



Volume 1 - Spring 2006



Division of Highways / District 2
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Galena Bypass Website Now Available

Information related to the Galena Bypass project is now available on the new project website at www.galena-bypass.com. Information includes a project overview and scope, project timeline, maps and exhibits, and details regarding context sensitive solutions and public involvement activities. The website also includes an electronic form to submit comments to IDOT.

Galena Bypass Public Meeting Scheduled

The first of two Public Meetings for the Galena Bypass project is scheduled for

Thursday, May 18, 2006
1:00pm to 7:00pm
Galena Convention Center
900 Galena Square Drive in Galena

The purpose of this Public Informational Open House is to update the public on the status of the project. This update will include information on the scope of the current Phase II engineering work and the project schedule. Representatives from the Illinois

Department of Transportation and Teng & Associates will be present to answer questions from the public. Members of the Citizens' Advisory Group will also be available to discuss their involvement with the project. Exhibits available for viewing during the open house will include:

- Aerial Plans showing the proposed freeway alignment
- Displays showing the revised freeway profile
- Freeway typical sections
- Displays showing the Horseshoe Mound Interchange design
- Phase II engineering schedule

Galena Bypass Engineering Funding Approved

Funding has been approved for Phase II engineering of the Galena Bypass, the westernmost segment of the proposed four-lane freeway from Galena to Freeport known as Glacier Shadow Pass. The bypass starts northwest of Galena near the intersection of Illinois Route 84 with US Route 20 that extends west to East Dubuque. From there it heads east, curving around the town of Galena, spans over the Galena River and the Old Stagecoach Trail, and terminates at Horseshoe Mound.

Teng & Associates, Inc. of Chicago will complete the Phase II engineering work and will coordinate various public involvement activities during the design phase including assisting the newly formed Galena Bypass Citizens' Advisory Group.

Galena Bypass Citizens' Advisory Group Formed

The Illinois Department of Transportation has formed a Citizens' Advisory Group to allow opportunity for public input on various aesthetic issues to be addressed during the design process and to ensure compliance with commitments made during the Phase I engineering study. The Environmental Impact Statement for the Glacier Shadow Pass project and its recommended Longhollow Alignment was granted approval by the Federal Highway Administration on September 22, 2005. In appreciation of the Phase I Advisory Council members who gave their time and energy to accomplish this, the Galena Bypass Citizens' Advisory Group adopted the following Mission Statement:

The Citizens' Advisory Group will work to ensure compliance with the commitments made by IDOT to construct the Longhollow Alignment, and to

proactively assist IDOT and other stakeholders to mitigate impacts of the new roadway during the design and construction phases of the Galena Bypass.

The first meeting to form the group was held on January 12, 2006 with subsequent meetings on February 2, February 7, March 2 and April 4. The group consists of 27 members from Galena and surrounding communities, and is led by co-facilitators James Boho and Robert Johnson, both of Galena. Issues addressed thus far include refinements to the freeway profile and design alternatives for the Horseshoe Mound and North IL-84 Interchanges. Issues to be addressed in the future include lighting, landscaping, forest and prairie mitigation, wildlife issues, bridge aesthetics and construction impacts.

Freeway Profile Refined

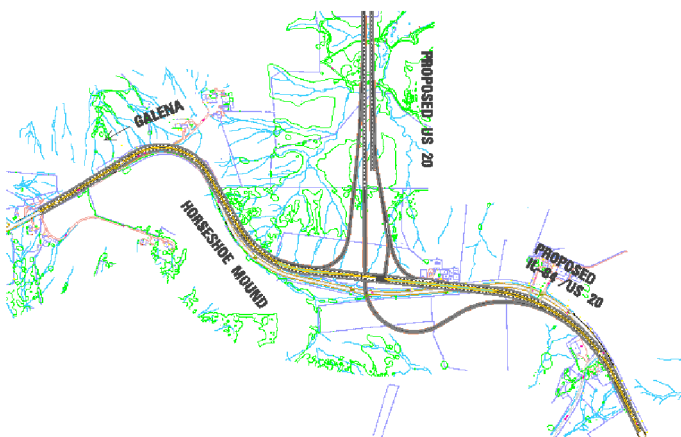
JoDaviess County is an area whose geology is characterized by frequent underground sinkholes and cavities. The Phase I engineering study for the US 20 freeway conducted very preliminary subsurface investigations and, without the detailed subsurface information, set the level of freeway at or near the ridge tops to limit deep rock cuts. This resulted in numerous areas of high embankments and required a substantial amount of borrow fill material.

As part of the Phase II engineering, a geological and geophysical investigation of the subsurface was conducted to identify underground voids or abandoned mines, and to locate the top of the bedrock.

This investigation was supplemented with numerous soil and rock borings. As a result, the profile was refined to better balance earthwork and fit within the surrounding topography without compromising roadway safety, operational characteristics or engineering standards. The following benefits were revealed:

- Construction footprint reduced by approximately 11 acres
- Wooded area removal reduced by approximately 8 acres
- Eliminated need for 3 million cubic yards of borrow material
- Reduced earthwork costs by approximately \$20 million

Horseshoe Mound Interchange - Design Finalized



Due to the funding limitations for the entire 47 mile length of the Glacier Shadow Pass, the IL-84 South Interchange near the Horseshoe Mound will remain as the southern terminus for the Galena Bypass for the foreseeable future. An important design consideration was the handling of large traffic volumes exiting and entering the freeway at the Horseshoe Mound Interchange. Additional considerations included the undulating topography, historic Horseshoe Mound State Natural Area, and nearby wetlands and woodlands.

Several interchange configurations were studied. An interchange type known as a "trumpet" design was selected. This design will afford free-flow traffic for 3 of the 4 turning movements, including the high volume movements of westbound IL-84 to the northbound bypass, and southbound bypass to eastbound IL-84.