
T-3l	Install bicycle racks	1					

Lighting Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points
Lighting	L-1 Reduced Electrical Consumption	L-1a	Use of alternative energy source to power street lighting, warning signs, and remote Intelligent Transportation Systems (ITS) components	2	
		L-1b	Retrofit existing street lighting with high efficiency types	2	
		L-1c	Replace signs with retro reflective signs to eliminate sign lighting	2	
		L-1d	Retrofit existing sign lighting with high efficiency types	1	
		L-1e	Use of high efficiency street lighting on new installations	2	
		L-1f	Use of alternative energy source for bus stops	2	
		L-1g	Use of high efficiency (such as LED) traffic signals	1	
	L-2 Stray Light Reduction	L-2a	Retrofit existing roadway lighting fixtures using cut off or full cut off fixtures	2	
		L-2b	New roadway lighting using cut off or full cut off fixtures	2	

Materials Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points		
Materials	M-1 Materials	M-1a	Reuse of top soil	1			
		M-1b	Balance cuts and fills				
			M-1b-1	Balance cuts and fills for the project	1		
			M-1b-2	Balance cuts and fills per stage	1		
		M-1c	Reuse spoils within project corridor to minimize material in and out of site	2			
		M-1d	Allow rubblization of concrete shoulder and concrete pavements	1			
		M-1e	Allow flexibility in design with the use of recycled or salvaged non-hazardous material				
			M-1e-1	Allow the processing of demolished concrete to reclaim scrap metals to create useable aggregate.	1		
			M-1e-2	Allow the use of milled HMA pavements for capping stone.	1		
			M-1e-3	Allow the use of recycled crushed pavements for temporary aggregate for areas like driveways or access roads	1		
			M-1e-4	Allow the use of recycled crushed pavements for shoulder stone	1		
			M-1e-5	Allow the use of recycled crushed pavements as aggregate for subgrade, sub base, or base lifts	1		
			M-1e	M-1e-6	Allow reclaiming sub base granular material	1	
		M-1e-7		Provide for optional reuse of reclaimed scrap materials for various items (sheeting, guard rail, etc.)	1		
		M-1f		Allow locally produced byproducts to be reused in the construction of embankments, hot mix asphalt and Portland cement concrete mixtures			
			M-1f-1	Allow the use of fly ash, ground granulated blast furnace slag cement, and microsilica in concrete mixtures	1		
			M-1f-2	Allow the use of ternary concrete mixtures in the construction of concrete pavements, shoulders and various structural items	2		
			M-1f-3	Allow the use of foundry sand or bottom ash as part of a material in the construction of embankments	1		

Materials Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points		
Materials	M-1 Materials	M-1f	M-1f-4	Allow the use of slag aggregate in the production of HMA mixtures (SMA Designs and "F" Mix).	1		
			M-1f-5	Allow the use of Recycled Asphalt Shingles (RAS) in the production of all HMA mixtures	2		
			M-1f-6	Obtain and implement a project specific use for the innovative reuse of waste materials other than the ones listed above.	1		
		M-1g	Allow the use of recycled asphalt pavement (RAP) in the construction of new hot mix asphalt pavements				
			M-1g-1	Allow the use of recycled asphalt pavement (RAP) in hot mix asphalt (HMA)	1		
			M-1g-2	Allow the use of fractionated recycled asphalt pavement (FRAP) at a higher percentage in the manufacturing of hot mix asphalt.	2		
		M-1h	Allow inclusion of environmentally acceptable and permitted sites in the contract documents for the disposal of surplus excavated material to an off-site location		1 to 2		
		M-1i	Allow the salvage / moving of buildings		2		
		M-1j	Soil stabilization with geosynthetics		1		
		M-1k	Soil stabilization with cementitious and recycled materials		2		
		M-1l	Consider locally available materials (such as local seed stock and plants) in developing specifications for the project		1		
		M-1m	Extended pavement life; design and rehabilitation strategies				
				M-1m-1	Specify the use of perpetual HMA pavement design	2	
				M-1m-2	Specify the use of 30 year design life concrete pavement	2	
				M-1m-3	Specify the use of 40 year design life concrete pavement	3	
				M-1m-4	Specify the use of pulverization of HMA pavement for a base	1	
				M-1m-5	Specify the use of various pavement preservation processes such as chip seal, seal coat, micro resurfacing, etc	1	
		M-1m	M-1m-6	Selecting hot-in-place or cold-in-place recycling of hot mix asphalt	2		

Innovation Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points
Innovation	I-1 Innovation	I-1a	Use of Experimental Feature(s) to improve the sustainability of a project	1 to 3	

Construction Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points
Construction	CE-1 Protect, Enhance, Restore Wildlife Habitat	CE-1a	Land Disturbance	2	
		CE-1b	Equipment Spill Impact Prevention	1	
	CE-2 Trees and Plant Communities	CE-2a	Invasive Species Prevention	1 to 3	
		CE-2b	Minimize Soil Compaction	1 to 2	
		CE-2c	Wetland and Greenspace Protection	2	
		CE-2d	Vegetative Re-establishment	1 to 3	
	CE-4 Maximize Trucking Efficiency	CE-4a	Heavy truck route concept	1	
		CE-4b	Proximity to the Job	1	
		CE-4c	Recycling removed pavement onsite	1	
		CE-4d	Efficient use of backhauls	1	
	CS-1 Certified Suppliers	CS-1a	Use of asphalt plants with Diamond Achievement Commendation	3	
		CS-1b	Use of concrete plants with Green Star Certification	3	
	CW-1 Reduce Impervious Area	CW-1a	Prevent runoff with infiltration system	2	
	CW-2 Stormwater Treatment	CW-2a	Stormwater treatment systems to treat runoff from disturbed areas during construction	2	
CW-2b		Method of Demolition	3		

Construction Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points	
Construction	CW-3 Construction Practices to Protect Water Quality	CW-3a	Constructive changes to the erosion and sediment control practices	1 to 3		
		CW-3b	Certified professionals for erosion and sediment control (CPESC)	1		
		CW-3c	Temporary Storm Water Pollution Prevention Plan (SWPPP) devices that are reusable or biodegradable	2		
		CW-3d	Use of a non-mechanical sediment or erosion control practice (Anionic Polymer)	2		
		CW-3e	Substitution of non-structural solutions	2		
		CW-3f	Treatment of flows from dewatering operations	2		
		CW-3g	Reduction of use of potable water	1		
	CM-1 Construction Practices	CM-1a	The use of recycled or salvaged non-hazardous material during the construction phase		1 to 7	
		CM-1a-1	The use and the processing of demolished concrete to reclaim scrap metals and to create usable aggregate		1	
		CM-1a-2	The use of milled HMA pavements for capping stone		1	
		CM-1a-3	The use of recycled crush pavements for temporary aggregate for areas like driveways or access roads		1	
		CM-1a-4	The use of recycled crushed pavements for shoulder stone		1	
		CM-1a-5	The use of recycled crushed pavements as aggregate for subgrade, subbase, or base lifts.		1	
		CM-1a-6	The reclaiming and reuse of subbase granular material		1	
		CM-1a-7	The reuse of reclaimed scrap metals for various items (e.g. sheeting, guard rail, etc.)		1	
		CM-1b	The use of locally produced by-products to be incorporated in the construction of embankments, hot mix asphalt and portland cement concrete mixtures		1 to 7	
		CM-1b-1	The use of fly ash, ground granulated blast furnace slag cement, and microsilica in concrete mixtures		1	
			CM-1b-2	The use of ternary concrete mixtures in the construction of concrete pavements, shoulders and appropriate structural items	1	

Construction Category

CATEGORY		ID	DESCRIPTION	Available Points	Project Points
Construction	CM-1 Construction Practices	CM-1b-3	The use of foundry sand or bottom ash as part of a material in the construction of embankments	1	
		CM-1b-4	The use of slag aggregate in the production of HMA mixtures (SMA Designs and "F" Mix")	1	
		CM-1b-5	The use of Recycled Asphalt Shingles (RAS) in the production of Stone Matrix Asphalt mixtures (SMA) or the production of HMA	1	
		CM-1b-6	The use of Ground Rubber Tire (GTR) in the production of new HMA	1	
		CM-1b-7	Obtain and implement a project specific plan for the innovative reuse of waste materials other than the ones listed above	1	
		CM-1c	Use of reclaimed asphalt pavement (RAP) in the construction of new hot mix asphalt pavements	1 to 2	
		CM-1c-1	One point will be awarded for the use of recycled asphalt pavement (RAP) in hot mix asphalt (HMA)	1	
		CM-1c-2	One additional point will be awarded the use of fractionated recycled asphalt pavement (FRAP) at a higher percentage in the manufacturing of hot mix asphalt.	2	
		CM-1d	Utilization of environmentally acceptable and permitted sites in the construction phase of the project for the disposal of surplus excavated material to an offsite location	1 to 2	
		CM-1e	Salvage or move of buildings	2	
		CM-1f	Use of locally available materials (such as local seed stock and plants) in developing specifications for the project	1	



MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Sustainability FWG Meeting #1
Date: March 15, 2012, 6:00 PM
Location: Bloomington Cultural Center, Bloomington, IL

Minutes of this meeting were prepared by Lindsay Birt of Huff & Huff, Inc (H&H). Please inform her of corrections or modifications.

Project Team Attendees: Sarah Merchan Paniagua (HDR), Lindsay Birt (H&H), Linda Huff (H&H), and Eric Schmitt (McLean County). The meeting was facilitated by Linda Huff.

See attached sign-in sheets for FWG attendance.

1. Introduction

- Attendees introduced themselves and explained what sustainable practices they used at home.
- Participants included Angelo Capparella (Friends of Kickapoo Creek, JWP Audubon Society and ISU), David Lamb (City of Bloomington), Robin Weaver (Director of Public Works, Town of Normal), and Dale Stain (Resident-Bloomington).
- Agenda and ground rules were presented.

2. What are the environmental resources most important to them?

- Linda reviewed the results of the Illinois Natural History Survey regarding avian census, bat survey, aquatic community survey, high quality vegetation identified, National Wetland Inventory, and parks identified within the project study area.
- Dave had concerns that high-quality vegetation present in Kickapoo Creek is not highlighted on the map. Angelo explained that restored areas are not considered high quality; high-quality would be historic native prairie.
 - Linda asked Dave to provide her with information/location of the restored vegetation areas. She will then send it to the INHS for their information.
 - Angelo suggested that we contact Don Roseblum with regards to the Phase 3 prairie restoration project at The Grove. Angelo asked, "How might there be coordination among the Phase 3 prairie restoration and the East Side Highway?"

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- Angelo discussed potential impacts from salting of roads on Little Kickapoo Creek – impacts on water quality from road runoff.
- Angelo also mentioned there is a Nature Preserve located in the southern region (outside of the Environmental Inventory map) that the East Side Highway project should not cut through. There is an on-going study on the small creeks that flow into Little Kickapoo Creek.

3. Illinois Livable and Sustainable Transportation (ILAST) manual and scorecard

- Linda presented the ILAST manual that summarizes over 180 sustainability features for roadway projects. She also presented the ILAST scorecards and asked the participants to comment on anything that was not clear or could be of importance to this project study.

4. Where are opportunities to enhance the environment?

- Linda asked the participants to review the list of categories within the ILAST scorecard and inform the project team where some of these features might apply to the ESH.
- Irrigation
 - Dale said, “It seems like water quality issues will impact land use. I was thinking about water uses limited to agricultural lands and that it might be a further downstream impact.”
 - Robyn responded by saying, in this area irrigation is limited and natural rainfall is used for agriculture.
- Sand Filters
 - Robyn said she has a concern with water freezing. She suggested that we need to make sure there is way for the water discharge and we need to consider maintenance.
- Wetlands
 - David mentioned that wetlands are more natural approach for water to filter. Angelo responded that constructed wetlands can be tricky with regards to maintenance.
 - Linda explained that bioswales or detention basins with a vegetative shelf could be considered.
- Buffer areas (David suggested)
- Sound wall for fauna, birds (Robyn suggested)
- Non-native vegetation planted to minimize salt impacts
 - Angelo commented that you can use alternatives to road salt.

Meeting Notes

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- Robyn mentioned that the city has looked into pre-wetting, but the difficulty is the surface temperature and the rate of change to freeze cycles.
 - Linda reassured the FWG that there will be a water quality assessment to evaluate pollutant loads and chloride potential impacts.
- Bridge Design
 - Angelo asked have heard about bridge designs to maintain wildlife patterns? Linda said IDOT has recommendations for culverts that are designed to consider fish passage
- Materials
 - Robyn said they have a construction demolition facility to recycle our materials. A quite of bit of recycled material is used for roadway. Robyn suggested that the recycled material could be used because the facility is in close vicinity to the project area.
 - Robyn also mentioned how they used recycled glass for roadways, and how there might be some opportunities to consider this as a sustainable material.
- Noise
 - Dale asked whether the elevation would be increased as a result of this project for sound mitigation purposes
 - Robin explained the area is very flat. Linda explained the noise evaluation process to Dale. Once the noise impacts are known, the affected neighbors will decide whether or not they want a noise wall.
 - Angelo then asked will there be consideration for a wall by the park near The Grove?
 - Concerns that, after the project, there might be more traffic and a different kind of traffic (i.e., more trucks). Robin explained that trucks would stay on I-55 and would likely not use the freeway.
- Permeability
 - Angelo asked if there are any considerations to permeability. Linda responded by stating that it is mentioned under the stormwater section of ILAST.
- Planting/Buffers
 - Robin expressed concern with maintenance of vegetation/buffer – New vegetation has to be self-sustainable because funding frequently

Meeting Notes

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changes and it is unknown whether the town will be able to provide maintenance.

- Robin also brought up aesthetics – It would be beneficial to plant vegetation in clusters. Clusters are low in maintenance and preparation is easier than vegetation planted in line. In addition, if any tree dies off, it looks better if they are in cluster.
- Avian Studies
 - Angelo asked what methodology was used to identify the areas to conduct avian census. He mentioned sandpipers are changing habitats. They now preferred no-till soybean fields. Linda will send him a copy of the INHS report.

5. Meeting Wrap-Up

- Angelo took copies of the meeting materials to distribute to attendees who were not able to come to the meeting, but who are interested in providing input.
- Linda encouraged everyone to review the ILAST manual and scorecard and identify the items of the most concern/interest to them by April 6th. Each participant will then email their items of interest to Linda.
- Next meeting will be scheduled in late April – TBA.

SUSTAINABILITY
FOCUS WORKING GROUP
MEETING #2
APRIL 30, 2012

I-LAST™

Illinois - Livable and Sustainable Transportation Rating System

SUSTAINABILITY FWG COMMENTS CONSOLIDATED

I-LAST Project Environmental Sustainability Rating System Scorecard



Sustainability Focus Working Group

East Side Highway Environmental Assessment

CATEGORY		ID	DESCRIPTION	Available Points	FWG
Planning	P-1 Context Sensitive Solutions	P-1a	Identify Stakeholders and develop Stakeholders Involvement Plan	2	
		P-1b	Engage Stakeholders to conduct Context Audit and develop project purpose	2	
		P-1c	Involve Stakeholders to develop and evaluate alternatives	2	
		P-1d	Employ Stakeholder involvement techniques to achieve consensus for Preferred Project Alternative	2	
	P-2 Land Use/ Community Planning	P-2a	Promote reduction in vehicle trips by accommodating increased use of public transit	2	
		P-2b	Accommodate multi-modal transportation uses (e.g. transit riders, pedestrians, and bicyclists)	2	1
		P-2c	Increase transportation efficiencies for moving freight through features such as dedicated rail or intermodal facilities	2	
		P-2d	Partnerships that provide environmental or technological advancements while promoting environmental stewardship	2	1
		P-2e	Project is consistent with regional plans and local managed growth-based Master or Comprehensive Plans	2	
		P-2f	Project is compatible with local efforts for Transit Oriented Design	1	

Comments from Sustainability FWG

- We should look at pedestrian trails/biking trails that connect with construction (David Lamb)

Design Category

CATEGORY		ID	DESCRIPTION	Available Points	FWG		
Design	D-1 Alignment Selection	D-1a	Avoid impacts to high quality undeveloped lands				
			D-1a-1	Avoid all impacts	2	4	
			D-1a-2	Avoid significant impacts	1	3	
			D-1b	Provide buffer between highway and high quality wetlands/water resources			
			D-1b-1	Provide 100 foot buffer to resources	2	4	
			D-1b-2	Avoid resource with less than 100 foot buffer	1	3	
			D-1c	Avoid impacts to environmental resources, such as INAI sites and sites with threatened or endangered species			
			D-1c-1	Avoid all impacts	2	4	
			D-1c-2	Avoid significant impacts	1	2	
			D-1d	Avoid impacts to socioeconomic resources			
			D-1d-1	Avoid all impacts	2	1	
			D-1d-2	Avoid significant impacts	1	2	
			D-1e	Cross section minimizes overall construction "footprint" to eliminate R.O.W. takes		2	1
			D-1f	Minimize total earthwork by matching proposed vertical alignments as closely as possible to existing grades		1	2
		D-1g	Utilize brownfield locations		2	1	
		D-2 Context Sensitive Design	D-2a	Adjust highway features using design flexibility		2	2
			D-2b	Incorporate locally produced or native materials			
				D-2b-1	Over 95% of materials sourced in US	1	4**
				D-2b-2	Over 60% of materials sourced in metro area	2	
			D-2c	Visual enhancements		2	
	D-2d		Items fit context of surroundings		1	1	
	D-2e		Bridge aesthetics		1	2	
	D-2f	Reduce urban "heat island" effect		1	2		

Design Category

Comments

- Buffer should be greater than 100ft. 200-500 ft use local materials if at all possible (David Lamb)
- *D-1d-2*- Specifically, to the two parks: 1) The Grove (City of Bloomington) along Kickapoo Creek, and (2) Kenneth L. Schroeder Wildlife Sanctuary (Bloomington-Normal Water Reclamation District) along Little Kickapoo Creek. (Angelo C.)
- *D-1d-2* Specifically, to the two parks: 1) The Grove (City of Bloomington) along Kickapoo Creek, and (2) Kenneth L. Schroeder Wildlife Sanctuary (Bloomington-Normal Water Reclamation District) along Little Kickapoo Creek. (Angelo C.)
- *D-2b-1*- Specifically, plants native to central Illinois. Sometimes people don't realize that just because a plant grows in the U.S., it isn't native everywhere. (Angelo C.)

Environmental Category

CATEGORY		ID	DESCRIPTION	Available Points	FWG	
Environmental	E-1 Protect, Enhance or Restore Wildlife and its Habitat	E-1a	Avoid habitat fragmentation	3	4	
		E-1b	Minimize habitat fragmentation	2	3	
		E-1c	Mitigate habitat fragmentation	1	3	
		E-1d	Wetland restoration/mitigation	1 to 3	4	
		E-1e	Provide nesting locations	2	2	
		E-1f	Provide wildlife crossings	2	3	
		E-1g	Provide fish passage	2	3	
		E-1h	Provide mussel relocation prior to construction	2	3	
		E-1i	Provide right-of-way wildlife barriers	1	3	
		E-1j	Provide mowing markers	1	3	
		E-1k	Schedule construction to avoid wildlife disruption	1	4	
		E-2 Trees and Plant Communities	E-2a	Avoidance/protection of individual and contiguous stands of specimen trees and localized areas of established, desirable vegetation		2
	E-2b		Designs which demonstrate an anticipated ultimate net increase in tree species			
			E-2b-1	Increase tree species through preservation and new planting	2	3
			E-2b-2	Coordination with local stakeholders to create a plant palette in context with community	2	3
			E-2b-3	Historic native plantings are re-established	1	2
	E-2c		Re-establish/expand native vegetation in reclaimed work areas or abandoned old alignments		2	3
	E-2d		Use of plant material in lieu of or enhance structural such as living snow fences, sight screens (viburnum, dogwood, etc.)		1	4
	E-2e		Use of native species for plugs, seed mixes, perennial and other plantings		2	4

Comments from Sustainability FWG

- Tree species designed by consultants always use native plants (David Lamb)
- (E-1c, E-1f, E-1g) Especially in bridge design and effect on riparian zone (Angelo C.)

Environmental Category

- (E-1h) Were mussel surveys done at all stream crossings? (Angelo C.)
- (E-2c) Again, be sure there is a good understanding of both our native species and ecosystems. I've seen much local confusion about this. (Angelo C.)
- (E-2b-1) Avoid single or few species...mono culture (Thomas Hayes)
- (E-2b & E-2c) Need more native, non-exotic invasive plants (Thomas Hayes)

Environmental Category

CATEGORY		ID	DESCRIPTION	Available Points	FWG	
	E-2 Trees and Plant Communities	E-2f	Planting trees, shrubs and/or native plant material in highway right-of-way	2	3	
		E-2g	Tree replacement ratios at greater than 1:1	2	1	
		E-2h	Minimize potential salt splash impacts through use of berms or vegetative screening	2	4	
		E-2i	Removal of undesirable plant species, removal of invasive species	1	3	
		E-2j	Topsoil preservation	2	3	
	E-3 Noise Abatement	E-3a	Construction of noise barriers			
			E-3a-1	Specialized noise barrier construction	2	3
			E-3a-2	Typical noise barrier	1	2
		E-3b	Incorporate traffic system management techniques to reduce existing noise levels		2	1
		E-3c	Provide a buffer zone for adjacent receptors		2	3
		E-3d	Provide sound insulation to public or non-profit institutional structures		1	1
		E-3e	Tining of pavement to reduce noise levels		1	3
		E-3f	Provide plantings or sight screen to separate receptors from roadway		1	4

Comments from Sustainability FWG

- (E-2f, E-2h)
 - Tall grass prairie was the dominant ecosystem in the right of way (Angelo C.)
 - Tall grass prairie or landscaped/ecosystem (Thomas H.)
- (E-3a-1, E-3a-2)-To help The Grove park (Angelo C.)
- (E-3) *Concerns over noise barriers* (Dale S):
 - Initial cost is prohibitive.
 - Effectiveness is debatable.
 - Long term cost in the form of maintenance and repairs required as a result of our areas freeze/thaw cycles.
 - Barriers can create a snow drift hazard and complicate snow removal.
 - Options such as excavating the roadway to attenuate the sound is also cost prohibitive and creates snow drifting and removal issues as well.

Water Quality Category

CATEGORY		ID	DESCRIPTION	Available Points	FWG
Water Quality	W-1 Reduce impervious area	W-1a	Use of ditches	2	2
		W-1b	Replacement of paved median	2	2
		W-1c	Reduction of paved shoulder areas	2	4
		W-1d	Shoulders constructed of permeable pavement	2	3
		W-1e	Replacement of paved bike paths with permeable pavement or permeable material	2	4
	W-2 Storm water treatment	W-2a	Use of bioretention cells	2	2
		W-2b	Use of constructed wetlands	2	4
		W-2c	Use of bioswales	2	4
		W-2d	Use of mechanical storm water treatment systems	2	2
		W-2e	Use of catch basins	1	2
		W-2f	Use of infiltration trenches	1	1
		W-2g	Use of rain gardens	1	2
		W-2h	Use of sand filters	1	2
		W-2i	Use of ditch checks	1	2
		W-2j	Use of sediment traps and fore bays	1	2
		W-2k	Use of temporary inlet protection devices	1	1

Comments from Sustainability FWG

- (W-2b, W-2c) Wetlands and bioswales are heavily planted versus standard detention basins (David Lamb)
- Provide recreation if detention basin is required (David Lamb)
- (W-2e through W-2k) I don't know enough about these to decide which would be most environmentally compatible for this project (Angelo C.)
- (W-2b) Treating stormwater to eliminate downstream flooding + pollution best use of "wetlands" to control both (Janice)
- I see a need for all categories (Janice)

Water Quality Category

CATEGORY		ID	DESCRIPTION	Available Points	FWG		
Water Quality	W-3 Design practices to protect water quality	W-3a	Analysis of pollutants in storm water	1	3		
		W-3b	Stream bank restoration	2	4		
		W-3c	Practices to protect highly erodible soils				
			W-3c-1	Special provisions for soil erosion control at stream crossings	2	3	
			W-3c-2	Meet NPDES requirements	1	3	
		W-3d	Implementation of erosion control practices	1	3		
		W-3e	Staging construction to minimize soil exposure	1	3		
		W-3f	Provide storm water detention	1	3		
		W-3g	Reduce use of fertilizers and herbicides	1	3		
		W-3h	Protection from materials entering waterway on bridge demolition and construction	1	3		

Comments from Sustainability FWG

- (W-3b) Streambank restoration to original state before agriculture, not to preconstruction state (David Lamb)
- *Note: Thomas H. emphasized checkmarks for W-3c-1, W-3c-2, W-3h*

Transportation Category

CATEGORY		ID	DESCRIPTION	Available Points	FWG		
Transportation	T-1 Traffic Operations	T-1a	Special use lane: High Occupancy Vehicle, reversible	2			
		T-1b	Innovative intersection/interchange design	2			
		T-1c	Expansion of or connection to a Traffic Management Center (TMC)	2			
		T-1d	Installation of coordinated signal system				
			T-1d-1	Installation of closed-loop system	1		
			T-1d-2	Timing plans developed for weekend or special events	1		
			T-1d-3	Advanced logic system such as adaptive control	1		
		T-1d-4	Inclusion of transit vehicle priority	1			
	T-1e	Limiting or consolidating access points along highway	1				
	T-1f	Bus turnouts	1				
	T-2 Transit	T-2a	Provide new Park-and-Ride lots				
			T-2a-1	Evaluate demand and effectiveness of potential Park-and-Ride lots	1		
			T-2a-2	Construction of Park-and-Ride lots	1		
		T-2b	Operational improvements of an existing Park-and-Ride lot	1			
		T-2c	Provide bike accommodations at Park-and-Ride lots & transit stations	1	1		
T-2d		Improved shading through vegetation at Park-and-Ride lots	1	1			
T-2e		Provide new multi-modal connections	1				
T-2f		Include bus stops with shelters or pads and pedestrian access	1	1			
T-2g	Installation of a transit express system	3					

Transportation Category

CATEGORY		ID	DESCRIPTION	Available Points	FWG		
Transportation	T-3 Improve Bicycle & Pedestrian Facilities	T-3a	Assess Conditions –Perform bicycle and pedestrian Level of Service analysis within the roadway corridor	1			
		T-3b	Improved intersection designs for pedestrians	1 to 2			
		T-3c	Provide new or rehabilitate existing sidewalks or bikeways				
			T-3c-1	Provide new sidewalks or bikeways	2		
			T-3c-2	Rehabilitate sidewalks or bikeways	1		
		T-3d	Sidewalk or bikeway widening				
			T-3d-1	Widen sidewalk or bikeway	1	1	
			T-3d-2	Provide parkway separation	1	1	
		T-3e	Designated space for cyclists (shared lanes)	1			
		T-3f	Striped bike lanes within roadway	2			
		T-3g	Restore or pave shoulders for bicycling	2			
		T-3h	Create parallel bike routes	1			
		T-3i	Align the roadway to facilitate the development of future multi-use paths and facilities	1			
		T-3j	Provide new grade-separated (bridge or underpass) bike/pedestrian crossing structure	3			
T-3k	Install bikeway signs	1					
T-3l	Install bicycle racks	1					

Comments from Sustainability FWG

- *Alternative transportation (Dale S.):*
 - As it dovetails into other groups, I am concerned that the feasibility of bike trails, pedestrian walkways and bus transit are overstated. Given the current configuration of our communities and the weather issues we face in the Midwest rural area we live in, I don't see many of these options as viable for much of the year. These solutions are usually integrated into a new or rehabilitated community.

Lighting Category

CATEGORY		ID	DESCRIPTION	Available Points	FWG
Lighting	L-1 Reduced Electrical Consumption	L-1a	Use of alternative energy source to power street lighting, warning signs, and remote Intelligent Transportation Systems (ITS) components	2	1
		L-1b	Retrofit existing street lighting with high efficiency types	2	1
		L-1c	Replace signs with retro reflective signs to eliminate sign lighting	2	
		L-1d	Retrofit existing sign lighting with high efficiency types	1	
		L-1e	Use of high efficiency street lighting on new installations	2	
		L-1f	Use of alternative energy source for bus stops	2	
		L-1g	Use of high efficiency (such as LED) traffic signals	1	1
	L-2 Stray Light Reduction	L-2a	Retrofit existing roadway lighting fixtures using cut off or full cut off fixtures	2	
		L-2b	New roadway lighting using cut off or full cut off fixtures	2	

Materials Category

CATEGORY		ID	DESCRIPTION	Available Points	FWG		
Materials	M-1 Materials	M-1a	Reuse of top soil	1	1		
		M-1b	Balance cuts and fills				
			M-1b-1	Balance cuts and fills for the project	1		
			M-1b-2	Balance cuts and fills per stage	1		
		M-1c	Reuse spoils within project corridor to minimize material in and out of site	2	1		
		M-1d	Allow rubblization of concrete shoulder and concrete pavements	1			
		M-1e	Allow flexibility in design with the use of recycled or salvaged non-hazardous material				
			M-1e-1	Allow the processing of demolished concrete to reclaim scrap metals to create useable aggregate.	1		
			M-1e-2	Allow the use of milled HMA pavements for capping stone.	1		
			M-1e-3	Allow the use of recycled crushed pavements for temporary aggregate for areas like driveways or access roads	1		
			M-1e-4	Allow the use of recycled crushed pavements for shoulder stone	1		
			M-1e-5	Allow the use of recycled crushed pavements as aggregate for subgrade, sub base, or base lifts	1		
			M-1e	M-1e-6	Allow reclaiming sub base granular material	1	
		M-1e-7		Provide for optional reuse of reclaimed scrap materials for various items (sheeting, guard rail, etc.)	1		
		M-1f		Allow locally produced byproducts to be reused in the construction of embankments, hot mix asphalt and Portland cement concrete mixtures			
			M-1f-1	Allow the use of fly ash, ground granulated blast furnace slag cement, and microsilica in concrete mixtures	1		
			M-1f-2	Allow the use of ternary concrete mixtures in the construction of concrete pavements, shoulders and various structural items	2		
			M-1f-3	Allow the use of foundry sand or bottom ash as part of a material in the construction of embankments	1		

Materials Category

CATEGORY		ID	DESCRIPTION	Available Points	FWH			
Materials	M-1 Materials	M-1f	M-1f-4	Allow the use of slag aggregate in the production of HMA mixtures (SMA Designs and "F" Mix).	1			
			M-1f-5	Allow the use of Recycled Asphalt Shingles (RAS) in the production of all HMA mixtures	2			
			M-1f-6	Obtain and implement a project specific use for the innovative reuse of waste materials other than the ones listed above.	1			
		M-1g	Allow the use of recycled asphalt pavement (RAP) in the construction of new hot mix asphalt pavements					
			M-1g-1	Allow the use of recycled asphalt pavement (RAP) in hot mix asphalt (HMA)	1			
			M-1g-2	Allow the use of fractionated recycled asphalt pavement (FRAP) at a higher percentage in the manufacturing of hot mix asphalt.	2			
		M-1h	Allow inclusion of environmentally acceptable and permitted sites in the contract documents for the disposal of surplus excavated material to an off-site location			1 to 2		
		M-1i	Allow the salvage / moving of buildings			2		
		M-1j	Soil stabilization with geosynthetics			1		
		M-1k	Soil stabilization with cementitious and recycled materials			2		
		M-1l	Consider locally available materials (such as local seed stock and plants) in developing specifications for the project			1		
		M-1m	Extended pavement life; design and rehabilitation strategies					
				M-1m-1	Specify the use of perpetual HMA pavement design	2		
				M-1m-2	Specify the use of 30 year design life concrete pavement	2		
				M-1m-3	Specify the use of 40 year design life concrete pavement	3		
				M-1m-4	Specify the use of pulverization of HMA pavement for a base	1		
				M-1m-5	Specify the use of various pavement preservation processes such as chip seal, seal coat, micro resurfacing, etc	1		
M-1m	M-1m-6	Selecting hot-in-place or cold-in-place recycling of hot mix asphalt	2					

Innovation Category

CATEGORY		ID	DESCRIPTION	Available Points	FWG
Innovation	I-1 Innovation	I-1a	Use of Experimental Feature(s) to improve the sustainability of a project	1 to 3	1

Miscellaneous

CATEGORY		ID	DESCRIPTION	Available Points	FWG
Construction	CE-1 Protect, Enhance, Restore Wildlife Habitat	CE-1a	Land Disturbance	2	1
		CE-1b	Equipment Spill Impact Prevention	1	1
	CE-2 Trees and Plant Communities	CE-2a	Invasive Species Prevention	1 to 3	2
		CE-2b	Minimize Soil Compaction	1 to 2	2
		CE-2c	Wetland and Greenspace Protection	2	2
		CE-2d	Vegetative Re-establishment	1 to 3	2
	CE-4 Maximize Trucking Efficiency	CE-4a	Heavy truck route concept	1	1
		CE-4b	Proximity to the Job	1	1
		CE-4c	Recycling removed pavement onsite	1	1
		CE-4d	Efficient use of backhauls	1	1
	CS-1 Certified Suppliers	CS-1a	Use of asphalt plants with Diamond Achievement Commendation	3	1
		CS-1b	Use of concrete plants with Green Star Certification	3	1
	CW-1 Reduce Impervious Area	CW-1a	Prevent runoff with infiltration system	2	1
	CW-2 Stormwater Treatment	CW-2a	Stormwater treatment systems to treat runoff from disturbed areas during construction	2	1
		CW-2b	Method of Demolition	3	1

Comments from Sustainability FWG

- Newly disturbed areas encourage invasive species (David L.)
- (CE-2d) Again, be sure there is a good understanding of what our native central Illinois species are (Angelo C.)

Miscellaneous

CATEGORY		ID	DESCRIPTION	Available Points	FWG		
Construction	CW-3 Construction Practices to Protect Water Quality	CW-3a	Constructive changes to the erosion and sediment control practices	1 to 3			
		CW-3b	Certified professionals for erosion and sediment control (CPESC)	1	2		
		CW-3c	Temporary Storm Water Pollution Prevention Plan (SWPPP) devices that are reusable or biodegradable	2	1		
		CW-3d	Use of a non-mechanical sediment or erosion control practice (Anionic Polymer)	2			
		CW-3e	Substitution of non-structural solutions	2			
		CW-3f	Treatment of flows from dewatering operations	2			
		CW-3g	Reduction of use of potable water	1			
	CM-1 Construction Practices	CM-1a	The use of recycled or salvaged non-hazardous material during the construction phase		1 to 7		
		CM-1a-1	The use and the processing of demolished concrete to reclaim scrap metals and to create usable aggregate		1		
		CM-1a-2	The use of milled HMA pavements for capping stone		1		
		CM-1a-3	The use of recycled crush pavements for temporary aggregate for areas like driveways or access roads		1		
		CM-1a-4	The use of recycled crushed pavements for shoulder stone		1		
		CM-1a-5	The use of recycled crushed pavements as aggregate for subgrade, subbase, or base lifts.		1		
		CM-1a-6	The reclaiming and reuse of subbase granular material		1		
		CM-1a-7	The reuse of reclaimed scrap metals for various items (e.g. sheeting, guard rail, etc.)		1		
		CM-1b	The use of locally produced by-products to be incorporated in the construction of embankments, hot mix asphalt and portland cement concrete mixtures		1 to 7		
		CM-1b-1	The use of fly ash, ground granulated blast furnace slag cement, and microsilica in concrete mixtures		1		
			CM-1b-2	The use of ternary concrete mixtures in the construction of concrete pavements, shoulders and appropriate structural items		1	

Miscellaneous

CATEGORY		ID	DESCRIPTION	Available Points	Project Points
Construction	CM-1 Construction Practices	CM-1b-3	The use of foundry sand or bottom ash as part of a material in the construction of embankments	1	
		CM-1b-4	The use of slag aggregate in the production of HMA mixtures (SMA Designs and "F" Mix")	1	
		CM-1b-5	The use of Recycled Asphalt Shingles (RAS) in the production of Stone Matrix Asphalt mixtures (SMA) or the production of HMA	1	
		CM-1b-6	The use of Ground Rubber Tire (GTR) in the production of new HMA	1	
		CM-1b-7	Obtain and implement a project specific plan for the innovative reuse of waste materials other than the ones listed above	1	
		CM-1c	Use of reclaimed asphalt pavement (RAP) in the construction of new hot mix asphalt pavements	1 to 2	
		CM-1c-1	One point will be awarded for the use of recycled asphalt pavement (RAP) in hot mix asphalt (HMA)	1	
		CM-1c-2	One additional point will be awarded the use of fractionated recycled asphalt pavement (FRAP) at a higher percentage in the manufacturing of hot mix asphalt.	2	
		CM-1d	Utilization of environmentally acceptable and permitted sites in the construction phase of the project for the disposal of surplus excavated material to an offsite location	1 to 2	
		CM-1e	Salvage or move of buildings	2	
		CM-1f	Use of locally available materials (such as local seed stock and plants) in developing specifications for the project	1	

Comments from Sustainability FWG

- (CW-3b)
 - Any consultant should be paid independently from the construction contractor (David L.)
 - This person should be independent from contractor (Angelo C.)
- (CW-3c) Our local contractors can write a SWPPP but implementation is often inadequate. An independent CPESC person should be required.

Eastside Highway

Concerns over noise barriers:*

- Initial cost is prohibitive.
- Effectiveness is debatable.
- Long term cost in the form of maintenance and repairs required as a result of our areas freeze/thaw cycles.
- Barriers can create a snow drift hazard and complicate snow removal.
- Options such as excavating the roadway to attenuate the sound is also cost prohibitive and creates snow drifting and removal issues as well.

Concerns over the type of roadways selected:

- Freeway configuration is less user friendly to the community adjacent.
- It has been indicated that this roadway will not be typically used by over-the-road transport, but rather by residents. I'm not certain that is what will occur. Which heads to the issue of the transport of hazardous materials in close proximity to neighborhoods.
- In the IDOT information, it states that the noise level of one truck at 55 miles per hour is equal to twenty-eight cars. That is depressing. I will assume that the air quality and other issues are similarly impacted.

Concerns over cost factors:

The cost/benefit analysis seems to be insufficient to justify the huge expense, even if it is federally funded. Spending money for a currently unneeded and historically unwanted project is not good stewardship of public funds, whatever the source.

Alternative transportation:*

As it dovetails into other groups, I am concerned that the feasibility of bike trails, pedestrian walkways and bus transit are overstated. Given the current configuration of our communities and the weather issues we face in the Midwest rural area we live in, I don't see many of these options as viable for much of the year. These solutions are usually integrated into a new or rehabilitated community.

General questions:

How was consensus achieved regarding the elimination of routes? Where is it documented? How was it measured? Who decided and when?

**This was incorporated in related categories within the ILAST scorecard summary of responses.*



MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Sustainability FWG Meeting #2
Date: April 30, 2012, 6:15 to 7:30 p.m.
Location: Bloomington Cultural Center, Bloomington, IL

Minutes of this meeting were prepared by Lindsay Birt of Huff & Huff, Inc. (H&H). Please inform her of corrections or modifications.

Project Team Attendees: Sarah Merchan Paniagua (HDR), Lindsay Birt (H&H), Jim Novak (H&H), Linda Huff (H&H), and Jerry Payonk (CDI). The meeting was facilitated by Linda Huff.

1. Introduction

- The attendees introduced themselves.
- Participants included Angelo Capparella (Friends of Kickapoo Creek, JWP Audubon Society and ISU), David Lamb (City of Bloomington), Robin Weaver (Director of Public Works, Town of Normal), Jan Holder (Friends of Kickapoo Creek), Don Roseboom (USGS), and Tom Haynes (Illinois State University).

2. Review of ILAST items of interest to the group

Linda Huff presented the one page summary of responses from the group for each ILAST category. She stated the goal of the meeting was to discuss potential constraints, identify areas to focus on, and then relay the information to the project team.

3. Alignment Selection

- Jerry Payonk explained that the interchange near The Grove subdivision has been refined since the Public Information Meeting (PIM) #4. The interchange west of The Grove has been reconfigured; there are no longer ramps in the NE quadrant nearest The Grove. Per IDOT access spacing standard, the first access point must be no closer than 500 feet from the interchange ramp. Therefore, the existing western access point to The Grove must be removed. The existing eastern access point will remain. Another access point to The Grove further east along Ireland Grove Road will probably be added.

Meeting Notes

East Side Highway Environmental Assessment
Sustainability FWG Meeting #2 – April 30, 2012
Page 2

- Don mentioned there are a lot of bicyclists using the east/west roads east of Towanda-Barnes Road, and asked if they were considered. Jerry responded that the issue will be addressed by the Alternate Mode FWG.
- Angelo asked if the current bridge over Kickapoo Creek on Ireland Grove Road will have to be widened. Jerry stated that this is likely, but has not yet been determined.
- A question was asked about the noise mitigation at The Grove. Jerry explained the shifted alignment is further away from the Grove. Linda stated that the project team will continue to refine the alignments and will inform the FWG when the noise analysis is complete.
- Thomas was concerned with the area south of Ireland Grove Road where the green space is absorbing water. The new alignment will generate additional runoff and this may affect the small tributary in the southwest quadrant of The Grove. Don agreed that this area will be affected because it flows into the detention basin and goes into a storm pipe that eventually drains into the tributary.

4. Design Items

- Buffers
 - Linda presented design items, such as buffers. Linda explained buffers will be used in crossings where the streams run parallel to the freeway. The buffer requirements vary according to stream order.
 - David said any of these tributaries that the alignment is crossing is important, especially Kickapoo Creek and tributaries discharging into Kickapoo Creek; therefore, buffers would be needed at all crossings.
 - Don stated that there are three USGS stream gauges in the area around The Grove. He also mentioned that the west branch has high sediment potential for erosion, with the highest slopes and high sediment load (in terms of tons per acre), east of the alignment and north of The Grove subdivision. The highly erodible soils mapped by NRCS do not give a complete picture of erosion potential in this area. Linda stated that this information will be key for the construction and pointed out the known High Erodible Lands (HELs) areas on the Environmental Resource Map.
 - Robin asked if soils are impacted by the western alignment. David stated that the need for buffers at the stream crossings is the same for both alignments.
 - Don mentioned that the USGS stream gauges might help with runoff calculations.

Meeting Notes

East Side Highway Environmental Assessment
Sustainability FWG Meeting #2 – April 30, 2012
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- Linda mentioned that there is a buffer width specified in the Normal ordinance, which IDOT will consider. In the ordinance, the lower the stream order, the smaller the buffer width required.
- Angelo asked if Bloomington has an ordinance like Normal. David stated no, but that Bloomington does adopt Normal's ordinances at times.
- David would like to see 100-ft to 150-ft buffers, since this is all open space.
- Angelo asked about the cross section. Linda presented to the FWG the typical cross section of a freeway for discussion. Jerry then explained that the roadway is approximately 135 feet from shoulder to shoulder and extends 30 to 40 feet on each side beyond the shoulder. Linda mentioned that this is a good concept to keep in mind because the open space between the shoulder and the bike trail is one possible location for storm water retention.

5. Habitat Protection

- Tree Replacement
 - According to the IDOT BDE Manual a 1:1 tree replacement is the typical commitment. IDOT has a list of the type of trees to use and native plant seed mix typically used.
 - David would like to see that ratio increase to 2:1 or 3:1, because the trees replaced would be smaller in diameter and don't compare to the wider trees that may be replaced. Robin mentioned that additional trees can serve multiple functions, such as visual screening.
- Fish Passage
 - Jim Novak explained natural bottom culverts: a typical culvert is an 8 foot by 10 foot box, whereas the natural bottom culvert is sunk 2 feet below grade to allow sediment at the bottom of the culvert to create a natural stream bottom for the fish.
 - Robin asked if there are maintenance or ice issues. Jerry responded that he will look into this.
 - Linda informed the FWG that the project team is currently conducting a hydraulic evaluation.
 - One member mentioned that downstream there are more concerns about erosion than fish passage. Fish passage should be considered in the northern part of the project area near Money Creek.
- Miscellaneous

Meeting Notes

East Side Highway Environmental Assessment
Sustainability FWG Meeting #2 – April 30, 2012
Page 4

- Angelo asked where the Franklin ground squirrel trapping locations were on the Environmental Resource Map. He asked whether any squirrels were trapped. Linda responded that none were.
- Angelo asked why mudpuppies and Kirtland snakes were not surveyed by the Illinois Natural History Survey (INHS) because he has identified these species in McLean County. Linda responded that they will have to contact the INHS to determine why they didn't survey mudpuppies or Kirtland snakes.

6. Trees and Plant Communities

- Tree preservation
 - Jim explained that the IDOT seed mix is used for many projects. He would recommend using it in the median and shoulders. He said native plants with shorter profiles may be used there for safety. The benefits would be less mowing and aesthetics, but maintenance may have to include burning.
 - Robin asked if IDOT has a list of indigenous trees. Jim said that from his knowledge this is a historic prairie area, so oak savannah would be one consideration. He said that we would have to look at the tree planting and see how the options will work in this area.
 - Robin said some trees are useful for water and that may signify important opportunities.
 - Jim mentioned that conifers are challenging. David suggested Austrian pine as salt tolerant.
 - David said that the biggest concern with prairie is the placement and installation. He stated that he would be concerned with the monitoring of contractors and getting the proper installation.
 - Don asked who typically takes care of the maintenance. Jim said the contractor is responsible for the first and second years.
 - David recommended a performance ecological assessment.
 - Linda said that the team will look into opportunities to use prairie grass.
 - Don asked if the team is considering buffalo grass. Jim said that he would recommend buffalo grass rather than Indian grass or bluestem.
 - Jerry asked about the reach. Jim said that it should affect this, but you can look at different strata when using native vegetation. He recommended using prairie grasses that are shorter near the freeways and bike path and place taller species further back.

7. Stormwater

- Airport Limitations on detention basins

Meeting Notes

East Side Highway Environmental Assessment
Sustainability FWG Meeting #2 – April 30, 2012
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- David mentioned the airport has 4 or 5 wet-bottom ponds in the property.
- Linda said that there may be wildlife hazard limitations within a two mile radius of Central Illinois Regional Airport (CIRA), which means no open water in that vicinity. The project team will coordinate with the Federal Aviation Administration (FAA) to determine the extent of the limitation but it could be two miles within the glide path.
- Angelo would like to know what species FAA is concerned about because raptors will be in the airport property regardless.
- Bioswales
 - Linda said that the project team would look into bioswales or infiltration. She explained it's a difference of 90% total suspended solids removal vs. 40% removal with dry detention basins. Linda then presented a schematic of a bioswale example and mentioned how there are opportunities to create different vegetation scenarios.
 - Don asked if this is confined to the border. Jim responded by saying along the roadside.
 - David asked what permeable material is used. Jim recalled that it was a CA-6 pebble stone.
 - Don then asked about the slope. Jim mentioned how in a previous project they used ditch checks to remove sediment and localized it. Don asked what the design storm year is. Jim said that it was for a 10-yr storm for the concept drawing. Linda mentioned that this example was a concept to look at soil types, enhance anything where we may be limited to dry detention. These are ideas we still want to investigate, but with the FAA limitation and the project team.
- Detention
 - Don said that his concern was at The Grove development where there will be an immediate impact of how much the city can develop from a stormwater detention based on the highway developments near Ireland Grove Rd. He said that is one of the reasons there are three USGS stream gauges.
 - David agreed and added that this is more of an issue at the eastern alternative compared to the western alternative, and the same concerns are applicable for not only Kickapoo Creek, but Money Creek and Six Mile Creek.
 - Don suggested that there be no increase in runoff from the stream going through The Grove.
- Use of porous or permeable pavement for bike path or shoulder

Meeting Notes

East Side Highway Environmental Assessment
Sustainability FWG Meeting #2 – April 30, 2012
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- Linda said the best options are the bike path, this is one of the ideas we will be talking to the design team about.
- Miscellaneous
 - A question was asked about when ESH will be constructed. Jerry explained the project team is conducting the environmental assessment – the final phase of preliminary study. Additional steps towards construction include the development of construction documents the purchase of right-of-way, and roadway construction. Currently funding does not exist for any of these subsequent phases. If it did, the project would still be 7-10 years ways from actual construction.

8. Meeting Wrap-Up

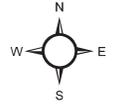
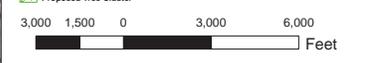
Linda thanked everyone for their participation and informed them that rather than schedule another meeting at this time, the project team will collect the FWG comments and proceed with the hydraulic analysis. The project team will inform the FWG of updates by email and will plan a meeting when more hydraulic information is available.

SUSTAINABILITY
FOCUS WORKING GROUP
MEETING #3
DECEMBER 10, 2012



BEST MANAGEMENT PRACTICES DESIGN CONCEPTS - PRELIMINARY 01/11/2013

- Alignment
- 5 Mile Buffer of CIRA
- Existing Riparian Buffer
- Highly Erodible Soil
- Proposed Tree Cluster
- Subwatershed
- Stream
- Prairie Community
- Watershed Boundary
- Proposed Culverts
- Indiana Bat Mist Net Site
- Aquatic Survey Site - Sampled





Best Management Practices Design Concepts

East Side Highway Environmental Assessment

BMP	Description	Improve Stormwater Quality	Maintenance	Locations (see BMP Concepts Map)	Benefits
1) Natural Bottom Culverts	Natural bottom culverts are four-sided culverts that are partially buried in water to allow for fish passage and preserve the natural streambed.	Designed to maintain low flow (to support fish passage) and preserve the natural streambed.	Repair or replacement of culverts and periodic debris removal.	Natural bottom culverts are recommended in locations at stream crossings with greater than 1 sq mi drainage area.	Natural bottom culverts enhance aquatic community diversity and fish passage.
2) Meandering Swale	A meandering swale is a vegetative swale with a meandering bed/channel.	Storm water runoff velocity is reduced in receiving water body due to the meandering channel and vegetation.	Periodic debris removal, weed control, and reseeding. Mowing, or use no-mow native plantings.	Meandering swales could be located within medians or side ditches of the ESH.	Reduced storm water velocity maximizes opportunities for storm water filtering.
3) Filter Strip	Vegetated strips receive runoff from storm sewers and serve as the discharge point to a stream. Vegetated strips are designed to reduce velocities and filter runoff, with a portion of the runoff infiltrating into the soil. The minimum filter width is based on slope steepness ranges from 10 ft (less than 1 percent), to 25 ft (20-30 percent slope).	Storm water velocity is reduced prior to direct discharge to streams and runoff volumes are distributed evenly into nearby streams. Vegetative strips reduce sediment in runoff initially.	Debris removal, mowing (or use no-mow native plantings).	Filter strips could be located along streets crossing the ESH in environmentally sensitive areas.	Filter strips of 15-ft reduced nitrogen, phosphorus, and sediment by 50 percent, and 100-foot buffer reduced these pollutants by 70 percent adjacent to agricultural fields (Desbonette et al., 1994).



Best Management Practices Design Concepts

East Side Highway Environmental Assessment

BMP	Description	Improve Stormwater Quality	Maintenance	Locations (see BMP Concepts Map)	Benefits
4) Bioswale	Bioswales are densely vegetated drainage ways with permeable soils that collect and slowly convey runoff. The design of the longitudinal slope and cross-section size forces the flow to be slow and shallow, thereby facilitating sedimentation and infiltration while limiting erosion and increasing pollutant removal.	Storm water pollutants are reduced through infiltration, vegetative uptake, biological conversion, and natural settling of particles.	Bioswales require periodic cleaning and plant maintenance (mowing/or use no-mow native plantings, irrigation, and pruning). Underdrain should be used to minimize ponding.	Bioswales could be located outside of the roadway access control fence. Bioswales are recommended near streams with sensitive habitat (Money Creek, Kickapoo Creek).	Bioswales can reduce total suspended solids (TSS) from 60 to 98 percent, while oxygen-demanding pollutants may only be reduced by 25 to 67 percent.
5) Plantings (Tree clusters and native plantings)	Tree clusters are considered for visual screening in conjunction with the 1:1 tree replacement. Native plants are vegetation that grows naturally in particular climates or regions.	Plantings aid in increasing water infiltration in the soil and water evapotranspiration.	Vegetation management includes minimal mowing (or use no-mow plantings), spot application of herbicides and controlled burns to restrain invasive species.	Tree clusters are recommended near existing residential developments. Native plantings recommended in bioswales and prairie restoration along US 55.	Native plantings enhance habitat for wildlife, and improve aesthetics.
6) Median Utilization	Vegetative swales and/or bioswales may be implemented inside the roadway median, rather than in an outside ditch. These median treatments	Storm water runoff volume and flow rate to receiving water bodies will be reduced. Storm water pollutants	Periodic debris removal and occasional mowing for traffic safety reasons.	Median utilization is recommended in locations where runoff flows laterally from one side of the road	Using the median reduces the amount of ROW required for stormwater treatment.



Best Management Practices Design Concepts

East Side Highway Environmental Assessment

BMP	Description	Improve Stormwater Quality	Maintenance	Locations (see BMP Concepts Map)	Benefits
	would be designed either to have recoverable slopes or will have cable barriers for traveler safety. Median treatments will be designed to not have standing water in typical storm events.	are reduced through infiltration, vegetative uptake, biological conversion, and natural flocculation.		into the median.	
7) Infiltration Basins	Infiltration basins are constructed of permeable materials, such as gravel, or stone in areas where underlying soils have sufficient permeability. They consist of shallow basins or trenches. Infiltration facilities store runoff until it gradually infiltrates through the soil and eventually into the water table.	Storm water runoff volume and flow rate is reduced as infiltration is increased. Storm water pollutants from the roadway are reduced as water infiltrates in this area. Vegetation helps prevent the formation of rills.	Infiltration requires periodic inspection to ensure proper operation, debris removal, vegetation management, and, rehabilitative maintenance to reduce likelihood of the soil bed clogging over time.	Infiltration basins could be in environmentally sensitive areas, such as near Money Creek and Kickapoo Creek where open water is permitted, with respect to the location of the airport and suitable soils exist.	Reducing stormwater flows to streams reduces pollutant loads also allows ground water recharge. This is especially beneficial to reducing peak chloride concentrations in streams.
8) Riparian Buffers	Riparian Buffers are vegetation along or near the stream bank. Riparian buffering is a traditional agricultural practice.	Riparian buffers slow storm water runoff velocities and allow for sediment and pollutant sediment.	Mowing. During establishment, protection from erosion is necessary until vegetation is established.	Riparian buffers should be replaced along alignments that cross existing riparian buffers.	Riparian buffers can be wildlife crossings. Public may view them as a landscape /habitat amenity.



MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Sustainability FWG Meeting #3
Date: December 10, 2012, 5:00 PM
Location: Bloomington Cultural Center, Bloomington, IL

Minutes of this meeting were prepared by Lindsay Birt of Huff & Huff, Inc. Please inform her of corrections or modifications.

Project Team Attendees: Jerry Payonk (CDI), Joseph Dudeck (HDR), Lindsay Birt (H&H), Evan Markowitz (H&H), and Linda Huff (H&H). The meeting was facilitated by Linda Huff.

See attached sign-in sheets for FWG attendance.

1. Introduction and Geometry Review

Linda Huff provided an overview from the last FWG meeting. Since that time, the project team has worked on the design and sustainability concepts. The goal of this meeting was to review these concepts and collect the FWG's thoughts and ideas.

Before reviewing these concepts, Jerry Payonk summarized some minor changes to the alignments that have taken place since the last time the FWG met.

- Alignments 125 & 127 (the two eastern alignments) no longer contain a jog at the intersection of Ft. Jesse Rd.
- The southern split of the alternatives has been relocated north of Ireland Grove Road. Previously this split was located south of Ireland Grove Road.
- At the south end of the project, the ESH's interchange with I-74 has been modified from a cloverleaf to a trumpet.

Jerry then summarized a preliminary bike trail plan currently being developed which will provide bike facilities along the project corridor and Towanda-Barnes Road. Where the proposed bike trail is located adjacent to the ESH, an access control fence will separate the two facilities.

Linda emphasized that the location of bike trails will need to be considered to better understand constraints for stormwater BMPs.

Meeting Notes

East Side Highway Environmental Assessment
Sustainability FWG Meeting #3 – December 10, 2012
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A question was asked if there will be multiple types of surfaces considered for the bike trails. This issue hasn't been addressed yet. As the project moves forward, surface type will be studied.

A question was asked if the project team has communicated with Enbridge about the pipeline project. During the previous Corridor Study there were several meetings with the pipeline group. Since commencement of the Environmental Assessment, there has not been communication with Enbridge.

Angelo Caparella explained that he heard they are redoing the environmental studies. He also mentioned that recently a presenter attended a McLean County meeting to discuss how Enbridge plans to redo the environmental assessment as part of the pipeline project. Angelo is concerned that Enbridge is crossing a creek at the same location of the ESH, where a T&E mussel was found.

2. Hydraulic Analysis

Joseph Dudeck discussed the methodology and process the project team is using for hydraulic analysis of waterway crossings. The largest crossing is at Site 28 (on the exhibit map) where Ireland Grove Road crosses Kickapoo Creek.

Angelo explained that the current bridge at this location is designed to protect the flow and function for water flow. He asked if the revised bridge will meet these hydrologic functions. Joe indicated that there are actually two bridges; one is the roadway bridge and the other is the monitoring bridge. The monitoring bridge is upstream. Since this is the case, maintaining the hydrologic functions with the new bridge may be irrelevant, but the project team will investigate.

Joe indicated that all other stream crossings will most likely be a culvert. The type of culvert will depend on the location and the sub-basin size. Robin Weaver stated that hydrology will not be a deciding factor on which alignment is preferred.

3. Best Management Practices (BMPs)

After discussing hydraulic analysis, Linda presented the BMP design concepts, figures, and a handout illustrating examples of BMPs to the FWG. A table was handed out (attached) explaining the BMPs, their benefits, maintenance

Meeting Notes

East Side Highway Environmental Assessment
Sustainability FWG Meeting #3 – December 10, 2012
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requirements and benefits to stormwater quality. In addition to the table, Linda discussed each BMP.

Natural Bottom Culverts – These four-sided culverts are partially buried in the streambed to allow for fish passage and to preserve the natural streambed. They are designed to maintain low flow through the culvert (to support fish passage). Natural bottom culverts are recommended in locations at stream crossings with greater than one square mile drainage area.

Meandering Swale – These are vegetative swales with a meandering bed/channel. The meanders are designed to slow storm water runoff flows. As storm water runoff velocity is reduced, there are more opportunities for sediment deposition and storm water filtering.

Filter Strips – These are vegetated strips receiving runoff from storm sewers and serving as the discharge point to a stream. Vegetated strips are designed to reduce velocities and filter runoff, with a portion of the runoff infiltrating into the soil.

Bioswales – These are densely vegetated drainage ways with permeable soils that collect and slowly convey runoff. The proposed bioswale locations address the environmentally sensitive water resources at The Grove and at Money Creek. The project team will need to investigate if the bioswales are feasible based on the slope, soil type, and water quality volume.

Plantings - Linda referenced the BMP design matrix to describe the plantings as a BMP design concept. She further explained how tree clusters are considered a visual screening. Once the noise analysis is complete, the project team can provide tree planting screening recommendations.

Stephanie Dobbs from IDOT/D5 mentioned several planting design aspects to consider. She said she reviewed the meeting minutes from the previous meeting and had a comment about grasses being stratified. Having the short grasses in the front and the taller grasses in the back is a good idea, but native grasses will grow anywhere and will eventually spread over. Additionally, establishing prairie grass along the freeway will take four to five years for erosion control benefits.

Stephanie also indicated that there are maintenance concerns to consider for clustering. If you cluster too close, there will be issues with mowing because the space is too small for a 15-ft mower to clear. As result, this small space is enough for invasive species to grow. Stephanie mentioned how she likes native

Meeting Notes

East Side Highway Environmental Assessment
Sustainability FWG Meeting #3 – December 10, 2012
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grasses. Also, Limber Pine is a good plant because it is salt resistant. Cypress is not originally native (pre-settlement time period), but is now considered a native and is another option to consider. Austrian pines are salt tolerant but have a short life span and are being removed

Stephanie asked will cable rail be used for the ESH project. Jerry stated that cable rail will not be used in this project since the medians will be at least the minimum standard of 55 feet from edge to edge of pavement.

Median Utilization – Linda identified median utilization as the concept of including vegetative swales or bioswales within the roadway median. Stephanie said that there will be safety concerns with ponding. She also raised concern with the potential issues with common reed, cattail species, as well as birds. Robin indicated that there would be aesthetic benefits to median utilization.

Linda asked Stephanie if grasses are the only vegetation that can be placed in the median. Stephanie stated that concerns have been raised by others that deer might hide in the taller grasses which could compromise vehicle safety. Short mixes, such as forb mixes, are reasonable to use in the median. Stephanie also mentioned that the District is currently working on a living demonstration of *Miscanthus* species. This species is a reasonable option and it is a carbon locking/biofuel plant.

Infiltration Basins – These are permeable materials, such as gravel or stone, in areas where underlying soils have insufficient permeability. They consist of shallow basins or trenches. Infiltration facilities store runoff until it gradually infiltrates through the soil and eventually into the water table. The location of infiltration basins is determined by soil types. In general, the project team wants to keep this BMP concept for places where they can use the other types of BMPs and will need to recommend infiltration basins.

Riparian Buffers – These are vegetation strips along or near a stream that can slow storm water runoff velocities and allow for sediment and pollutant sediment. Linda mentioned that the plantings will be what IDOT recommends for erosion control.

A question was asked regarding where soil will come from for the earthwork required for the ESH. Jerry indicated that IDOT does not determine borrow pit locations. The contractor will negotiate borrow pit locations with local land owners. Ideally, prime farmland is not supposed to be a location for borrow pits.

Meeting Notes

East Side Highway Environmental Assessment
Sustainability FWG Meeting #3 – December 10, 2012
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A question was asked if the State maintains all cross roads. Illinois Route 9 (Empire Street) and US 150 (Morrissey Drive) are State routes maintained by IDOT. All other crossroads are maintained by the County.

A question was asked if there were any efforts done or proposed for the Little Kickapoo Creek area. Joe responded that from a drainage perspective, the distance of the drainage from the agricultural ditches will take care of sediment removal into the Little Kickapoo.

Regarding a question about which BMPs that the FAA was concerned about, Linda indicated that the FAA would be concerned with wet detention and potentially bioswales because they would attract water fowl. Angelo stated that the FAA has not raised an issue with the wetland restoration.

Linda thanked everyone for their participation and informed them that the project team will send the maps to everyone who would like to review the design concepts and provide additional recommendations. In addition, the project team will inform the FWG of updates by email and will plan a meeting when more concrete hydraulic information, tentatively in April 2013.

**ALTERNATIVE MODES
FOCUS WORKING GROUP**



Focus Working Group (FWG) Alternative Modes Sign-Up Sheet

Name	Address	Email	Phone Number	Organization
Bob Williams	2209 Clearwater Bl.	gpdgreaf@yahoo.com	309-750-4621	nervous
SCOTT DOUGLAS	1301 RED ABBEY AVE 61705	SCOTTDUGLAS. FLORIDA GMAIL.COM	404-451-1533	HOMEOWNER @ THE GROVE
Diane Quijano	5019 Londonderry Rd Blm 61705	Quijano5761@gmail.com	309-661-0173	homeowner @ the grove
Brian Brown	4002 Saffer Rd Blm ⁶¹⁷⁰⁵	bsbrownb@comcast.net	309 662-0295	Homeowner - Eagle View Estates
Mike James	9 Harvey Rd, Downs, IL 61736	Mike.James@mchsi.com	309-830-7374	Village of Downs

ALTERNATIVE MODES
FOCUS WORKING GROUP
MEETING #1
MARCH 15, 2012



EAST SIDE HIGHWAY ENVIRONMENTAL ASSESSMENT

Alternative Modes
Focus Working Group Meeting #1
March 15, 2012



WELCOME

*“What is your favorite place
to visit in the County?....
And Why?”*



FOCUS WORKING GROUP MEETING #1 AGENDA

- Review Ground Rules
- Discuss Purpose of FWG
- Provide ESH Project Background
- Complete Streets Policy
- Regional plans and policies
- Alternative Mode Considerations for ESH project
- Next Meeting



FOCUS WORKING GROUP GROUND RULES

1. All input from all participants in the process is valued and considered.
2. All participants will come to the process with an open mind and participate openly and honestly.
3. All participants in the process will treat each other with respect and dignity.
4. The project must progress at a reasonable pace based on the original project schedule.
5. Project milestones (Purpose and Need, Range of Alternatives) will not be altered once concurrence has been granted unless substantial new information becomes available.
6. The role of the FWG is to advise the PSG. An FWG consensus is sought prior to project decisions. The PSG will fully consider all FWG and stakeholder input when making project decisions.
7. All decisions of the joint lead agencies must be made in a clear, transparent manner and stakeholders should agree that their input was duly considered.
8. The list of FWG members is subject to change at any time as events warrant.



ALTERNATIVE MODES
FOCUS WORKING GROUP



WHAT IS A FWG?

- Specific and structured form of an advisory group with specific interests and knowledge
- Assembled for input to planning and design aspects of project
- Advises the PSG at key milestones, before the information is finalized
- Introduced at Public Information Meeting #4



ALTERNATIVE MODES
FOCUS WORKING GROUP

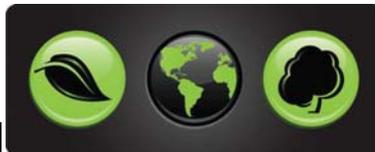
ESH FOCUS WORKING GROUPS



1. Land Use and Access Management

2. Sustainability

3. Alternative Modes



Timeline

Evaluation Process

Remaining Alternatives

Website, www.eastsidehighway.com



TIMELINE

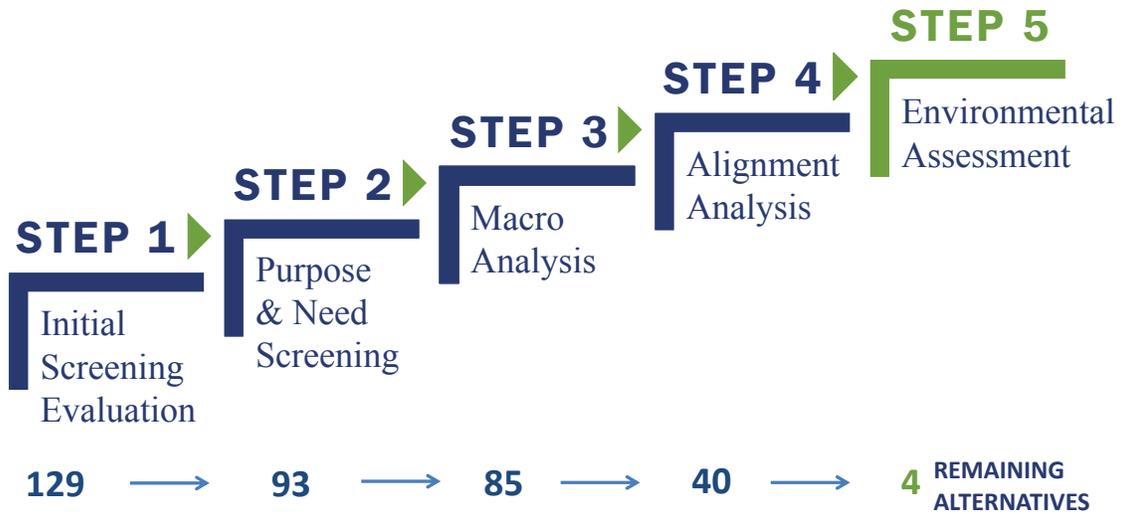


WE ARE HERE

FWG #1
MARCH 2012

- Public Information Meeting (PIM)
- Study Milestone
- Public Hearing





REMAINING ALTERNATIVES



Complete Streets Law*

Complete Streets purpose:
Developing and maintaining bicycle facilities and programs to help improve the overall operation of the transportation system.

Complete Streets legislation requires: Bicycle and pedestrian travelways be **considered** in the planning and development of facilities and be **accommodated** when roads are built or rebuilt with a balanced safety and convenience for all users.

** As of November 2010, Memo No. 68-10 has been incorporated into Chapters 5 and 17 of the IDOT Bureau of Design & Environment Manual 2010 Edition.*



IL Highway Code

In or within one mile of an urban area, **bicycle & pedestrian ways shall be established in conjunction** with the construction, reconstruction, or other change of any State transportation facility **EXCEPT:**

** As of November 2010, Memo No. 68-10 has been incorporated into Chapters 5 and 17 of the IDOT Bureau of Design & Environment Manual 2010 Edition.*



IL Highway Code

Resurfacing only

Safety issues

Excessive costs

No need

(as approved by Secretary of DOT)

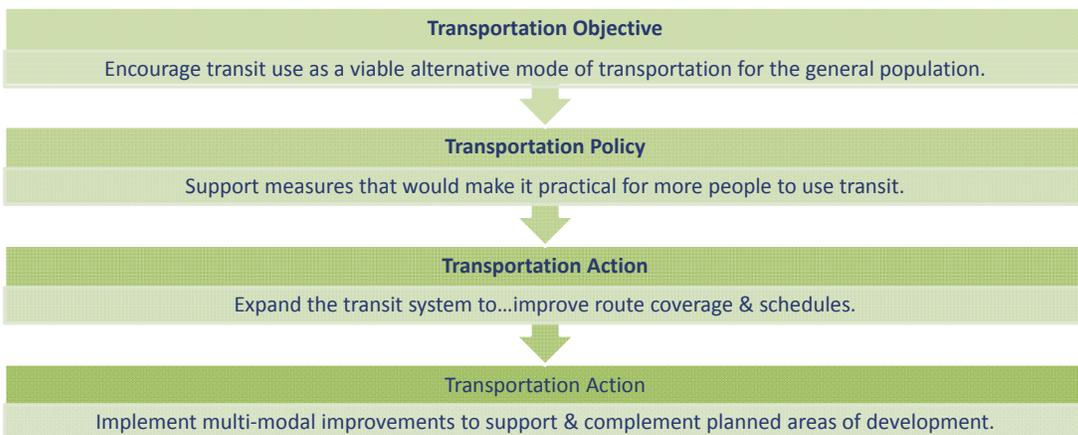
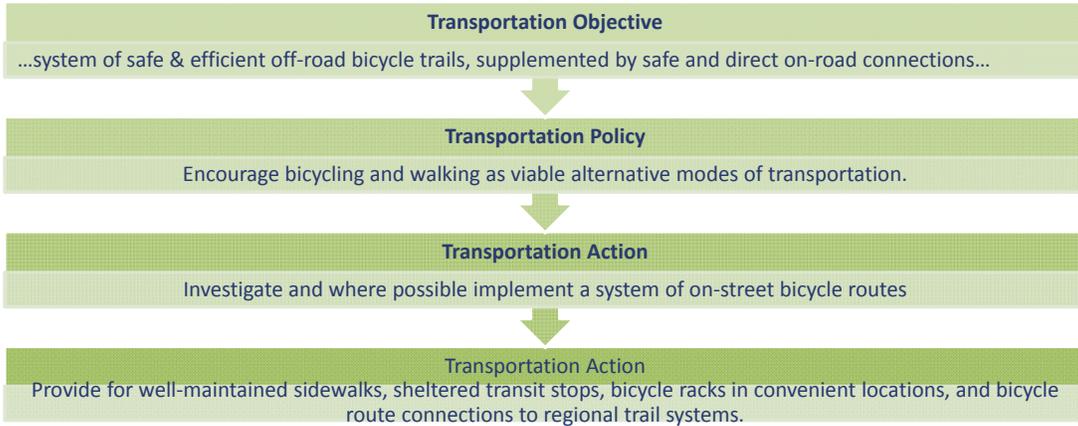
** As of November 2010, Memo No. 68-10 has been incorporated into Chapters 5 and 17 of the IDOT Bureau of Design & Environment Manual 2010 Edition.*



Priority Initiative –
Related to
Alternative
Modes

Providing convenient access to alternative modes of transportation increases travel options for both people and goods.

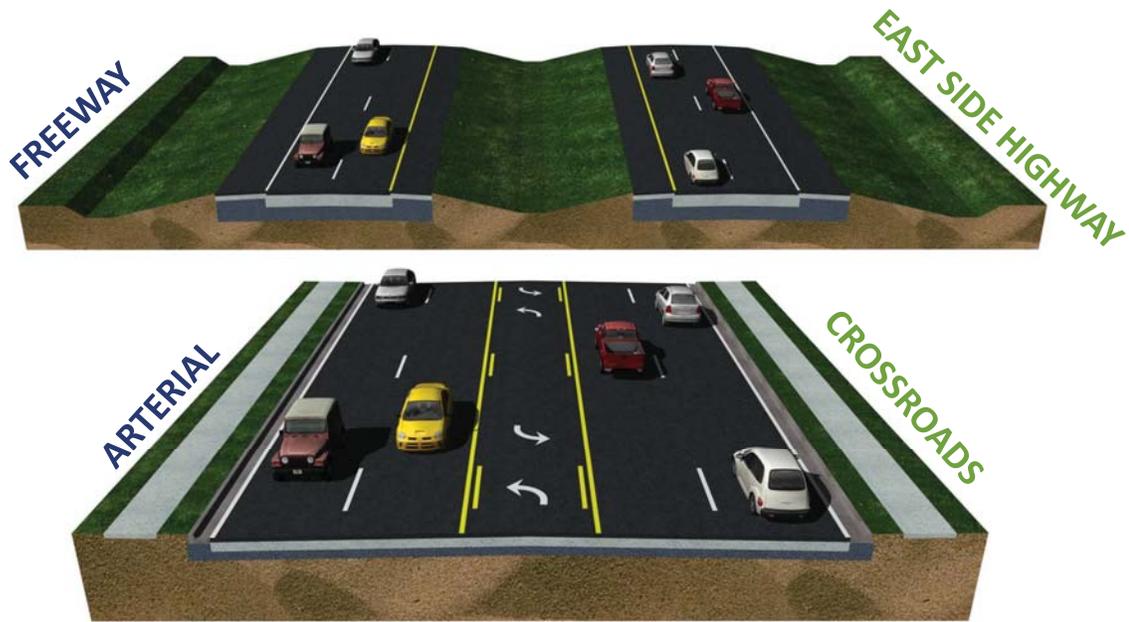






- Typical Sections
- Crossroads
- Bicycle/Pedestrian Considerations
- Transit Considerations





Crossroad with Freeway Facility	
Crossroad	Freeway
Old Route 66	Grade separation
Towanda Barnes Rd. (N)	Interchange
Fort Jesse Rd.	Interchange
General Electric Rd.	Interchange
Empire St.	Interchange
1300 N./Bentown Rd.	Grade separation
Ireland Grove Rd.	Interchange
Cheney's Grove Rd.	Grade separation
Towanda Barnes Rd. (S)	Interchange
US 150	Interchange



Bicycle/Pedestrian Considerations

- How will the ESH benefit and impact bicycle and pedestrian travel? (Positive and Negative)
- What specific things do we need to consider as we are designing the freeway and crossroads?



Transit Considerations

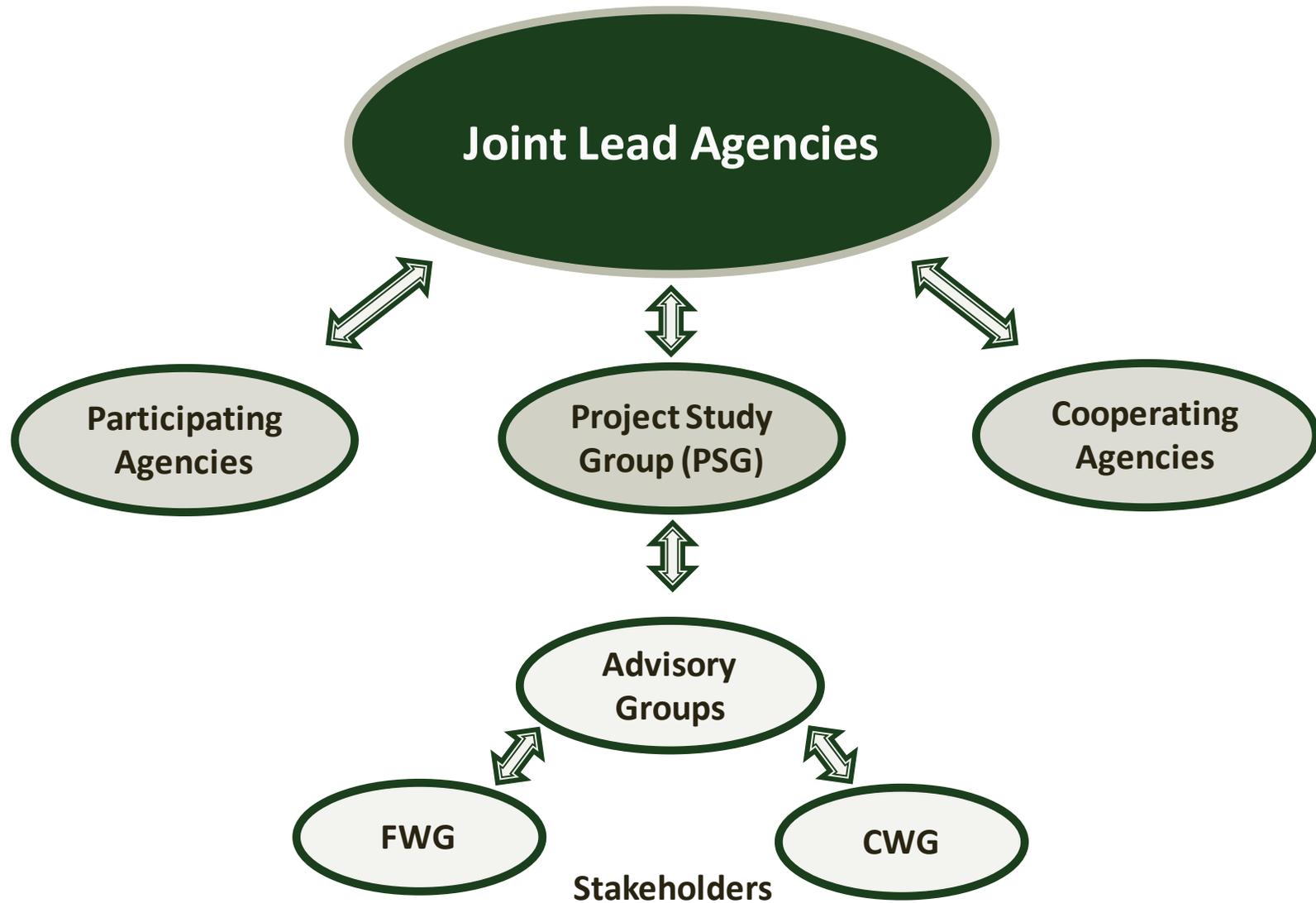
- How will the ESH benefit and impact travel by transit? (Positive and Negative)
- What specific things do we need to consider as we are designing the freeway and crossroads?



- Review IDOT Complete Streets policy, specifically the “needs assessment”
- Consider ideas for “what and where” for bicycle and transit improvements



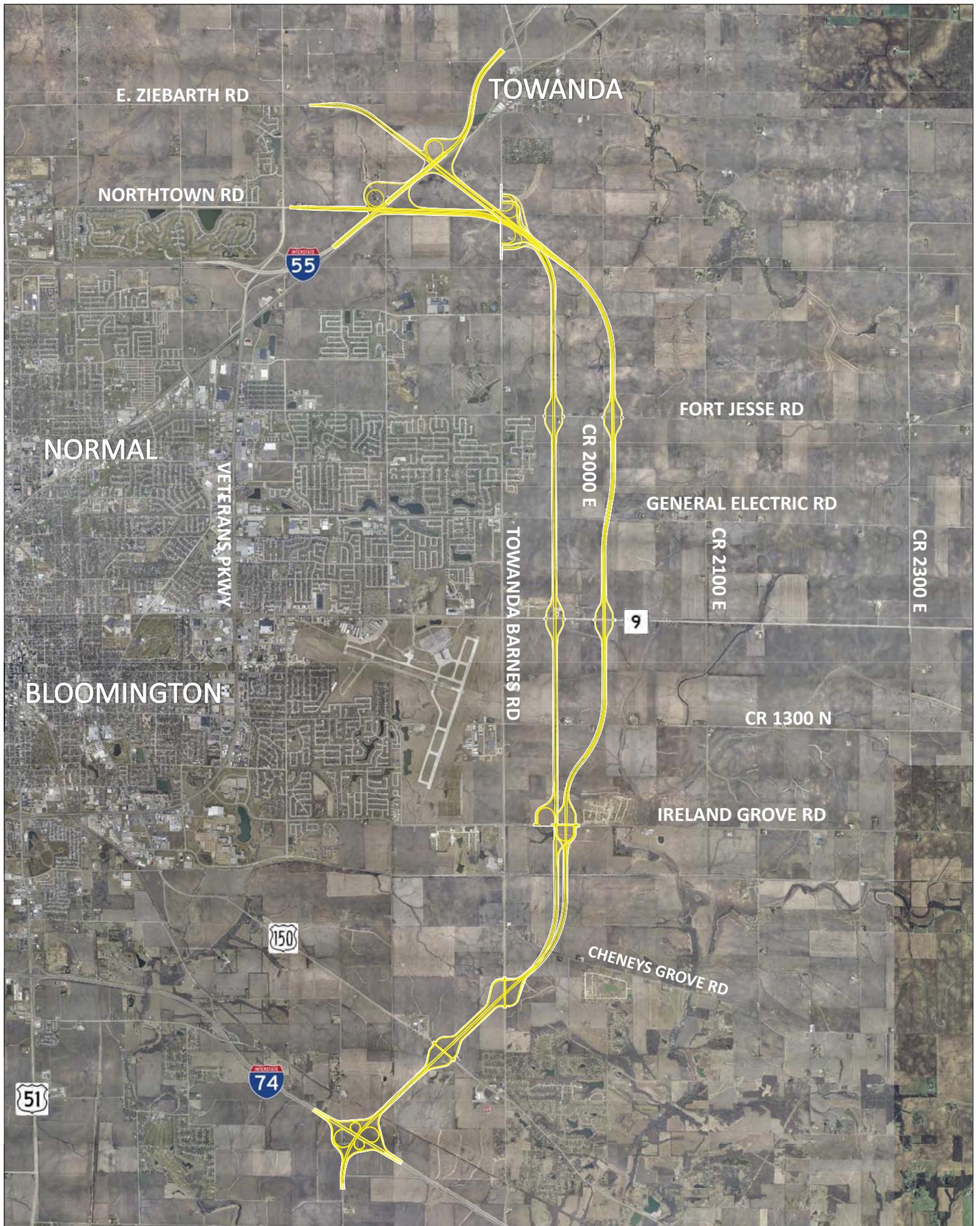
AGENCY/ADVISORY GROUP HIERARCHY



FWG GROUND RULES

1. All input from all participants in the process is valued and considered.
2. All participants will come to the process with an open mind and participate openly and honestly.
3. All participants in the process will treat each other with respect and dignity.
4. The project must progress at a reasonable pace based on the original project schedule.
5. Project milestones (Purpose and Need, Range of Alternatives) will not be altered once concurrence has been granted unless substantial new information becomes available.
6. The role of the FWG is to advise the PSG. A consensus of FWG concurrence is sought prior to project decisions. The PSG will fully consider all FWG and stakeholder input when making project decisions.
7. All decisions of the joint lead agencies must be made in a clear, transparent manner and stakeholders should agree that their input was duly considered.
8. The list of FWG members is subject to change at any time as events warrant.

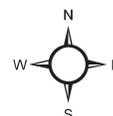


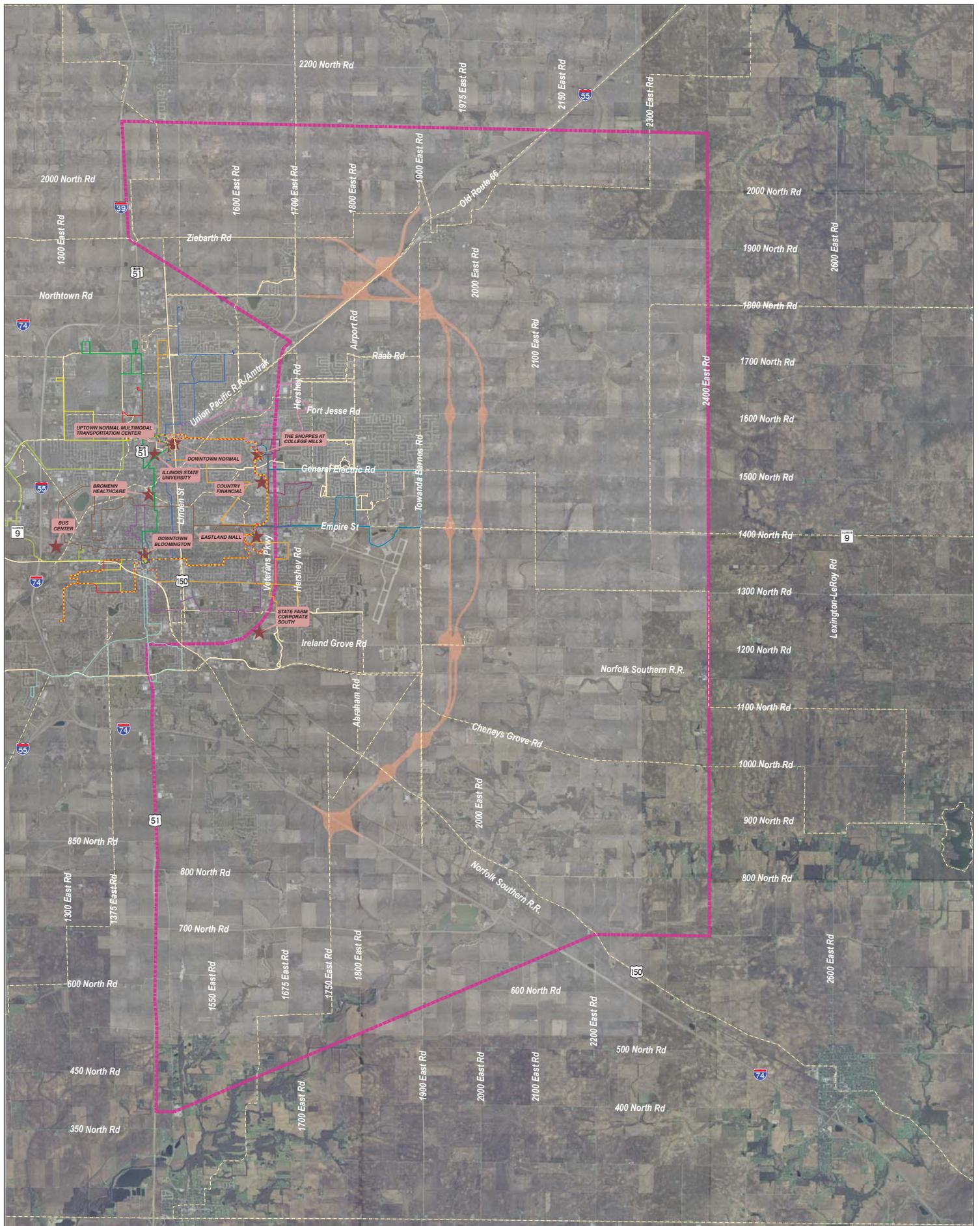


Remaining Alignments March 2012

Legend

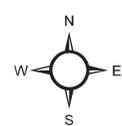
- Edge of Pavement
- Right-of-Way





Public Transit Routes & Trails

- Legend**
- Proposed Alternative
 - Project Study Area
 - ★ Activity Center
 - B-NPTS Lime
 - B-NPTS Orange
 - B-NPTS Pink
 - B-NPTS Purple
 - B-NPTS Red
 - B-NPTS Teal
 - B-NPTS Brown
 - B-NPTS Green
 - Existing Trail
 - Proposed Trail





MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Focused Working Group – Alternative Modes Meeting #1
Date: March 15, 2012, 6:00 to 7:30 p.m.
Location: Bloomington Center for the Performing Arts, Bloomington, IL

Minutes of this meeting were prepared by Janice Reid of HDR. Please inform her of corrections or modifications.

Project Team Attendees: Eric Schmitt (McLean County), Antonio Acevedo (CDI), Janice Reid (HDR)

1. Introduction

- Project Team members and attendees introduced themselves. Participants included: Christine Brown (resident); Laura Dick (SHOWBUS); Scott Douglas (resident); Jerry Erb (League of Illinois Bicyclists); Mike James (Village of Downs); Bob Williams (resident); Mercy Davison (Town of Normal).
- Agenda and ground rules were presented.

2. Purpose of Alternative Modes FWG

- Specific and structured form of an advisory group with specific interests and knowledge in bicycle and pedestrian modes
- Assembled for input to planning and design aspects of project as it relates to bicycling and walking
- Advises the PSG at key milestones, before the information is finalized

3. ESH Project Background

- Timeline and evaluation process described. Preferred alternative to be determined by end of 2012, for presentation at public meeting in early 2013.
- Four remaining alternatives described, along with proposed interchange locations.
- Possible addition of GE Road interchange described. Indicated that it still needs to be reviewed and approved by IDOT and FHWA.

Meeting Notes

East Side Highway Environmental Assessment

FWG-Alternative Modes #1 – March 15, 2012

Page 2

4. Complete Streets Policy

- Complete Streets legislation requires that bicycle and pedestrian traveled ways be considered in the planning and development of facilities and be accommodated when roads are built or rebuilt with a balanced safety and convenience for all users.
- IDOT Policy states: “In or within one mile of an urban area, bicycle & pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any State transportation facility except if it is for resurfacing only; if there are safety issues; excessive costs; or no need. Exceptions must be approved by Secretary of DOT”
- The IDOT Bureau of Design and Environment (BDE) Manual has a chapter specifically regarding Bicycle and Pedestrian Accommodations. This has been recently updated to reflect the Complete Streets policy. The chapter contains a bicycle needs assessment, which is based on land use, traffic volumes, origins and destinations.

5. Regional plans and policies

- McLean County Comprehensive Plan Transportation Objectives
 - Encourage bicycling and walking
 - Implement on-street bicycle routes where possible
 - Provide for sidewalks, transit stops, bike racks, connections to regional trail system
 - Encourage transit use
 - Improve transit route coverage and schedule
 - Implement multi-modal improvements to support and complement planned areas of development.

6. East Side Highway Project Information

- One goal is to improve access and mobility on the east side. Congestion can be reduced with roadway, transit, and bicycle/pedestrian improvements. Roadway improvements include the development of East Side Highway as an access controlled facility with interchanges.
- Typical Sections for Freeway and Arterial crossroads described. Non-motorized vehicles, including bicycles, are prohibited from using Freeways. However, adjacent, off road bicycle paths can be considered.

Meeting Notes

East Side Highway Environmental Assessment

FWG-Alternative Modes #1 – March 15, 2012

Page 3

7. Alternative Mode Considerations for ESH Project (focused questions)

- How will the ESH benefit and impact bicycle and pedestrian travel? (Positive and Negative)
- How will the ESH benefit and impact travel by transit? (Positive and Negative)
- What specific things do we need to consider as we are designing the freeway and crossroads?

Major Points of Group Discussion:

- Towanda Barnes Road, GE Road, Old Route 66, and Ireland Grove Road discussed as important for bicycling. Bicycle access on these roadways should be maintained and/or improved.
- The design of ESH should preserve enough ROW for an off-road bicycle path for the entire length.
- Better crossing signals for bicyclists are needed, especially at GE Road/Towanda Barnes Road; GE Road/Airport Road; and wherever schools and parks are located.
- The design of ESH should accommodate traditional bus, at least, and possibly bus rapid transit (BRT) in future.
- Need to accommodate mobility-impaired and elderly populations, especially near new Assisted Living Center on Towanda Barnes Road.

Items noted on “Sticky Notes” during discussion:

- Towanda-Barnes Road only other major north-south road on east side.
 - High traffic volume makes on-road bicycling difficult.
 - Per McLean County, there is sufficient ROW on west side of Towanda Barnes Road from Fort Jesse Road to IL 9 for future bikeway. Funding is an issue. Improvements would not necessarily be part of the East Side Highway project.
 - Towanda Barnes Road scheduled to be widened from Fort Jesse Road to Raab Road.
 - Difficult to get across Towanda Barnes Road, need better crossing signals for bicyclists and walkers.
- Airport Road – too narrow and difficult to get across, need better crossing signals for bikes and pedestrians.

Meeting Notes

East Side Highway Environmental Assessment

FWG-Alternative Modes #1 – March 15, 2012

Page 4

- East-west bicycling already difficult due to inability to cross Airport Road and Towanda Barnes Road. Eastside Highway would add another impediment.
- Preserve the ability to build a pathway along an East Side Highway facility at a later date.
- Old U.S. Route 66 trail is funded. It is important not to obstruct bicycle access to Old U.S. Route 66 via Airport road.
- Rumble strips in freeway shoulder are a negative for bicyclists. However, they are required by IDOT.
- General Electric Road is a popular bicycle route from Bloomington-Normal to East to Moraine View State Park.
 - There is reasonable traffic volume for bicyclists.
 - Crossing East Side Highway on GE Road is critical.
 - Need to accommodate bicyclists if interchange is developed. Concern that this could negatively impact this popular bicycle route.
 - Desire to improve intersection safety and crossing signals for bicyclists at General Electric Road and Towanda-Barnes Road.
- Ireland Grove Road could be considered for bicycle route due to nearby homes and schools and connection into Bloomington.
 - Could connect to paths planned for The Grove subdivision.
 - Ireland Grove Road will be widened to a five-lane cross section between Towanda Barnes Road and Kickapoo Creek.
- Better pedestrian crossings are needed (i.e. Eagle View subdivision to park located north of Fort Jesse Road). Need to consider special needs of children, especially in areas of schools and parks.
- Need to accommodate mobility-impaired in roadway improvements—especially in transition areas.
- Assisted living center under construction on Towanda Barnes Road, north of Raab Road. Need to consider special needs for elderly.
- Transit on ESH might be traditional bus to start, possibly have Bus Rapid Transit (BRT) in future. Light Rail Transit (LRT) is probably not reasonable because higher densities are required.
- Rural freeway cross section provides for a wide median – could potentially add lanes in the future to accommodate future transit.

Meeting Notes

East Side Highway Environmental Assessment

FWG-Alternative Modes #1 – March 15, 2012

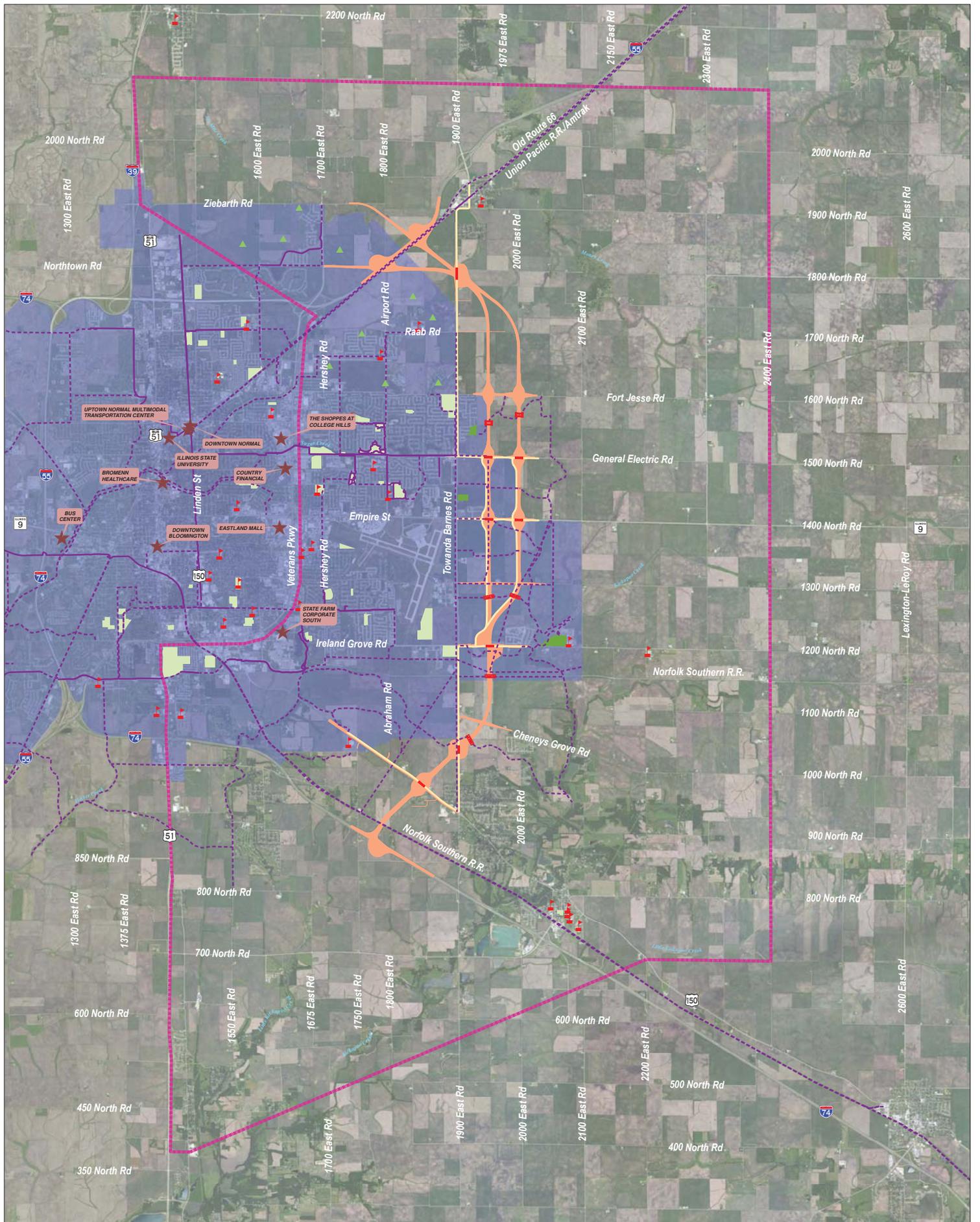
Page 5

8. Wrap Up and Next Meeting

The Project Team will provide the IDOT BDE Manual chapter on Bicycle and Pedestrian Accommodations to each FWG member via email. Members are asked to review the guidance, specifically as it relates to bicycle needs analysis.

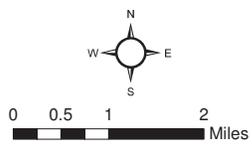
The FWG agreed that the next meeting should take place after updated land use and traffic scenarios have been finalized. This likely will not be for a few more months. This information would then be used as input to help determine route or other recommendations for bicycling and walking that should be considered.

**ALTERNATIVE MODES
FOCUS WORKING GROUP
MEETING #2
NOVEMBER 29, 2012**



Existing & Proposed Trails

- Legend**
- Project Study Area
 - Proposed Alternatives
 - 2035 Land Use Plan
 - Parks
 - Parks - Undeveloped
Bloomington Master Plan 2010
 - Existing Trail
 - Proposed Trail
 - Proposed ESH Bike Trail
 - On Bridge
 - Overpass
 - Underpass
 - ★ Activity Center
 - ▲ Planned Parks -
Normal Comp Plan 2006
 - School





MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Focused Working Group – Alternative Modes Meeting #2
Date: November 29, 2012, 7:00 to 8:00 p.m.
Location: McLean County Government Center

Minutes of this meeting were prepared by Antonio Acevedo of Clark Dietz, Inc. (CDI). Please inform him of corrections or modifications.

Project Team Attendees: Janice Reid (HDR), Janet Gonzalez (HDR), Antonio Acevedo (CDI), Eric Schmitt (McLean County)

Working Group Attendees: Scott Douglas (resident); Julian Westerhout (Bike BloNo); Michael Gorman (Bike BloNo); Mercy Davison (Town of Normal); Caryn Davis (Bloomington Cycles & Fitness)

1. Introduction

- Project Team members and attendees introduced themselves
- Agenda and ground rules were presented.

2. Purpose of Alternative Modes FWG

- Specific and structured form of an advisory group with specific interests and knowledge in transit, bicycle and pedestrian modes
- Assembled for input to planning and design aspects of project as it relates to transit, bicycling and walking
- Advises the PSG at key milestones, before the information is finalized
- For this meeting, the focus of the discussion was on bicycle and pedestrian planning. The Project Team has met separately with Connect Transit and ShowBus.

3. ESH Project Background

- Timeline and evaluation process described. Preferred ESH alternative to be determined in early 2013
- Reviewed ESH purpose statement
- Four remaining alternatives displayed along with 2035 Land Use Plan

Meeting Notes

East Side Highway Environmental Assessment

FWG-Alternative Modes #2 – November 29, 2012

Page 2

4. 2040 Long Range Transportation Plan (LRTP)

- Presented list of goals from 2040 LRTP that reflect alternative modes:
 - Reduce modal conflicts
 - Broaden appeal of public transit
 - Reasonably accessible rural public transit
 - Planning for bicycles as transportation mode
 - Network that includes alternative modes
- Displayed map of Alternative Modes Plan from 2040 LRTP and from Normal Bicycle and Pedestrian Plan

5. Review of Bicycle Planning Considerations from FWG #1

- Towanda Barnes Road, GE Road, Old Route 66, Ireland Grove Road and Airport Road are important to bicyclists
- ESH right-of-way should accommodate an off-road bicycle path for the entire length
- Improve crossing signals at GE Road/Towanda Barnes Road; GE Road/Airport Road; and wherever schools and parks are located
- Accommodate children, mobility-impaired and elderly populations (all users)
- Need to be able to safely cross new ESH
- Maintain bicycle access between Old U.S. Route 66 and Airport Road

6. Review of Project Study Group (PSG) Bicycle Planning Considerations and Preliminary Plan developed during Summer/Fall of 2012

- Provide for continuous north/south path through study area (Old 66 to US 150).
- Build connections to Constitution Trail
- Build connections to bicycle facilities already proposed by Bloomington and Normal
- Provide safe access over and under ESH in multiple locations
- Accommodate all path users

7. Average Daily Traffic (ADT) Maps

- Existing ADT and 2035 Build ADT maps were displayed and discussed

Meeting Notes

East Side Highway Environmental Assessment

FWG-Alternative Modes #2 – November 29, 2012

Page 3

- 2035 ADT numbers were used to show how the type and size of the bike paths were selected based on the IDOT Bureau of Design and Environment Manual. Most of the major roadways within the study area will have high ADTs, indicating the need for separated paths adjacent to the roadway.

8. Proposed Bike/Pedestrian Trail Map

- The path would begin in Towanda, follow Jefferson to Hely, then onto Towanda Barnes Road until it meets existing Constitution Trail. There the path would head east on GE Road to the ESH, and follow ESH south until Ireland Grove Road, with access opportunities at Empire Road. At Ireland Grove Road, the path would turn back west to Towanda Barnes Road, where it heads south until US150. The path would head west on US150 to coincide with roadway improvements that are required as part of ESH.
- ESH Trail crossings include GE Road, Empire Road, Ireland Grove Road, Towanda Barnes Road, and US 150. Additionally, a bicycle/pedestrian bridge would be constructed over ESH between Fort Jesse and GE Roads. A bicycle/pedestrian/drainage passage will be constructed between Oakland and Ireland Grove Road; and just north of the ESH/Towanda Barnes Road (south) interchange. The ESH will cross over the NS Railroad, and the bridge will be wide enough to accommodate a future trail along the railroad.

A map of the proposed ESH bike/pedestrian trails was displayed and the FWG members were asked to draw any suggested edits on the map. The FWG members commented on the following issues:

- Proposed trail along GE Road should continue further east and connect to Bloomington's proposed trail. The same GE Road trail should also continue north along ESH and connect to Bloomington's proposed trail near the Eagle View subdivision, and the proposed bike/ped bridge over ESH.
- If the proposed bike/pedestrian bridge over ESH is the responsibility of the City of Bloomington then it will never be built. Eric Schmitt (McLean County) added that the ESH project will account for the impacts of the bridge's right-of-way footprint. The cost of the bridge's construction needs to be discussed with IDOT.
- Ensure that the I-55 and I-74 ESH interchanges do not become a barrier to bicycle travel. Need to connect the areas north of I-55 and south of I-74 to the rest of the project area. Potential opportunity to use abandoned railroad

Meeting Notes

East Side Highway Environmental Assessment

FWG-Alternative Modes #2 – November 29, 2012

Page 4

on the southern end of the study area for a future trail and/or connection to the trail network. Need to ensure that ESH will not become a barrier for this future trail opportunity. Long Lane currently passes over I-74 just west of the proposed ESH interchange and will remain open with the construction of the ESH. A bike path along this road would allow bicyclists and pedestrians to cross over I-74.

- Avoid 90 degree turns and choke points when designing the bike/pedestrian trails to allow for free flow of bicycles.

9. Suggested Transit Expansion Areas

A map of the suggested transit expansion areas to coincide with the ESH was displayed and FWG members commented on the following issues:

- Park and rides are a good idea as long as they are located near bike/pedestrian trails and serve as trail heads.
- Connect Transit is currently proposing many potential route changes.

10. Next Steps

- Project Team will consider the FWG members' comments and present them to the PSG
- Project Team will develop ideas to cross I-55 and I-74, and to connect proposed GE Road Trail with ESH north of GE Road. These will be emailed to FWG members for review and comment.
- ESH newsletter will be sent out by the end of November 2012.
- FWG members can visit the project website at www.eastsidehighway.com to sign up for the newsletter.

**ALTERNATIVE MODES
FOCUS WORKING GROUP
MEETING #3
FEBRUARY 7, 2013**



- | | | |
|----------------------------|-----------------------------|---|
| Proposed ESH Bike Trail | Bridge (By Others) | Existing Trail |
| On Bridge (ESH Bike Trail) | Environmental Survey Limits | Proposed Trail (Long Range Transportation Plan) |
| Overpass (ESH Bike Trail) | Proposed Alternatives | Proposed Alternatives |
| Underpass (ESH Bike Trail) | | |



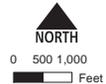
Existing & Proposed Trails

Proposed Alternative 124 - North Section

PRELIMINARY February 7, 2013



- | | | |
|----------------------------|-----------------------------|---|
| Proposed ESH Bike Trail | Bridge (By Others) | Existing Trail |
| On Bridge (ESH Bike Trail) | Environmental Survey Limits | Proposed Trail (Long Range Transportation Plan) |
| Overpass (ESH Bike Trail) | Proposed Alternatives | Proposed Alternatives |
| Underpass (ESH Bike Trail) | | |



Existing & Proposed Trails

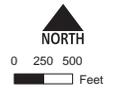
Proposed Alternative 124 - South Section

PRELIMINARY February 7, 2013



Existing & Proposed Trails

- Proposed ESH Bike Trail
- On Bridge (ESH Bike Trail)
- Overpass (ESH Bike Trail)
- Underpass (ESH Bike Trail)
- Bridge (By Others)
- Environmental Survey Limits
- Proposed Alternatives
- Existing Trail
- Proposed Trail (Long Range Transportation Plan)
- Proposed Alternatives

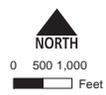




Recommend extending trail proposed in Long Range Transportation Plan



- Proposed ESH Bike Trail
- On Bridge (ESH Bike Trail)
- Overpass (ESH Bike Trail)
- Underpass (ESH Bike Trail)
- Bridge (By Others)
- Environmental Survey Limits
- Proposed Alternatives
- Existing Trail
- Proposed Trail (Long Range Transportation Plan)
- Proposed Alternatives



Existing & Proposed Trails

Proposed Alternative 127 - North Section

PRELIMINARY February 7, 2013



- | | | |
|----------------------------|-----------------------------|---|
| Proposed ESH Bike Trail | Bridge (By Others) | Existing Trail |
| On Bridge (ESH Bike Trail) | Environmental Survey Limits | Proposed Trail (Long Range Transportation Plan) |
| Overpass (ESH Bike Trail) | Proposed Alternatives | Proposed Alternatives |
| Underpass (ESH Bike Trail) | | |



Existing & Proposed Trails

Proposed Alternative 127 - South Section

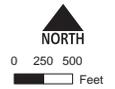
PRELIMINARY February 7, 2013



Existing & Proposed Trails

Proposed Alternative 127 at Interstate 55

- Proposed ESH Bike Trail
- On Bridge (ESH Bike Trail)
- Overpass (ESH Bike Trail)
- Underpass (ESH Bike Trail)
- Bridge (By Others)
- Environmental Survey Limits
- Proposed Alternatives
- Proposed Alternatives
- Existing Trail
- Proposed Trail (Long Range Transportation Plan)





MEETING NOTES

Project: East Side Highway Environmental Assessment
Subject: Focus Working Group – Alternative Modes Meeting #3
Date: February 7, 2013, 7:15 to 8:15 p.m.
Location: McLean County Government Center

Minutes of this meeting were prepared by Antonio Acevedo of Clark Dietz, Inc. (CDI). Please inform him of corrections or modifications.

Project Team Attendees: Janice Reid (HDR); John Lazzara (HDR); Jerry Payonk (CDI); Antonio Acevedo (CDI); Jamie Bents (Huff & Huff); Eric Schmitt (McLean County); Gene Brown (Town of Normal)

Working Group Attendees: Scott Douglas (Grove Homeowners Association); Julian Westerhout (Friends of the Trail/McLean County Wheelers); Michael Gorman (Bike BloNo); Christine Brown (resident); Mike McCurdy (Bike BloNo, Connect Transit Board); Caryn Davis (Bloomington Cycle & Fitness); Laura Dick (SHOWBUS)

1. Introduction

- Project Team members and attendees introduced themselves

2. Review of Previous FWG Meeting

Janice Reid reviewed changes and updates to the East Side Highway (ESH) bike trail design since the last Alternative Modes FWG meeting in November 2012:

- Project team looked into providing a trail connection over I-55 to link to northern neighborhoods and prevent I-55 from becoming a barrier to bicyclists and pedestrians.
- Project Study Group (PSG) proposed keeping the bike trail parallel to the ESH rather than along Towanda Barnes Road. Keeping the bike trail close to the ESH makes it easier to obtain the necessary right-of-way and include trail in the construction and cost of the ESH project. This design also fits with the Illinois Department of Transportation's (IDOT) Complete Streets policy and sustainable design practices.

3. I-55 Crossing

Meeting Notes

East Side Highway Environmental Assessment
FWG-Alternative Modes #3 – February 7th, 2013
Page 2

Janice Reid presented two different design concepts for crossing over I-55 with the ESH bike trail. The first option is for the ESH alignments that connect to Northtown Road and the second is for the alignments that connect to Ziebarth Road.

- The Northtown Road design concept consists of a trail parallel to the ESH but located at the bottom of the roadway embankment. Once the trail reaches I-55 it routes toward the U.S. Route 66 and Airport Road intersection where it crosses the High Speed Rail (HSR) line at grade and connects to the proposed U.S. 66 bike trail. From this point the trail continues west along the U.S. 66 bike trail to a proposed pedestrian and bicycle bridge over I-55. The proposed bridge would then connect to a future (unplanned) trail north of I-55. Currently, it is undecided what agency would be responsible for funding and construction of the proposed bridge and corresponding trail connection north of I-55.
 - One FWG member expressed concern that the bridge over I-55 currently has nothing to connect to and may be seen as a “bridge to nowhere”. John Lazzara explained that the bridge could be cleared environmentally with the ESH project but would not be built unless there was a trail to connect to. Until a trail north of I-55 is constructed, the logical termini for the ESH bike trail would be at the U.S. 66 bike trail.
 - One FWG member asked if traffic will increase on U.S. Route 66 and if it will pose a threat to cyclists and pedestrians crossing at the Airport Rd./U.S. 66/HSR intersection. Janice explained that although traffic is expected to increase, there will be a new traffic signal at the US66/Airport Road intersection as part of the HSR project, as well as pedestrian RR gates at the at-grade HSR.

Postscript: After considering the FWG’s comments, the PSG concluded at its meeting on 2/8/13 that the logical termini for the ESH bike trail should be at the U.S. 66 bike trail, and that a bicycle and pedestrian bridge over I-55 would not be included in the construction of the ESH project.

Meeting Notes

East Side Highway Environmental Assessment
FWG-Alternative Modes #3 – February 7th, 2013
Page 3

- The Ziebarth Road design concept consists of a trail parallel to the ESH that follows one of the I-55/ESH interchange ramps on structure to get over the HSR and connect to the U.S. 66 bike trail.
 - One FWG member thought the pedestrian/interchange ramp bridge looked expensive and was concerned that less experienced riders and people with disabilities may be intimidated by the size and length of the bridge. Janice explained that the bridge would be ADA compliant, but agreed that it may be daunting to some users.
 - One FWG member proposed moving the bike path to Northtown Road (southeast of I-55) and connecting to Airport Road instead of following the interchange ramp. From there, it would cross the RR tracks at grade and connect to the US66 bike trail. Many cyclists would most likely use this path anyway instead of traveling along an interchange ramp. Janice said the project team would develop this design further.
 - One FWG member asked why there wasn't a bike path on the Towanda Barnes Road bridge at the ESH interchange, so that it could connect to Towanda. Janice said the project team would look into adding it.

4. I-74 Crossing

One FWG member asked if there would be a bicycle/pedestrian connection over I-74. Antonio Acevedo explained that CR 1750 currently crosses I-74 approximately ¼ mile west of the I-74/ESH interchange and that this bridge would remain open. CR 1750 connects to U.S. 150, which will have a bike path on the north side as part of the ESH project. CR 1750 also connects to one of Bloomington's proposed bike trails approximately ½ mile north of I-74.

5. Proposed Overpasses and Underpasses

- Janice presented the proposed locations for the bicycle/pedestrian overpasses and underpasses along the ESH. The FWG members had a few concerns:

Meeting Notes

East Side Highway Environmental Assessment
FWG-Alternative Modes #3 – February 7th, 2013
Page 4

- The ESH project proposes a bicycle/pedestrian bridge between Fort Jesse and G.E. Roads. Janice said that one suggestion raised by the FWG at the November 2012 meeting was to include a bike path adjacent to ESH between Fort Jesse and G.E. Roads, and to allow for a connection of this path to this bridge. The Project Team developed this idea further, including switchback ramps and a passage for the trail under the ramps.
- Both the overpasses and underpasses would work for cyclists; however switchbacks for overpasses introduce 90 degree turns that can be difficult to negotiate with bicycles. It would be difficult for people with tandem bicycles or bicycles with child trailers.
- The underpasses would be useful as long as they are well lit. A dimly lit 300-400 foot long underpass may be a safety concern and some parents might not let their children use the underpasses if they are not properly lit. IDOT policy would require lights in all proposed ESH underpasses.
- Since both the underpasses and overpasses would be pedestrian friendly it is important to avoid abrupt curves that create sight distance issues for fast moving cyclists. IDOT design policy would ensure curves are designed for adequate sight distance.
- Janice explained that one of the proposed underpasses is located ¼ mile south of a proposed bike trail along Oakland Avenue and asked if the FWG members would use one route more than the other. Although one member currently uses Oakland Avenue, the FWG did not have a preference for either trail.
- Janice also asked the FWG if there were any concerns about crossing at interchange ramp intersections along the ESH. As long as the intersections are signalized and have pedestrian signals the FWG did not see any issues with this design.

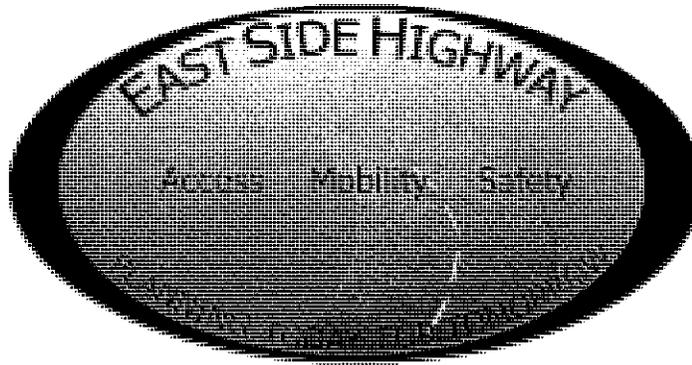
6. Next Steps

- Project Team will consider the FWG members' comments and present them to the PSG at the Feb. 8, 2013 meeting.
- Project Team will look into routing ESH bike trail along Northtown Road for the alternatives that use the Ziebarth interchange location.

Meeting Notes

East Side Highway Environmental Assessment
FWG-Alternative Modes #3 – February 7th, 2013
Page 5

- The FWG felt there was no need to have further meetings, unless there were major changes to the project. The Project Team thanked the FWG for all their efforts.



East Side Highway Environmental Assessment

Focus Working Group (FWG) – Alternative Modes

Meeting No. 3 Attendance

February 7, 2013 – 7:15 pm – 8:15 pm at the McLean County Govt. Center

Name	Affiliation	E-mail
Caryn Davis	Blounton Cycle	blountoncycle@gmail.com
SCOTT DOUGLAS	GROVE HOA	SCOTTDUGLAS.ELA@GMAIL.COM
JULIAN WESTERHOUT	FOT/WHEELERS	westerhout@gmail.com
Michael Gorman	Bike Blono	michael@michaelgorman.net
LAURA DICK	SHOW BUS	laura.showbusnfp@gmail.com
Christine Brown	Citizen	bsbrown6@comcast.net
MIKE McCURDY	BIKE BLONO CONNECT TRANSIT	mjmccurdy@gmail.com
ERIC SCHMITZ	McLean County	eric.schmitt@mcleancountyil.gov

PUBLIC INFORMATION MEETING #1

AUGUST 25, 2010

NOTICE
EAST SIDE HIGHWAY ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION MEETING

Notice is hereby given that the East Side Highway Steering Committee will hold a Public Information Meeting on August 25th, 2010 at the Normal Community High School Auditorium at 3900 East Raab Road in Normal, Illinois. The meeting will be held from 6:00 PM to 8:00 PM. The purpose of the meeting is to review project history to date, explain the goals of the environmental assessment study, discuss the project's purpose and need, and to identify community representatives to serve on an advisory group as part of Context Sensitive Solutions (CSS) process. A 30-45 minute presentation is planned with an open-house format for the remainder of the meeting. Persons with disability requiring special accommodations should contact Clark Dietz, Inc. (217-373-8900) to advise of planned attendance and needed accommodations.

Public Information Meeting
August 25th, 2010

East Side Highway Environmental Assessment



Tonight's Agenda

- ◎ Introductions
- ◎ Presentation
 - Project History
 - Study Process
 - Study Schedule
 - Context Sensitive Solutions
- ◎ Open House



Project History

Regional Connectivity



- The
- Or



Project History

Long Range Planning

- Subject of study since the mid 1990's
- Towanda-Barnes Road
- Additional transportation improvement on east side

Long Range Transportation Plan 2035
for the
Bloomington – Normal Urbanized Area
McLean County, Illinois

Prepared by

McLean County Regional Planning Commission
115 East Washington Street, Suite M103
Bloomington, Illinois 61701
309-828-4331
www.mcplan.org

in cooperation with
City of Bloomington
Town of Normal
McLean County
Bloomington-Normal Public Transit System
Central Illinois Regional Airport
Illinois Department of Transportation
Federal Highway Administration

June 2007

The preparation of this report was financed in part through the Federal Highway Administration, Federal Transit Administration and the Illinois Department of Transportation.



Project History

Previous Studies



Study Process

Environmental Assessment

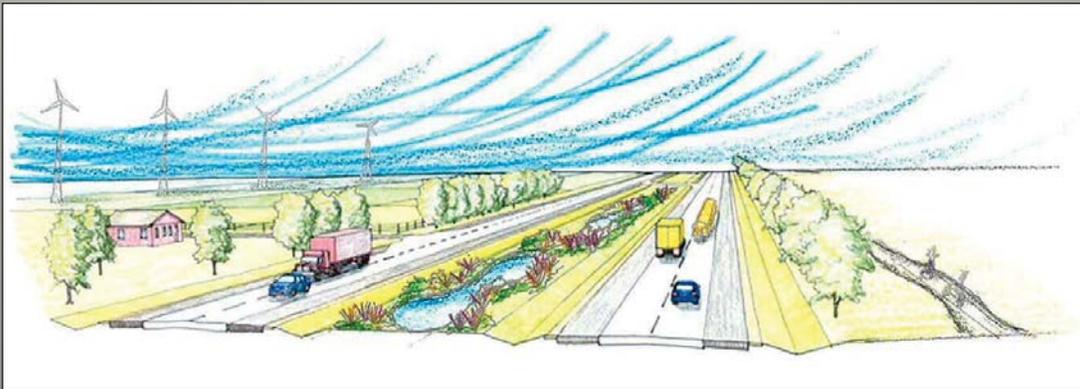
- National Significant Impact Policy Act (NSIPA) of 1969
- National Environmental Policy Act (NEPA) of 1969



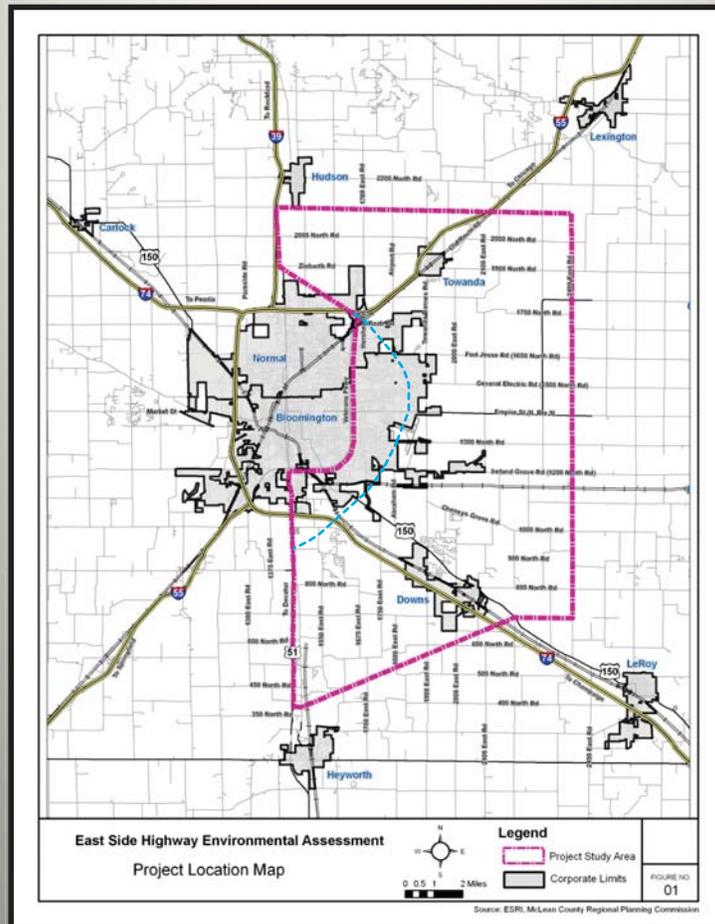
Study Process

Objective

Identify and evaluate the environmental, cultural and socio-economic impacts of a single alternative alignment on the east side of Bloomington-Normal that will improve regional access and relieve urban traffic congestion.



Project Study Area



Study Process

Problem Statement



Provide transportation infrastructure on the east side of Bloomington-Normal, defined by the project study area map, that will accommodate managed growth and address future mobility and safety needs.

Preferred Alternative



Federal Approval (FONSI)



Study Process

Problem Statement



Accommodate Managed Growth



Improve Local and Regional Mobility



Address Local and Regional Access and Safety

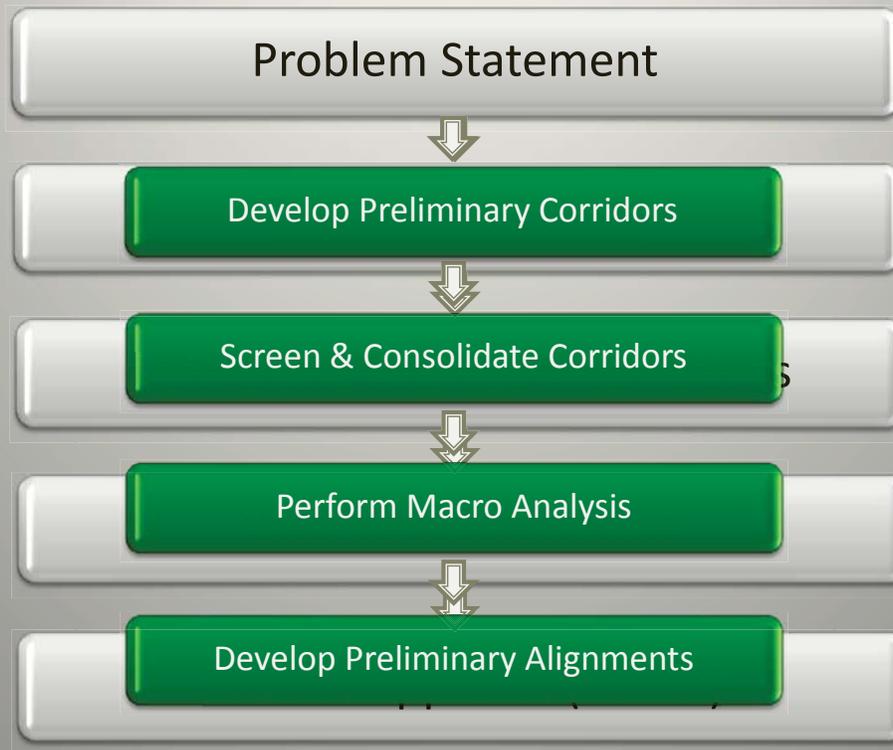
Preferred Alternative



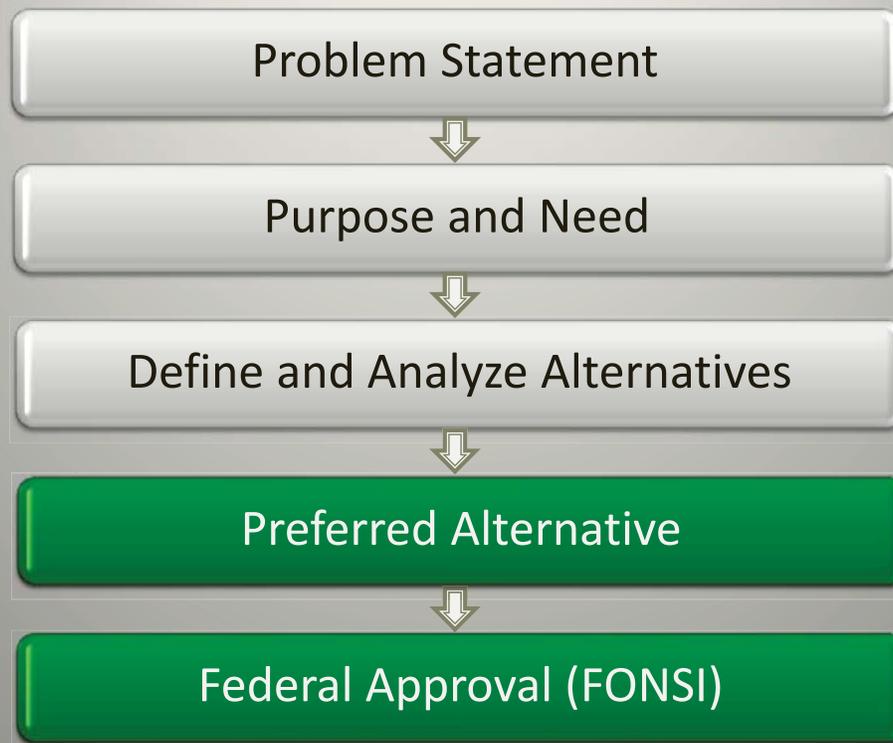
Federal Approval (FONSI)



Study Process



Study Process



Study Schedule

Public Information Meeting (August 25th, 2010)

- Provide Study Information
- Gather Input
- Describe the next steps

WE ARE HERE



- PUBLIC MEETING
- PUBLIC HEARING
- STUDY MILESTONE



Context Sensitive Solutions (CSS)

Context Sensitive Solutions (CSS) is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop a cost-effective transportation facility which will fit into and reflect the project's surroundings – its “context”.

An IDOT CSS project:

- Considers the project's context
- Includes stakeholder input
- Is environmentally sensitive
- Is feasible and safe



Context Sensitive Solutions (CSS)

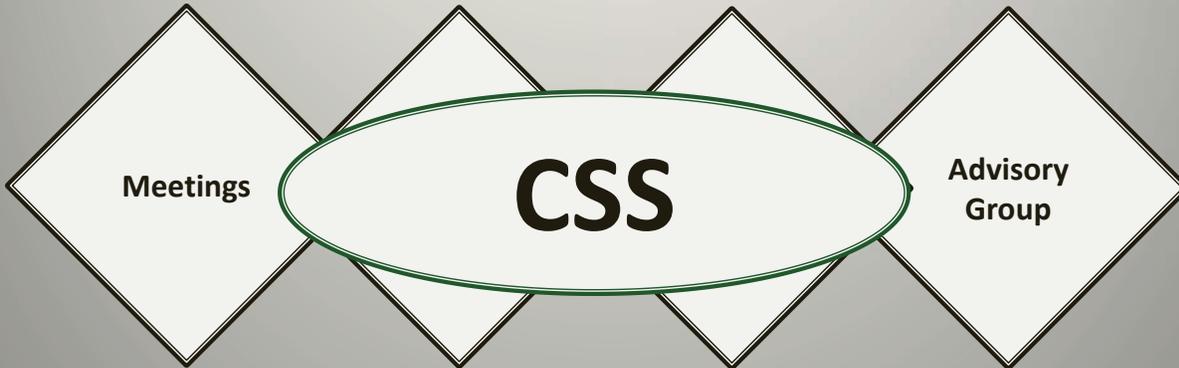


Context Sensitive Solutions (CSS)

CWG Interest Areas

- Homeowner's Association
- Organized Labor
- Education
- Trucking Firms
- Airport
- Historic District
- Environmental Groups
- Soil and Water Conservation District
- Law Enforcement
- Emergency Services
- Local Transit
- Regional Transit
- County Representatives
- Municipal Representatives
- Economic Development
- Drainage Districts
- Bicycling Community
- Park District
- Farm Bureau
- Manufacturing Industry
- Health Care Industry
- Public Works
- Utility Companies
- Local Businesses
- Township Reps

How Can I Get Involved?



Logo Contest

By October 15, 2010, the winners of the East Side Highway Environmental Assessment (ESHA) middle school and high school student logo contest will be invited to submit their logo for the ESHA project and will be used on East Side Highway for the duration of the project.



Illinois Department of Transportation



McLean County



U.S. Department of Transportation
Federal Highway Administration

Town of



Normal



CITY OF BLOOMINGTON



Contact Us

- ◎ **Website:** www.eastsidehighway.com
- ◎ **E-mail address:** ESHEA@clark-dietz.com
- ◎ **Phone:** (217) 373-8901



STUDY SCHEDULE

Public Information Meeting (August 25th, 2010)

- Provide Study Information
- Gather Input
- Describe the next steps

WE ARE HERE



-  PUBLIC MEETING
-  PUBLIC HEARING
-  STUDY MILESTONE

STUDY PROCESS

Problem Statement



Purpose and Need



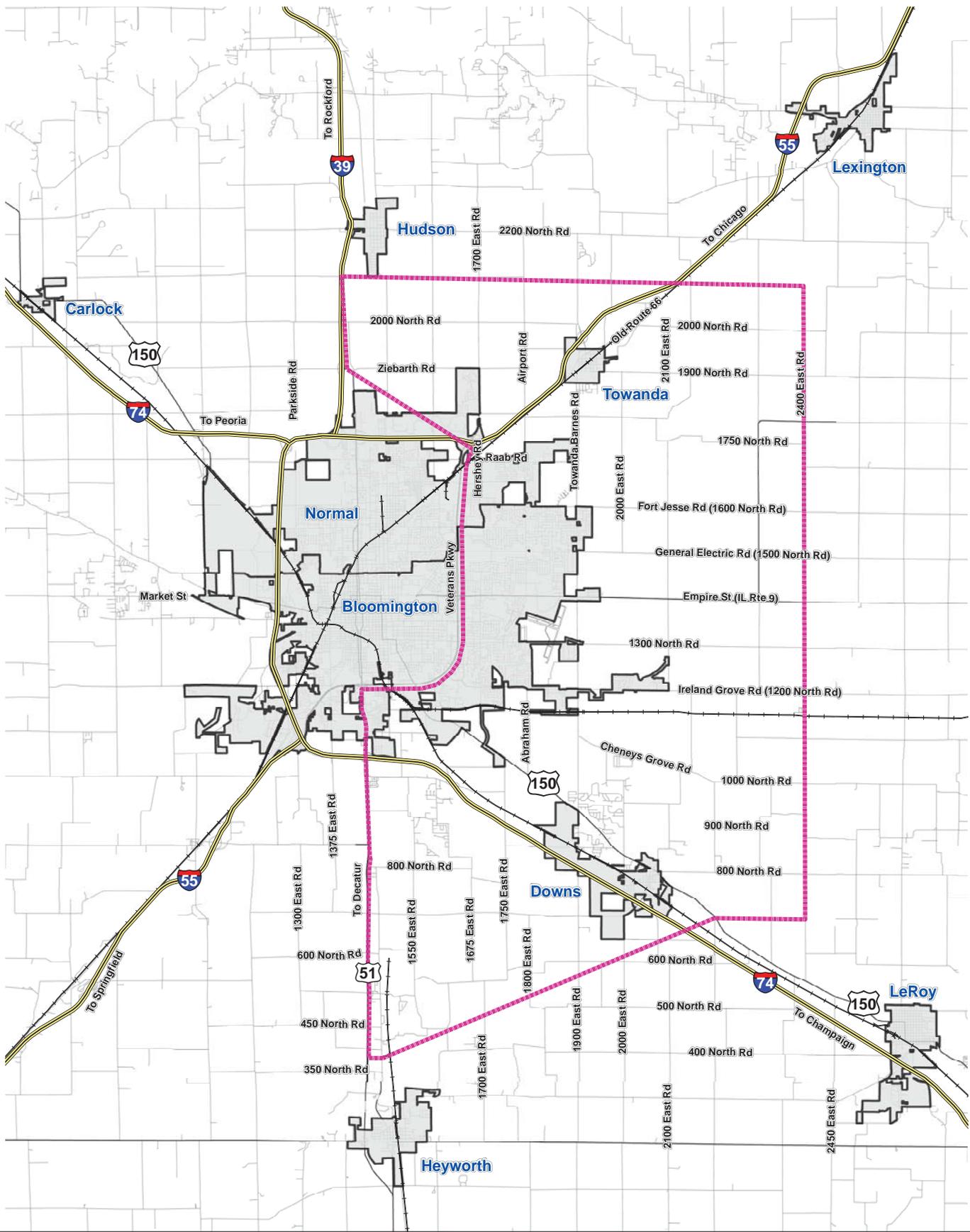
Define and Analyze Alternatives



Preferred Alternative

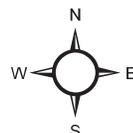


Federal Approval (FONSI)



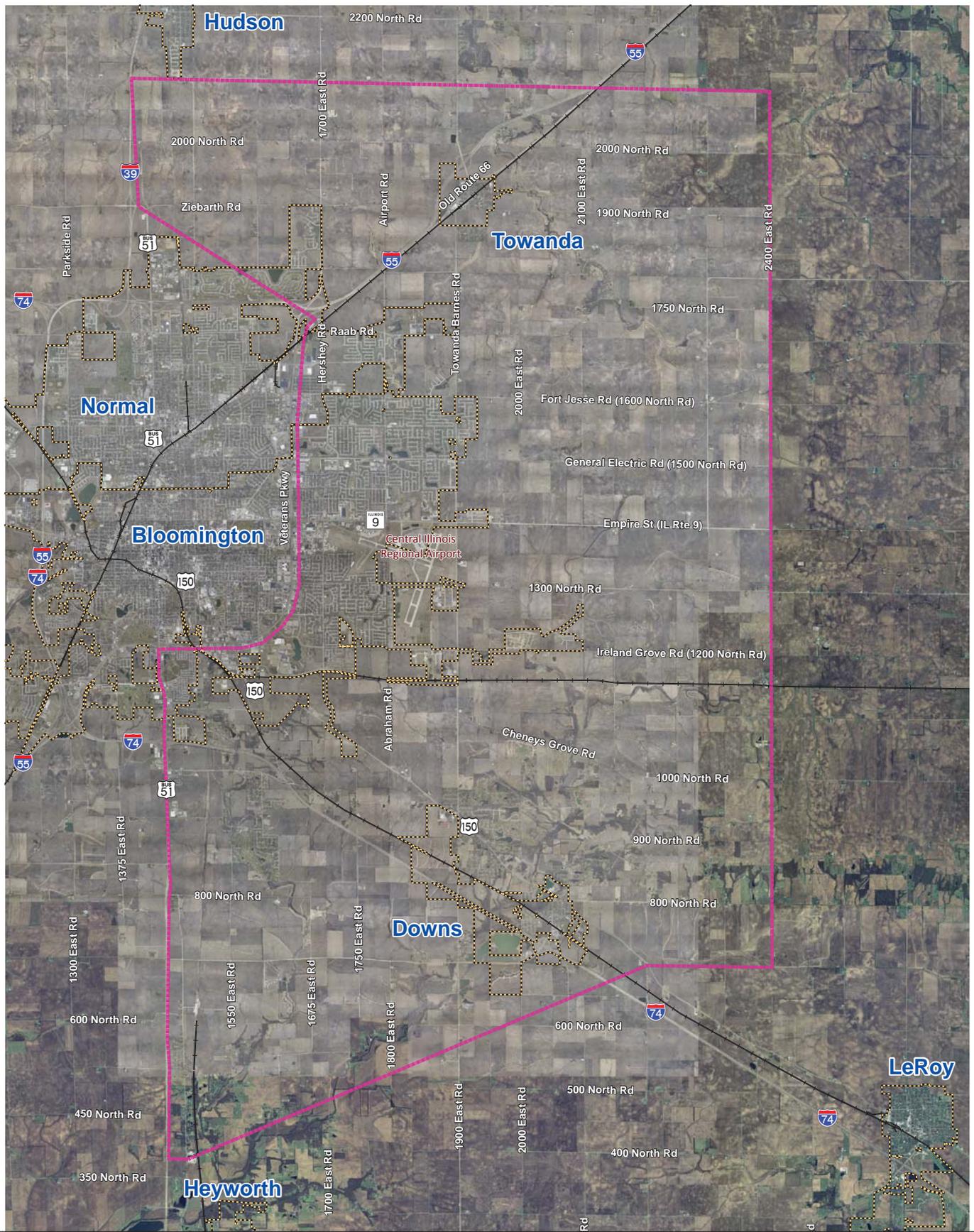
East Side Highway Environmental Assessment

Project Location Map



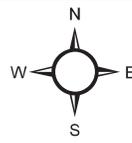
Legend

- Project Study Area
- Corporate Limits

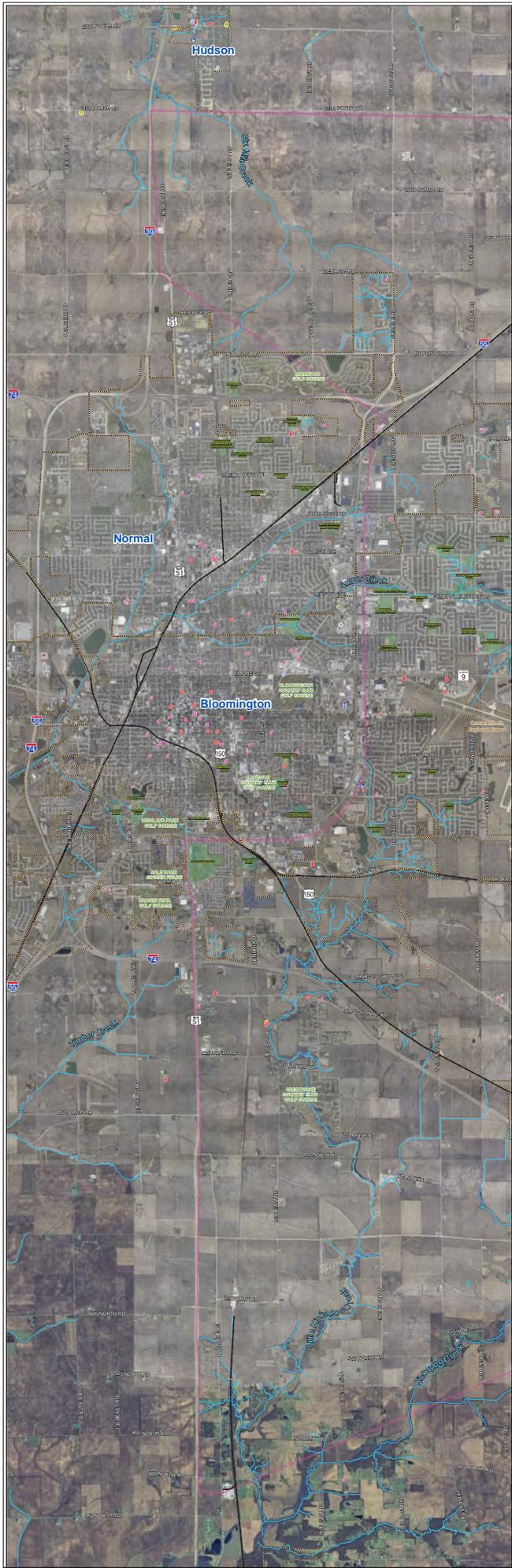


East Side Highway Environmental Assessment

Project Study Area



- Legend**
- Project Study Area
 - Corporate Limit
 - Railroad



S E G P A N E L 2

**East Side Highway
Environmental Assessment
Resource Map**

Panel 1 of 2

Legend

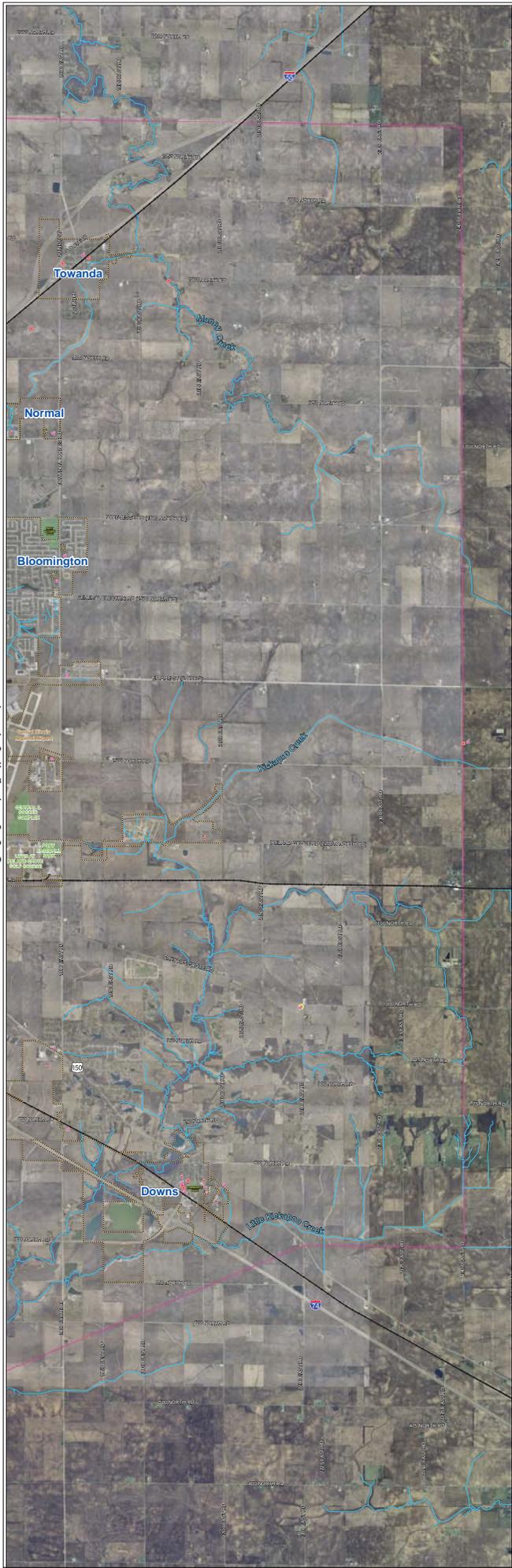
Municipal Boundary	Library	Historical Structure	Railroad
School	Hospital	Stream	Wetland
Police Station	Fire Station	Park	
Place of Worship	Cemetery	Project Study Area	

Scale: 0 0.25 0.5 1 Mile

Source: ESRI, NAVTEQ, DeLorme, IGN, Esri, National Geographic, Swisstopo, United States Geological Survey, Esri, Inc. © 2011

McLean County Regional Planning Commission, USFWS

See Panel 1



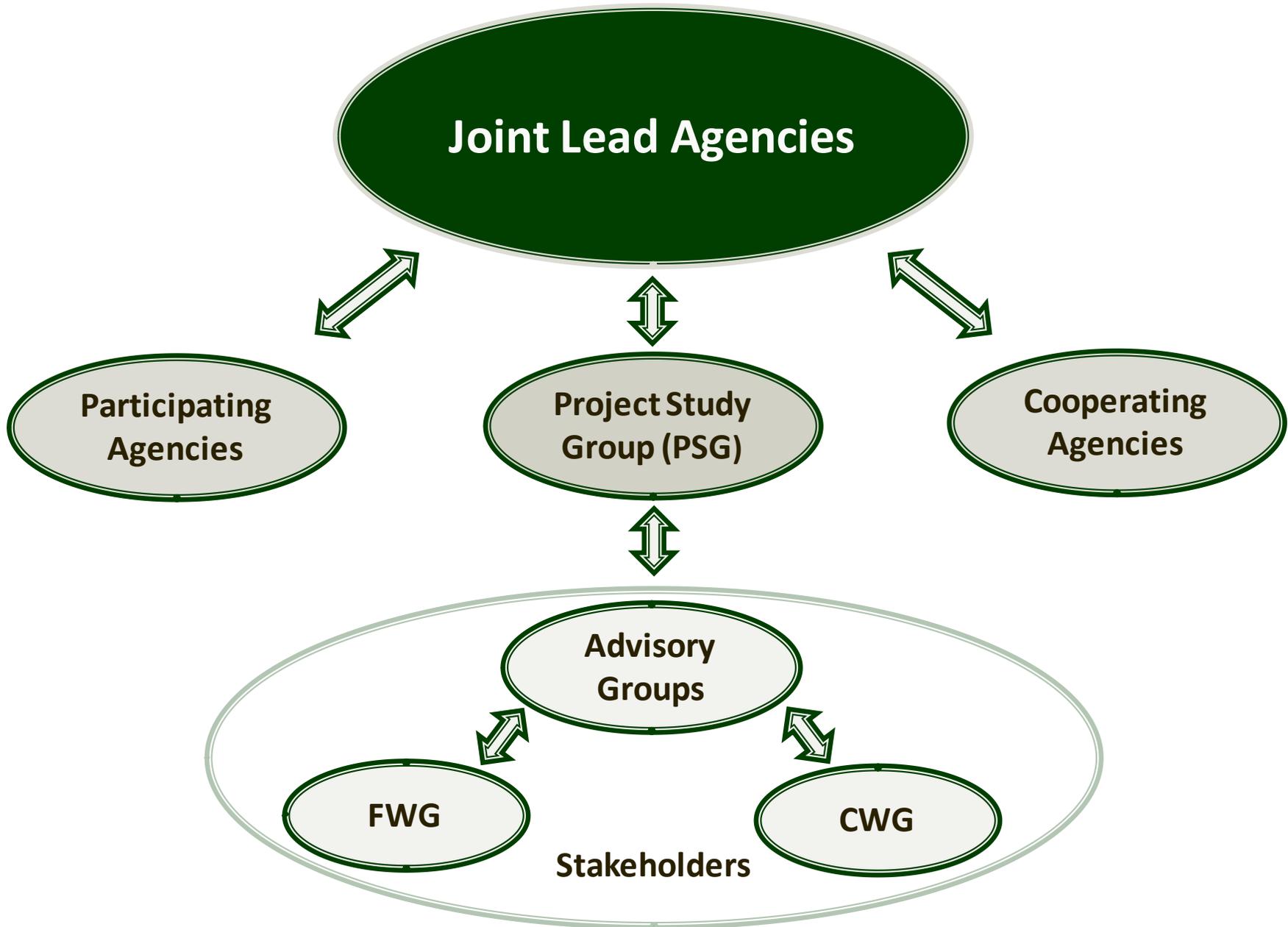
East Side Highway Environmental Assessment Resource Map
Panel 2 of 2

0 0.25 0.5 1 Mile

Legend

Municipal Boundary	Library	Historical Structure	Railroad
School	Hospital	Stream	Wetland
Police Station	Fire Station	Park	
Place of Worship	Cemetery	Project Study Area	

Source: ES&E, 10/18/2019. Maps © National Historic Register, McLean County Regional Planning Commission, USFWS



Responsibilities include:

- ⦿ Provide input
- ⦿ Attend CWG meetings
- ⦿ Collaborate with the PSG

Could consist of:

- ⦿ Community leaders
- ⦿ Interested stakeholders



- ⦿ Homeowner's Association
- ⦿ Organized Labor
- ⦿ Education
- ⦿ Trucking Firms
- ⦿ Airport
- ⦿ Historic District
- ⦿ Environmental Groups
- ⦿ Soil and Water Conservation District

- ⦿ Law Enforcement
- ⦿ Emergency Services
- ⦿ Local Transit
- ⦿ Regional Transit
- ⦿ County Representatives
- ⦿ Municipal Representatives
- ⦿ Economic Development
- ⦿ Drainage Districts

- ⦿ Bicycling Community
- ⦿ Park District
- ⦿ Farm Bureau
- ⦿ Manufacturing Industry
- ⦿ Health Care Industry
- ⦿ Public Works
- ⦿ Utility Companies
- ⦿ Local Businesses
- ⦿ Township Reps

Welcome to the East Side Highway Environmental Assessment Public Information Meeting – August 25, 2010



McLean County, the Illinois Department of Transportation (IDOT) District 5, the City of Bloomington, and the Town of Normal welcome you to the August 25, 2010, public information meeting for the East Side Highway Environmental Assessment (EA).

You are invited to browse the project exhibits on display and visit with personnel from the County, IDOT, Bloomington, Normal, and their consultants who are in attendance at today’s meeting. Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments must be received by September 8, 2010, to become part of the official meeting record.

The purpose of this meeting is to:

- Review the project history and project study area,
- Discuss the Environmental Assessment (EA) process, including objectives and schedule,
- Outline the project’s preliminary purpose and need,
- Kickoff the Context Sensitive Solutions (CSS) public involvement process,
- Identify potential Community Working Group (CWG) members, and
- Provide stakeholders with an opportunity to comment on the project study area, project scope, preliminary purpose and need, and to identify social, cultural, and/or environmental issues.

Environmental Assessment Process

An Environmental Assessment (EA) is a federally mandated study that determines the potential effects of a proposed federal project before it is carried out. An EA identifies the potential human and natural effects of a project and proposes measures to avoid, minimize, or mitigate the identified adverse effects. If, after completing the EA, it is determined that there are no significant impacts associated with the project, a Finding of No Significant Impact (FONSI) will be prepared to conclude the process. If, during any stage of the process of preparing the EA, it is discovered that the project will result in significant environmental impacts, an Environmental Impact Statement (EIS) must be prepared.

Public participation is an important element of the EA process. The East Side Highway EA will follow IDOT’s Context Sensitive Solution (CSS) approach to public involvement. Through the CSS process, there will be opportunities for stakeholders to get involved and provide input throughout the entire study process.

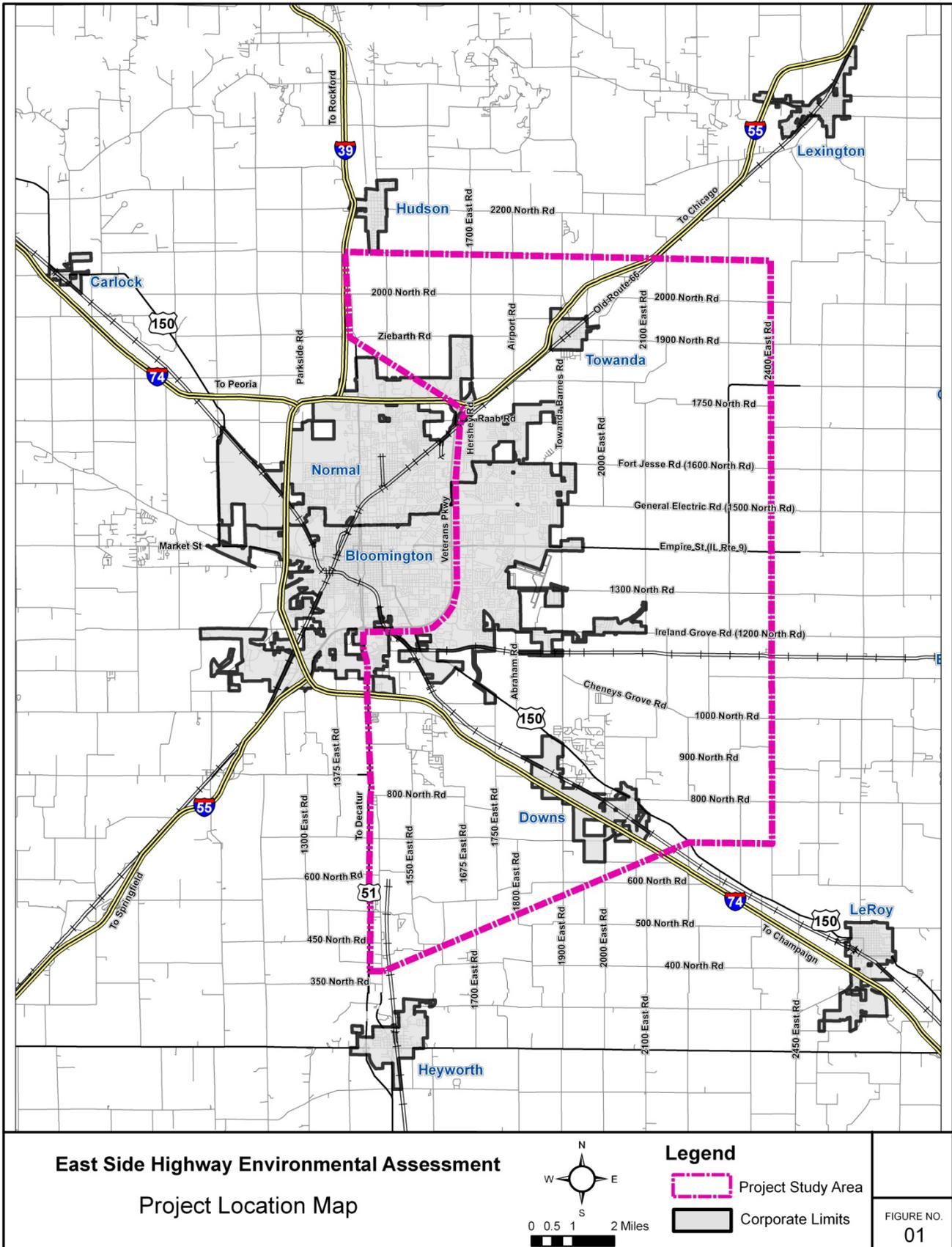
The diagram below illustrates the anticipated project schedule.



We're on the web! Please visit the East Side Highway website for project status, updates, and ways to get involved.

Project Study Area

The project study area is located on the east side of Bloomington-Normal, within McLean County, Illinois. The project study area covers approximately 138 square miles, and is shown on the map below.



East Side Highway Environmental Assessment Community Working Group (CWG) Information

What is a Community Working Group (CWG)?

The CWG is a group of stakeholders who assist the Project Study Group (PSG) by providing input on the project. The CWG members act as representatives of the general public. The CWG is formed based on guidelines set forth in the Illinois Department of Transportation (IDOT) Context Sensitive Solution (CSS) approach to public involvement.



Who should be a CWG member?

Anyone who is a stakeholder (a person who could be affected by the project and has a stake in the outcome) can be a CWG member. The CWG will be comprised of stakeholders who represent different interest areas, such as agricultural, environmental, residents, businesses, emergency services, and schools. The CWG is limited to about 20 members, so not everyone who volunteers may serve as a member. CWG members are selected based upon the interest areas they represent – there should be evenly distributed representation from the entire Bloomington, Normal, and McLean County region from each interest area. Members of the Citizen's Advisory Group (CAG) from the Corridor Study may volunteer for the CWG. Selection of CWG members will occur in a fair and transparent manner.

Please fill out and submit the sign-in sheet to volunteer for the CWG. All entries must be received by September 8, 2010, to be considered for CWG membership. All volunteers will be notified by the Project Study Group regarding the CWG selection process.



What is the role of the CWG?

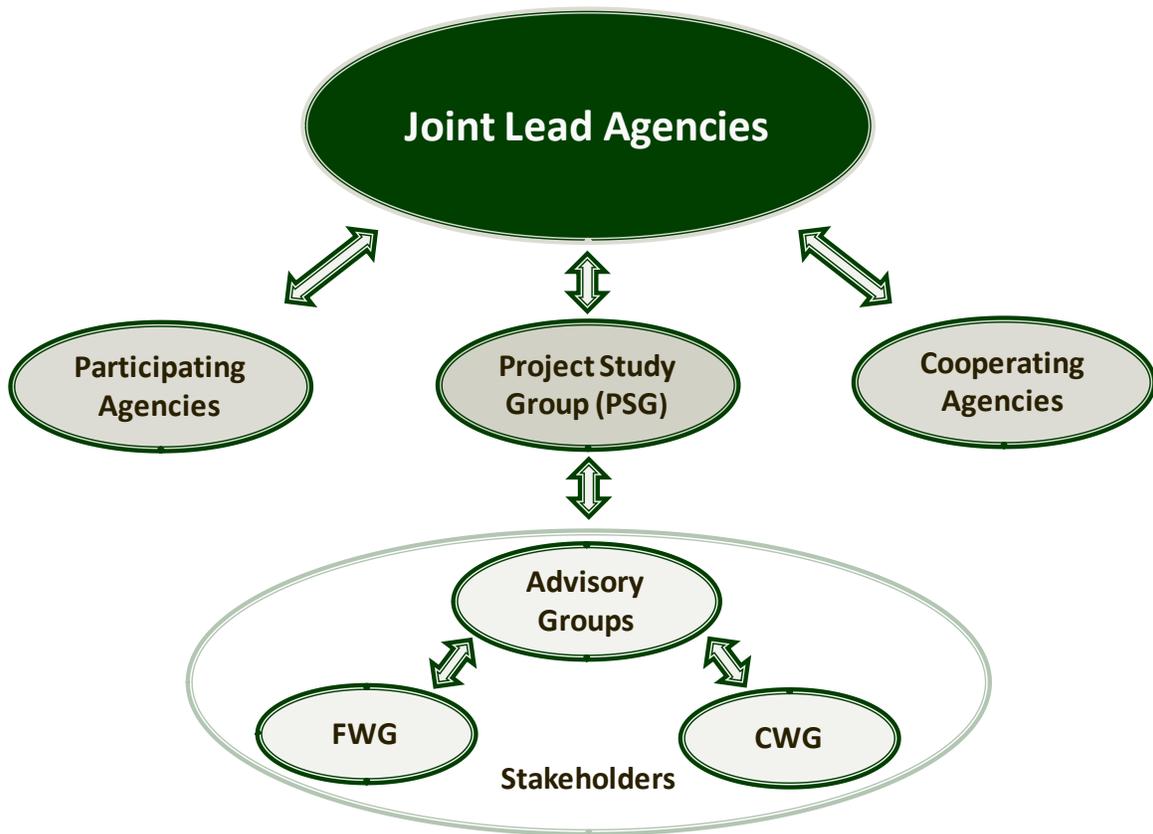
The role of the CWG is to advise the PSG. The CWG works directly with the project team throughout the project process, provides input about project objectives and alternatives, and improves the ability of the project team to understand community issues. The CWG helps the project team build a consensus among stakeholders as the project moves forward. The PSG recognizes the importance of the CWG's role in the project and values their input when making project-related decisions.

What can you expect as a CWG member?

CWG members are expected to attend and participate in meetings which will begin in fall 2010 and continue through 2013. The number and frequency of meetings will depend on which tasks the CWG is working on, but will generally be held less than once per month at the start of the study and then less frequently as the study progresses.

What about non-CWG members? How can they be involved?

You do not have to be a member of the CWG to be involved and stay informed. All stakeholders can stay involved by attending public information meetings and visiting the project website (www.eastsidehighway.com). Stakeholders can sign up for the project mailing list via the project website to receive project notifications and newsletters. In addition, a summary of what happened at each CWG meeting will be available on the project website. Focus Working Groups, or FWGs, will be formed as needed as the project progresses to work on specific issues such as sustainability, transit, environment, etc. FWG members do not have to serve on the CWG.



Responsibilities include:

- ⦿ Provide input
- ⦿ Attend CWG meetings
- ⦿ Collaborate with the PSG

Could consist of:

- ⦿ Community leaders
- ⦿ Interested stakeholders



- | | | |
|---|---|---|
| <ul style="list-style-type: none"> ⦿ Homeowner's Association ⦿ Organized Labor ⦿ Education ⦿ Trucking Firms ⦿ Airport ⦿ Historic District ⦿ Environmental Groups ⦿ Soil and Water Conservation District | <ul style="list-style-type: none"> ⦿ Law Enforcement ⦿ Emergency Services ⦿ Local Transit ⦿ Regional Transit ⦿ County Representatives ⦿ Municipal Representatives ⦿ Economic Development ⦿ Drainage Districts | <ul style="list-style-type: none"> ⦿ Bicycling Community ⦿ Park District ⦿ Farm Bureau ⦿ Manufacturing Industry ⦿ Health Care Industry ⦿ Public Works ⦿ Utility Companies ⦿ Local Businesses ⦿ Township Reps |
|---|---|---|

East Side Highway Environmental Assessment - Community Working Group (CWG) Sign-Up

If you are interested in serving as a member of the CWG, please write your contact information below, circle or indicate which interest area you feel you best represent, then answer the two questions below regarding how you represent the interest area, and how you will communicate with the stakeholders who you represent.

Please fill out the form and submit to a member of the Project Study Group during tonight's meeting, or return by mail. All forms must be received by September 8, 2010, to be considered for CWG membership. The CWG is limited to approximately 20 members, so not everyone who volunteers may serve as a member. CWG members are selected based upon the interest areas they represent – there should be evenly distributed representation from the entire Bloomington, Normal, and McLean County region for each interest area. All volunteers will be notified by the Project Study Group in mid-September regarding the CWG selection process.

Name

Organization/Affiliation

Address

Phone

Email

What interest area do you best represent? Circle one or write your own.

Farming/Agriculture	Homeowner/Resident	Existing Business	Development	Environmental
Elected Official	Trucking	Schools/Education	Airport	Law Enforcement
Emergency Services	Transit	Bicycle Community	Park District	Public Works

Other: _____

Question 1: How do you represent this interest area?

Question 2: CWG members are representatives who speak on behalf of the stakeholders who share the same interest area. CWG members must be able to communicate with these stakeholders to share project information and discuss stakeholder concerns and questions. How do you plan to communicate with the stakeholders you represent?

Please fold along dotted lines and secure; address side should face out.

From: _____

Place Stamp
Here

East Side Highway Environmental Assessment
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

East Side Highway Environmental Assessment Logo Contest Official Rules

Contest Overview

The East Side Highway Environmental Assessment logo contest is an effort to promote awareness of the East Side Highway Environmental Assessment, which is currently underway. The East Side Highway Environmental Assessment Logo Contest is sponsored by McLean County, the Illinois Department of Transportation, the Federal Highway Administration, Bloomington, and Normal. Under the terms of the contest, high school students are invited to use their artistic talents to create a logo that represents the value of an East Side Highway for the Bloomington-Normal metropolitan area.

By October 29, 2010, a winning entry will have been chosen based on originality, interpretation, and use of color. The winning artwork will be used as the basis for the final logo for the East Side Highway Environmental Assessment project and will be used on various informational materials for the project.

Who can enter?

Any Bloomington-Normal Metropolitan Area high school or junior high school student currently in grades 6 through 12 can enter. All federal, state, and local laws and regulations shall apply. A parent's written permission is required for students under the age of 18.

What is the subject?

Generally, the logo artwork should represent the concept of an east side transportation facility that accommodates growth and improves mobility, access, and safety.

What are the rules?

1. To ENTER: An East Side Highway Environmental Assessment Logo Contest is being sponsored from August 26, 2010 to October 11, 2010. Once you have created your logo using the format provided, mail the logo design (keep a photocopy for yourself) along with your name, age, grade level, school, teacher name, signed waiver, and contact information to:

East Side Highway EA Logo Contest
Attn: Jerald Payonk, P.E.
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820

OR e-mail the logo (high resolution photo in JPG or TIF format) and above personal information to: ESHEA@clark-dietz.com and please put "Logo Contest" in the subject of the e-mail. Entries must be received by 5:00 p.m. central time October 11, 2010. You may enter anytime between August 26, 2010 and October 11, 2010.

2. Multiple entries may be submitted per contestant.
3. Size Limitations: Hard copy or print submittal should be no larger than 8.5" x 11". Electronic entries are limited to 10 MB in size.
4. All artwork must be original work of the contestant. Parents and teachers may provide technical support, but must not contribute to the planning and any of the creation of the artwork to be submitted. No copyright infringement. All entries must contain copyright-free art and must be

released for individual or public use. Any unauthorized use of any copyrighted images, text, or other material will be disqualified.

5. Logos may be created by hand using any medium (e.g. paint, colored pencils, or crayons) or digitally using a graphics program. However, no photographs or mounted work are allowed.
6. The McLean County Highway Department reserves the rights to disqualify any entry based on content and/or production.
7. All employees of the McLean County Highway Department, the Illinois Department of Transportation, Federal Highway Administration, McLean County Regional Planning Commission, City of Bloomington, Town of Normal and their immediate families are ineligible to participate.
8. The McLean County Highway Department is not responsible for any lost, delayed, damaged, misdirected or illegal submissions. Any damaged artwork submitted will be voided.
9. Contestants are responsible for all costs associated with making and submitting an entry.
10. By entering this contest, each entrant – with the consent of a parent or guardian in the case of students under 18 years of age – consents to the use, reproduction, transmission and/or broadcasting of his/her photograph, name, school, age, grade, without compensation in any East Side Highway Environmental Assessment programs for the purpose of promoting awareness of the project.
11. All submissions become the property of McLean County Highway Department. They will not be returned. Furthermore, should the contestant's design be selected as the Winner, the contestant assigns all ownership rights, including all intellectual property rights, in and to the design to the McLean County Highway Department. The McLean County Highway Department may alter, modify, or revise the design as it sees necessary to achieve the goals of the East Side Highway Environmental Assessment. Contestant grants the East Side Highway Logo Contest Board the right to use this winning artwork as its East Side Highway Environmental Assessment logo without compensation for an unlimited time period.

How are the winners picked?

The winning logo will be the one that best symbolizes the concepts of the East Side Highway Environmental Assessment. A committee will review all qualifying entries and make a final selection. The committee's decision is final, the winner will be contacted by phone, and announced on the project website: www.eastsidehighway.com.

What is the prize?

The winning artist will receive a prize valued at \$250.

What is the East Side Highway Environmental Assessment?

The goal of the East Side Highway Environmental Assessment is to identify the location of a new transportation facility on the east side of Bloomington-Normal that connects between I-55 and I-74. Through an extensive public involvement process known as Context Sensitive Solutions (CSS), a transportation alternative will be identified that accommodates managed growth, improves local and regional mobility, addresses safety, and is supported by the community. More information can be found online at www.eastsidehighway.com.

Rules Agreements and Copyright/Ownership Waiver

I have read and acknowledged the stated rules.

I agree that if I win the East Side Highway Environmental Assessment Logo Contest, I have signed over any and all rights for use and publication of my artwork to the McLean County Highway Department. All artwork and other materials developed or prepared and entered into the East Side Highway Environmental Assessment Logo Contest shall become the property of the McLean County Highway Department. I will irrevocably assign to the McLean County Highway Department all my rights, titles, and interest in such items, and I will not publish or make any other use of the artwork without the McLean County Highway Department's prior written consent.

Contestant's signature: _____

Date: _____

Parent/Guardian signature: _____

Date: _____

(If artist is not yet 18 years of age on August 26, 2010)

**East Side Highway Environmental Assessment
Public Information Meeting – August 25, 2010**

Comment Form

Please use this comment form to provide input on the project, such as the study area limits, scope, preliminary purpose and need, environmental, cultural and/or social resources associated with the project, and any other project-related information. Please discuss project elements you support in addition to elements on which you may disagree. Please be specific.

Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments must be received by September 8, 2010, to become part of the official meeting record.

Name: _____

Address: _____

Email: _____

Would you like to be added to the mailing list to receive project updates and notifications?

Circle one: Yes No

What elements of the East Side Highway Environmental Assessment are the most important to you?
Please check the appropriate box and provide details in the space provided below.

- | | |
|--|--|
| <input type="checkbox"/> Natural Environment | <input type="checkbox"/> Business Impacts |
| <input type="checkbox"/> Cultural Sites | <input type="checkbox"/> Residential Impacts |
| <input type="checkbox"/> Agricultural Land | <input type="checkbox"/> Watershed Impacts |
| <input type="checkbox"/> Community Impacts | <input type="checkbox"/> Other _____ |

Please provide your comments in the space provided below.

Please check here if comments are continued on the reverse side.

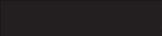


HIGHWAY DEPARTMENT
Eric S Schmitt, County Engineer
Jerry Stokes, Assistant County Engineer
102 S Towanda Barnes Road, Bloomington, IL 61705
(309) 663-9445 FAX (309) 662-8038

November 11, 2010



Project: East Side Highway Environmental Assessment
Re: Disposition of Public Comments – Public Information Meeting 1
Received via PIM comment form on 8/25/10

Dear 

Thank you for your interest in the East Side Highway Environmental Assessment (EA). Your comment was received within the official public comment period following the Public Information Meeting held on August 25, 2010. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. You will be added to the mailing list to receive project updates and notifications.

Comment:

Advise to not wear suits to these mtgs.

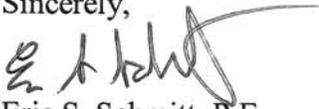
Feel this is too motivated and promoted by real estate developers and too far into it to ever prevent it.

Response:

Planning for growth on the East Side of the Bloomington-Normal area is a joint effort of McLean County, Bloomington, and Normal. The EA, which commenced in summer 2010, is in the early stages of the study process. The EA alternatives analysis process will consist of developing and evaluating a range of alternatives that can accommodate future growth. Included in this analysis is the No Build Alternative. The No Build Alternative does not include any improvements other than those already planned and programmed in the Transportation Improvement Program for the urbanized area and maintenance of existing facilities. The No Build Alternative will be evaluated along with all of the other alternative corridors to determine its ability to meet the project's Purpose & Need.

If you would like to obtain more information on the East Side Highway Environmental Assessment, please visit the website at www.eastsidehighway.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric S. Schmitt", with a long horizontal flourish extending to the right.

Eric S. Schmitt, P.E.
McLean County Engineer



HIGHWAY DEPARTMENT
Eric S Schmitt, County Engineer
Jerry Stokes, Assistant County Engineer
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Comment:

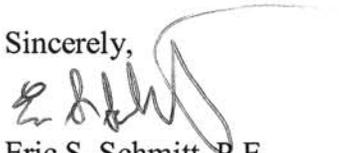
Well conducted meeting. Thanks for limiting comments from individuals who have a personal ax to grind. We need what's best for the community – not 1 farm.

Response:

Thank you for your comment.

If you would like to obtain more information on the East Side Highway Environmental Assessment, please visit the website at www.eastsidehighway.com.

Sincerely,



Eric S. Schmitt, P.E.
McLean County Engineer



HIGHWAY DEPARTMENT

Eric S Schmitt, County Engineer

Jerry Stokes, Assistant County Engineer

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November 11, 2010



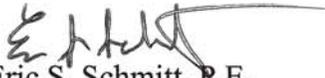
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If you would like to obtain more information on the East Side Highway Environmental Assessment, please visit the website at www.eastsidehighway.com.

Sincerely,



Eric S. Schmitt, P.E.
McLean County Engineer



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Eric S Schmitt, County Engineer
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(309) 663-9445 FAX (309) 662-8038

November 11, 2010

[REDACTED]

Project: East Side Highway Environmental Assessment
Re: Disposition of Public Comments – Public Information Meeting 1
Received via project email on 9/08/10

Dear [REDACTED]

Thank you for your interest in the East Side Highway Environmental Assessment (EA). Your comment was received within the official public comment period following the Public Information Meeting held on August 25, 2010. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. You will be added to the mailing list to receive project updates and notifications.

Comment:

I would like to provide comments on this project.

I would like to make two main points: 1) McLean County/Bloomington/Normal growth projections in the 2009 Corridor Report were not accurate and have significantly overestimated growth and the need for the highway, and 2) proposed placement of the highway is wrong and will constrain growth.

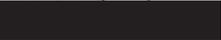
First, in the 2009 Corridor Report, growth projections are stated as “*According to the MCRPC’s 2035 population forecasts, McLean County is projected to continue growing. County population is projected to increase by 40.7% between 2005 and 2035, to nearly 235,000. Growth is anticipated for all of the communities.*” I would first suggest that this projection is no longer accurate. McLean County will still grow, but the near collapse of the US economy and Illinois’ economy, and the diminished Bloomington/Normal economy have already significantly curtailed our growth. Diamond Star/Mitsubishi is declining and could foreseeably close in the future as demand for its products has dwindled. The automobile industry as a whole is declining. State Farm Insurance – our largest employer – has capped its growth and has actually reduced its workforce in B/N. It has no plans at this time to significantly grow. Illinois State University like all state

schools is facing significant funding shortages which have and will continue to constrain its spending and growth. There is no solution to the funding of state schools on the horizon.

I would like you to compare actual growth from the recent census to projections in the 2009 Corridor Report. To the extent that the growth is curtailed, the need for this project is curtailed, likely to the point of not being needed in the near future at all. Given the financial conditions and direction in our economy and the considerations mentioned above, this project should be halted at this time. Work to advance this project should not start up again until growth actually approaches the projections that prompted this proposal. After the Great Depression, it took roughly 10 years for the economy to become stable again, let alone grow. Illinois is in a deep economic hole. It could well be 8-10 years before Illinois has an economy that will support growth. It should be 8-10 years from now when this proposal is dug out and examined again to see if conditions again support the resumption of this project.

Second, the proposed placement of the highway is wrong. Each road from west to east in B/N (from I55 on the West to Main Street, from Main Street to Veterans Parkway, from Veterans Parkway to Towanda Barnes Road) is about 2½ miles apart. That serves B/N well. The next highway built should probably be about another 2½ miles out – roughly the M3/S5/S7 route (or slightly west). To place it where it is proposed will already bisect the city with significant subdivisions and schools outside (east) of it. This will do nothing but curtail growth and disrupt the infrastructure and setting of these B/N homes, schools, and residents. Since most all cities grow to the east, any new major highways should not be placed in the way of growth, but placed to accommodate growth. It needs to be significantly further east (perhaps another 1½ miles) than what has been proposed.

In conclusion, the citizens that I have spoken to do not want this expenditure at this time nor in the proposed place. There is no need for the highway as it is currently proposed. Time and changes to the economy may prompt us to look at this project down the road (pun intended), but now is not the time and the proposed route is not the place...

Thank you,


PS – please add me to your mailing list to receive project updates and notifications.

Response:

The socio-economic data presented in the 2009 Corridor Study have been updated and includes 2009 census data and updated growth forecasts. This information is presented in the 2010 Purpose & Need, available for download on the project website. Socio-economic data will continue to be analyzed and 2010 Census data will be used as it becomes available during the EA. Changes in the recent economy will be reflected in the data evaluated for the East Side Highway.

Since 1970, the population of McLean County has consistently grown at a higher rate than that of the State of Illinois. McLean County continues to be the fastest growing County in the State aside from the counties surrounding Chicago and one other county. The McLean County Regional Planning Commission (MCRPC) 2035 land use plan was based upon a growth rate similar to the rate experienced in the County over the last few decades. Between 2000 and 2009, McLean County and the State of Illinois experienced an increase in population by approximately 11.5% and 4.0%, respectively. The municipalities of Bloomington, and Normal experienced an increase in population of 14.5% and 16.3%, respectively. Most of the gains in McLean County population are due to increases in the municipalities of Bloomington and Normal.

It has been noted that the Great Recession of 2008-2009 has caused employment to decline in McLean County, Illinois, and the US. However, the unemployment rate for the Bloomington-Normal Metropolitan Statistical Area (MSA) (McLean County) is the lowest among all Illinois MSA's – 8.0% in June 2010 compared to the

seasonally unadjusted rate of 10.6% for the State of Illinois. As you state, most areas have lost jobs during the Great Recession; however, the data show that Bloomington-Normal's employment and economy through the recession has been better than most places in Illinois and in the United States. Independent national forecasters (e.g. Woods & Poole Economics – W&P) anticipate employment growth to resume, but at rates lower than those experienced in the 1990's. This information will be considered when projected future population and employment statistics are developed.

During the Corridor Study, the alternative located farthest east in the study area was eliminated because it did not meet the Project's Purpose and Need. It was located too far east to positively impact traffic in the study area and it would not efficiently serve the areas identified for growth in the 2035 land use plan.

With that being said, the EA is not a refinement of the Corridor Study's recommended alternative. The EA, as part of the National Environmental Policy Act (NEPA) process, will assess a full range of transportation improvement alternatives based on updated information. Some of the corridors previously studied, in addition to new corridors, will be evaluated for meeting the Purpose and Need of the project and for environmental impacts. NEPA requires federal agencies to integrate socio-economic and environmental values into the decision making process. Upon completion of the EA, a specific alignment with centerline and preliminary right-of-way needs will be identified.

The project website will be updated throughout the EA process with additional information. In addition, you will be notified of future public meetings.

If you would like to obtain more information on the East Side Highway Environmental Assessment, please visit the website at www.eastsidehighway.com.

Sincerely,



Eric S. Schmitt, P.E.
McLean County Engineer



HIGHWAY DEPARTMENT

Eric S Schmitt, County Engineer
Jerry Stokes, Assistant County Engineer
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November 11, 2010

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Dear [REDACTED]

Thank you for your interest in the East Side Highway Environmental Assessment (EA). Your comment was received within the official public comment period following the Public Information Meeting held on August 25, 2010. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. You will be added to the mailing list to receive project updates and notifications.

Comment:

I would like to comment on the proposed east side bypass.

My first question is who needs this road? I know there are projections for 100% growth. I do not believe this. I know there will be growth but I have lived in B/N for 52 years. It keeps growing but it has not ballooned as predicted. I see growth continuing to slow.

Even if it does grow faster than I believe, who need this road? If you are traveling south on 39 you simply merge onto 55/74 and continue about 1 mile west then 5 miles south before you return about 1 mile east and there you are on 74 E. Interstate 55/74 has been improved to six lanes to handle traffic so let it do it's job. If you are wanting to use 74 E from Towanda you can easily use TB blacktop. It will only take a few min to get thru Downs and you are on 74 E without spending \$230 million. Improve the connections to 55 and 74 on TB blacktop and call it done.

If you live in Lexington and want to use 74 E you simply use the Lexington/Leroy blacktop. It is 21 miles of country roads and takes 26 minutes. It takes fifteen minutes to drive the 15 miles to B/N and another 15 minutes to drive back 15 miles to Leroy. Why would you use this bypass?

This bypass will only save a few miles for \$230 million AND then you need to maintain it. Mowing, road repairs, bridge repairs, police patrol and eventually re paving it.

No one is mentioning the problem it will cause residents that want to drive east on any local roads. I am certain not all of the east roads will have bridges or a connection to the bypass. There are only 4 roads to the west that cross 55/74. The east side will be similar.

This bypass will restrict growth to the east. No one wants to live near an interstate highway. Currently there are very few places to build a home that is not very close to a highway and now you want to build a highway by the newest/best. (The Grove)

The state recently spent over \$10 million dollars to do ANOTHER environmental impact study. I can do that for you in a few seconds. First of all it will take up 1000's of acres of the best farmland in the world. Next it will consume over \$230 million of taxpayers money that was taken from working class families that consumed energy and resources including time to acquire these tax dollars. Next you will kill a few mice and moles and a few rabbits along with a few insects and snakes during construction. I am sure a few coyotes will also be displaced. There will be some re routing of water shed and salt will be spread on this road just like every other. You will cut down some trees and there will be noise pollution to anyone that lives near this highway.

There, that is about it. I am sure there is more but it is just like every other road project. This study is another terrible waste.

IF there is ever a need for a bypass it should be moved much farther east. Possibly to the Le Roy/Lexington blacktop IF there is ever a need.

The more I hear about this project the more I wonder about the people that we have running our government. There are a LOT of problem that need to be solved. The state is essentially bankrupt and the most corrupt in the nation. We MUST start looking at what we NEED versus what we want (but I do not know anyone that even wants this bypass) and fiscally solve our real problems.

PLEASE put this project to rest. It is a terrible waste of money and resources and it is completely unnecessary.

Thank you for your time, I know time is an important resource.

I am sorry if you feel this is a rant but I am tired of all of the time, dollars and effort wasted for things that are not needed. As a taxpayer I am at the end of my rope and I will protest this (and any other project) that squanders my tax dollars.

Response:

The socio-economic data presented in the 2009 Corridor Study has been updated and includes 2009 census data and updated growth forecasts. This information is presented in the 2010 preliminary Purpose & Need, available for download on the project website. Socio-economic data will continue to be analyzed and 2010 Census data will be used as it becomes available during the EA. Changes in the recent economy will be reflected in the data evaluated for the East Side Highway.

An EA is a federally mandated study that determines the potential effects of a proposed federal project before it is carried out. An EA not only identifies the potential human and natural effects of a project, but also proposes measures to avoid, minimize, or mitigate any identified adverse effects.

The East Side Highway is being studied to accommodate planned and future growth for a planning horizon of 2035. During the Corridor Study, an alternative along Towanda-Barnes Road was evaluated. This alternative was eliminated because the amount of traffic generated with this alternative would be incompatible with residential development that already exists along Towanda-Barnes Road, and would result in poor mobility. In addition, during the course of the Corridor Study it was determined that an alternative as far east as Lexington-LeRoy Road would not efficiently serve the proposed land use plan for year 2035.

With that being said, the EA is not a refinement of the Corridor Study's recommended alternative. The EA, as part of the National Environmental Policy Act (NEPA) process, will assess a full range of transportation improvement alternatives based on updated information. Some of the corridors previously studied, in addition to new corridors, will be evaluated for meeting the Purpose and Need of the project and for environmental impacts. NEPA requires federal agencies to integrate socio-economic and environmental values into the decision making process. Upon completion of the EA, a specific alignment with centerline and preliminary right-of-way needs will be identified.

The public has indicated during public meetings conducted during the Corridor Study that the east/west access into Bloomington and Normal should to be improved with the study. Considering this, access to an East Side Highway from all major east-west intersecting roads will be considered.

The project website will be updated throughout the EA process with additional information. In addition, you will be notified of future public meetings.

If you would like to obtain more information on the East Side Highway Environmental Assessment, please visit the website at www.eastsidehighway.com.

Sincerely,



Eric S. Schmitt, P.E.
McLean County Engineer

PUBLIC INFORMATION MEETING #2

JANUARY 13, 2011

NOTICE
EAST SIDE HIGHWAY ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION MEETING

Notice is hereby given that the East Side Highway Steering Committee will hold a Public Information Meeting on Thursday, January 13, 2011 at the Normal Community High School Auditorium at 3900 East Raab Road in Normal, Illinois. The meeting will be held from 6:00 PM to 8:00 PM. The purpose of the meeting is to seek public input on the Purpose & Need Statement (P&N). The P&N defines transportation issues or problems in the project study area and the needs for the improvements that will be evaluated in the Environmental Assessment. The meeting will be conducted in an open house format with project staff available to provide information and answer questions.

Information presented will be made available on the project website (<http://www.eastsidehighway.com>) following the public meeting. Persons with disability requiring special accommodations should contact Clark Dietz, Inc. (217-373-8900) to advise of planned attendance and needed accommodations.

PUBLIC INFORMATION MEETING #2

JANUARY 13, 2011

WELCOME

The purpose of today's meeting:

- Review the Purpose and Need Statement
- Provide stakeholders with an opportunity to comment on the Purpose and Need Statement

**Please fill out a comment form,
your input is needed!**

Comment Form

**East Side Highway Environmental Assessment
Public Information Meeting - January 13, 2011**

Please use this comment form to provide input on the Purpose and Need Statement. Please discuss elements you support as well as elements on which you may disagree. Please be specific and list page numbers and table numbers when possible.

Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments must be received by January 27, 2011, to become part of the official meeting record.

Name: _____
Address: _____
Email: _____

Please provide your comments in the space provided below.

Please check here if comments are continued on the reverse side.



STUDY SCHEDULE

Public Information Meeting (January 13, 2011)

*Review Purpose and Need
Gather public comments*

We Are Here

PIM #1

ALTERNATIVE
DEVELOPMENT
& ANALYSIS

PREFERRED
ALTERNATIVE

FINDING OF NO
SIGNIFICANT
IMPACT
(FONSI)

2010

2011

2012

2013

2014



PUBLIC MEETING



PUBLIC HEARING



STUDY MILESTONE



STUDY PROCESS

Problem Statement



Purpose and Need



Define and Analyze Alternatives



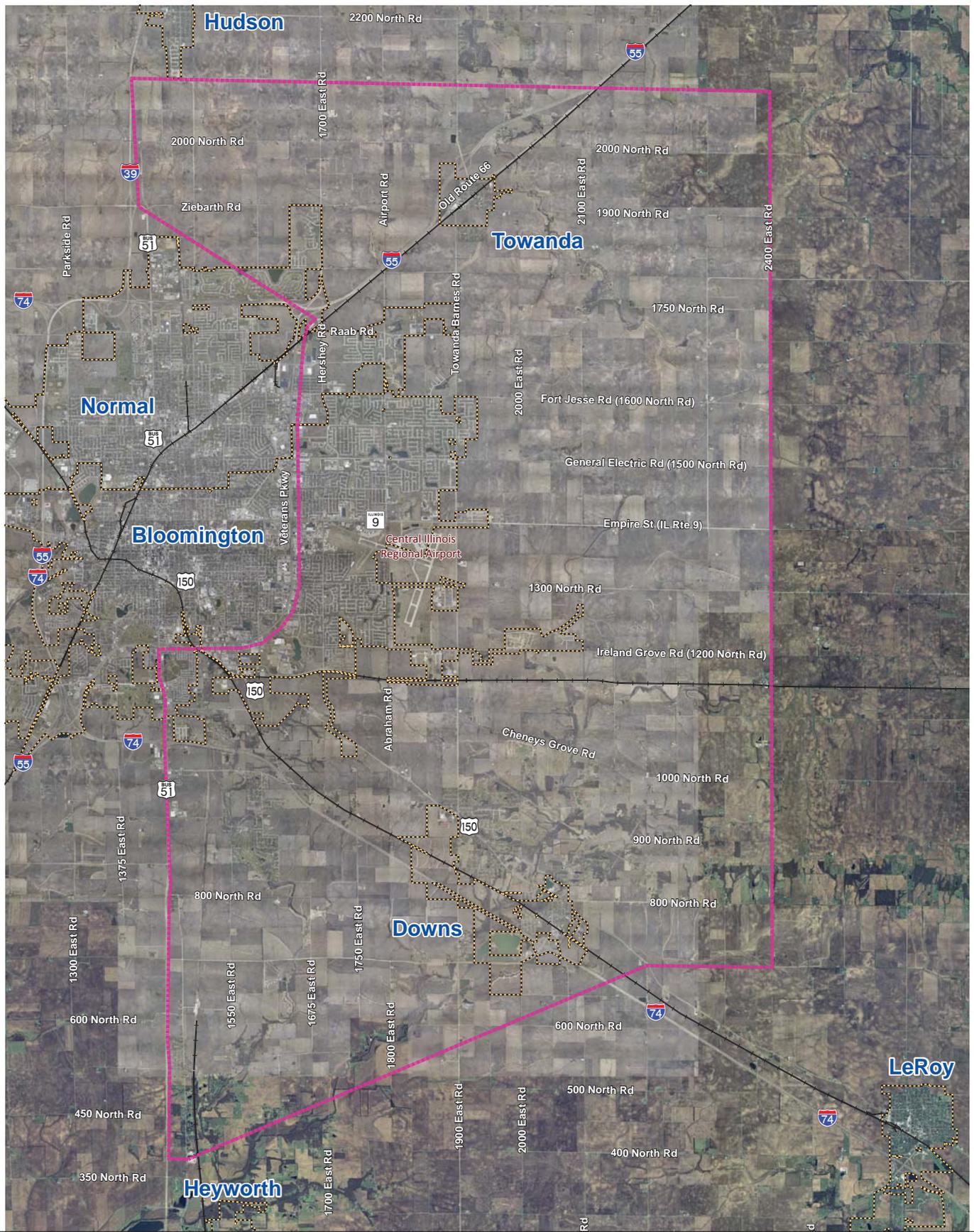
Preferred Alternative



Federal Approval (FONSI)

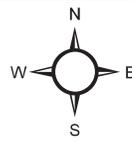
We Are Here





East Side Highway Environmental Assessment

Project Study Area



- Legend**
- Project Study Area
 - Corporate Limit
 - Railroad

STUDY NEEDS

Two principal needs in the project study area were identified:

- 1) Accommodate Managed Growth**
- 2) Provide Improved Mobility and Access**
 - a. Improve local and regional mobility**
 - b. Address local and regional access**



PURPOSE AND NEED UPDATES

The Purpose and Need was developed during the 2009 *East Side Highway Corridor Study*, and has been updated for the Environmental Assessment (EA). The following information in the Purpose and Need has been updated for the EA:

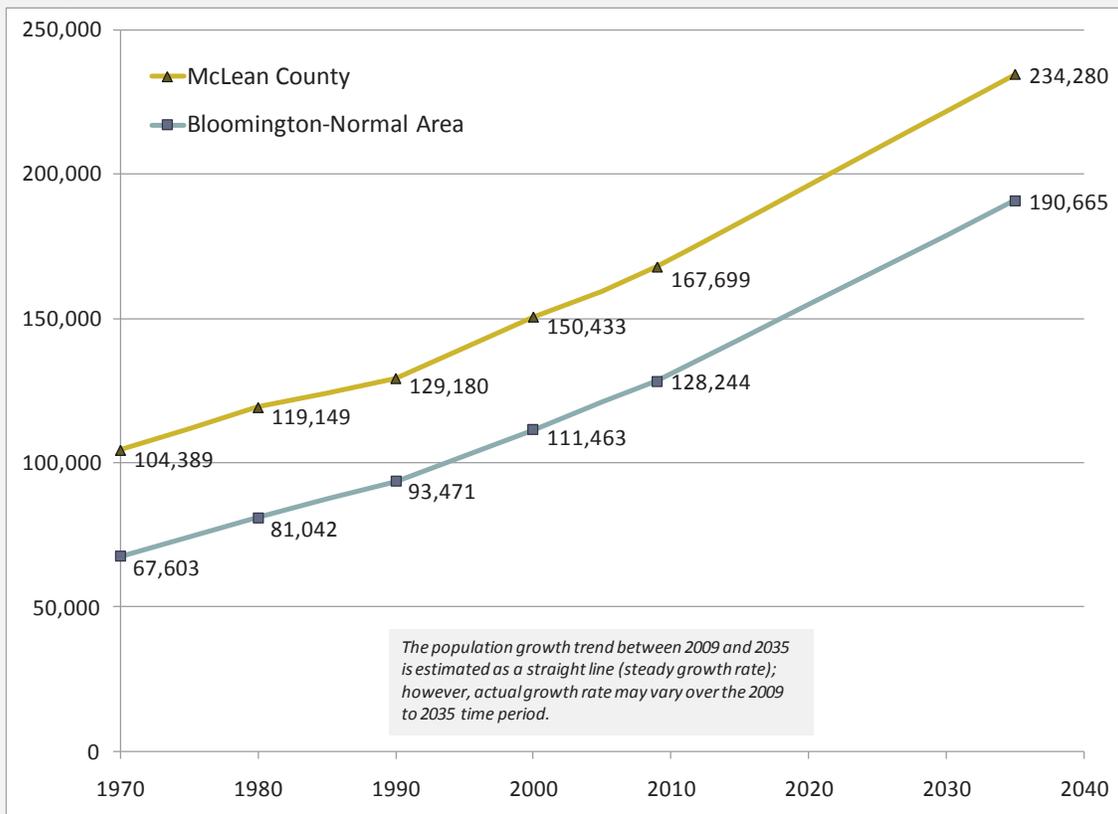
Corridor Study	Environmental Assessment
<u>Plan Documents and Forecasts</u>	
McLean County Regional Comprehensive Plan in draft	McLean County Regional Comprehensive Plan, 2009
CIRA Draft Airport Master Plan, 2006	CIRA Final Airport Master Plan Update, 2009
<u>Existing Population</u>	
Year 2005	Year 2009*
<u>Existing Employment</u>	
Year 2005	Year 2009*
<u>Forecasted 2035 Population</u>	
Based on Year 2005	Based on Year 2009*
<u>Forecasted 2035 Employment</u>	
Based on Year 2005	Based on Year 2009*
<u>Traffic</u>	
Base Year 2005 AADT	Base Year 2009 AADT** Origin-Destination Survey
<u>Forecasted 2035 Safety</u>	
None	Forecasted using Highway Safety Performance Model
<u>Format</u>	
Question and Answer Format	Reader Friendly Format

* Will be updated with Year 2010 data in spring 2011

** Will be updated in 2011

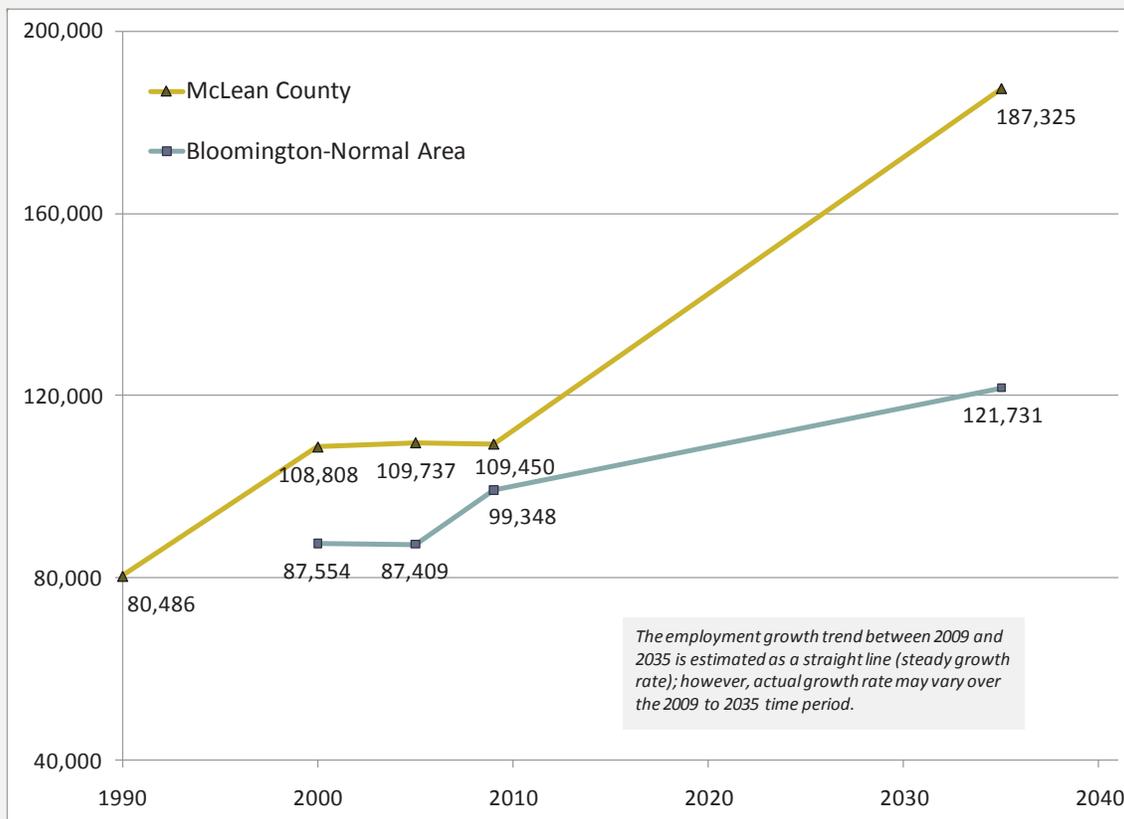


Population Growth 1970 to 2035*



Sources: U.S. Bureau of Census Data: 1970, 1980, 1990, 2000, 2005, and 2009. * 2035 projections adopted from Long Range Transportation Plan 2035 - Bloomington-Normal, Illinois Urbanized Area, June 22, 2007, McLean County Regional Planning Commission, The source for the 2035 population data for the State of Illinois is the 2010 Complete Economic and Demographic Data Source (CEDDS), Woods and Poole Economics – release date September 2009.

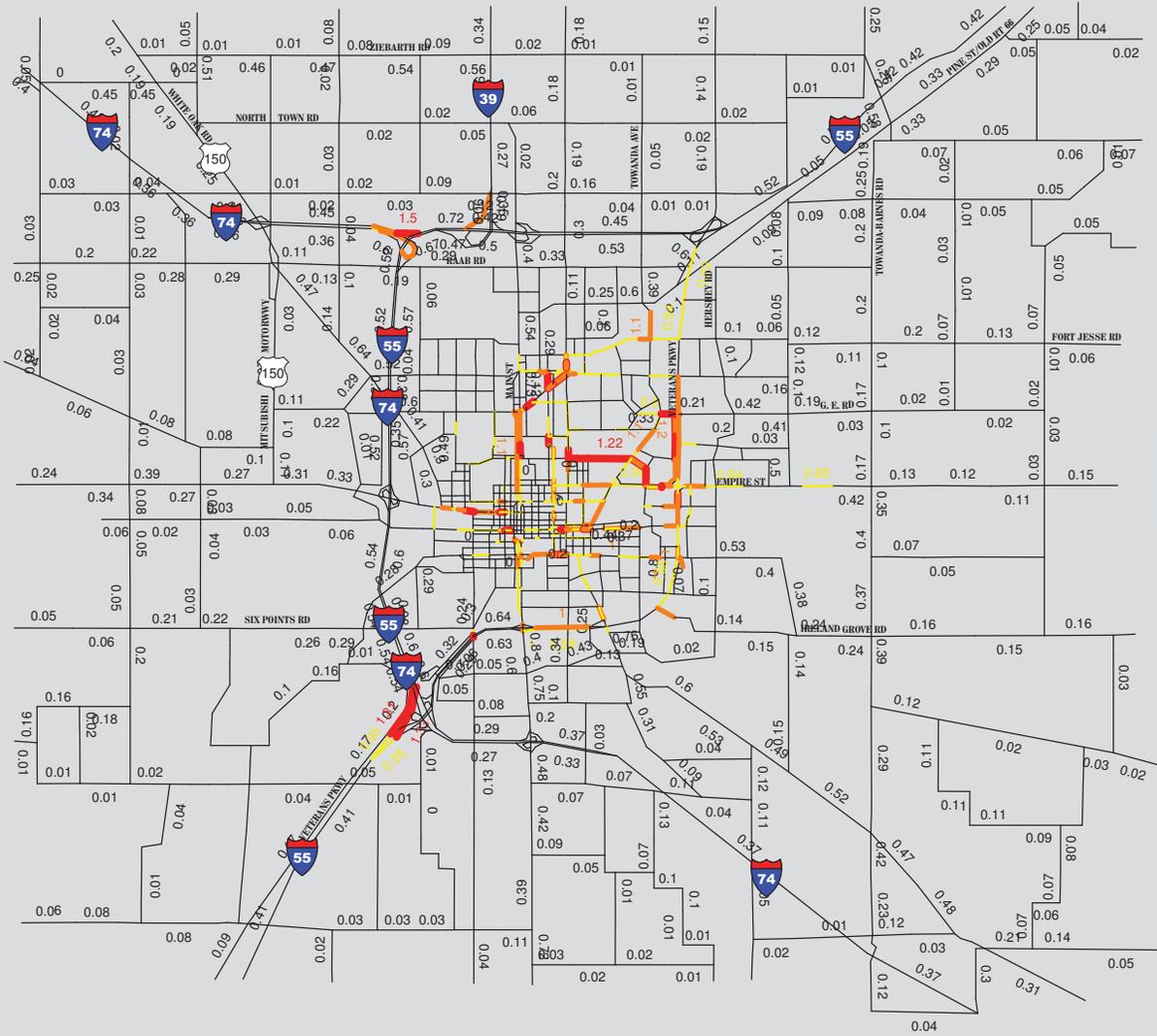
Employment Growth 1990 to 2035



Note: Employment data for Bloomington and Normal is unavailable for 1990.

Source: All employment data reflect Bureau of Economic Analysis (BEA) definitions. The primary source for 1990, 2000 and 2005 data is BEA; Illinois and County data are from Woods & Poole (W&P) 2010 CEDDS. The 2009 State and County estimates are derived by applying 2007-2009 BLS rates of change to 2007 BEA as published in W&P. * Illinois 2035 forecasts are from W&P 2010 CEDDS; County and sub-county forecasts are from the 2009 East Side Highway Corridor Study. Sub-County 2000, 2005 and 2009 are from Nielsen/Claritas, as published by Tetrad Computer Application, Inc.

Year 2005 Daily Volume to Capacity Ratios

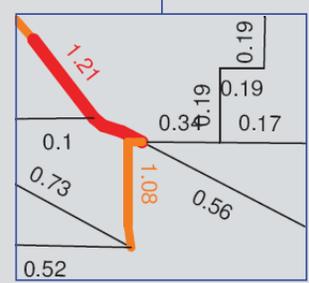
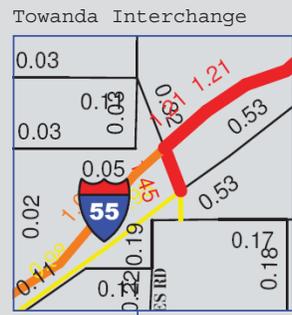
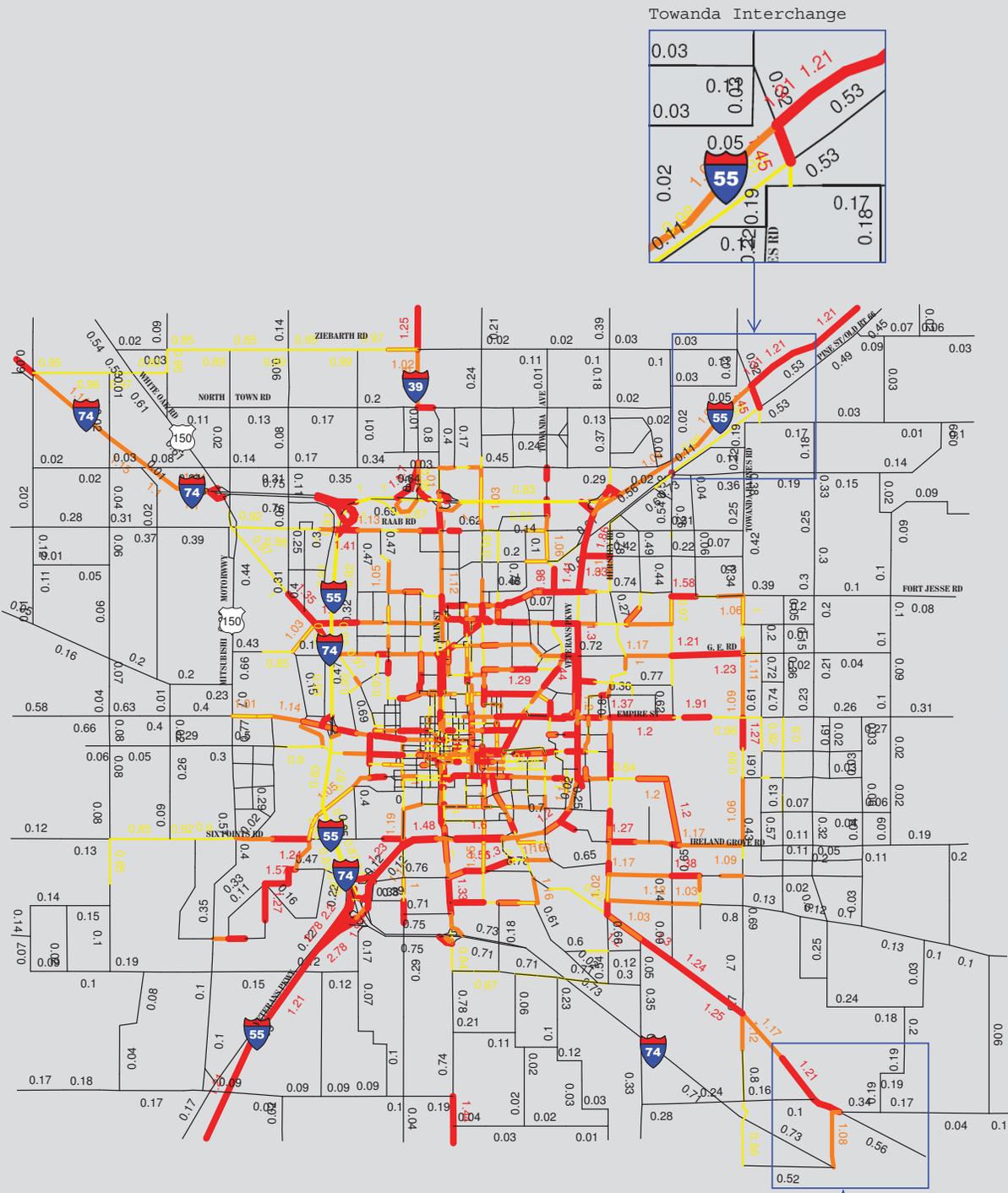


EAST SIDE HIGHWAY

McLean County • Bloomington-Normal

- v/c < 0.8 (Under Capacity Segments)
- v/c = 0.8-1.0 (Near Capacity Segments)
- v/c = 1.0-1.2 (Slightly Over Capacity Segments)
- v/c > 1.2 (Substantially Over Capacity Segments)

Year 2035 No-Build Daily Volume to Capacity Ratios

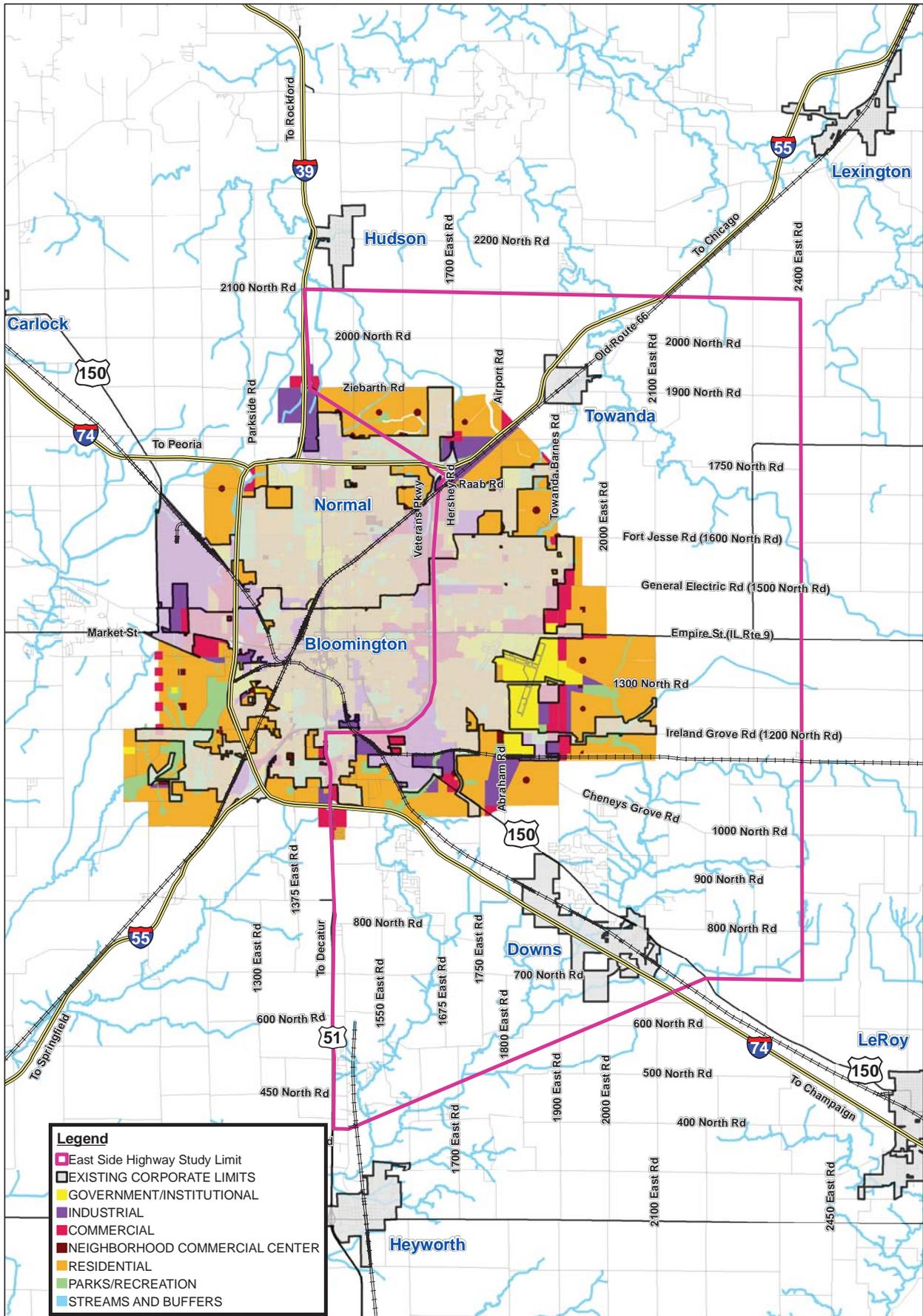


EAST SIDE HIGHWAY

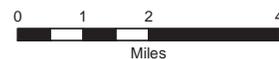
McLean County • Bloomington-Normal

- v/c < 0.8 (Under Capacity Segments)
- v/c = 0.8-1.0 (Near Capacity Segments)
- v/c = 1.0-1.2 (Slightly Over Capacity Segments)
- v/c > 1.2 (Substantially Over Capacity Segments)





2035 Land Use Plan



Welcome to the East Side Highway Environmental Assessment Public Information Meeting – January 13, 2011



McLean County, the Illinois Department of Transportation (IDOT) District 5, the City of Bloomington, and the Town of Normal welcome you to the January 13, 2011, public information meeting for the East Side Highway Environmental Assessment (EA).

You are invited to browse the project exhibits on display and visit with personnel from the County, IDOT, Bloomington, Normal, and their consultants who are in attendance at today's meeting. Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments must be received by January 27, 2011, to become part of the official meeting record.

The purpose of this meeting is to:

- Review the Purpose and Need Statement
- Provide stakeholders with an opportunity to comment on the Purpose & Need Statement

Purpose and Need Statement

A Purpose and Need Statement is a fundamental requirement for an EA, and outlines why a proposed improvement is needed. The Purpose and Need Statement establishes the basis for the development and evaluation of reasonable alternatives and the eventual selection of a preferred alternative. The Purpose and Need Statement was developed using project stakeholder input during the East Side Highway Corridor Study (2009). The Purpose and Need Statement was updated with current information during the EA process. The project stakeholders are invited to review the document and provide comments. Public comments received by January 27, 2011, will be considered for incorporation into the final document to reflect concerns of the stakeholders. The revised Purpose and Need Statement will be presented at the February 15, 2011 NEPA/404 merger meeting to seek resource agency concurrence. This concurrence gives the approval to begin the development of alternatives for the East Side Highway.

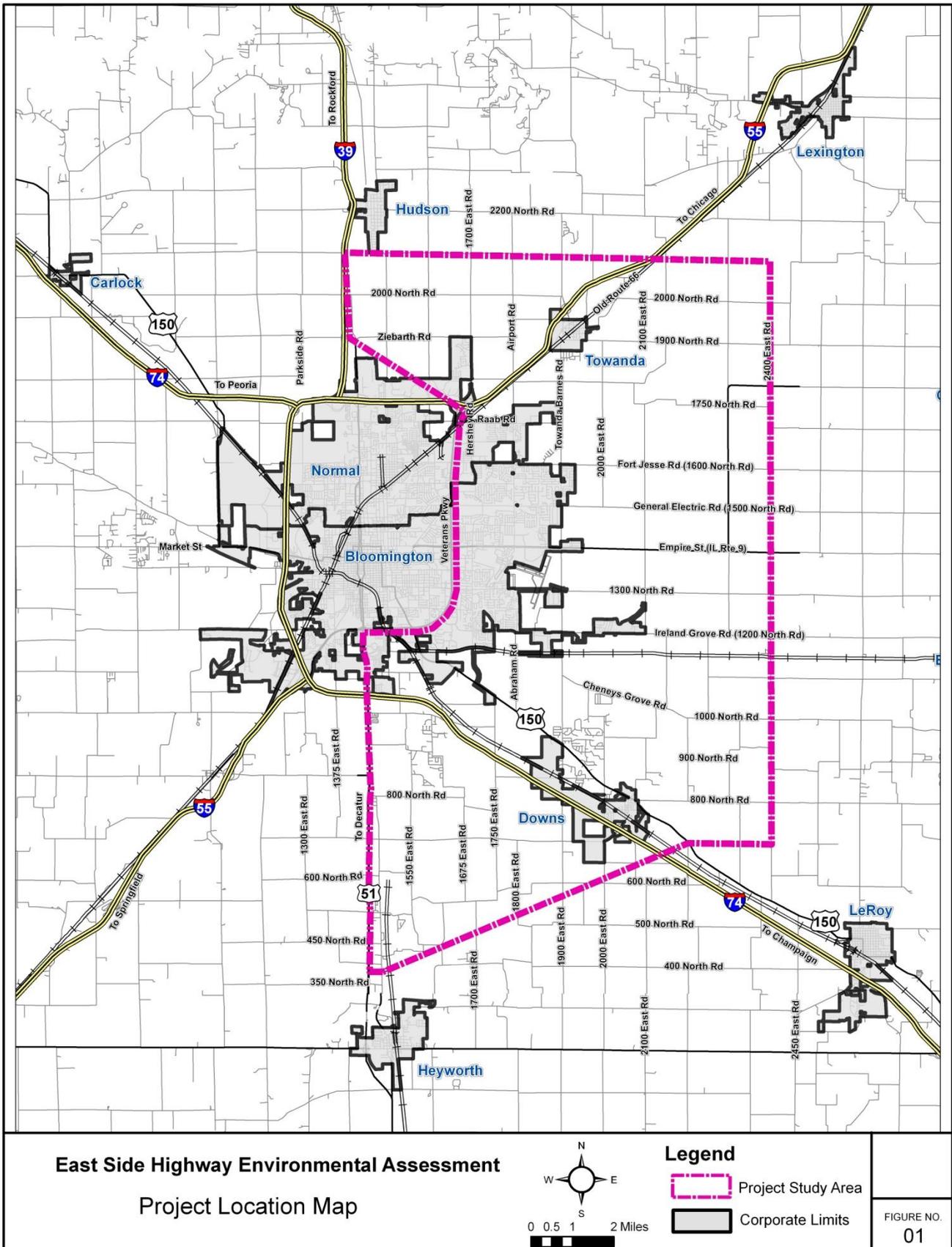
Project Schedule



We're on the web! Please visit the East Side Highway website for project status, updates, and ways to get involved.

Project Study Area

The project study area is located on the east side of Bloomington-Normal, within McLean County, Illinois. The project study area covers approximately 138 square miles, and is shown on the map below.



**East Side Highway Environmental Assessment
Public Information Meeting – January 13, 2011**

Comment Form

Please use this comment form to provide input on the Purpose and Need Statement. Please discuss elements you support as well as elements on which you may disagree. Please be specific and list page numbers and table numbers when possible.

Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments must be received by January 27, 2011 to become part of the official meeting record.

Name: _____

Address: _____

Email: _____

Please provide your comments in the space provided below.

Please check here if comments are continued on the reverse side.





EAST SIDE HIGHWAY ENVIRONMENTAL ASSESSMENT

Public Information Meeting No. 2

January 13, 2011

6:00 – 8:00 PM

Normal Community High School



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Homer & Jeanne Bozarth	homeowner	4746 Ireland Grove Rd	663-2609	
George Wees	homeowner	9128 N 1900 E Blm	378-4440	
Put on mailing list Teri & Sharon Kraft	homeowner	21148 E. 1900 NORTH RD, TOWANDA	728-2772	
Larry Sands	home owner	116 Hunt St. Tully, IL 61776	724-2726	
Tim Bittner		19580 E 1300 North Rd.		
A. EIFF		17 SMOKEY CT Blo		
Andria, Rod & Jeanne Merkle	home owner	1507 Kell Ave Bloom	585-2126	rjamerkle@msn.com
Larry & Suzanne Adron	Homeowner	9520 N 2200 East Rd Downs	825-1051	
Frank Whiting	landowner	3205 Downsidey Dr. Bloom	662-1909	
Susan Sears	landowner	21237 E 950 N rd Bl.	678-2406	



EAST SIDE HIGHWAY ENVIRONMENTAL ASSESSMENT

Public Information Meeting No. 2

January 13, 2011

6:00 – 8:00 PM

Normal Community High School



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
APRIL KINZINGER	CORNERSTONE CHRISTIAN ACADEMY	E. IRELAND GROVE RD (P.O. BOX 1688, BLU-61702)	662-9900	april.kinzingercornerstonechristian.com
TERRY GIANNONI	CWG-MEMBER.	PO Box 137 LAWINGTON I. 61753	309 830-1653	TERRYJDEB@AOL.COM
GREG BONHAM		28 LONGLOVE CT Bloomington IL 61708	309 663-6197	
JERRY GRANDON		3910 BAYWOOD BLOOMINGTON	217-412-1655	JERRYDG31@YAHOO.COM
MANK HINZE		23236 E 1100 N Rd Dunn		
DARLA LATHAM	IDOT DIST 5	P.O. BOX 610 PARIS 61944	217 466 7358	darla.latham@illinois.gov
Carl Olson	CIRA	3261 CIRA DRIVE, Suite 200 BLM. 61704	663-7384	Carl@CFNA.COM
JENNIFER SICKS	MC2PC	115 E. WASHINGTON ST. BLOOMINGTON IL	309-828-4331	JSICKS@MLPLAN.ORG
DAN MOORE	Bloomington/NORMAL Assoc. of Rectors	1617 E. Oakland Ave Blm	309-663-4663	Legacy Moore Realty@HOTMAIL.COM
PAUL RUSSELL	NICRPC			



EAST SIDE HIGHWAY ENVIRONMENTAL ASSESSMENT

Public Information Meeting No. 2

January 13, 2011

6:00 – 8:00 PM

Normal Community High School



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Stan Hasetton	County			
ed McGowan				
Bruce Naffziger				
Kent Behrhaft	USDA - NRCS	402N Keys Dr	309-452-0830	
Guy DiCARRA	BWAHBA	THE GROVE		
John Collins		the Grove		
Mboka Mwilambwe		3107 Copper Creek Road, Bl.	309- 530 530-7664	mtmwila@gmail.com
Jim Karch	City of Bloomington	115 E. Washington Bl	309-275-9650	jkarch@cityblm.org
Pave Ashbrook		15895 Old Colonial Rd Blm ⁶¹⁷⁰⁵	827-6305	dashbrook@cbhae.com



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6:00 – 8:00 PM

Normal Community High School



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
<i>Paul Krupp</i>	<i>self</i>	<i>Towanda IL 61776 21148 E 1900 N</i>	<i>728-2772</i>	<i>NONE</i>
<i>Jim Soelder</i>	<i>McLean Co. Board</i>	<i>201 S. Main 21150 W. N. Rd</i>	<i>309 72-1824</i>	<i>JIM SOELDER</i>
<i>Larry Reeser</i>	<i>Farmer</i>	<i>16838 E 775 N. Rd</i>	<i>309 829-6508</i>	<i>reeser farms @ gmail . com</i>
<i>DAVID SPEICHER</i>	<i>IDOT Dist 5</i>	<i>Po Box 610 Paris IL 61444</i>	<i>217/46-7252</i>	<i>david.speichere@illinois.gov</i>
<i>SUSAN SCHAFER</i>	<i>McLEAN Co. BOARD</i>	<i>1404 Steeplechase Dr. Bloomington, IL 61701</i>	<i>309-827-2372</i>	<i>susan@schafer9.com</i>
<i>Bill Causley</i>	<i>McLean County Board</i>	<i>4619 N. Summit Normal, IL</i>	<i>309 452-6338</i>	<i>Judge.Bill@Frontier.net</i>
<i>Juan A. Merrill</i>		<i>1210 Sandburg Dr.</i>	<i>309-310-4143</i>	<i>merrill@antonia@ymail.com</i>
<i>John A Olson</i>		<i>61704 2006 Crimson Ln Blm</i>	<i>309 663-8944</i>	<i>john_olson_agrj@hotmail.com</i>
<i>Micky Deming</i>	<i>Leroy Press</i>	<i>103 E Lincoln Normal, IL 61761</i>	<i>309-831-6276</i>	<i>mdeming@news-gazette.com</i>



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Normal Community High School



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Terry D. Lantz	MC	1520 Belclare Rd	452-2045	highfold2@comcast.net
Eric S. Schmitt	McLean County			
Gene Brown	Norman			
Rich Buchanan	Citizen	1206 E Jefferson ⁶¹⁷⁰¹	824-0496	rich richblm@ymail.com
MK GUETERBACH	THE PANTAGRAPH	301 W. WASHINGTON ST, B	820-3235	
Steven Purcell	COB	407 W. Emerson St. Blm	828-2220	SPurcell@Juno.com
Bruce THOMAS	CITIZEN	3011 CLEARWATER AVE BLM 6 61704	309 663 5281	BRUCE.THOMAS31@FRONTIER.COM
Michelle Mantel	WJBC	236 Greenwood Ave	821-1000	1



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NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
MIKE SWARTZ	MCLEAN CO. FARM BUREAU	Blm, IL 61705 2243 WESTGATE DR., SUITE 502	309-663-6497	SWARTZ@MCFB.ORG
GREG Lancheater		22283 Ridgwood Dr	309-212-2663	gregs-ipod@lancheater.net



McLean County

HIGHWAY DEPARTMENT

Eric S Schmitt, County Engineer

Jerry Stokes, Assistant County Engineer

102 S Towanda Barnes Road, Bloomington, IL 61705

(309) 663-9445 FAX (309) 662-8038

June 15, 2011



Project: East Side Highway Environmental Assessment
Re: Disposition of Public Comments – Public Information Meeting 2

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It is with some skepticism that I am taking the time to write this. However, I choose to make the effort, in hopes that my input will be read and considered. While I understand the need for roads, I am concerned that we have existing roads here on the east side of Bloomington that need to be widened and improved – a costly series of projects. For now, that will very easily take care of the traffic flow – I live here – I know this to be a fact. In the future, when our community grows, north-south and east-west roads can be expanded or added to accommodate the additional traffic. I eventually necessity requires it, then possibly a road similar to Towanda-Barnes could be added using mostly existing right of way. Our Veteran's Parkway was the first eastside bypass, and then, Towanda-Barnes was built to ease the traffic load. Towanda-Barnes was wisely located two miles east of Veteran's Parkway using an existing black-top. This has proven to be a good and fiscally responsible plan. The proposed new bypass, which is absolutely not needed now or in the near future, is set to be placed less than one-half mile from Towanda-Barnes, and it would not use any existing roads. This is fiscally irresponsible at any time, but with our economically challenging times, it is shameful. And, not only is it irresponsible, but it is foolish to put two major roads in such close proximity. I am not at all opposed to progress that is properly accomplished; in fact I rather enjoy it! With so many needs, please use our tax dollars in the most responsible way.

The location of the ESH has not yet been determined. The EA is not a refinement of the 2009 Corridor Study's recommended alternative. The EA will assess a full range of transportation improvement alternatives. The corridors previously studied will be reexamined. Other new alternatives will also be developed and evaluated during the EA process. Improving existing roads will be evaluated during the alternatives analysis, and will be compared with other feasible alternatives that meet the project's Purpose & Need Statement.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,



Eric S. Schmitt, P.E.
McLean County Engineer



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I appreciate the opportunity to give input concerning the Purpose and Need Statement. I have lived east of Bloomington my entire life and am very familiar with the layout of the roads and the amount of usage on each road. My first reaction upon seeing the proposed route for the east side by-pass was one of amazement. I wondered how anyone could seriously plan to have Towanda-Barnes and the new by-pass feed on to the only major east-west road, Route 9, with less than one half mile between them. The traffic congestion would be horrific. Veteran's Parkway and Towanda-Barnes are the main north-south roads on the east side of Bloomington-Normal. They are at least two miles apart, which is a whole lot more effective.

One other concern I have is the loss of valuable farm land. McLean County soil is some of the most fertile and productive in the world. The proposed by-pass would not use any existing right of ways, thus taking far more land and costing far more than using existing roads. Bloomington Normal already has an existing interstate by-pass, so a true by-pass is definitely not necessary.

What our local officials appear to want is a very costly "convenience road" using federal tax funds. In our current economic crisis, this misuse of public funds is unacceptable.

If there were ever a future need for a true by-pass, using existing road 2400 east, would be less costly and far more practical. Current city boundaries and development have already grown near 2100 east road. Just plain common sense is needed for good transportation planning for the east side of Bloomington-Normal.

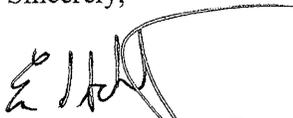
**Upgrading Towanda-Barnes Rd from Interstate 55 to Interstate 74 and providing new or improved exits for Towanda-Barnes would be a much less costly way of improving traffic flow.*

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Impacts to farmland will be evaluated during the alternative analysis and minimized, where feasible. Alternatives will be evaluated at the macro analysis level for impacts to prime and important farmland acreage, severed parcels, number of impacted centennial farms, farm homes, and outbuildings. Farming operations including access issues, adverse travel, severance management zones, and uneconomical remnants will be evaluated during the detailed analysis in the EA.

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Sincerely,

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Eric S. Schmitt, P.E.
McLean County Engineer



HIGHWAY DEPARTMENT
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Jerry Stokes, Assistant County Engineer
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(309) 663-9445 FAX (309) 662-8038

June 15, 2011



Project: East Side Highway Environmental Assessment
Re: Disposition of Public Comments – Public Information Meeting 2

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We have lived here for over 80 years. We have watched Bloomington/Normal grow over those years and, have a good idea of the rate of growth that could be expected in the years to come. In no way is there a need, or will be a need, for another east side by-pass. As traffic has increased out here, the existing roads have been improved and added to in order to accommodate more traffic. This has been a good plan, and this is what should continue to happen in the future. Valuable farm land and people's family homes were saved by using existing roads. Money is saved by using existing roads. Towanda-Barnes was an existing road that was upgraded and widened when there was need. As the years go by, why would you not just continue moving east to existing roads, then upgrading them as needed. We know that this method has worked in the past and is still working exceptionally well.

We know that in the past years, millions of dollars have been spent on studies, when, just looking at what has worked and using good common sense, would already have saved the tax payers those millions of dollars. Our existing roads need work just to keep them as they were meant to be – that costs money – which is a useful to use the tax dollars – not by paying for expensive studies every few years.

The location of the ESH has not yet been determined. The EA is not a refinement of the 2009 Corridor Study's recommended alternative. The EA will assess a full range of transportation improvement alternatives. The corridors previously studied will be reexamined. Other new alternatives will also be developed and evaluated during the EA process. Improving existing roads will be evaluated during the alternatives analysis, and will be compared with other feasible alternatives that meet the project's Purpose & Need Statement.

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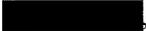
McLean County

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The proposed east side bypass will have a profound impact on rural residents located in the identified corridor. As a resident of McLean County and a member of a farm family I am deeply concerned about the negative of a project that will follow no current right of way and destroy prime McLean County farmland. I'm fifth generation family farm stands to be altered or destroyed by this plan. The "Not in my backyard" attitude is not on we find ourselves embracing often however given what is at stake for our family it is hard to avoid. Please consider how you would feel faced with this. Agriculture in Illinois is a staple Generational farms like ours are the backbone of downstate Illinois. We don't leave when the going gets tough. We don't abandon our communities when they fall on hard times. Generational farms include the land and are not easily moved or displaced. Please consider working with the rural residents of within the proposed corridor to minimizing the impact on these land based, generational operations. Our family like many others have strong ties to Bloomington Normal. We are blessed to live near such a fine community. In many ways we have been blessed with the best of both worlds. The rural lifestyle we love and the amenities of a top match town near by. Many of us have volunteered, server as leaders or been continually members of the community. I do not see how this project can be good for the community and be so bad for man of its members. Should it be determined that this project must take place, please work with us to limit the impact and allow our way of life to continue with the progress, not be left behind.

Impacts to farmland will be evaluated during the alternative analysis and minimized, where feasible. Alternatives will be evaluated at the macro analysis level for impacts to prime and important farmland acreage, severed parcels, number of impacted centennial farms, farm homes, and outbuildings. Farming operations including access issues, adverse travel, severance management zones, and uneconomical remnants will be evaluated during the detailed analysis in the EA.

The project team has been working with a Community Working Group (CWG), composed of local residents who represent interest areas throughout Bloomington, Normal, and McLean County. The purpose of the CWG is to advise the project team at key stages during the project process, including the alternative development and evaluation process. Several people on the CWG are farmers who represent agricultural interests. Throughout the project, there will be additional opportunity for the public to attend Public Information Meetings and provide input.

For more information including project updates and to learn more about the CWG and the public involvement process, visit the project website at <http://www.eastsidehighway.com>.

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I am writing to share my concerns over the proposed east side bypass location and impact on the rural residents east of Bloomington. Agriculture and rural life are the backbone of communities throughout this state. The proposed location of the east side bypass would do irreparable harm to both east of Bloomington. Generational homes, farms and farm ground will be devastated by this project. It seems hard to phantom that the pros would outweigh the cons putting a limited access 4 lane bypass so close to Towanda-Barnes Road. Recent proposals had it close to a mile from Towanda Barnes following no existing right of way. This seems short sided for the projected growth of Bloomington-Normal. It also would damage or destroy so much productive farmland and the drainage it requires to make McLean County the premier agricultural country in Illinois and one of the most productive in the Midwest. Each Illinois farmer is expected to feed more people per acre each year. We are making no more farm ground to support this. I readily recognize that we are all very lucky to live in around or near a community like Bloomington-Normal. The quality of life is first rate and I am grateful for that. However, Bloomington-Normal is more than large companies and great universities. We are a community that started with and in many cases is served well by the rural residents that made the community what it is today. We all need to be a part of continued growth and success in B-N. Please consider actually working with the rural residents that you will so heavily impact with this proposed project. Diminished impact on all the

aforementioned criteria will help Bloomington Normal continue to be the best place to raise a family. Thank you!

Impacts to farmland will be evaluated during the alternative analysis and minimized, where feasible. Alternatives will be evaluated at the macro analysis level for impacts to prime and important farmland acreage, severed parcels, number of impacted centennial farms, farm homes, and outbuildings. Farming operations including access issues, adverse travel, severance management zones, and uneconomical remnants will be evaluated during the detailed analysis in the EA.

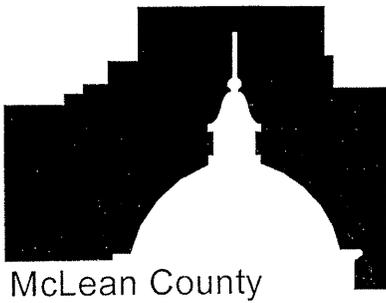
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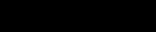


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I have some concerns on a new bypass creating a barrier for bicycle transportation (mostly crossing the by-pass route) and also of being funneled onto busy (busier) roads as fewer routes become available. Hopefully wide paths (shoulders) will be incorporated into the planning mode. If a street is to be shared with cars and bikes separation or enough space is critical.

As part of the alternative development, alternatives modes of transportation, including bicycle and pedestrian travel will be evaluated during the EA. Existing and planned bicycle accommodations have been inventoried and will be considered as part of the EA.

The project team has been working with a Community Working Group (CWG), composed of local residents who represent interest areas throughout Bloomington, Normal, and McLean County. The purpose of the CWG is to advise the project team at key stages during the project process, including the alternative development and evaluation process. One member of the CWG represents local bicycle riders. Throughout the project, there will be additional opportunity for the public to attend Public Information Meetings and provide input.

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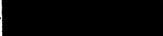


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- 1. We don't a bypass now or in the future*
- 2. I have lived here all my life and have never had a problem on Veteran's Parkway or Towanda Barnes during rush hrs or at other times.*
- 3. The plan right now the highway will go thru our property and home. The property has been in our family for 3 generations and until a year ago 5 generations has lived on this property.*
- 4. Even if the highway goes further east I will still be against it because of other property owners.*
- 5. Also it will be taking prime farm ground.*
- 6. I really believe this is a waste of time because I think you really don't care. Bloomington Normal is not growing. No new growth or jobs.*

The ESH is being planned for Year 2035. A Travel Demand Model is being developed as a component of the study. Using existing traffic data along with population and employment forecasts, the Travel Demand Model will identify future congested roadways. The model will be used to predict where these congested locations might occur with and without the construction of an ESH and be used to compare alternatives.

Impacts to the human and natural environment, including impacts to homes and farmland, will be evaluated during the EA and measures to minimize impacts will be considered, when feasible. Alternatives will be evaluated at the macro analysis level for impacts to prime and important farmland acreage, severed parcels, number of impacted centennial farms, farm homes, and outbuildings. Farming operations including access issues, adverse travel, severance management zones, and uneconomical remnants will be evaluated during the detailed analysis in the EA.

It has been noted that the recent economic downturn has caused employment to decline in McLean County, in the State of Illinois, and in the U.S. The 2010 U.S. Census, however, confirmed a population growth in McLean County that was quite strong. McLean County was one of only a few counties whose jobs continued to grow during the recent recession. In 2010, the county had the lowest unemployment rate among metro regions in Illinois, according to the Illinois Department of Employment Security.

The 2035 population and employment forecasts for McLean County were derived, in part, from Woods & Poole Economics, in their Complete Economic and Demographic Data Source (CEDDS) 2011 Forecast for the United States and its counties. Woods & Poole is an independent firm that specializes in long-term county economic and demographic projections. Woods & Poole provides forecasts for all counties and metropolitan areas in the U.S. Their projections are updated annually and used by regional planning organizations nation-wide. Their 2011 report specifically identifies Bloomington-Normal as one of 18 communities in the Northeast Region (defined as New England, Mideast, and the Great Lakes) "which (is) expected to have relatively rapid employment and population growth over the next three decades." As the EA progresses, the most current national, state, and local census data and employment/population trends will be used to ensure that the growth rates are credible. Should that growth not be realized, the highway construction schedule can be adjusted.

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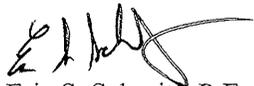
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Eric S. Schmitt, P.E.
McLean County Engineer



HIGHWAY DEPARTMENT
Eric S Schmitt, County Engineer
Jerry Stokes, Assistant County Engineer
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(309) 663-9445 FAX (309) 662-8038

June 15, 2011



Project: East Side Highway Environmental Assessment
Re: Disposition of Public Comments – Public Information Meeting 2

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I do not believe we need the east side bypass. It is a waste of time and money and will destroy good farm ground just so some politician will have a legacy.

One of the main reasons for the highway is to get people to CIRA. If over half of the flyers are outside of B/N, I would like to know when they are coming from. Outside B/N could be Decatur or Hudson. Nobody has ever given particular on where these phantom flyers are from. I go by CIRA several times/day and never see a line or for that matters a car coming or going. Do the math. If 250,000 people come in a year, that is that's only 684 people/day and 57 people/hr for 12 hr, it has to take care of. Even if it's doubled, the roads should handle that. I doubt if it will double because by 2030, there will be less airlines due to merger and you can only fly so many people out per hour with 3-4 airlines.

Another reason you give for the road is because of State Farm traffic. If you talk to State Farm employees, they are losing market share to Geico, Progressive, etc. so expansion is out of the question. By 2035, Mitsubishi will be memory the way its going and there can't be expending of ISU employees because that university won't suddenly raise its population exponentially. The stat

is broke and Feds can't exactly flush so why burden the funds with a needles road. Fix the infrastructure. We don't need another road to nowhere.

People are always impressed by numbers and you can skew them to your advantage. I just want somebody to have some common sense and be realistic. By the way, where are the pool results from the traffic study done at the intersection this fall.

Future aviation demand at CIRA is based, in part, on the projected population and employment in the Bloomington-Normal area. CIRA is not the main driver of the ESH EA project; it is one of many traffic generators/destinations included as part of the study. The number of passengers at CIRA has increased steadily between 2001 and 2008. In 2009, passenger traffic at CIRA declined, as did air traffic across the country, due to the economic downturn. It is projected that economic recovery will take three or four years. According to a CIRA press release issued January 14, 2010, 2010 was a record year for passengers at CIRA.

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I think we need to watch the 2010 census figures carefully and to make amendments as needed to projected growth and traffic projections. It looks like the projections are consistent with past growth.

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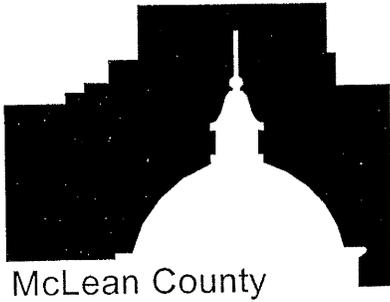
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I oppose the new highway on the east side. I have talked to a lot of people who feel that there is no need for this project (both farmers and people who live in subdivisions)

It is my understanding that the Town of Normal is not interested in this highway, why is Bloomington pushing for it.

The Towanda Barnes road handles the traffic now adequately and it could be improved to handle more in the future if needed. Why ruin good farm land for something that is not needed.

Bloomington needs to control their growth so that all sides expand instead of all growth on the east side.

I don't believe the projected growth with all the downsizing that is going on.

The ESH is being planned for Year 2035. A Travel Demand Model is being developed as a component of the study. Using existing traffic data along with population and employment forecasts, the Travel Demand Model will identify future congested roadways. The model will be used to predict where these congested locations might occur with and without the construction of an ESH and be used

to compare alternatives. Improving existing roads will be evaluated during the alternatives analysis, and will be compared with other feasible alternatives that meet the Purpose and Need Statement.

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It is my opinion that the east side highway is not needed. I feel that given current state of the economy, the government should focus on other projects that are needed and would benefit more people such as the lock & dam systems on the Mississippi and Illinois rivers. It doesn't make sense to me to by pass your city. Many businesses depend on the traffic that goes by their doors.

Secondly, I am a farmer that farms in the proposed highway corridor. The highway will make it extremely difficult to move machinery down the road. I am also concerned that someday we will all be sorry to continue to cover up some of the best farmland in the world with concrete and asphalt.

The funding used for the ESH EA Study comes from the "Illinois Jobs Now!" Capital Bill, allocated for improvement of the State's Infrastructure. The funding was specifically designated for the ESH EA study and cannot be used for other purposes. The ESH is being planned to accommodate regional traffic and local traffic to business and residential job centers. Socioeconomic impacts will be evaluated during the EA.

Impacts to farmland will be evaluated during the alternative analysis and minimized, where feasible. Alternatives will be evaluated at the macro analysis level for impacts to prime and important farmland acreage, severed parcels, number of impacted centennial farms, farm homes, and outbuildings. Farming operations including access issues, adverse travel, severance management zones, and uneconomical remnants will be evaluated during the detailed analysis in the EA.

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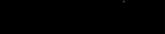


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I really question the population growth studies. The water supply is inadequate to support the projected population growth. Additionally, this state does not need to be spending any new money on new projects.

Improve the present roads Towanda-Barnes and the County Hwy. between Leroy and Lexington. Towanda-Barnes Road can be altered to connect to I-55 without the need to pass through Towanda. On the South end it (Towanda-Barnes Rd) can connect to I-74 west of Downs near where it currently passes over I-74.

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Being unable to attend meetings at night I am using this forum to address my concerns and can only hope they are truly included as PUBLIC COMMENT.

Though not of an agricultural/farming family, I abhor seeing prime US farmland taken out of production!

This being an era of financially strapped states, Illinois being one of the top (or bottom) three, depending on your view, for humongous deficits and a ballooning federal deficit, is not the time to be spending big bucks on a road that is not needed; this includes looking at future needs. Yes, The Grove is being developed east of Towanda/Barnes Road however, overall development is slowing. And, many who have moved to The Grove have done so to get away from the noise and rumble of traffic closer to town – they must not be happy with this potential to disrupt their community.

If the need for a road connecting two points from 55 & 74 really, really is needed, why not just improve the Lexington/LeRoy blacktop a bit and connect at these points – don't dig up land and use fiscal resources to put in an entirely new road just steps from Towanda/Barnes. Accommodations would have to be included for the farming community (underpass/overpass) but make it truly limited access so that commercial development/strip malls are not allowed. The only on/off would be at Rte 9.

Maybe the economy is on a rebound but it is not out of the woods – higher per barrel fuel and wholesale food costs will only drive up the cost to consumers thereby decreasing the spending that is predicted.

No matter how long studies will take and how far in the future this road is planned, we have already spent way too much money on studies and consultant fees; we must not be spending dollars we do not have to continue this.

No, I am not a gloomy-Gus, just a realist and it is time the powers that currently are become realists too.

NO NEW ROAD Thank you and please confirm receipt of this message.

Impacts to farmland will be evaluated during the alternative analysis and minimized, where feasible. Alternatives will be evaluated at the macro analysis level for impacts to prime and important farmland acreage, severed parcels, number of impacted centennial farms, farm homes, and outbuildings. Farming operations including access issues, adverse travel, severance management zones, and uneconomical remnants will be evaluated during the detailed analysis in the EA.

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I think it is a good idea to complete the Bypass.

Our town needs this and it should not be swayed by 50-60 people against it.

I live in Eagle Crest about 1 mile away.

I think this is needed.

Thank you for your comment. For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

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It appears to me that the Bloomington-Normal area is exceedingly blessed to have 3 interstate Highways and 1 partial access controlled freeway. This allows efficient and effective access and movement of people, goods and services. P.1.

What rationale is given for growth figures being used? The major employers are established mature businesses not expecting significant growth. Who are the new employees that will foster this growth?

I read in the project problem statement that accommodating managed growth P.5. is one objective in this process. Just what is going to be done to achieve that goal peaks my curiosity. Since this study began a ... sizeable acreage was allowed for housing development east of Towanda Barnes Road thereby limiting options for a road in the area. And what next? Placing it closer to Towanda Barnes is redundant and unnecessary.

As for being environmentally sensitive, P.#., how much time and effort has been invested toward protecting the agricultural impact the total community both presently and in the future? When you remove good farm land from production how are you ever going to replace all that means to the total community?

There is need to use existing roads and minimize the disruption of agricultural activities. Centennial farms need to be respected. Diagonal lines drawn through farms has lasting impact on that property as does limiting access to some areas. How do you compensate the loss?

We do not support this project. We have not been convinced by your tables and figures in the East Side Environmental Assessment of the need for an East Side Highway. This is our stakeholder input P.3.

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The location of the ESH has not yet been determined. The EA is not a refinement of the 2009 Corridor Study's recommended alternative. The EA will assess a full range of transportation improvement alternatives. The corridors previously studied will be reexamined. Other new alternatives will also be developed and evaluated during the EA process. Improving existing roads will be evaluated during the alternatives analysis, and will be compared with other feasible alternatives that meet the Purpose and Need Statement.

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I do not believe there is a long term need for a East side highway.

It makes short and long term sense to repair and upgrade existing infrastructure.

The economics used to justify this road are flawed and outdated. No rational is given for the expected employment growth. The major current employers in the area are mature businesses and are not expected to grow significantly. Who are the new employers going to be. Actual growth is flat, not increasing as stated in the EA.

I disagree with the EA conclusion of growth outside of Bloomington – Normal. What is the rational? Where is it coming from.

The need for a East side highway is overstated due to flawed projection for employment and population growth. Traffic counts are flawed if population growth is not as anticipated.

The east to side highway does not fully address the east to west needs to access Bloomington – Normal Employment centers. State Farm, Bro Menn Country Financial, Illinois State University and St. Joseph Medical Center are all West of the proposed East side highway. Traffic volume will remain high on streets used to access these businesses with or without a new highway.

Use existing roads and corridors to minimize the disruption to farms and agricultural activities. If a road is built, move it further East of an existing artery (Towanda-Barnes Road). Respect centennial farms and avoid cutting across land diagonally. Maintain access to farmland and avoid the creation of land locked parcels.

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The ESH EA study includes the evaluation of east-west routes between a proposed ESH and the eastern edges of the Bloomington-Normal Urbanized Area. East-west roadway improvements will be considered as part of alternatives that meet the purpose and need of the project.

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Given the distressful financial situation in which we find our federal, state, and LOCAL governments, and given that the eastside bypass was soundly defeated several years ago by the planning committees of both Bloomington and Normal, and was initially defeated by the county transportation committee (later to be resurrected following comments by a local state politician and developer), we believe that it is irresponsible for our local governments to continue spending millions of limited federal, state, and local tax dollars to continue to push and promote a project that is not welcomed, nor needed, by our community. Bloomington, Normal, and Mclean County are unable to maintain our existing roads. Just take a drive around our community, or state for that matter, and check out the roads.

We have already built a sewer treatment facility on the outskirts of southeast Bloomington, possibly to serve these new developments.

It appears that the ones to benefit the most from and eastside bypass would be local special interest groups that include some developers and politicians. In particular, the taxpayers of this country (federal, state, and local) should not be asked to finance a highway system to serve distant subdivisions that are under construction. Our community already has too many existing commitments. For example, the future road extension from Mitsubishi that the local newspaper

states will be rarely used. We have debts from other past projects that our community is still struggling to retire.

North-south movement on the east side of our community is one of the most updated and efficient systems in our community. If we need any new roadways it would be one that effectively connects the east and west sides of town.

Why is this study continuing? How many millions of dollars are being paid for this study?

The funding used for the ESH EA Study comes from the "Illinois Jobs Now!" Capital Bill, allocated for improvement of the State's Infrastructure. The funding was specifically designated for the ESH EA study and cannot be used for other purposes in McLean County.

The ESH EA study includes the evaluation of east-west routes between a proposed ESH and the eastern edges of the Bloomington-Normal Urbanized Area. East-west roadway improvements will be considered as part of alternatives that meet the purpose and need of the project.

The project team understands that it is important for the ESH to remain fiscally responsible. The cost of alternatives will be evaluated during the EA.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric S. Schmitt", with a long horizontal flourish extending to the right.

Eric S. Schmitt, P.E.
McLean County Engineer



HIGHWAY DEPARTMENT
Eric S Schmitt, County Engineer
Jerry Stokes, Assistant County Engineer
102 S Towanda Barnes Road, Bloomington, IL 61705
(309) 663-9445 FAX (309) 662-8038

June 15, 2011



Project: East Side Highway Environmental Assessment
Re: Disposition of Public Comments – Public Information Meeting 2

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The presentation of data is clearly and thoroughly presented regarding present trends and future growth. It appears development of residential areas, churches, businesses, and schools precludes major changes to roadways.

The amount of development which continues in the Rt. US I50-Downs Region suggests continued growth will not allow major roadway alterations in the area. It seems that any East side highway connection with Interstate 74 will have to be East of the Downs area. If not the highway will be through existing development of homes, churches and schools.

Thank you for your comment. Impacts to the human and natural environment, including impacts to homes, places of worship, and schools, will be evaluated during the EA and measures to minimize impacts will be considered, when feasible.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,



Eric S. Schmitt, P.E.
McLean County Engineer



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*I commute from Bloomington to Urbana 5 days a week. To see another four lanes of traffic is both wasteful and so unfriendly to the environment.
Projects for growth are too optimistic.
We need to take care of the roads we have now. \$200 million is not appropriate to spend at this time.*

The ESH is being planned for Year 2035. A Travel Demand Model is being developed as a component of the study. Using existing traffic data along with population and employment forecasts, the Travel Demand Model will identify future congested roadways. The model will be used to predict where these congested locations might occur with and without the construction of an ESH and be used to compare alternatives.

Impacts to the human and natural environment will be evaluated during the EA and measures to minimize impacts will be considered, when feasible.

It has been noted that the recent economic downturn has caused employment to decline in McLean County, in the State of Illinois, and in the U.S. The 2010 U.S. Census, however, confirmed a

population growth in McLean County that was quite strong. McLean County was one of only a few counties whose jobs continued to grow during the recent recession. In 2010, the county had the lowest unemployment rate among metro regions in Illinois, according to the Illinois Department of Employment Security.

The 2035 population and employment forecasts for McLean County were derived, in part, from Woods & Poole Economics, in their Complete Economic and Demographic Data Source (CEDDS) 2011 Forecast for the United States and its counties. Woods & Poole is an independent firm that specializes in long-term county economic and demographic projections. Woods & Poole provides forecasts for all counties and metropolitan areas in the U.S. Their projections are updated annually and used by regional planning organizations nation-wide. Their 2011 report specifically identifies Bloomington-Normal as one of 18 communities in the Northeast Region (defined as New England, Mideast, and the Great Lakes) "which (is) expected to have relatively rapid employment and population growth over the next three decades." As the EA progresses, the most current national, state, and local census data and employment/population trends will be used to ensure that the growth rates are credible. Should that growth not be realized, the highway construction schedule can be adjusted.

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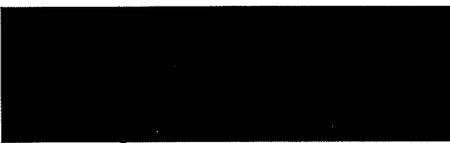
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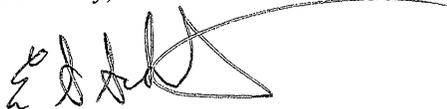
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We would support the East Side Hwy Project providing that sufficient study proves its need. We also are in hopes that such a project would not impede to the Academy during its construction phase.

We would advocate building the highway by 2100!!

Thank you for your comment. A date for the commencement of construction for the ESH has not been identified. For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

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These comments are related to the proposed East Side Highway project for McLean County, Illinois. We are opposed to this project at this time and will provide our reasons for our position. Our main issue is that we do not feel the highway is needed, nor will be needed at the slated 2035 timeline. The population and traffic estimates are projections based on actual historical data, but again, they are only projections. McLean County did indeed realize significant growth in the 1990's; however, we feel that growth was due largely to an enormous expansion by State Farm. Much of this was done in the Southeast section of Bloomington and undoubtedly led to much of the expansion on the east side. Can we expect another expansion of this magnitude in the business plan for State Farm in the coming years? If not, then how can we believe the projections?

Currently, Towanda Barnes Road is more than able to handle large volumes of traffic. There are expansion plans already slated for the coming years to make sure it keeps up with additional growth in the immediate surrounding areas. We do not feel that the fact that this north south roadway does not provide continuous access from I55 to I74 as an issue. We do not see the need for a highway connecting these two highways on the east side as necessary. People traveling west on I74 from Champaign are not using that route to get to I55 North towards Chicago. There are much quicker routes to take them north and pick up I-55. Commercial traffic coming west from

Champaign on I-74 are either heading west, or possibly north on I-39, and the proposed east side highway would not offer any time or distance savings.

As stated in the Assessment, much of the land in McLean County is used for agriculture. There is undoubtedly no question as to whether or not the crops generated from the land that is slated for this expansion would be in use in the future. Compare that with a proposed expansion that is based on projections of possible population and job growth. Given the current economic climate, and the state of Illinois politics, how can one expect continued business and population growth? The state of Illinois has been led by a party that has been in power for many years. These officials recently signed a bill that dramatically increased the cost for business to operate in this state. Are we to believe that is not going to affect the projected growth figures cited in this assessment? We believe it to be foolish and naïve to think it does not.

In economic conditions like these, most citizens and businesses are not going to freely expand and increase their spending based on the "projection" that growth will occur. It is time that our state and city officials act in the same manner.

We are not against expansion. We love our community and hope it continues to thrive. However, we value the rural aspect of this area and do not want to see that diminished unless there is a proven need for expansion.

We moved here 9 years ago from the Naperville/Aurora area. We lived along Illinois Route 34. At that time, it was only a 2 lane road and the major east west artery. Expansion of this road only occurred after businesses, both retail and commercial, signed on the dotted line and began building. The road was expanded to 6 lanes to handle to increased traffic volume.

I work in sales covering the Midwest and travel extensively to Indianapolis, Chicago, St. Louis, Iowa and Wisconsin. My traveling is split between both driving and flying. I use all the highways and interchanges in this area regularly and do not see a need for a highway on the east side as it would not do anything to improve my commute from my home in the Crestwicke subdivision of Bloomington to my destinations. I also use CIRA extensively. I do not believe that this expansion is needed to reduce any expected congestion at the airport. Currently, the greatest volume departures at CIRA take place between 6am and 7:30 am. This requires travelers to be at the airport between 5 am and 6:30 am, which is very early and well before most local commuters are on the roads. Road congestion around CIRA between 5 am and 6:30 am is non-existent. This is a regional airport and most flights will continue to be in the morning, and more sporadic throughout the day.

Building the East Side highway at this point can only guarantee one thing, reduced crop yields and losses for our local farmers.

If in the next 10 years see the growth projections coming to fruition, I believe this community would support such an expansion. Short of that, I believe this highway project to be a waste of fund and valuable farmland.

It has been noted that the recent economic downturn has caused employment to decline in McLean County, in the State of Illinois, and in the U.S. The 2010 U.S. Census, however, confirmed a population growth in McLean County that was quite strong. McLean County was one of only a few counties whose jobs continued to grow during the recent recession. In 2010, the county had the lowest unemployment rate among metro regions in Illinois, according to the Illinois Department of Employment Security.

The 2035 population and employment forecasts for McLean County were derived, in part, from Woods & Poole Economics, in their Complete Economic and Demographic Data Source (CEDDS) 2011 Forecast for the United States and its counties. Woods & Poole is an independent firm that specializes in long-term county economic and demographic projections. Woods & Poole provides forecasts for all counties and metropolitan areas in the U.S. Their projections are updated annually and used by regional planning organizations nation-wide. Their 2011 report specifically identifies Bloomington-Normal as one of 18 communities in the Northeast Region (defined as New England, Mideast, and the Great Lakes) “which (is) expected to have relatively rapid employment and population growth over the next three decades.” As the EA progresses, the most current national, state, and local census data and employment/population trends will be used to ensure that the growth rates are credible. Should that growth not be realized, the highway construction schedule can be adjusted.

Future aviation demand at CIRA is based, in part, on the projected population and employment in the Bloomington-Normal area. CIRA is not the main driver of the ESH EA project; it is one of many traffic generators/destinations included as part of the study. The number of passengers at CIRA has increased steadily between 2001 and 2008. In 2009, passenger traffic at CIRA declined, as did air traffic across the country, due to the economic downturn. It is projected that economic recovery will take three or four years. According to a CIRA press release issued January 14, 2010, 2010 was a record year for passengers at CIRA.

Impacts to farmland will be evaluated during the alternative analysis and minimized, where feasible. Alternatives will be evaluated at the macro analysis level for impacts to prime and important farmland acreage, severed parcels, number of impacted centennial farms, farm homes, and outbuildings. Farming operations including access issues, adverse travel, severance management zones, and uneconomical remnants will be evaluated during the detailed analysis in the EA.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,

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Eric S. Schmitt, P.E.
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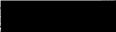


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For 50 years I have been involved in farming operations within an area bounded by 1900 East, 2600 North, 2600 East and 1100 North. I have traveled the roads within this area year-around. The "problem" within this area exists primarily south and east of I-55. The need is not for another N-S corridor, but rather for an upgraded E-W roadway or roadways, between 1200 North and 1700 North, ideally north of Route 9. I'd recommend an analysis of traffic accidents within the subject area factoring in direction of travel and AM or PM. My years of driving slow moving farm equipment as well as personal vehicles within this area have given me a strong sense of where the danger is located, and what could be done to alleviate it. Before a new East Side highway is built, we need to finish four laning 1900 East, connect Hershey Rd. and/or Airport Rd. to Old route 66 or I-55 as appropriate, based on accurate current traffic flow studies. But, first the E-W traffic flow situation needs to be addressed.

The ESH EA study includes the evaluation of east-west routes between a proposed ESH and the eastern edges of the Bloomington-Normal Urbanized Area. East-west roadway improvements will be considered as part of alternatives that meet the purpose and need of the project.

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After reviewing the East Side Highway Environmental Assessment, I appreciate the opportunity to provide comments for your consideration.

The Assessment proves that there is not a current need for an East Side Highway. While I understand that we must look forward and plan for the future before it is upon us, I am concerned that the future growth and employment projections are based solely on the past repeating itself. Our economy experienced a significant boom from 1990 to 2005. Many things have changed since then, including a long-term recession and a deteriorating State of Illinois fiscal situation. At a minimum, these factors should be considered in projecting future growth. Additionally, I believe the growth and employment projections should be substantiated with evidence from major employers with respect to their long-term plans.

On pages 10 and 11 under "How much is employment in Bloomington – Normal expected to grow?" are statistics of the past and future projected employment increases in McLean County and the State of Illinois. From 1990 to 2005, the increase in the employment rate in McLean County exceeded the State of Illinois by 115%. The 2035 projections indicate that the increase in the

employment rate in McLean County will exceed the State of Illinois by 384%, yet there is nothing to substantiate this significant change from the past. The actual employment growth in McLean County over the last 3 years has been virtually flat.

I am also concerned with taking valuable farmland out of production, especially when the need for an East side Highway is questionable, at best. Once farmland is developed, it is never returned to production again. Any decisions to remove rich farmland from production are permanent decisions and should not be based on the past repeating itself.

I support the land use plans' strategy to "maximize existing resources and minimize loss of farmland", as stated at the bottom of page 7. The Assessment acknowledges that the Towanda Barnes carries most of the north-south traffic. If improvements are truly needed to address safety concerns, it is logical to connect Towanda-Barnes to I55 at Towanda and I74 at Downs. This would minimize loss of farmland and enable existing right-of-ways to be utilized.

In closing, I recommend that the 2035 growth and employment projections be re-worked to factor in considerations other than historical growth rates. Also, I recommend that serious consideration be given to utilizing existing right-of-ways if and when the need exists for improving traffic flow in and around the study area. Preserving and protecting the farmland we have is critical to future generations.

Thank you for considering these comments.

It has been noted that the recent economic downturn has caused employment to decline in McLean County, in the State of Illinois, and in the U.S. The 2010 U.S. Census, however, confirmed a population growth in McLean County that was quite strong. McLean County was one of only a few counties whose jobs continued to grow during the recent recession. In 2010, the county had the lowest unemployment rate among metro regions in Illinois, according to the Illinois Department of Employment Security.

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Improving existing roads will be evaluated during the alternatives analysis, and will be compared with other feasible alternatives that meet the Purpose and Need Statement.

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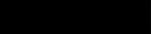


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Comment:

I would like you to consider these comments on the Purpose and Need Statement final draft prepared January 12, 2011. I do not support any element of proceeding with the East Side highway as proposed.

Foremost this needs to be called what it is if it was built which I oppose. Anytime a road is built that would connect two existing interstate roadways together as close as this is proposed it is a bypass. There is a very strong effort here to label it as an East Side Highway but it will be a bypass around the eastside of the Bloomington/ Normal area. The North section of I55 is currently in the final phase to add the third lane to the I55/ I74 route already in place for this area as depicted on page 1. This community does not need an additional bypass. Towanda Barnes Road already runs north and South and could be connected to I55 and I74 with a lot less destruction of farmland in McLean County. However it would directly address the issue of removing traffic from Towanda and Downs. With the traffic control devices already in place and that will be added this would deter this route as being a by-pass around the area.

The Purpose and Need document is full of forecasted, projected and future growth data and that in its self does not guarantee that these growth projections will happen. The one element that I cannot find in this document is public support for the East Side Highway. At the meetings that I attendee the support was from the bureaucrats, special interest groups and engineering firms pushing this bypass.

I would point out on page 13 it says; CIRA also has the only Instrument Landing System in Central Illinois. That is not accurate. Peoria, Springfield, Champaign and Decatur all have ILS approaches to use in bad weather. It is correct that CIRA does have an approach that goes to lower minimums than these other airports. However currently only Airtran and Delta have the planes and crews qualified to use this approach. American does not.

I would also like to challenge on page 13 that the year 2014 passenger enplanements will return to 2008 levels and begin to follow historic growth trends. See attached Associated Press article January 25, 2011. "Airlines make money, fly less". Page 19 states that access to CIRA will hinder the ability of people to take advantage of CIRA. I disagree with that statement; any additional drive time will be small in comparison to standing in a TSA line to clear security.

Page 17 states under the No-build scenario; only implementing the planned and programmed transportation improvements will result in congestion. I contend that an East Side By-pass will not diminish travel or congestion to major employers or shopping centers because they are not going to move their facilities.

In conclusion this East Side By-pass plan is nothing more than building a convenience road to the airport. The cost to McLean County residents will be very high in the loss of prime farm land which once covered up will never be recovered, added noise pollution to the area and unwanted industrial development to scar the landscape along this by-pass route. The alternative is to use existing right of ways to connect Towanda and Barnes to I55 and I74 and upgrade east west facilities in this plan area.

Thank you for considering these comments.

Thank you for the information. According to the CIRA Airport Master Plan Update (April 2009), CIRA will soon have one of only three Instrument Landing Systems (ILS) in Illinois providing Category II capabilities (O'Hare and Rockford are the other two). This technology offers cargo carriers the advantage of landing in more adverse weather conditions. The P&N document will be updated with this information.

Future aviation demand at CIRA is based, in part, on the projected population and employment in the Bloomington-Normal area. CIRA is not the main driver of the ESH EA project; it is one of many traffic generators/destinations included as part of the study. The number of passengers at CIRA has increased steadily between 2001 and 2008. In 2009, passenger traffic at CIRA declined, as did air traffic across the country, due to the economic downturn. It is projected that economic recovery will take three or four years. According to a CIRA press release issued January 14, 2010, 2010 was a record year for passengers at CIRA.

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Eric S. Schmitt, P.E.
McLean County Engineer

MONEY

C

TUESDAY,
January 25, 2011

Karen Hansen, Business editor
309-829-9000, ext. 225
E-mail: karenhansen@spn.com

Airlines make money, fly less

By David Koenig
@DAVIDKOEING

MIAMI — After a decade of multi-billion-dollar losses, U.S. airlines appear to be on course to prosper for years to come for a simple reason: They are flying less.

By grounding planes and eliminating flights, airlines have cut costs and pushed fares higher. As the global economy rebounds, travel demand is rising and planes are as full as they've been in years. Profit margins at big airlines are the highest in at least a decade, according to the government. The eight largest U.S. airlines are forecast to earn more than \$5 billion this year and \$5.6 billion in 2012.

U.S. airlines are in the midst of reporting fourth-quarter results that should cap the industry's first unblemished year

since 2007.

"The industry is in the best position — certainly in a decade — to post profitability," says Southwest Airlines CEO Gary Kelly. "The industry is much better prepared today than it was a decade ago."

The airlines' turnaround has benefited investors — The Airline stock index has nearly quadrupled since March 2009 — but it's been tough on travelers.

Fares in the U.S. have risen 14 percent from a year ago, according to travel consultant Jack Harrell. Flights are more crowded than they've been in decades. On domestic flights, fewer than one in five seats are empty. Space is even tighter over the summer and holidays. That's why it took a week to rebook all the travelers who were stranded by a snowstorm that bit the Northeast over Christmas weekend.

Travelers also face fees these days for services that used to be part of the ticket price, such as checking baggage (usually \$25 to \$55 per bag) and rebooking on a different flight (usually \$100 for a domestic flight, more for flying overseas).

"I'm not averse to anyone making money — that's great — but we take things away and then charge for them, that's not right," said Rick Kellor, an executive who travels in his job for a lighting systems company in Virginia.

From 2009 through 2010, U.S. airlines lost about \$20 billion and administered 100,000 sales, according to an industry trade group, the Air Transport Association.

During that tumultuous decade, airlines were hit with a series of events beyond their control: two recessions, the

Sept. 11 attacks, an avian flu outbreak that slowed many carry-on checks and raising fuel costs.

The industry was profitable in 2009, 2010, and 2011, when the economy was roaring. But these years marked the industry's underlying problems: falling high costs and rising seats than travelers demanded. During 2009 and 2010, airlines lost a combined \$21 billion, but they were also all taking their operations off the stage for a comeback in 2011.

Delta, Southwest, United Continental and US Airways are expected to have earned nearly \$4 billion combined in 2010. The latter two report results on Wednesday. The parent of American Airlines, which sold its first higher costs than the others, and last week it lost \$180 million.

TECHNOLOGY

Women's group spins off McLean





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Thank you for allowing me to express my comments on the proposed East Side Highway.

After reviewing the Purpose and Needs Statement, it was not clear why a new highway is needed. I base this strictly on the existing road capacity limits. It appears most of the project concern is for the 1) Towanda I55 interchange, the 2) Downs I74 interchange, and 3) Rte 9 traffic to CIRA. There may be some potential volume issues with south Towanda Barnes but based on the assumptions, it is hard to draw a strong conclusion. I would caution about over emphasis on the CIRA volume in the coming years. Based on recent reports and informal conversations with peers, everyone is cutting their flying frequency due to high fees, TSA, and ticket costs. More and more are opting to drive v. fly. Unfortunately, it does not appear there is relief in sight.

Also related to CIRA, what was their original passenger projection with the construction of the new terminal? Have they reached this mark? (I do not know.) With strong competition from other strong regional airports and passenger opinions about flying, it does not appear the volume will be as high as projected in this report.

Focusing on the three items listed above will be substantially less expensive than an entire new road system and less of a negative impact to the environment and community. I agree with the two interchanges. Both are inconvenient and put unsafe volumes of traffic in small communities that are not properly structured for this.

If there is such a strong, proven requirement that a new highway be established, putting it within a half mile of Towanda Barnes does not really provide any long term relief. To properly manage for future growth, if it truly does move as projected in the data, it appears it needs to be further east....at least two miles. Two, three or four miles will not negatively impact traffic moving east to Bloomington, Normal, or CIRA, and will provide adequate access for the new growth. In other communities, I cannot recall a "road for the future" being built at the edge of current development. It is built past the current develop. If the growth does occur and the road is built a half mile from the current system, another road will be required further east.

To make Towanda Barnes safer and easier to use today and in the future, I am suggesting limited access should be implemented. Having multiple access points and stop lights significantly impacts efficiency and creates dangerous intersections. It appears to me that developers need to include frontage roads and not expect others to accommodate their poor designs and lack of willingness to properly plan.

Another concern I have is the original construction of Towanda Barnes. Towanda Barnes is under capacity and is less than 10 years old but already is showing much stress. It is very rough and quickly cracking and crumbling in several locations. I am guessing this is attributed to no crown and water sets in all the lanes. I would suspect that this winter it will show even more stress as we go through the freeze and thaw process.

Thank you for listening to my comments.

Future aviation demand at CIRA is based, in part, on the projected population and employment in the Bloomington-Normal area. CIRA is not the main driver of the ESH EA project; it is one of many traffic generators/destinations included as part of the study. The number of passengers at CIRA has increased steadily between 2001 and 2008. In 2009, passenger traffic at CIRA declined, as did air traffic across the country, due to the economic downturn. It is projected that economic recovery will take three or four years. According to a CIRA press release issued January 14, 2010, 2010 was a record year for passengers at CIRA.

The location of the ESH has not yet been determined. The EA is not a refinement of the 2009 Corridor Study's recommended alternative. The EA will assess a full range of transportation improvement alternatives. The corridors previously studied will be reexamined. Other new alternatives will also be developed and evaluated during the EA process.

Improving existing roads will be evaluated during the alternatives analysis, and will be compared with other feasible alternatives that meet the Purpose and Need Statement.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,



Eric S. Schmitt, P.E.
McLean County Engineer



HIGHWAY DEPARTMENT
Eric S Schmitt, County Engineer
Jerry Stokes, Assistant County Engineer
102 S Towanda Barnes Road, Bloomington, IL 61705
(309) 663-9445 FAX (309) 662-8038

June 16, 2011

[REDACTED]

Project: East Side Highway Environmental Assessment
Re: Disposition of Public Comments – Public Information Meeting 2

Dear [REDACTED]

Thank you for your interest in the East Side Highway (ESH) Environmental Assessment (EA) project. Your comment was received within the official public comment period following the presentation of the Purpose & Need at the Public Information Meeting held on January 13, 2011. The original comment received has been reproduced below. While an attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim.

I question whether the population projections are that high although I favor the project if it will be an interstate paid primarily by federal funds.

It has been noted that the recent economic downturn has caused employment to decline in McLean County, in the State of Illinois, and in the U.S. The 2010 U.S. Census, however, confirmed a population growth in McLean County that was quite strong. McLean County was one of only a few counties whose jobs continued to grow during the recent recession. In 2010, the county had the lowest unemployment rate among metro regions in Illinois, according to the Illinois Department of Employment Security.

The 2035 population and employment forecasts for McLean County were derived, in part, from Woods & Poole Economics, in their Complete Economic and Demographic Data Source (CEDDS) 2011 Forecast for the United States and its counties. Woods & Poole is an independent firm that specializes in long-term county economic and demographic projections. Woods & Poole provides forecasts for all counties and metropolitan areas in the U.S. Their projections are updated annually and used by regional planning organizations nation-wide. Their 2011 report specifically identifies Bloomington-Normal as one of 18 communities in the Northeast Region (defined as New England, Mideast, and the Great Lakes) “which (is) expected to have relatively rapid employment and population growth over the

next three decades.” As the EA progresses, the most current national, state, and local census data and employment/population trends will be used to ensure that the growth rates are credible. Should that growth not be realized, the highway construction schedule can be adjusted.

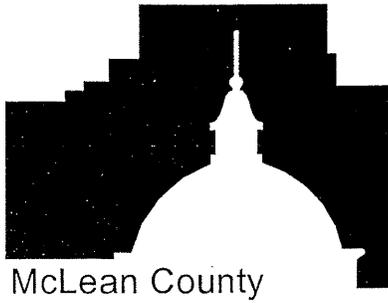
The facility type of the ESH has not yet been determined. The facility type will be determined in part using a Travel Demand Model. Currently, there is no funding for the design phase or construction of the ESH.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,

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Eric S. Schmitt, P.E.
McLean County Engineer



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We don't need another road. Townada-Barnes Road can be linked to both Rte. 55 and Rte. 74 if the need is seen to do so.

Another road takes away fram land. This community was built on agriculture, andgrowing food is still the most important function of land.

Businesses in the twin cities are now suffering. It makes better sense to route traffic through existing roads and past existing busnessed to bolster the twin cities economy. The future in infill development.

Future growth predicitons are based on an assumption that the social values of the past will continue into the future – that people will still count on cars to take them to houses with lawns and space arouns them.

I'm seeing values change. Foreclosure notices still appear in great numbers in the Classified section of the Pantagraph. Who will buy all these houses? There's lots of empty space in town.

Homeowners who have managed to keep their homes want to make their property work for them. The value of those homes, on which they were counting to pay their way into assisted living if needed, has shrunk to the point where they can't count on selling when they may need to, no will they get enough money for the house to enter assisted living.

Elderly friends are currently renting space in their houses to boarders, who can help with chores, as well as provide enough extra income to pay off the remaining mortgage.

Petroelum and natural gas prices are fluctuating, but the trend will be upward, and upward, and upward. Sources are scarcer and extraction methods more difficult and dangerous. Gasoline will be more expensive, and as we have seen, Americans can, do, and will reduce their use of gas when the price rises enough.

Electricity and home heating and will be more expensive, too. As the prices rise, people will want to heat and light less space.

The community that comes out of this recession will be different from the one that went into it. I don't see so much expansion outward as infill development. Zoning codes will change with public pressure. Homes will be split into apartments. Empty lots will be built on. Large yards will be built on.

We do not need another road.

Improving existing roads will be evaluated during the alternatives analysis, and will be compared with other feasible alternatives that meet the P&N.

Impacts to farmland will be evaluated during the alternative analysis and minimized, where feasible. Alternatives will be evaluated at the macro analysis level for impacts to prime and important farmland acreage, severed parcels, number of impacted centennial farms, farm homes, and outbuildings. Farming operations including access issues, adverse travel, severance management zones, and uneconomical remnants will be evaluated during the detailed analysis in the EA.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,



Eric S. Schmitt, P.E.
McLean County Engineer



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June 16, 2011

[REDACTED]

Project: East Side Highway Environmental Assessment
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I have attempted to contact you through the website listed in a recent Pantagraph, but was unable to access the area to include comments.

My husband, Gene, and I are opposed to the east side highway as we object to the amount of farm ground it will remove from productivity, as well as adding a highway that will produce additional noise for east side residents. We feel the highways presently available are more than sufficient to bypass the towns of Bloomington and Normal.

I think the growth projections are incorrect insofar as additional growth is concerned. The present highways will more than handle actual growth in the area. The projected highway will have so much fallout besides taking additional land. It will affect those of us who live east of town, and have moved here to avoid the noise and activity in town.

Please advise how I would be able to provide this information on the website suggested in the recent newspaper article, as I would want these comments to be part of the information considered for the highway.

Impacts to farmland will be evaluated during the alternative analysis and minimized, where feasible. Alternatives will be evaluated at the macro analysis level for impacts to prime and important farmland acreage, severed parcels, number of impacted centennial farms, farm homes, and outbuildings. Farming operations including access issues, adverse travel, severance management zones, and uneconomical remnants will be evaluated during the detailed analysis in the EA.

Impacts to the human and natural environment, including noise impacts, will be evaluated during the EA and measures to minimize impacts will be considered, when feasible. Strategies to mitigate roadway noise will be evaluated, when applicable.

It has been noted that the recent economic downturn has caused employment to decline in McLean County, in the State of Illinois, and in the U.S. The 2010 U.S. Census, however, confirmed a population growth in McLean County that was quite strong. McLean County was one of only a few counties whose jobs continued to grow during the recent recession. In 2010, the county had the lowest unemployment rate among metro regions in Illinois, according to the Illinois Department of Employment Security.

The 2035 population and employment forecasts for McLean County were derived, in part, from Woods & Poole Economics, in their Complete Economic and Demographic Data Source (CEDDS) 2011 Forecast for the United States and its counties. Woods & Poole is an independent firm that specializes in long-term county economic and demographic projections. Woods & Poole provides forecasts for all counties and metropolitan areas in the U.S. Their projections are updated annually and used by regional planning organizations nation-wide. Their 2011 report specifically identifies Bloomington-Normal as one of 18 communities in the Northeast Region (defined as New England, Mideast, and the Great Lakes) "which (is) expected to have relatively rapid employment and population growth over the next three decades." As the EA progresses, the most current national, state, and local census data and employment/population trends will be used to ensure that the growth rates are credible. Should that growth not be realized, the highway construction schedule can be adjusted.

Your comments will be included in the public record. For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,

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Eric S. Schmitt, P.E.
McLean County Engineer



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June 16, 2011

[REDACTED]

Project: East Side Highway Environmental Assessment
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This project should be stopped immediately. You are wasting money paying for a study that is unnecessary for a road that Bloomington-Normal, McLean County does not need. The proposed corridor – between Towanda Barnes Road and my backyard – makes no sense to put a major highway there. As a resident of the Grove on Kickapoo Creek, I'm concerned what this road will do to my property value and resale potential. I moved to the Grove in July 2008 and no one mentioned the possibility of this East Side Highway project. If I knew about it, I would not have bought a home in this location. A road of this magnitude would spoil the serenity and quietness that we appreciate. It would change our quality of life and we would have to move.

I think your population projections are way too high. Where is the growth coming from? Do this study in 25-30 years when the population grows. Also, the proposed road is too close to Towanda Barnes Road. If we need a road to connect I-74 and I-55, it could go 5 miles east of Towanda Barnes Road. I don't see the need for another road around Bloomington-Normal. I drive 10 miles across town to work each day and it takes about 20 minutes with traffic.

I don't see the Federal Government handing over \$200 million to build a road that we don't need or want.

The location of the ESH has not yet been determined. The EA is not a refinement of the 2009 Corridor Study's recommended alternative. The EA will assess a full range of transportation improvement alternatives. The corridors previously studied will be reexamined. Other new alternatives will also be developed and evaluated during the EA process. Improving existing roads will be evaluated during the alternatives analysis, and will be compared with other feasible alternatives that meet the Purpose and Need Statement.

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Eric S. Schmitt, P.E.
McLean County Engineer



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June 16, 2011

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Project: East Side Highway Environmental Assessment
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Comment:

The Project should be cancelled immediately. The East-side Highway will ruin the aesthetic beauty of the area. My value of my house, my pristine quality of life will be dramatically harmed. The city of Bloomington cannot maintain the roads that are in the city now.

The federal government does not have to waste money on this project. This is a \$200,000,000 boondoggle that needs to stop now.

My neighborhood tranquility will be destroyed by this project. It should be stopped immediately.

My housing values will drop dramatically and my neighborhood will be forever ruined. Please stop this now!!

The location of the ESH has not yet been determined. The EA is not a refinement of the 2009 Corridor Study's recommended alternative. The EA will assess a full range of transportation improvement alternatives. The corridors previously studied will be reexamined. Other new alternatives will also be developed and evaluated during the EA process.

Impacts to the human and natural environment, including impacts to residences and noise impacts, will be evaluated during the EA and measures to minimize impacts will be considered, when feasible.

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Sincerely,

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Eric S. Schmitt, P.E.
McLean County Engineer



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Do not build a highway in our backyard.

The location of the ESH has not yet been determined. For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,



Eric S. Schmitt, P.E.
McLean County Engineer

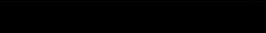


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Ref. Pg. 7 – Keep productive farmland available:

- 1. For farmers and families to maintain their livelihood*
- 2. To maintain and preserve Centennial farms important part of McLean County history*
- 3. To help keep productivity growing*
- 4. To minimize number of farm acres taken out of production*

Ref. Pg. 10 & 11

- 1. Population growth is not as great as projected due to actual ... major unemployment growth – freezing hiring eg;*
- 2. Traffic counts will be decreased with less employment and population growth*

Other concerns

1. *Major existing employment centers are located west of proposed road*
2. *East-west roads could be upgraded and improved to deal with access to employment areas to the west*
3. *Another north-south highway would not make for easier access*
4. *Veterans Parkway already available for major north-south traffic*
5. *Use existing roadways-Towanda/Barnes, Rt. 150, Rt.9 to better advantage*
6. *Minimize disruption of existing farm and agricultural activities*
 - a. *Don't create areas of landlocked farmland parcels-farmers need to have access to their farmland and they need the ability to transport equipment and crops from one land parcel to another*

Impacts to the human and natural environment will be evaluated during the EA and measures to minimize impacts will be considered, when feasible. Alternatives will be evaluated at the macro analysis level for impacts to prime and important farmland acreage, severed parcels, number of impacted centennial farms, farm homes, and outbuildings. Farming operations including access issues, adverse travel, severance management zones, and uneconomical remnants will be evaluated during the detailed analysis in the EA.

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The ESH EA study includes the evaluation of east-west routes between a proposed ESH and the eastern edges of the Bloomington-Normal Urbanized Area. East-west roadway improvements will be considered as part of alternatives that meet the purpose and need of the project.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,

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I am supportive of the study of this project as well as the opportunity to comment. I feel it is important to plan and think ahead. However, this project concerns me on a number of levels.

The first concern that I have is the potential loss of farmland. As you are well aware, McLean County, is a state wide leader in terms of crop production. To lose acreage of some very productive soils is, and should always be, troubling.

My second concern is the actual need. While we all certainly hope that the statewide and national economic woes will be ending soon, it appears prudent to proceed slowly into aggressive growth planning. No one's crystal ball works perfectly, but a projection of 3.5% + is aggressive given historical growth patterns even in the "good" times for employment. To rely on these projections as well as to not understand the implications of the "new" increased Illinois income tax would be short sided. In summary, to suggest county employment to grow at a 3.63% rate given the recent nationwide economic woes AND historical indexes would be misleading.

My third level of concern is the need versus dedicating fund to current infrastructure needs. We have many items to fix prior to dedicating new funds to this type of project. The roads and bridges

throughout the county, state, and nation are in need of these funds and appear to be a better usage of this money.

In closing, I believe to study is good and prudent, but I believe that this will uncover the lack of need for this project in the suggested time frame.

Impacts to farmland will be evaluated during the alternative analysis and minimized, where feasible. Alternatives will be evaluated at the macro analysis level for impacts to prime and important farmland acreage, severed parcels, number of impacted centennial farms, farm homes, and outbuildings. Farming operations including access issues, adverse travel, severance management zones, and uneconomical remnants will be evaluated during the detailed analysis in the EA.

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The funding used for the ESH EA Study comes from the "Illinois Jobs Now!" Capital Bill, allocated for improvement of the State's Infrastructure. The funding was specifically designated for the ESH EA study and cannot be used for other purposes in McLean County.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,



Eric S. Schmitt, P.E.
McLean County Engineer



HIGHWAY DEPARTMENT

Eric S Schmitt, County Engineer
Jerry Stokes, Assistant County Engineer
102 S Towanda Barnes Road, Bloomington, IL 61705
(309) 663-9445 FAX (309) 662-8038

June 16, 2011

Bruce Naffziger
150 Kell Avenue
Bloomington, IL 61705

Project: East Side Highway Environmental Assessment
Re: Disposition of Public Comments – Public Information Meeting 2

Dear Mr. Naffziger,

Thank you for your interest in the East Side Highway (ESH) Environmental Assessment (EA) project. Your comment was received within the official public comment period following the presentation of the Purpose & Need at the Public Information Meeting held on January 13, 2011. The original comment received has been reproduced below. While an attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim.

I have read all of the material and have attended several of the meetings. I have talked with a variety of people in my subdivision and in B/N at large. Not one single person has spoken out in favor of this project. Their comments have all been very similar: the growth projections are way too high and it is being put in the wrong place. If it is ever needed it needs to be further east-about 2 miles east of Towanda Barnes. By not placing it on an existing roadway-perhaps 2100 East, we will be covering up a lot of good farm land. Also, placing it about ½ mile East of Towanda Barnes will serve to constrict B/N –not facilitate people movement. The type of highway most often spoken of would be limited access and that would make it hard for people out there to move around it. With the recent huge tax increase in Illinois, prospects for growth have just dropped again. We have no money-the state is virtually bankrupt and we don't have the need in this current location. I'd rather spend the money (200 million) to improve the East side roads that we already have-not build new ones that we likely don't need.

Your figure 8 2035 No build volume to capacity diagram seems to agree that there is little need for this highway. Very little (over capacity) shows up on Towanda Barnes or East of it. Please – stop this project now and save us all a bunch of money and farmland. Based on the new census data, how have the projections proven out? On track or not? If not on track, then how does that affect the need for this highway.

It has been noted that the recent economic downturn has caused employment to decline in McLean County, in the State of Illinois, and in the U.S. The 2010 U.S. Census, however, confirmed a population growth in McLean County that was quite strong. McLean County was one of only a few counties whose jobs continued to grow during the recent recession. In 2010, the county had the lowest unemployment rate among metro regions in Illinois, according to the Illinois Department of Employment Security.

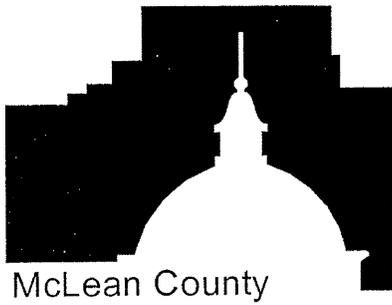
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For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,

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Eric S. Schmitt, P.E.
McLean County Engineer



HIGHWAY DEPARTMENT
Eric S Schmitt, County Engineer
Jerry Stokes, Assistant County Engineer
102 S Towanda Barnes Road, Bloomington, IL 61705
(309) 663-9445 FAX (309) 662-8038

June 16, 2011

[REDACTED]

Project: East Side Highway Environmental Assessment
Re: Disposition of Public Comments – Public Information Meeting 2

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I live 100' east of Towanda-Barnes road in Charterwood Farms subdivision. The traffic on that road is relatively light and I cannot see the need for this Eastside Highway, I feel the money spent on the study is excessive in light of the dire economic times in which we are in and the money would be better spent elsewhere. The road would go through existing housing areas and displace needed agricultural land. I see no need for the road or continued studies for it.

The ESH is being planned for Year 2035. A Travel Demand Model is being developed as a component of the study. Using existing traffic data along with population and employment forecasts, the Travel Demand Model will identify future congested roadways. The model will be used to predict where these congested locations might occur with and without the construction of an ESH and be used to compare alternatives.

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I am a resident in Lamplighter Subdivision, rural Towanda. Our home is located on the last street, Eugene St. (N&S) and borders the field east of Lamplighter. We are about ½ mile from Towanda Barnes Road.

Would this Highway be running through the field behind us?

I do not want this highway. Please use the money to improve existing roads.

The location of the ESH has not yet been determined. The EA is not a refinement of the 2009 Corridor Study's recommended alternative. The EA will assess a full range of transportation improvement alternatives. The corridors previously studied will be reexamined. Other new alternatives will also be developed and evaluated during the EA process.

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It seems to me that there are many existing routes that can do the job that this proposed bypass could do. (Page 18 of the final draft list many alternatives). If access to CIRA is needed so badly, count Road 700 to Towanda/Barnes Road to Route 9 seems an easy solution. As for growth in Bloomington/Normal, all of this major employers in b/N are in a flat, if not a downturn in hiring or expanding. Since Illinois has raised income and corporate income taxes, any though of any new business being brought in is not likely to happen, also all of our current major employers are located well away from this by-pass, many in town or way west where this could be of any use to help traffic congestion. When you think of what a good waste of excellent farmland (some would say the best in the world) this project would be, it just doesn't make any sense. Upgrading existing routes with better signage will do the job just as well.

Improving existing roads will be evaluated during the alternatives analysis, and will be compared with other feasible alternatives that meet the Purpose and Need Statement.

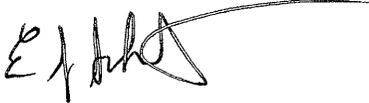
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I totally support the East Side Highway project. When I served on the McLean County Regional Planning commission between 1997-2003, we promoted this project as a real need in 2002-2003.

It will provide necessary access to the business and residential activity and growth in the future.

The greater good for the overwhelming majority of the communities of Bloomington and Normal will be served by this project proceeding.

This East Side Highway will be sustainable, green project to preserve the vitality of this great community.

Thank you for your comment. For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

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- 1. Continue to be good stewards of our prime agricultural land. The soil productivity index and yield data indicate Mclean County farmland is some of the most productive in the United States. In 2007, gross agricultural sales in Mclean County totaled 366.5 million. Page 7 Final Draft 1-12-11*
- 2. Overstated employment growth and population growth. Mclean County had 2.09% employment growth per year from 1990-2005. No rationale for the projected 3.63% employment growth rate starting in 2010. Since this final draft is based on employment growth for traffic, etc., Mclean County employment growth is projected to be lower than during the 1990's. Page 10 & 11 of Final Draft 1-12-11*
- 3. East-West Transportation issues are not fully addressed with this proposed North/South Highway. Employment centers – State Farm Bro Menn Healthcare, Country Financial, Illinois State University and St. Joseph Medical Center are all located west of proposed road, west of Towanda Barnes road and west of Veterans Parkway. Traffic volume will remain high on streets used to access these employment centers.*
- 4. Use, update, and finish widening our existing East-West and North-South roadways. Examples:*

- A. *Towanda-Barnes road: Finish to the north 5 lanes straight north to old Route 66 from Fort Jesse Road to Rt 55 interchange at Towanda, IL. Page 18*
- B. *Towanda-Barnes road: Finish to the south from Route 150 to Route 74 with an interchange on Route 74. If not, use Towanda-Barnes road on south over Route 74 to County Road # 700, then east to Route 74 interchange south of Downs. This eliminates thru center of Downs. Page 18.*
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- E. *Traffic from Heyworth/Decatur north on Route 51 to the Blo/Normal Airport can use county road #700 (recently upgraded to 80,000 lbs. road to Downs) to Towanda-Barnes to airport which is on an east/west road, Route 9. Page 19 of the Final Draft 1-12-11*
- F. *Traffic coming south on Route 55 and would like to get to Route 74, use the Lexington/LeRoy road. Again we need signage at both ends.*

Our point is that funds could be better spent on upgrading and improving our existing infrastructure and not use up our prime agriculture land.

Impacts to farmland will be evaluated during the alternative analysis and minimized, where feasible. Alternatives will be evaluated at the macro analysis level for impacts to prime and important farmland acreage, severed parcels, number of impacted centennial farms, farm homes, and outbuildings. Farming operations including access issues, adverse travel, severance management zones, and uneconomical remnants will be evaluated during the detailed analysis in the EA.

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Eric S. Schmitt, P.E.
McLean County Engineer



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June 16, 2011



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I do not believe there is a short nor long term need for the McLean County East Side Highway.

It makes short and long term economic sense to fix and upgrade the trains system so that we have some passenger trains run on time. A better train system would benefit the community more than an automobile bridge to nowhere. Traveling by trains would reduce green house gases, decreases wasted time spent in cars on clogged roads, not waste farmland, reduce automobile accidents, provide efficient access to national and international airports, etcetera.

The East Side Highway is just an old idea that's been kicked around for years, proposed by a prior generation of engineers, contractors, and other groups to make work. It doesn't make sense today, maybe it did in the 1950's but not now.

I don't agree with the premise of an East Side Highway but locating it an half mile east of Towanda Barnes is ignorant and ludicrous because it will conflict with and degrade the existing east side traffic system and not improve traffic flow.

Is there a problem with traffic flowing through towns like Downs and Towanda? Then are Bloomington's Veteran Parkway, Main Street, Empire, Rt 150, etcetera problems to replace, too?

We can't afford to maintain the current roads and bridges and therefore we can't afford to build nor maintain this project. Please drive the local, state, or federal roads and take note of their current repair needs.

We should not destroy farmland for another road we can't afford. The farmland, anywhere this road might be located, will provide more economic gain in the long term.

If you truly want to help the local transportation network then improve the existing township, county, state, and federal roads.

The economics used to justify this road are obviously flawed and based on out of date projections. Everyone knows that State Farm and Mitsubishi are not going to hire like they used to. Without more jobs there is no growth to justify this boondoggle.

The current central [Veterans] and west side highway is acceptable for the future. If a community needs an east, central, and west side highway system then why don't Champaign-Urbana, Springfield, Peoria, and Rockford have them?

Funds would be better spent on upgrading and improving existing infrastructure.

The location of the ESH has not yet been determined. The EA is not a refinement of the 2009 Corridor Study's recommended alternative. The EA will assess a full range of transportation improvement alternatives. The corridors previously studied will be reexamined. Other new alternatives will also be developed and evaluated during the EA process. Improving existing roads will be evaluated during the alternatives analysis, and will be compared with other feasible alternatives that meet the Purpose and Need Statement. Transit improvements will be evaluated during the alternatives analysis, and will be compared with other feasible alternatives that meet the Purpose and Need Statement.

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I refer to page 11, Graph No. 3, of the Final Draft of the East Side Highway Final Assessment; This Graph is pure speculation. Growth is a result of jobs. I have live in Bloomington for the 67 years, and Bloomington, Normal, and Mclean County have grown as the result of jobs. During the time that I have lived in this area, I have seen State Farm and ISU grow tremendously. Also the two other large employers, Mitsubishi built and auto assembly plant and Country Financial (Country Companies) moved here from Chicago. The projected Growth will result only from new jobs and there would have to be new jobs equal to the increase employment of State Farm, ISU, Mitsubishi and Country Financial over the past 50 years. For the 10 years the growth in this area has been a flat line and there is no reason to expect it to increase at the rate that is projected on Graph No: 3, it is based entirely on Speculation. \$200,000,000 is the estimated cost. This money should be spent on providing more access roads, extending and improving Cheney Grove past Towanda Barnes into Bloomington, Improving 1800 East, (Benjamin Lane) and Ireland Grove North of Towanda Barnes and maintaining and improving existing roads, such as Towanda Barnes to 5 lanes North of Raab Road to Towanda.

Graph no. 3 shows tremendous growth in McLean County. Bloomington/Normal is surrounded with small farm towns. There is no basis whatever for the growth of these towns other than subdivisions, which could only result from the speculated increase in jobs in Bloomington/Normal.

Also, the proposed East Side Highway would not decrease the traffic of either Veterans Parkway or Towanda Barnes, it would only be built for the speculated increase in traffic resulting from the speculated growth in jobs. Neither would it serve as a by-pass for I-55 traffic, it does not reconnect with I-55 South of Bloomington.

The East Side Highway should not be built until the need is evident and there is increased employment and existing road are improved.

And it should not be built on the Basis of SPECULATION.

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The project team understands that it is important for the ESH to remain fiscally responsible. The cost of alternatives will be evaluated during the EA.

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- I. *Land use changes (P2 final draft) Any new corridor should be based in a design that will avoid any diagonal cuts through farms and fields. There are Centennial farms that lie within the study area that have received recognition by the Il. Dept. of Ag. And are so indentified. These farms should be afforded suitable consideration that will insure their valuable heritage.*
- II. *Population and Employment (P9 + 11 final draft). The MCRPC's prediction that population increases by 40% by 2035 and employment in the County will rise from 109,450 to 187,325 by yr. 2035 would total 77,875 new jobs and would require approximately 3,000 new jobs annually from 2009 thru 2035.
I find this unrealistic viewing the recession and also including the new level of State income tax on corporations jobs drive growth – jobs will be slow coming.*
- III. *Mobility and Access (P14 final draft) Much public input has been received relating to East-West travel on the East side of Bloomington. While the placement of a North-South artery is the basis for this study, the East-West improvements need to be included and so charted.*
- IV. *Mobility and Access (P18 final draft) Due consideration must be given to Downs and Towanda to aid in reducing Interstate traffic from entering and exiting through these towns. Proper placement of interchanges will be the vital key to a solution.*

V. Final Comments: In my opinion – the corridor needs to be placed farther east at about Rd. 2100 E. I have seen cost estimates of as much as 300 million to complete this project. Unless our economic situation improves dramatically nationwide we could better invest these found in other ways.

Impacts to farmland will be evaluated during the alternative analysis and minimized, where feasible. Alternatives will be evaluated at the macro analysis level for impacts to prime and important farmland acreage, severed parcels, number of impacted centennial farms, farm homes, and outbuildings. Farming operations including access issues, adverse travel, severance management zones, and uneconomical remnants will be evaluated during the detailed analysis in the EA.

It has been noted that the recent economic downturn has caused employment to decline in McLean County, in the State of Illinois, and in the U.S. The 2010 U.S. Census, however, confirmed a population growth in McLean County that was quite strong. McLean County was one of only a few counties whose jobs continued to grow during the recent recession. In 2010, the county had the lowest unemployment rate among metro regions in Illinois, according to the Illinois Department of Employment Security.

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The ESH EA study includes the evaluation of east-west routes between a proposed ESH and the eastern edges of the Bloomington-Normal Urbanized Area. East-west roadway improvements will be considered as part of alternatives that meet the purpose and need of the project.

The location of the ESH has not yet been determined. The EA is not a refinement of the 2009 Corridor Study’s recommended alternative. The EA will assess a full range of transportation improvement alternatives. The corridors previously studied will be reexamined. Other new alternatives will also be developed and evaluated during the EA process.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,



Eric S. Schmitt, P.E.
McLean County Engineer



HIGHWAY DEPARTMENT
Eric S Schmitt, County Engineer
Jerry Stokes, Assistant County Engineer
102 S Towanda Barnes Road, Bloomington, IL 61705
(309) 663-9445 FAX (309) 662-8038

June 16, 2011



Project: East Side Highway Environmental Assessment
Re: Disposition of Public Comments – Public Information Meeting 2

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I have followed the East Side highway Study on an ongoing basis. I messed the last meeting, but materials were forwarded to me.

- 1. As stated previously, I do not feel we need East Side Hwy. This continues to destroy more valuable farmland that we cannot afford to lose, and the addition of a new highway will only increase the conversion of farmland to other uses.*
- 2. I question the accuracy of the Projected Job Growth figures you present for McLean County (Final Draft, Pg. 11). With the present economy and with the Governor's newly passed Tax Laws increasing Income Taxes for both individuals and Businesses, this will impede further development and will be detrimental to luring new business to the area.*
- 3. With the current state of the economy, why are we considering spending money for a road which could cost \$200-\$300 Million, when we have a National Debt of \$14 Trillion?? Some of this money could be better used to maintain Roads we currently have!!*

It has been noted that the recent economic downturn has caused employment to decline in McLean County, in the State of Illinois, and in the U.S. The 2010 U.S. Census, however, confirmed a

population growth in McLean County that was quite strong. McLean County was one of only a few counties whose jobs continued to grow during the recent recession. In 2010, the county had the lowest unemployment rate among metro regions in Illinois, according to the Illinois Department of Employment Security.

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The project team understands that it is important for the ESH to remain fiscally responsible. The cost of alternatives will be evaluated during the EA. The funding used for the ESH EA Study comes from the "Illinois Jobs Now!" Capital Bill, allocated for improvement of the State's Infrastructure. The funding was specifically designated for the ESH EA study and cannot be used for other purposes in McLean County.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,

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Eric S. Schmitt, P.E.
McLean County Engineer



HIGHWAY DEPARTMENT
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I love the idea of an east side highway. I fully understand the economic long term benefits. The added jobs for the community would be wonderful. I would love to help this effort in any way possible. Please don't let myopic and self serving comments by some members of the twin cities deter your efforts. Their concerns are valid but way over blown.

Please don't publish my email address as I don't need that to be public.

Thank you for your comment. Your email address will not be published. For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,

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Eric S. Schmitt, P.E.
McLean County Engineer



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*I wanted to take a few moments to express some concerns about this project.
This area including major employers is not growing nearly as robustly as it has in the past.
Housing sales have declined dramatically. Developers will not be provided with funding to build
new subdivisions by cashed strapped municipalities. I have serious doubts that increasing growth
in this area can be accurately predicted during these uncertain times.
We have some of the best farmland in the world in this area that would be destroyed to build this
bypass.
Illinois citizens and businesses have recently been bushwacked with a giant income tax increase
which creates uncertainty about the future growth of the state.
The State of Illinois and the USA are swimming in an ocean of red ink that seems to be getting
deeper. This project only adds to that.
In my opinion, any consideration of this project should cease.
Thank you for listening.*

It has been noted that the recent economic downturn has caused employment to decline in McLean County, in the State of Illinois, and in the U.S. The 2010 U.S. Census, however, confirmed a population growth in McLean County that was quite strong. McLean County was one of only a few counties whose jobs continued to grow during the recent recession. In 2010, the county had the lowest

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Sincerely,

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Eric S. Schmitt, R.E.
McLean County Engineer



HIGHWAY DEPARTMENT
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Jerry Stokes, Assistant County Engineer
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No East side highway needed!

Where is the so-called growth of population, industry? With the economy in the tank the above is a no-go. Refer to my letter of previous times and hearings.

Too much money has been spent on hearings and projections for naught.

Ask a common person at the beginning of this so called Eastside Hwy project.

Why wasn't consideration of this project taken into focus when Towanda-Barnes hwy was widened? Short sightedness on the part of the developers. If people wanted more roadway – why wasn't Towanda Barnes made into 8-10 lanes wide from R150 or I 74 to I 55??!

How many homes will be destroyed in East hwy? Cost of drainage being rerouted secondary roadways being rerouted!! What about landlocked parcels? If that is the case, property value will "go to pot". Rebuilding of bridges. Who will maintain the roadbed? Look to the future – 25-50 yrs away. With IL in a sad, sad financial mess, how can anyone think of raping the public for more money to build an unwanted hwy? Of course the Gov just did that with a huge tax hike. Reports

speak of improvement. What, where, and for whom? Not for the local landowners nor the community. Only one profiting from this is Clark Dietz with over 10 Mil in their pocket (of taxpayers money)!!

What about farm, machinery transport? Railroad crossings, school bus, routes, fire dist. – all needs should be addressed. At this stage in our state, (illegible) health – no new Highway is needed nor wanted. Take care of what we have – maintain!! Learn to live within a budget!! It seems law makers want to rape citizens. All elected and developers the tax paying thank you for listening,

It has been noted that the recent economic downturn has caused employment to decline in McLean County, in the State of Illinois, and in the U.S. The 2010 U.S. Census, however, confirmed a population growth in McLean County that was quite strong. McLean County was one of only a few counties whose jobs continued to grow during the recent recession. In 2010, the county had the lowest unemployment rate among metro regions in Illinois, according to the Illinois Department of Employment Security.

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Impacts to the human and natural environment, including access issues, will be evaluated during the EA and measures to minimize impacts will be considered, when feasible.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,



Eric S. Schmitt, P.E.
McLean County Engineer



HIGHWAY DEPARTMENT
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Jerry Stokes, Assistant County Engineer
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(309) 663-9445 FAX (309) 662-8038

June 15, 2011

[REDACTED]

Project: East Side Highway Environmental Assessment
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I am totally against the study and eventual construction of the proposed East Side highway. There are so many other more important issues facing the people of Illinois at this time. With the current debt problem I can't understand how the study itself can be justified. Anyone traveling west on I-74 who needs to go north to Chicago should use I-57 out of Champaign if they don't want to travel around Bloomington and pick up I-55. And vice versa, anyone traveling south out of Chicago should use I-57 to connect to I-74. Maybe the money should be used to fund high speed rail.

The funding used for the ESH EA Study comes from the "Illinois Jobs Now!" Capital Bill, allocated for improvement of the State's Infrastructure. The funding was specifically designated for the ESH EA study and cannot be used for other purposes in McLean County.

The ESH is being planned to accommodate regional traffic and local traffic to business and residential job centers. Socioeconomic impacts will be evaluated during the EA.

Transit improvements will be evaluated during the alternatives analysis, and will be compared with other feasible alternatives that meet the Purpose and Need Statement.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

Sincerely,

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Eric S. Schmitt, P.E.
McLean County Engineer



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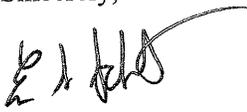
We do not need an eastside highway linking Downs to Towanda. McLean county has had numerous highway and 2 lane road improvements; roads extended, roads closed, roads on hold. The eastside corridor will not shave that much time off--what, 15 minutes at a cost of millions that would be better spent on education. The I-74 route around Bloomington-Normal is fast enough and has all the services/facilities needed for truckers/motorists. Eastern McLean county doesn't need anymore commercialism or loss of farmland. No other traffic routes are needed. Keep up the highways we have and traffic will move at the necessary pace.

We need more money spent on education. I became a human GPS going north on the interstate when my passenger informed me they couldn't read a map. I had looked at the map prior to driving and yet, construction changed the exits. I memorized every new exit, counted traffic lights and picked out landmarks. That was before the advent of GPS technology.

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Sincerely,

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Eric S. Schmitt, P.E.
McLean County Engineer



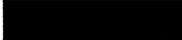
HIGHWAY DEPARTMENT

Eric S Schmitt, County Engineer
Jerry Stokes, Assistant County Engineer
102 S Towanda Barnes Road, Bloomington, IL 61705
(309) 663-9445 FAX (309) 662-8038

June 16, 2011



Project: East Side Highway Environmental Assessment
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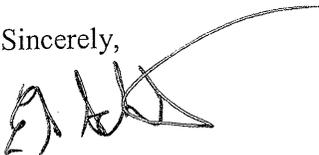
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I do not live close to the proposed project but I am objecting to this proposal because it will be taking prime farm land and turning it into concrete which never can be used again for farming purposes. There is the Towanda-Barnes road that could be improved on and be just as beneficial as a new highway on prime farm land. It would serve the same purpose as a billion dollar plus project. I don't think the proposed growth in population is going to be that great in the future. Study the Towanda-Barnes Road and see if that can't be turned into the same purpose. All these proposed project roads do is extend more miles for one to travel on to get to where they need to go.

Improving existing roads will be evaluated during the alternatives analysis, and will be compared with other feasible alternatives that meet the Purpose and Need Statement.

For more information including project updates, visit the project website at <http://www.eastsidehighway.com>.

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Eric S. Schmitt, P.E.
McLean County Engineer



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The twin cities are not going to grow as projected. The new tax increases are going to drive people and businesses out in droves. Open your eyes...the world is changing, and will never be the same.

It has been noted that the recent economic downturn has caused employment to decline in McLean County, in the State of Illinois, and in the U.S. The 2010 U.S. Census, however, confirmed a population growth in McLean County that was quite strong. McLean County was one of only a few counties whose jobs continued to grow during the recent recession. In 2010, the county had the lowest unemployment rate among metro regions in Illinois, according to the Illinois Department of Employment Security.

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McLean County Engineer



HIGHWAY DEPARTMENT

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Jerry Stokes, Assistant County Engineer

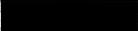
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I beg you. Don't use good money on this. I drive Towanda Barnes and I never see any traffic. The town will not grow. In fact, it will shrink. No one can build. Businesses are contracting. Can't you see that?

Please stop yourselves now and don't create something that will be referred to as a folly.

It has been noted that the recent economic downturn has caused employment to decline in McLean County, in the State of Illinois, and in the U.S. The 2010 U.S. Census, however, confirmed a population growth in McLean County that was quite strong. McLean County was one of only a few counties whose jobs continued to grow during the recent recession. In 2010, the county had the lowest unemployment rate among metro regions in Illinois, according to the Illinois Department of Employment Security.

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The ESH is being planned for Year 2035. A Travel Demand Model is being developed as a component of the study. Using existing traffic data along with population and employment forecasts, the Travel Demand Model will identify future congested roadways. The model will be used to predict where these congested locations might occur with and without the construction of an ESH and be used to compare alternatives.

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Sincerely,

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Eric S. Schmitt, P.E.
McLean County Engineer