



NOVEMBER 17, 2021, 5 - 7 pm

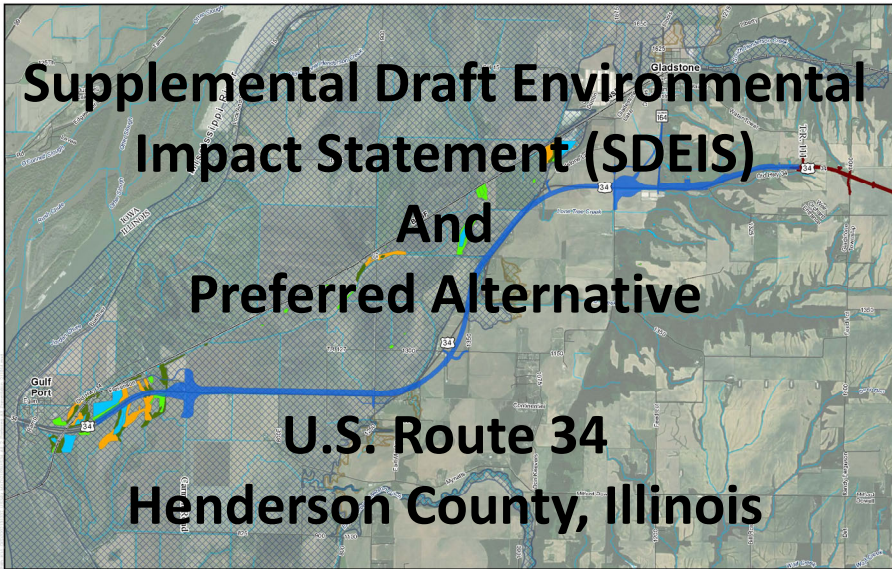
WELCOME!
We will begin shortly.

U.S. Route 34 Study
Public Hearing
November 17, 2021



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**Supplemental Draft Environmental
Impact Statement (SDEIS)
And
Preferred Alternative
U.S. Route 34
Henderson County, Illinois**

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Today's Presentation

- Introductions
- Project Background
- Purpose of this Public Hearing
- Evaluation of Alternatives
- Public Involvement Summary
- Preferred Alternative
- Next Steps
- Questions/Comments

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Introductions – Project Team



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Project Team Members

- Karen Dvorsky, IDOT Program Development Engineer
- Greg Larson, IDOT Environmental Lead
- Jim Miller, IDOT Land Acquisition Engineer
- Mike McLuckie, IDOT In-House Consultant
- Gary Baker, Wood Project Manager
- Petar Knezevic, Wood Project Engineer
- Connie Heitz, Wood Senior Environmental Planner

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How do I Make a Comment?

- Public comments can be made now through the chat box at any time as will be explained. The substantive comments/questions will be presented to the project team panel for response at the end.
- Public comments can also be submitted via the website:
<https://idot.illinois.gov/projects/US-34-Expansion-Gulfport-to-Biggsville.html>
- Written comments can also be mailed to:
Kensil Garnett, P.E, IDOT, 401 Main Street, Peoria, IL 61602
- All comments received by November 29, 2021, will become part of the public record.
- All presentation materials and the SDEIS are available at the Project website

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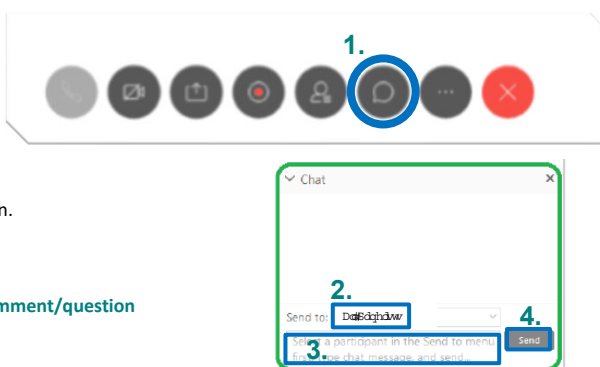
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Virtual Hearing Public Comments

How to make a comment or ask a question during the Virtual Public Hearing

1. Click on the CHAT icon with the word balloon graphic to open the "CHAT" window.
2. Select "All Panelists" from the drop down menu.
3. Type in your comment or question.
4. Click Enter key (or Send button).

The moderator will read your comment/question and a panelist will respond.



U.S. Route 34 Study
Stakeholders Presentation
September 14, 2016



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What is the U.S. Route 34 Study?

- Original Study of US 34 was from Gulfport to Monmouth (30 miles)
- Expansion of 2-Lane roadway to 4-Lane
- Several Interchanges – Several At-Grade Intersections
- Final Approval in August 2003

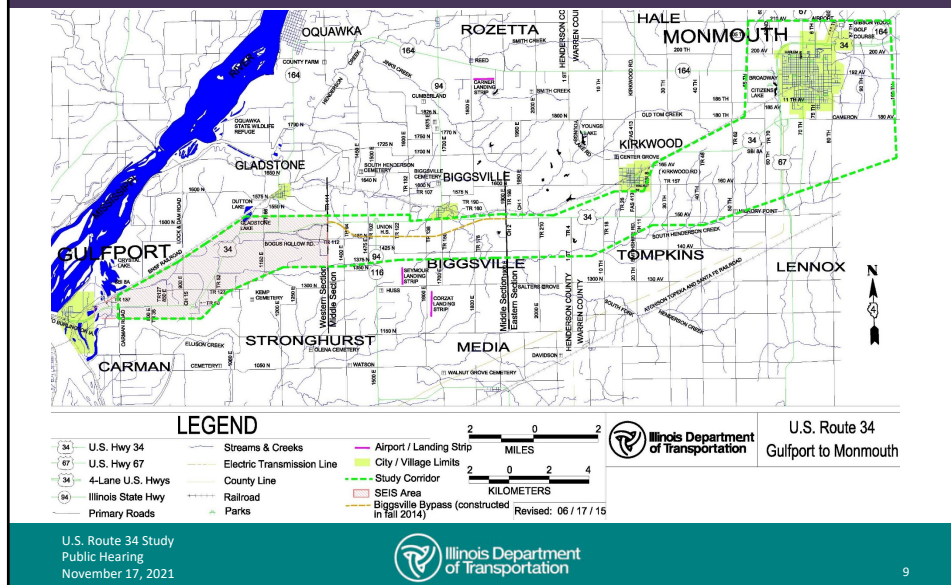
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Original US 34 Study Area (30 miles)



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What is the Supplemental U.S. Route 34 Study?

- Why Initiate a Supplemental EIS (SEIS)
 - Floodplain Construction Requirements changed
 - FEMA 2010 re-mapping and levee de-accreditation, June 2010
 - Invalidated 9-mile portion of original study area
- Current Project Study Area:
West of Carman Road to Biggsville Bypass (9 miles)

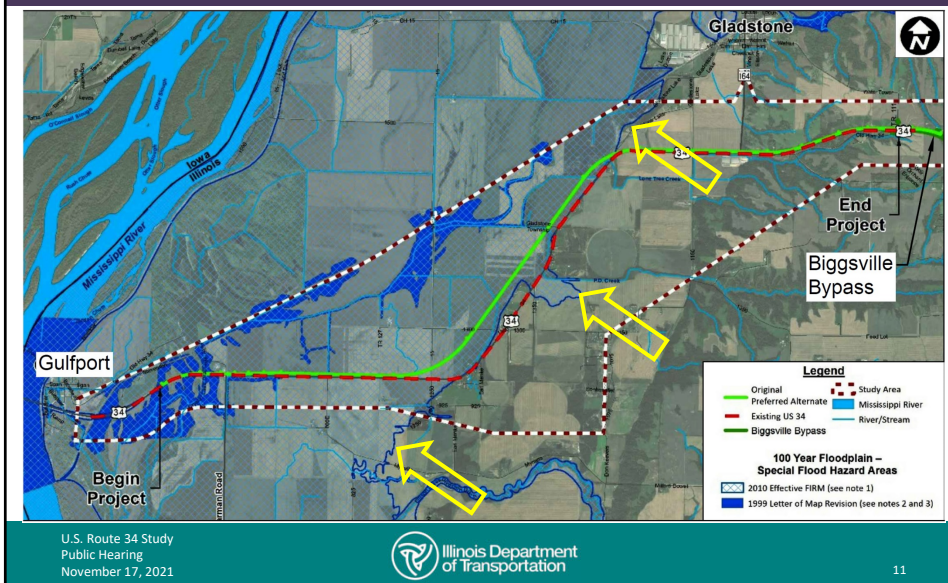
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SEIS Project Study Area



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Purpose & Need of the Project

Project Purpose and Need Approved, June 2015

“The purpose of the proposed action is to provide an improved transportation facility for local and through traffic in Henderson and Warren Counties to address the needs of system capacity, system continuity, and travel safety.”

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Need for the Project

- **System Capacity**
Additional capacity is needed to address existing and projected traffic volumes
- **System Continuity**
One of two remaining short sections of 2-Lane US 34 from Ottumwa, IA to Galesburg, IL
- **Traffic Safety**
Geometric deficiencies, narrow shoulders, steep side slopes, tight curves

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Purpose of the Public Hearing

- Present the findings of the U.S. Route 34 Supplemental Environmental Impact Statement (SEIS) – in draft stage
- Present Preferred Alternative for Study Area
- Provide opportunity for Public Comment

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 IDOT District 4
 Kensil Garnett, P.E, Region Three Engineer
 401 Main Street
 Peoria, IL 61602

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Why Initiate a Supplemental EIS (SEIS)?

- In 2006, Illinois executed Executive Order 2006-05, Construction Activities in Special Flood Hazard Areas. A Special Flood Hazard Area is defined as “an area subject to inundation by the base or 100-year frequency flood and shown as such on the most current Flood Insurance Rate Map published by the FEMA.”
- EO 2006-05 requires that all new Critical Facilities shall be located outside of the floodplain or structurally dry flood-proofed to at least the 500-year frequency flood elevation. IDOT determined that U.S. Route 34 is a Critical Facility.
- On June 18, 2010 FEMA published revised flood plain maps for Henderson County reflecting a decision to de-accredit the Henderson County Drainage District Number 1 and Number 2 levees.

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Why Initiate a Supplemental EIS (SEIS)?

- The de-accreditation decision was based upon a determination by FEMA that the levee system no longer met minimum federal standards for levee construction.
- Approximately six miles of the U.S. Route 34 alignment selected in the 2003 FEIS and ROD, are now in an area designated a Special Flood Hazard Area protected by Executive Order 2006-05.
- Alternatives must be evaluated to determine if there is a practicable construction alternative within the six miles of U.S. Route 34 alignment located in the 100-year floodplain.
- IDOT has prepared the SEIS pursuant to the NEPA to assess the potential environmental impacts of constructing a new U.S. Route 34. NEPA requires the identification and analysis of environmental effects of major federal actions.

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Evaluation of Alternatives

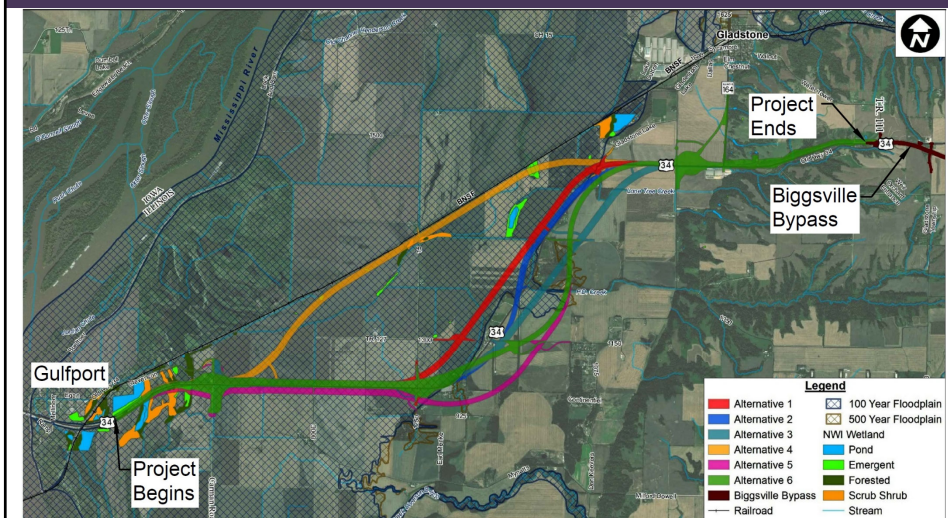
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All Alternatives



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Alternatives to Carry Forward – Approved February 2016

- No-Build Alternative
 - Does not meet the project Purpose and Need
 - Does not comply with EO 2006-05
- Three Build Alternatives
 - Alternative 2
 - Alternative 5
 - Alternative 6

Note: Subsequent to development of the alternatives, additional minor refinements were made to minimize impacts to floodplains and other environmental resources, residential displacements, disruption to existing land uses, and impacts to farming operations and center pivot irrigation systems.

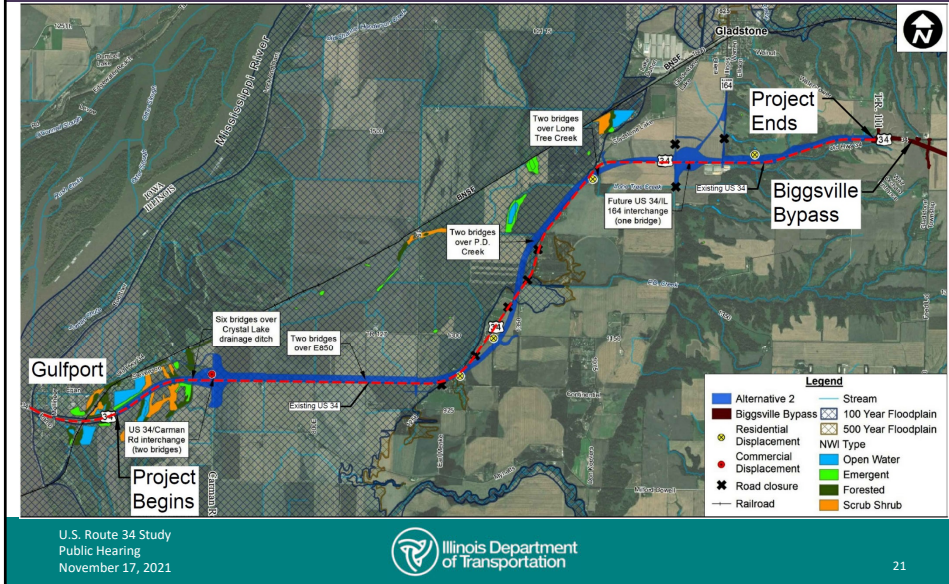
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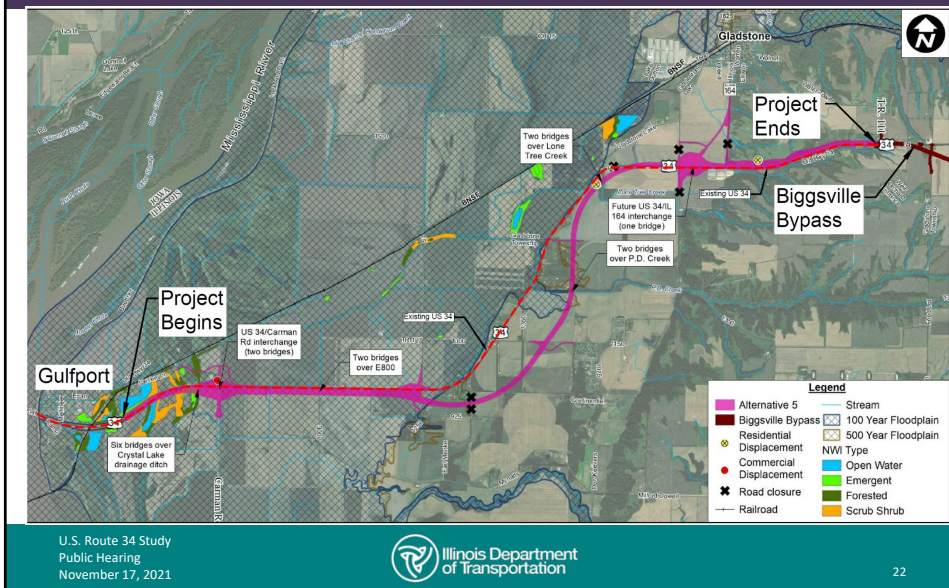
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Alternative 2



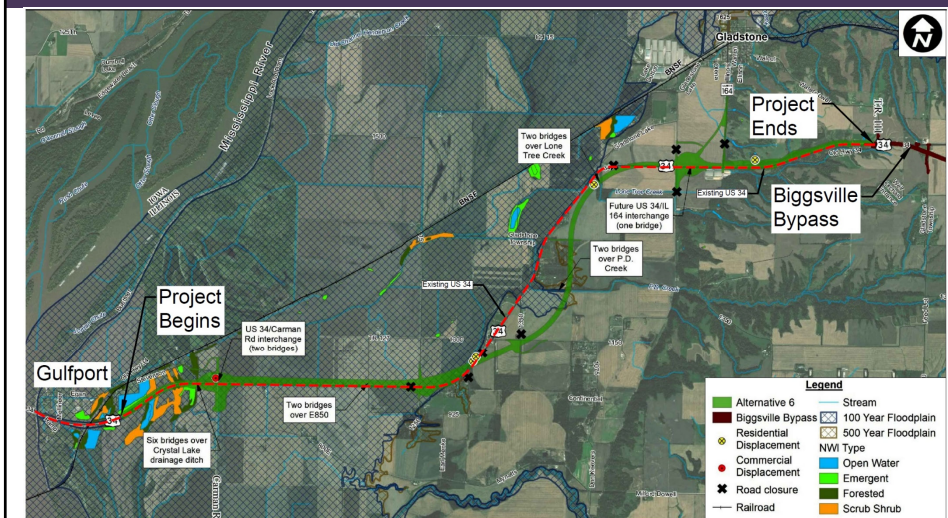
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Alternative 5



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Alternative 6



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Evaluation of Alternatives to Carry Forward

Incorporated into the evaluation of the alternatives to carry forward:

- Information from the natural resource field surveys conducted by the Illinois Natural History Survey (INHS).
- Number of owners affected.
- Number of skewed farm operations by tract.
- Number of skewed severances created.
- Area of productive cropland/pasture impacted.
- Number of uneconomical remnants created.
- Acreage of uneconomical remnants.
- Number of center pivot irrigation impacts.
- Acreage of center pivot irrigation impacted.
- Number of farm buildings displaced.
- Impacts to visual quality from adjacent residences.

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Evaluation of Alternatives to Carry Forward

Criterion	Alternative			
	No-Build	2	5	6
Traffic, Transportation and Engineering				
Total length (mile)	n/a	8.7	9.1	8.7
Total cost (\$ million)	\$0	\$130,834,800	\$123,873,400	\$124,574,400
Number of new at-grade intersections ¹	0	8	8	8
Number of permanent road closures ¹	0	9	6	8
Number of new bridges for highway crossings	0	5	5	5
No. of new bridge crossings over drainage and streams	0	10	10	10
Reuse existing culverts under existing U.S. 34?	Yes	Yes	No	Yes
Borrow excavation (yd ³)	0	2,716,000	2,310,200	2,390,000

¹ – Build condition

² – Based on the National Land Cover Database (NLCD), Homer 2015.

³ – Based on INHS wetland delineation surveys and/or botanical surveys.

⁴ – Based on National Hydrography Dataset, 2001.

⁵ – Mississippi River floodplain based on FEMA mapping, 2010. All Alternatives cross the floodplain of the Mississippi River (as defined by FEMA mapping, 2010). Acres of floodplain crossed is provided as a relative measure of impacts.

⁶ – Based on information from 2002 EIS and a recheck of the National Register of Historic Places (NRHP), HARGIS, and IL SHPO DOE databases.

⁷ – Based on U.S. Department of Agriculture, Natural Resources Conservation Service (USDA NRCS) Soil Survey Geographic data, 2006.

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Evaluation of Alternatives to Carry Forward

Criterion	Alternative			
	No-Build	2	5	6
Socioeconomic/Land Use/ Natural Resources				
Number of residential displacements	0	5	3	3
Number of commercial displacements	0	1	1	1
New right-of-way required (acres)	0	330.4	330.7	323.7
Existing right-of-way utilized (acres)	0	140.1	131.0	133.0
Number of property owners affected	0	66	59	55
Number of impacted noise receptors	0	0	0	0
Visual impacts	None	Minor	Moderate	Minor
Impacts to forested area (acres) ²	0	8.8	15.7	8.3
Number of state-listed wild blue larkspur plants affected ⁴	0	259	259	259
Impacts to prairie (acres) ⁵	0	0.8	0.5	0.5
Impacts to degraded sand savanna/sand woodland (acres) ³	0	0	6.5	0

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Evaluation of Alternatives to Carry Forward

Criterion	Alternative			
	No-Build	2	5	6
Water Resources				
Area of wetlands impacted (acres) ³	0	4.3	3.0	1.6
Number of perennial streams crossed ⁴	0	1	2	2
Number of intermittent streams crossed ⁴	0	9	8	9
Number of ditches crossed ⁴	0	2	4	2
Acres of 100-year floodplain crossed ⁵	0	261.5	201.6	221.2
Acres of 500-year floodplain crossed ⁵	0	263.2	216.2	231.0
Cultural Resources				
Cultural resources ⁶				
Number of known National Register of Historic Places (NRHP) listed or eligible historic properties potentially affected	0	0	0	0
Number of potentially eligible archeological sites affected	0	34	34	34
Number of mound groups potentially affected	0	2	2	2

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Evaluation of Alternatives to Carry Forward

Criterion	Alternative			
	No-Build	2	5	6
Agriculture				
Acres of productive cropland/pasture converted ²	0	165.3	226.6	187.6
Acres of prime farmland/important farmland impacted ²	0	309.8	318.1	322.2
Number of owners affected	0	17	16	16
Farm operations				
Number of severed farm operations (by tract)	0	6	8	8
Number of skewed severances	0	6	7	7
Number of uneconomical remnants	0	10	8	9
Acreage of uneconomical remnants	0	10.3	28.0	31.3
Number of center pivot irrigation plot impacts	0	8	12	10
Acreage of center pivot irrigation plot impacts	0	44.9	110.8	80.0
Number of farm buildings displaced	0	9	5	10
Number of otherwise affected farm operations (by tract)	0	25	26	25

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Evaluation Considerations

- Public sentiment and comments
- Use of avoidance and minimization measures during design phase to reduce impacts to natural resources (wetlands, prairie, wild blue larkspur)
- No substantial differentiators among evaluation factors

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Public Involvement Summary

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Public Information Open House I

- Held in Biggsville on Wednesday November 18, 2015, to provide an overview of the project, show conceptual alignment options, view graphical and informational displays, and obtain public comments and input.
- 88 people signed the attendance sheets at the meeting.

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Public Information Open House I Summary

- Summary of 14 received comment forms:
 - Commenters expressed support for the alternative with best chance of withstanding a flood.
 - Alternatives 4 and 5 had the most positive support (6 of the 14 commenters)
 - Concerns expressed regarding how project will affect local farming operations
 - Commenters offered specific suggestions for changes to alternatives

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Public Information Open House II

- The second public information meeting was held on Tuesday October 4, 2016 at West Central High School in Biggsville
- The purpose of the meeting was to present the alternatives carried forward for further study, give the public an opportunity to view the alternatives on full-size displays, and obtain public comments and input.
- 97 people signed the attendance sheets at the meeting.

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Public Information Open House II Summary

- Summary of 30 received comment forms:
 - Many commenters (20 of the 30 commenters) expressed support for Alternative 2.
 - Two commenters expressed support for Alternatives 5 and 6.
 - Multiple commenters disliked Alternative 5, noting greater impacts to farmland and cattle operations.

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Preferred Alternative

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Preferred Alternative

Alternative 2 - advanced as the identified Preferred Alternative for the following reasons.

- It has the lowest impact to:
 - Productive cropland
 - Prime and important farmland
 - Farm severances
 - Irrigated (center pivot irrigation) land
- It requires midrange amount of new right-of-way, and it has the highest utilization of the existing U.S. 34 right-of-way, improving traffic flow.
- It is favored by the general public.

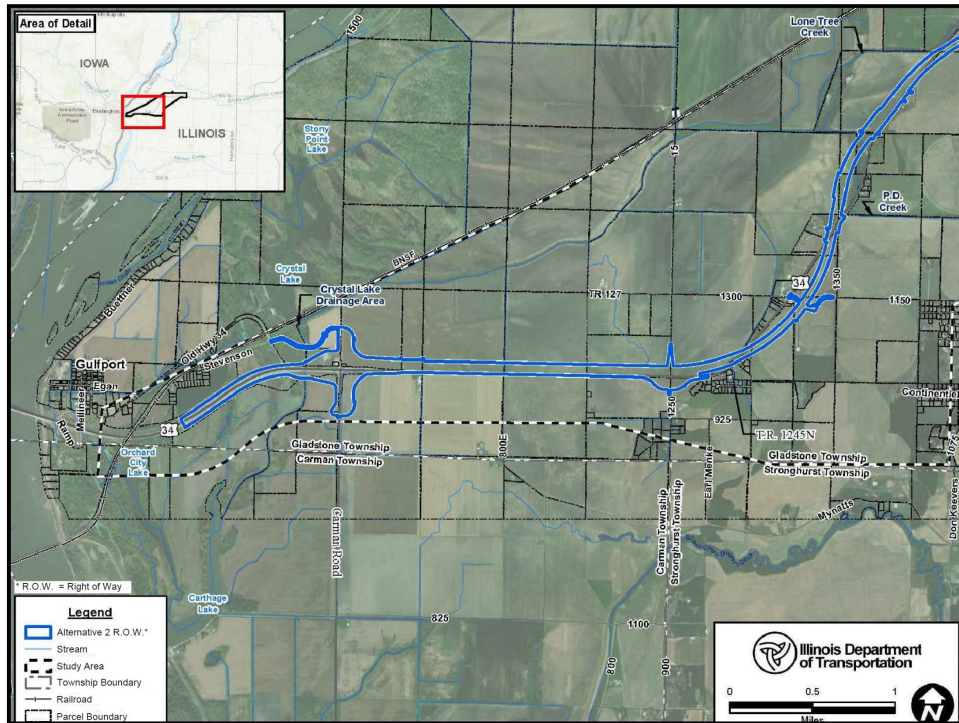
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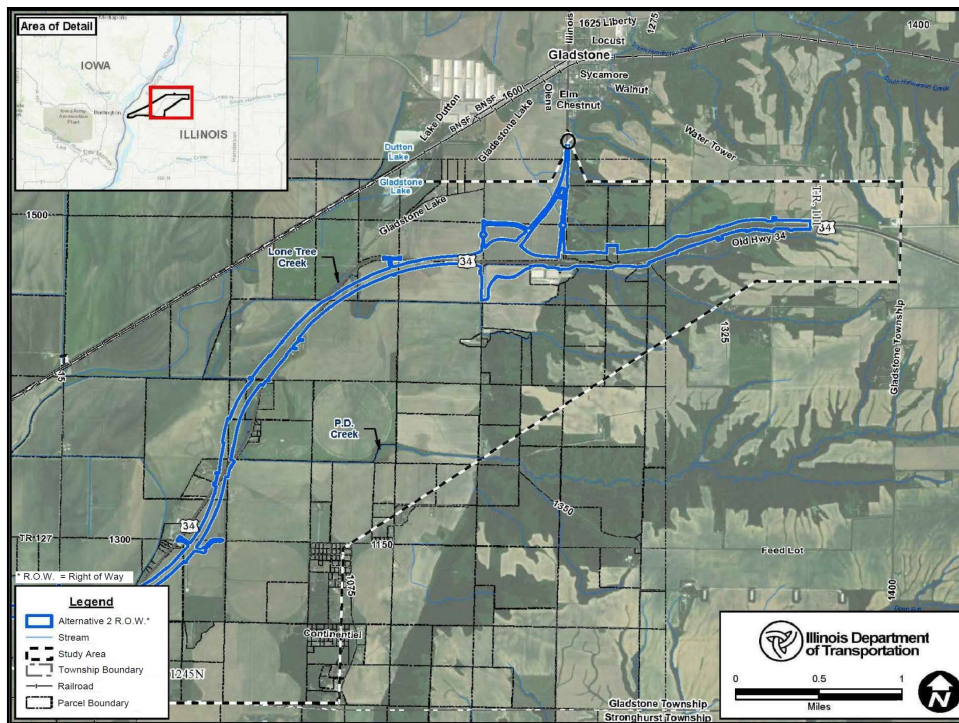
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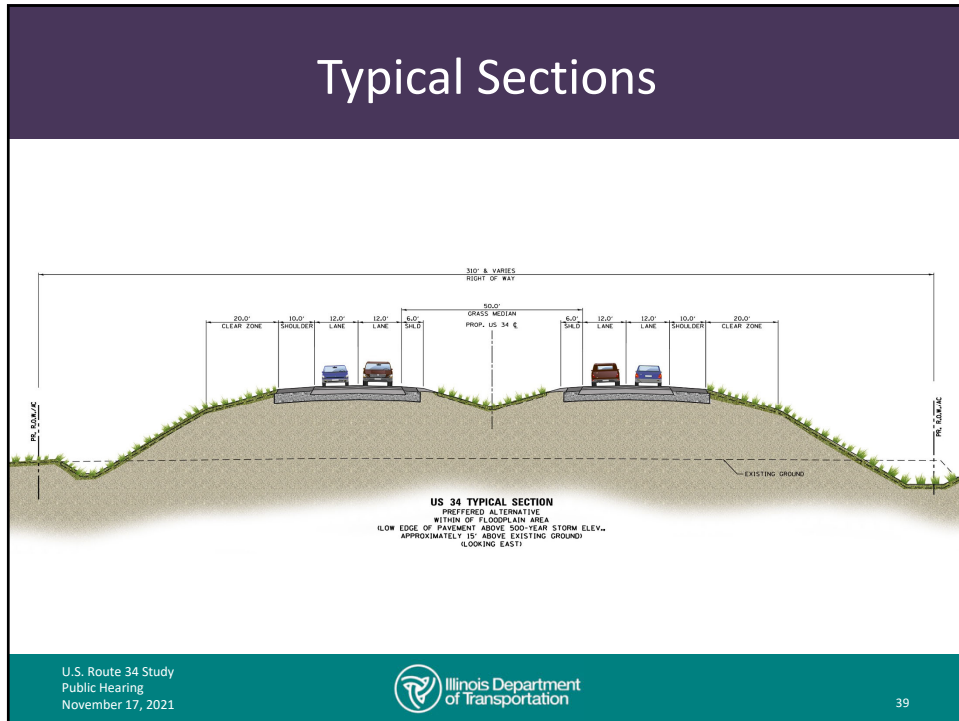
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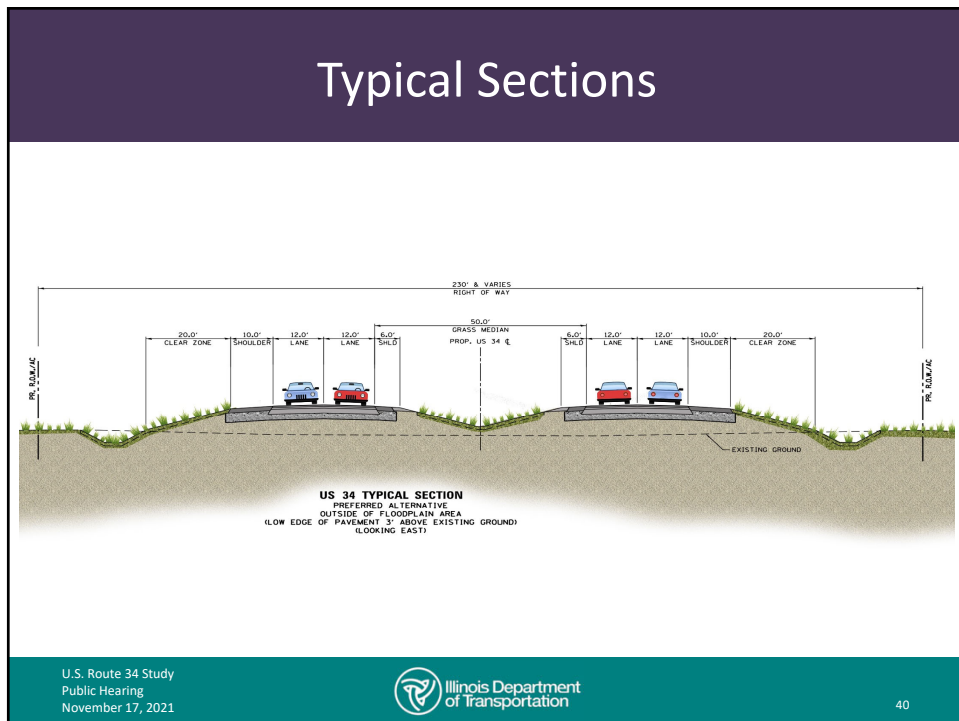
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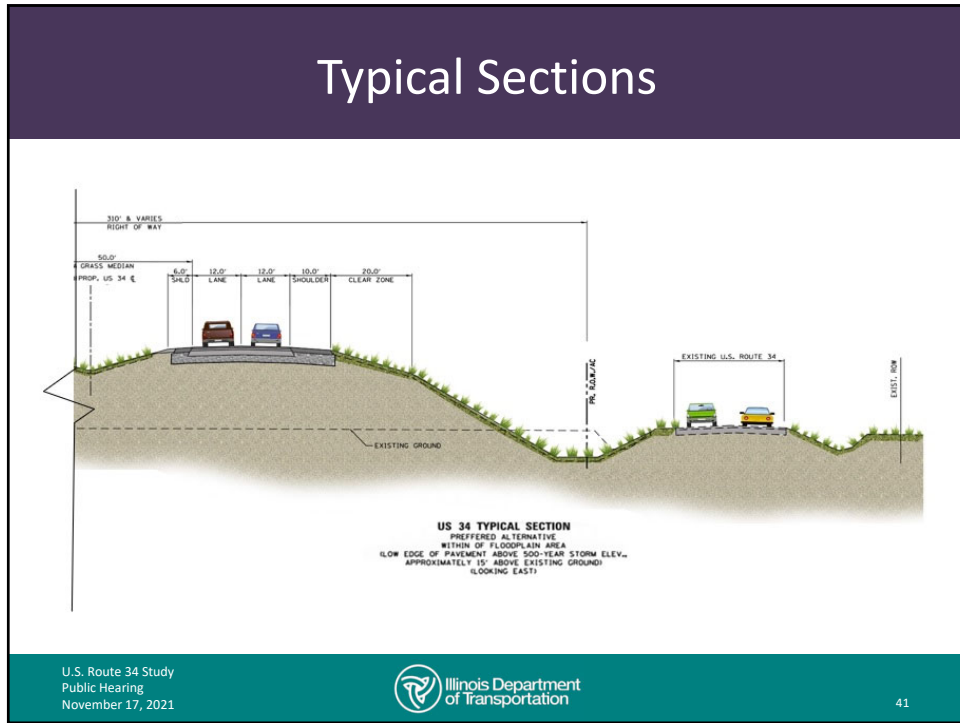
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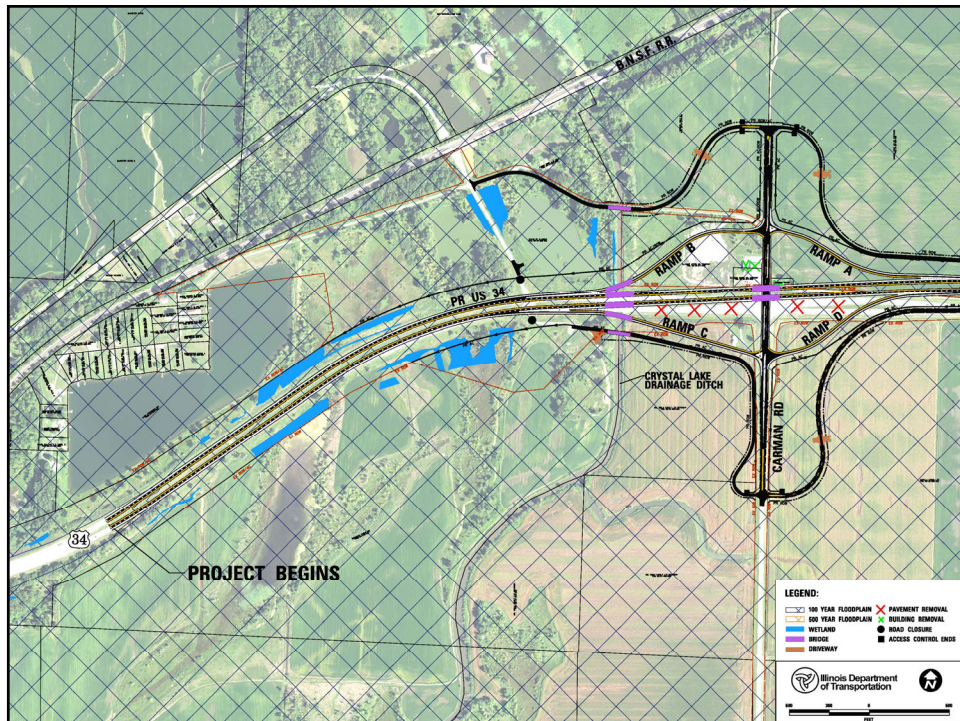
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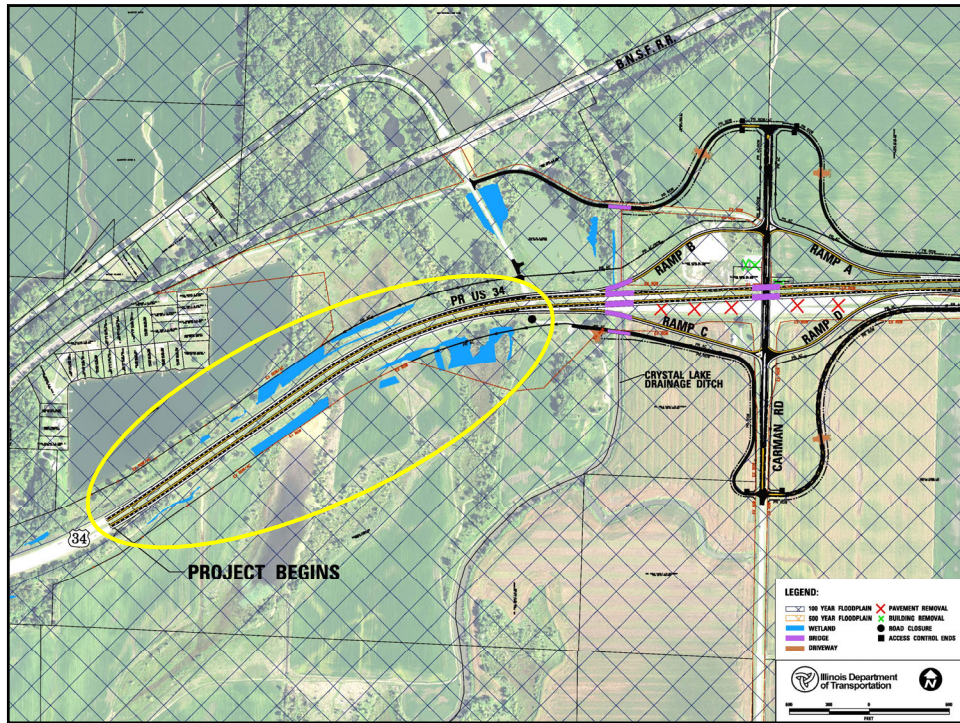
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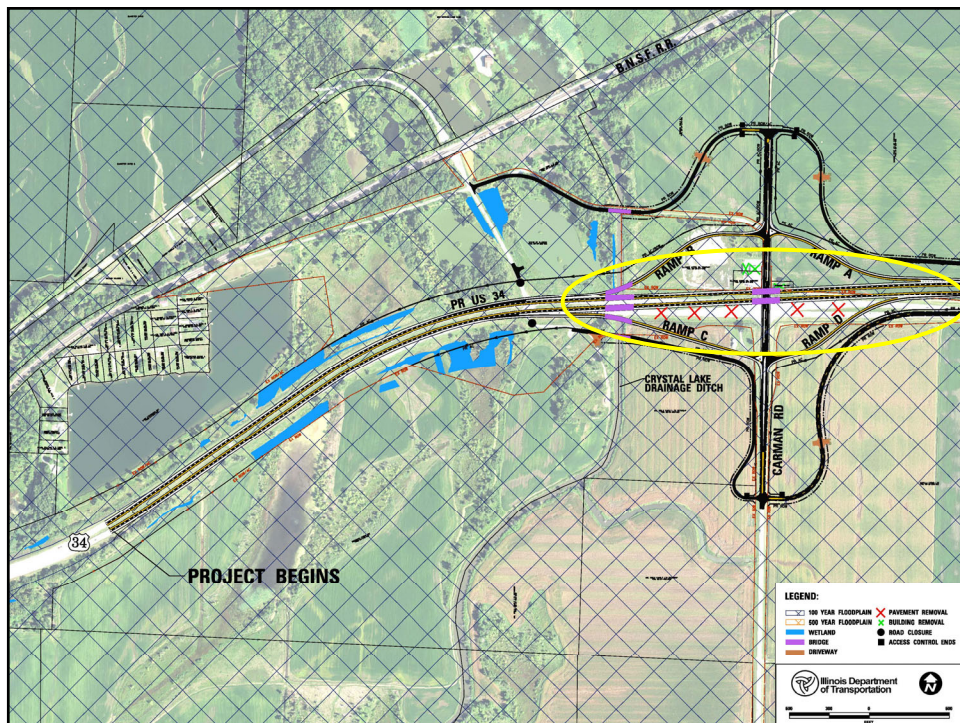
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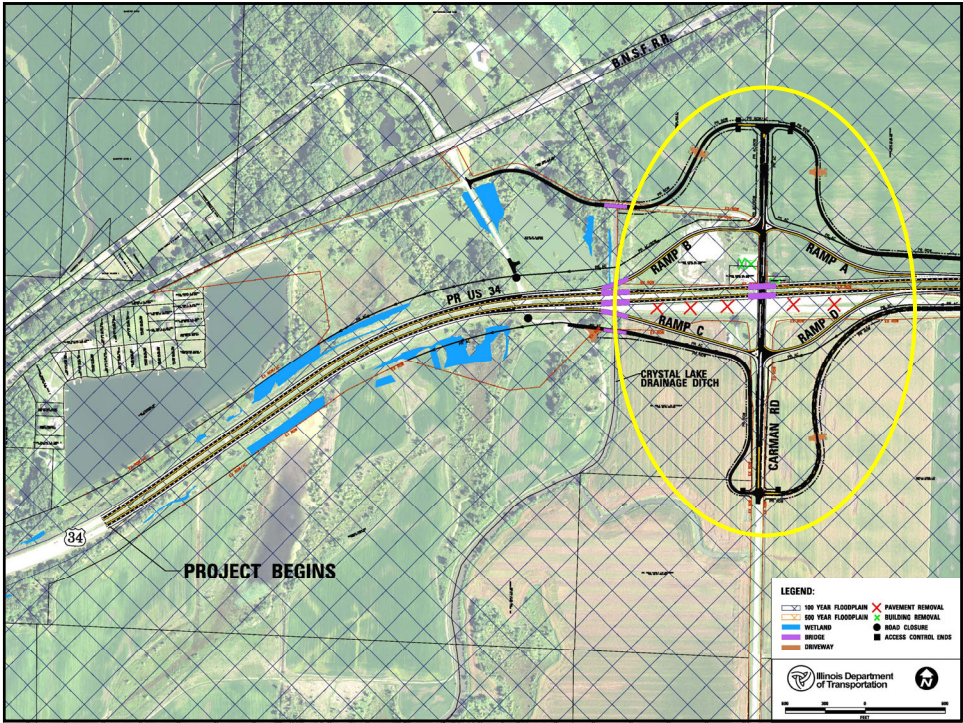
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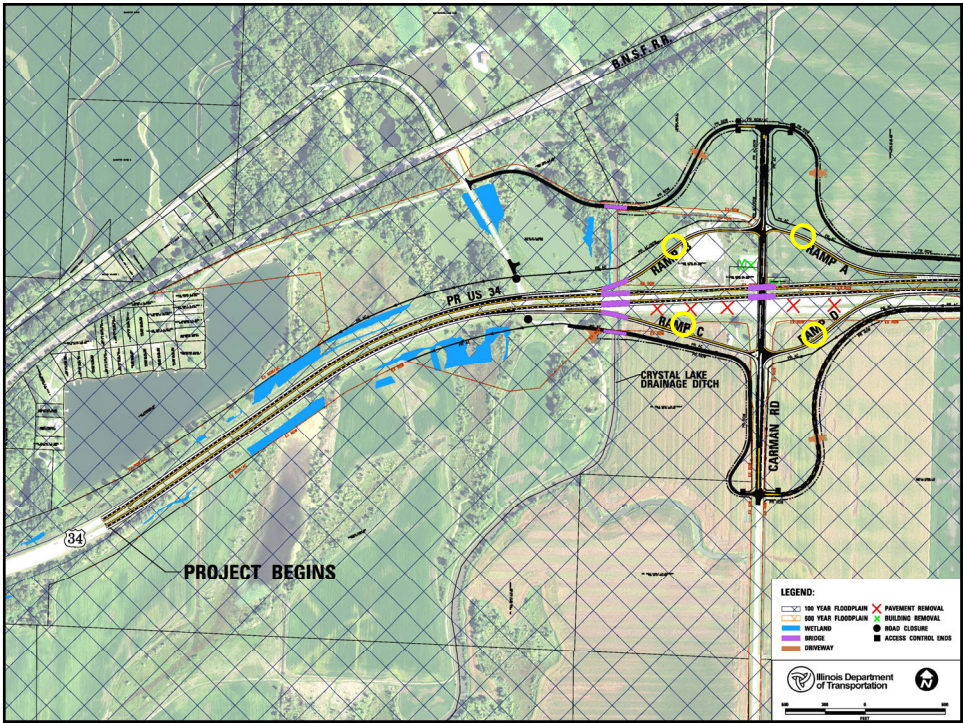
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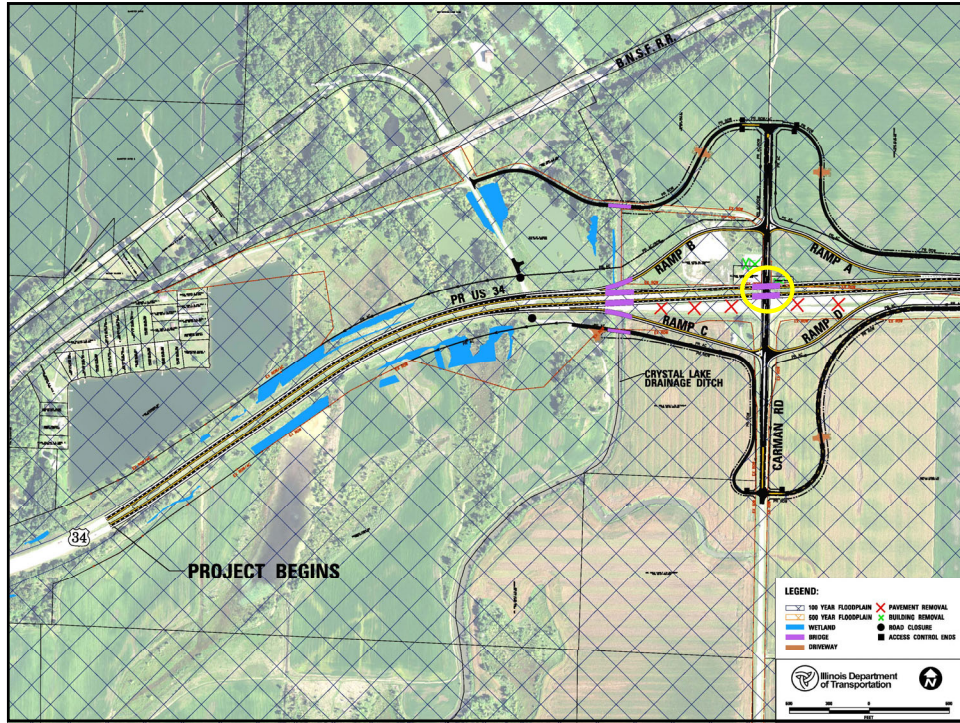
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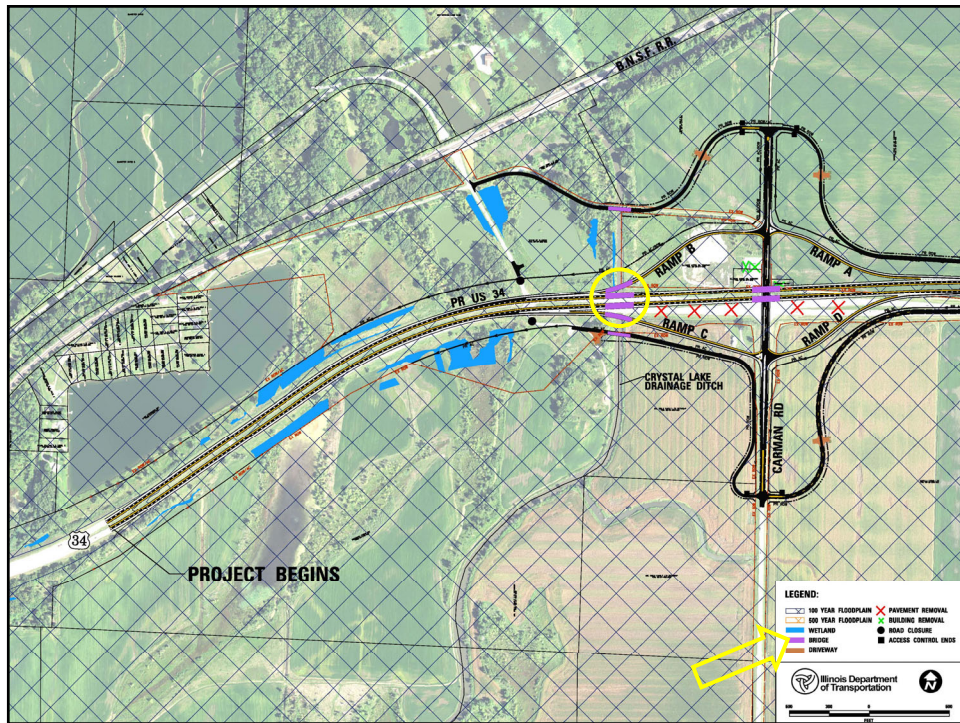
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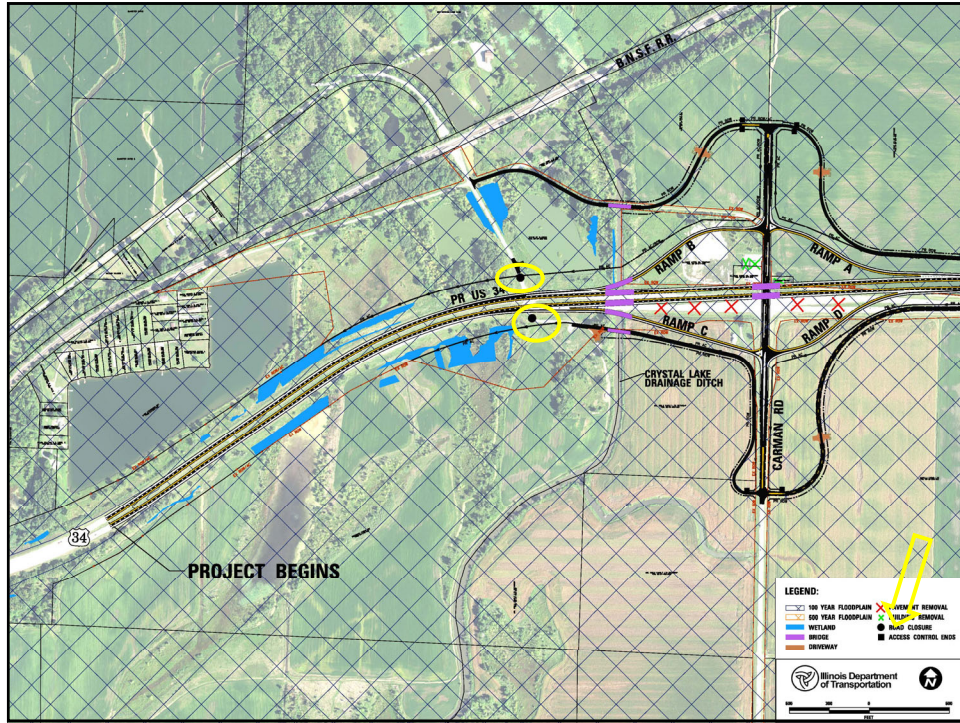
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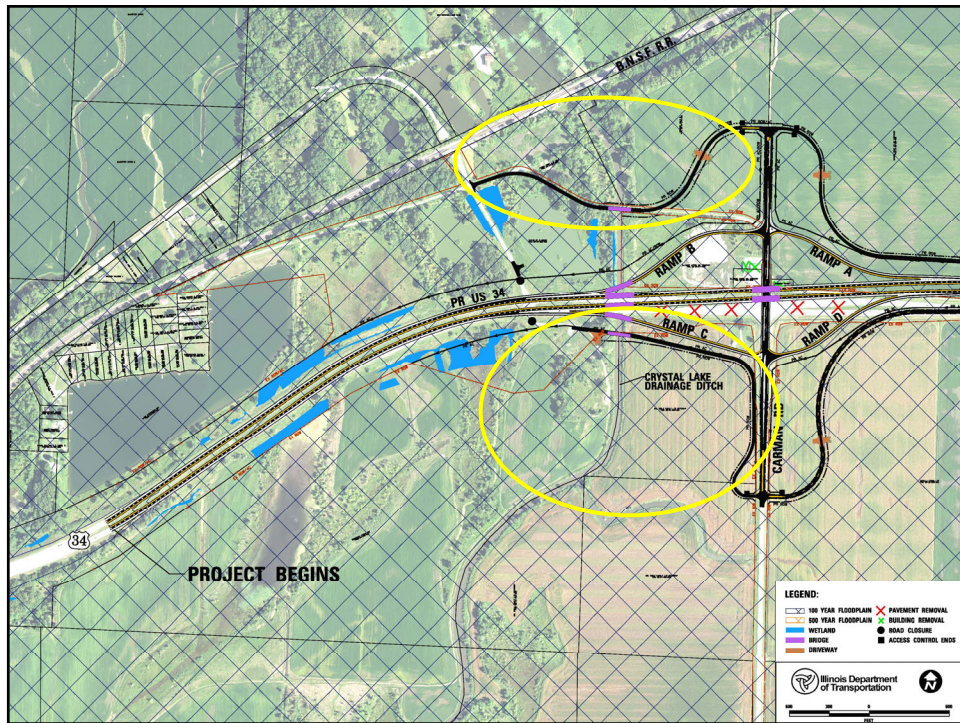
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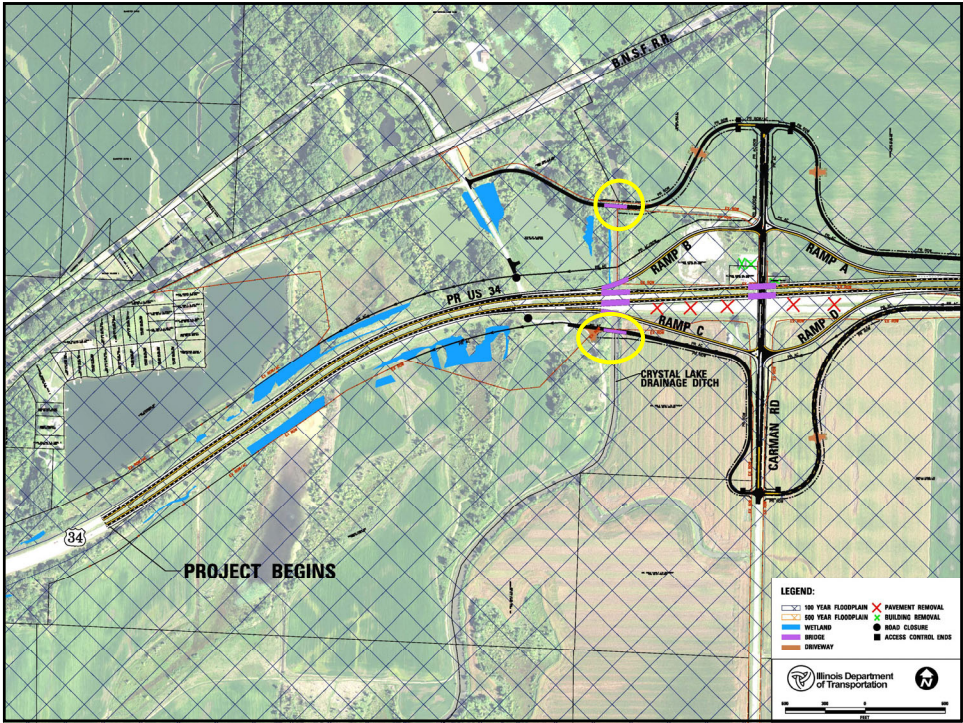
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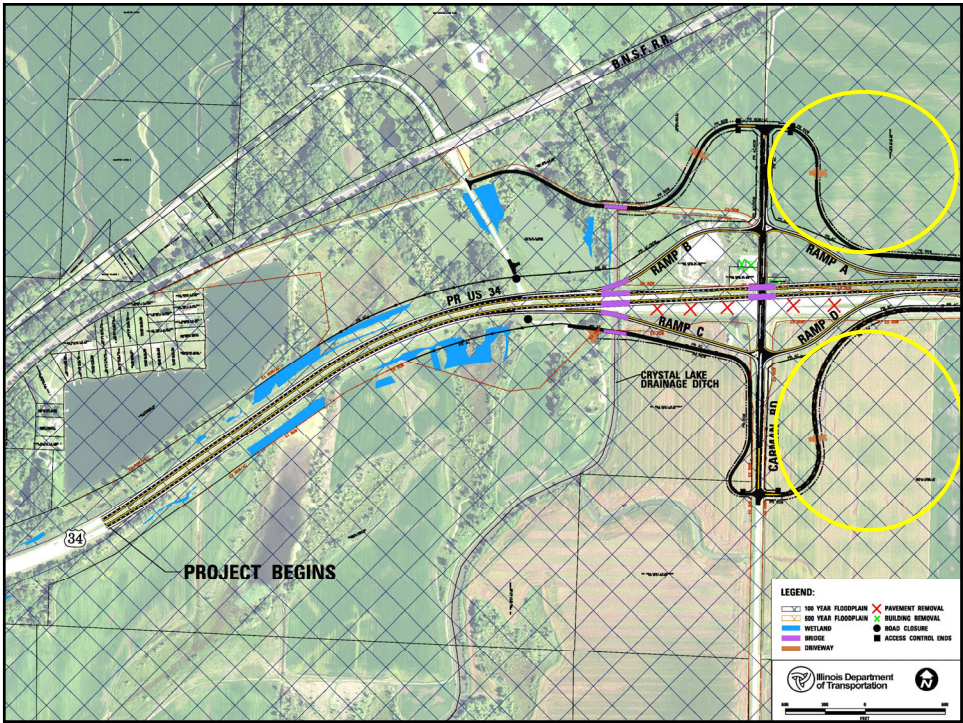
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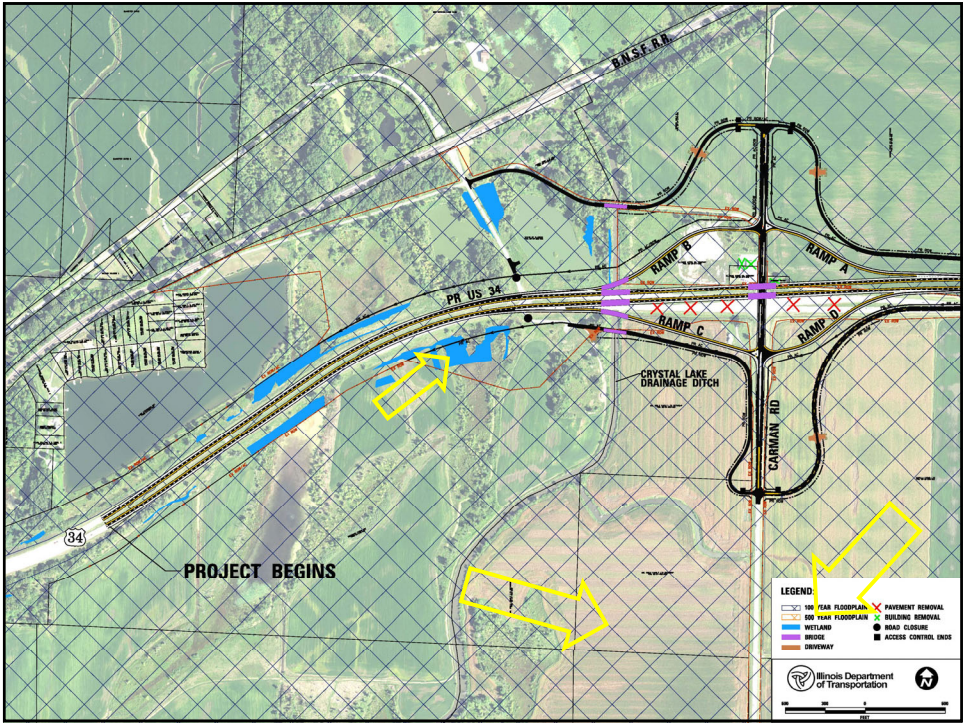
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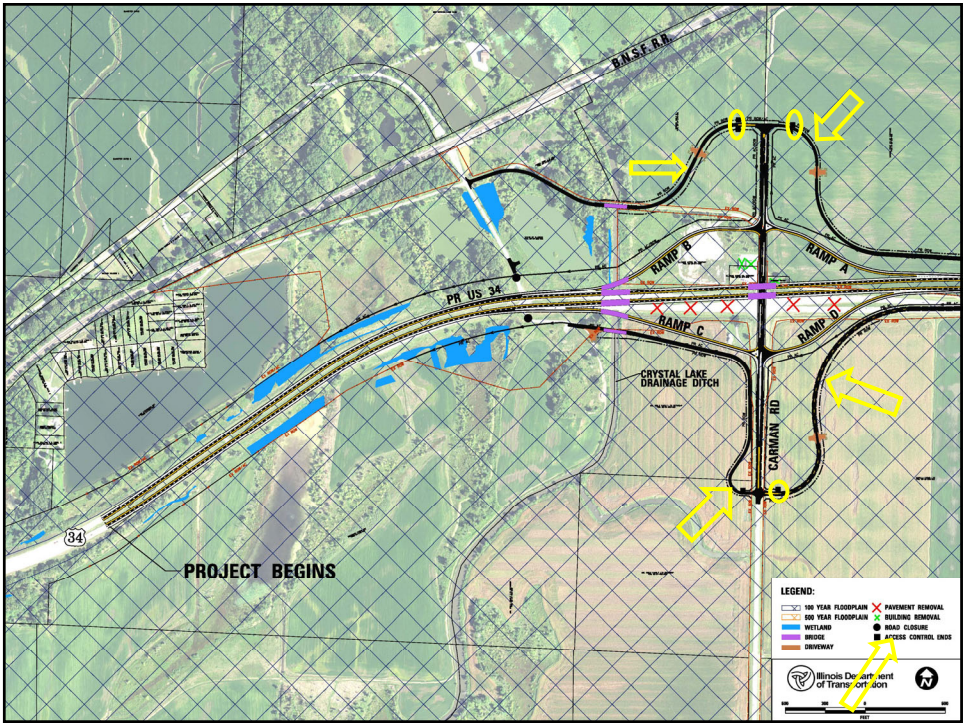
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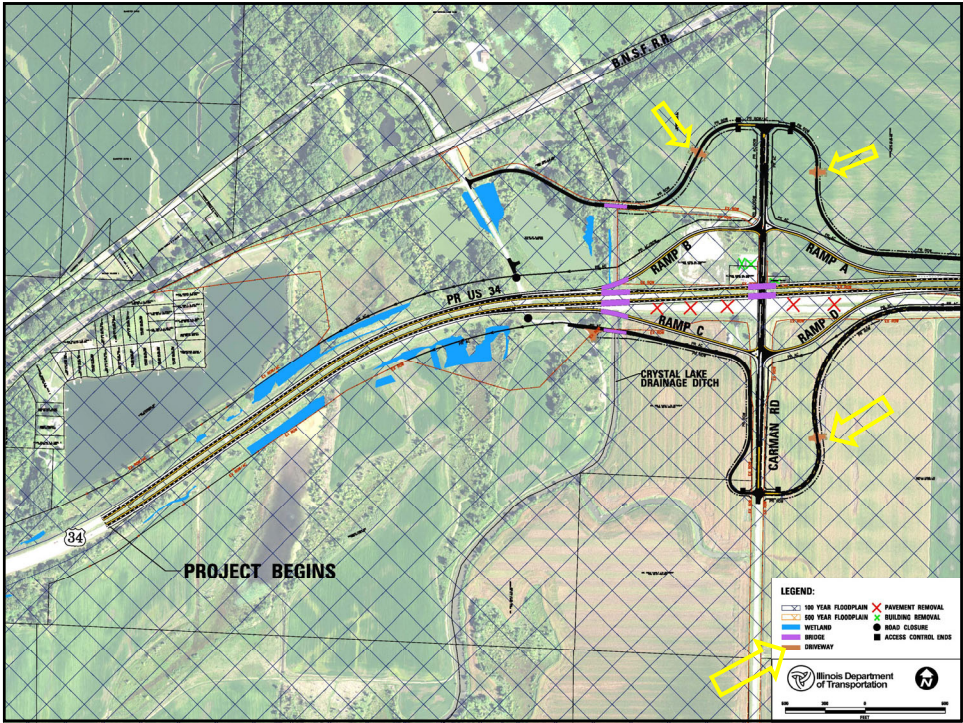
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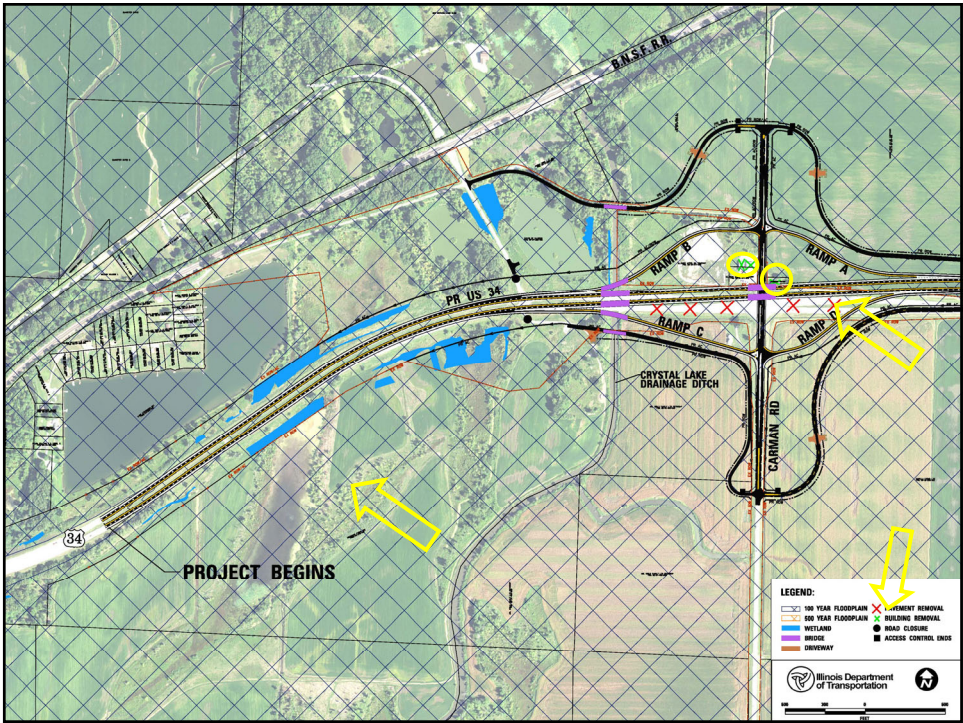
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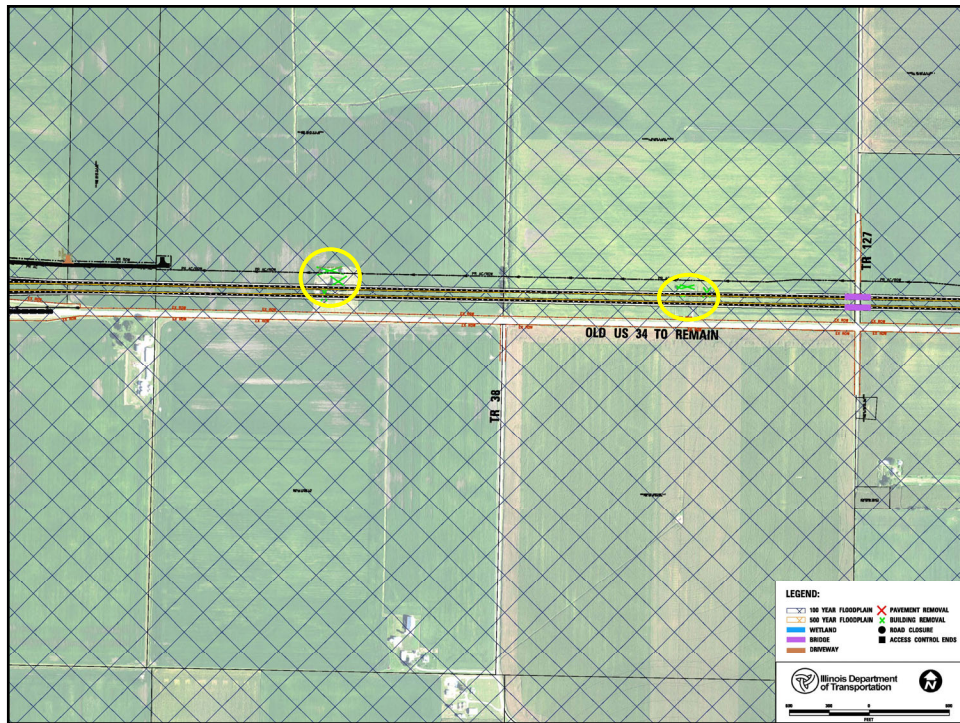
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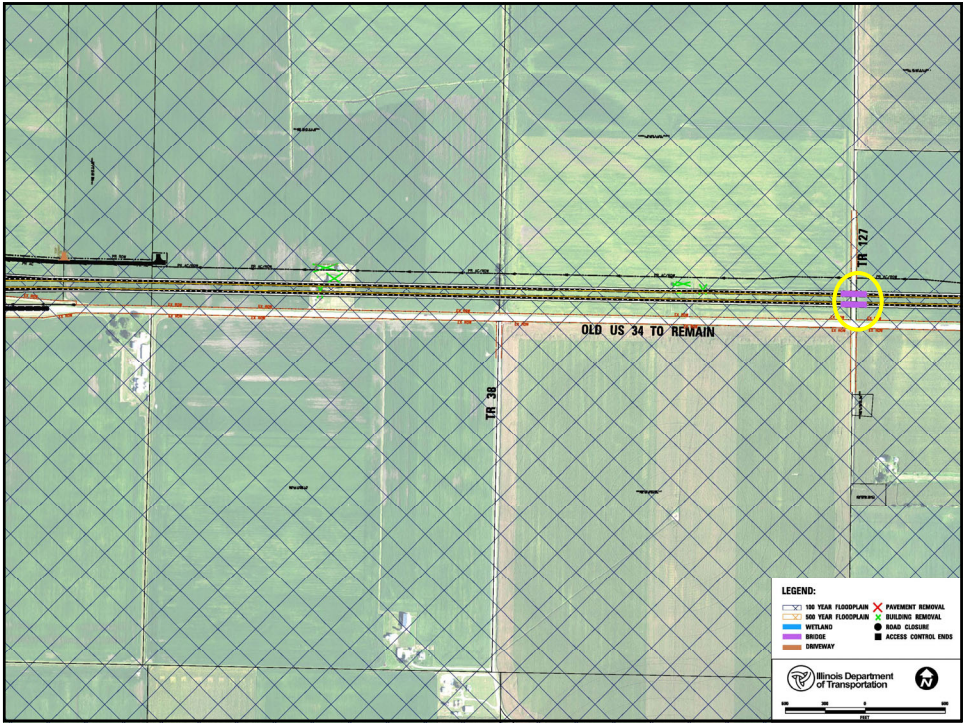
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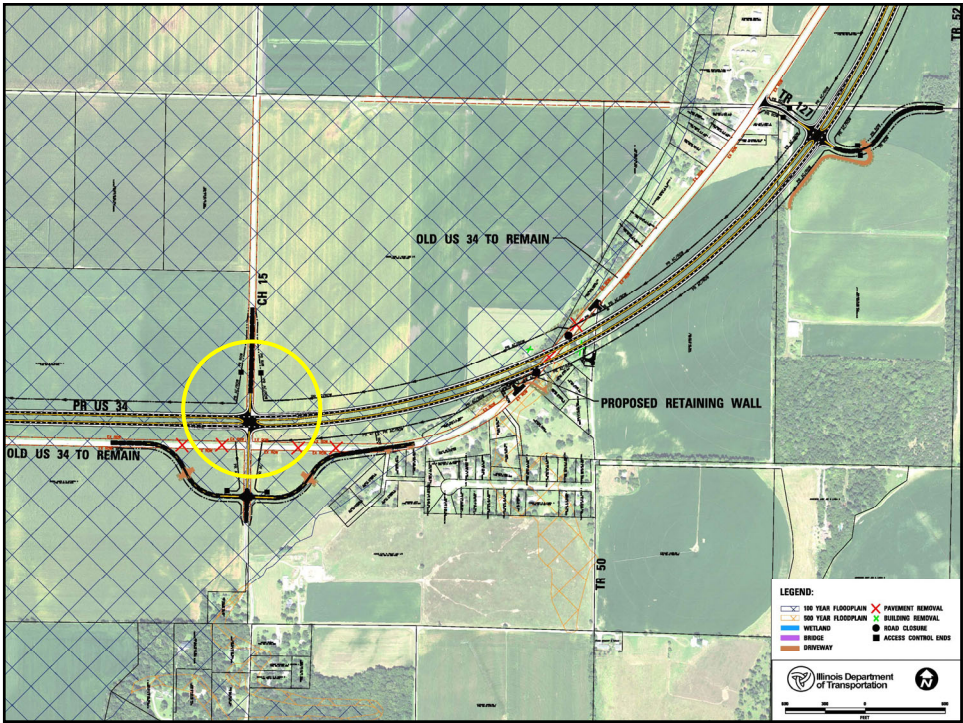
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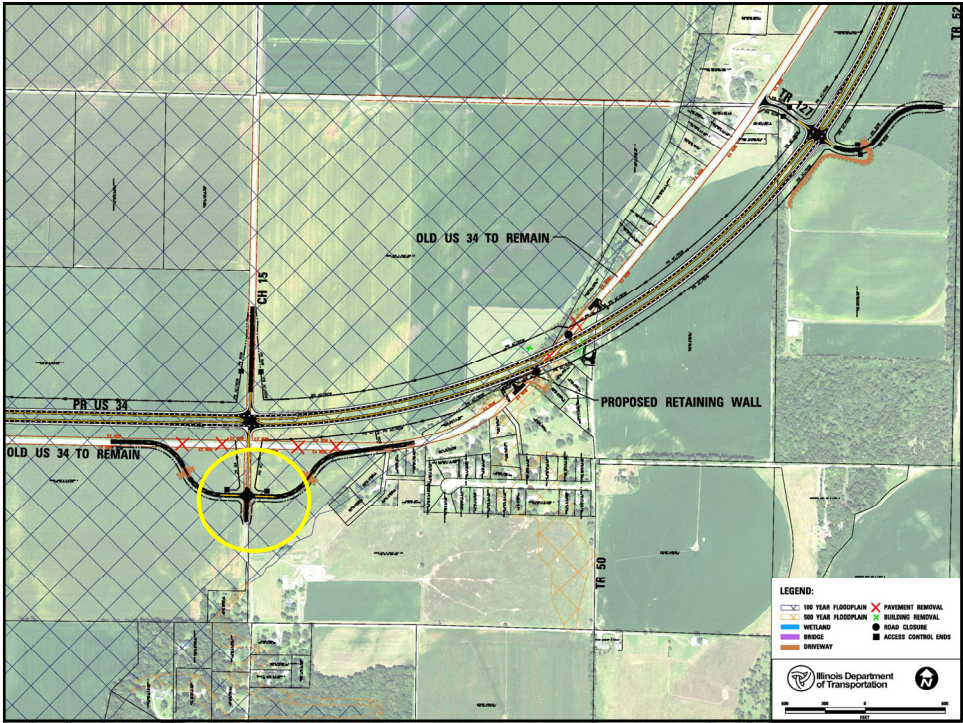
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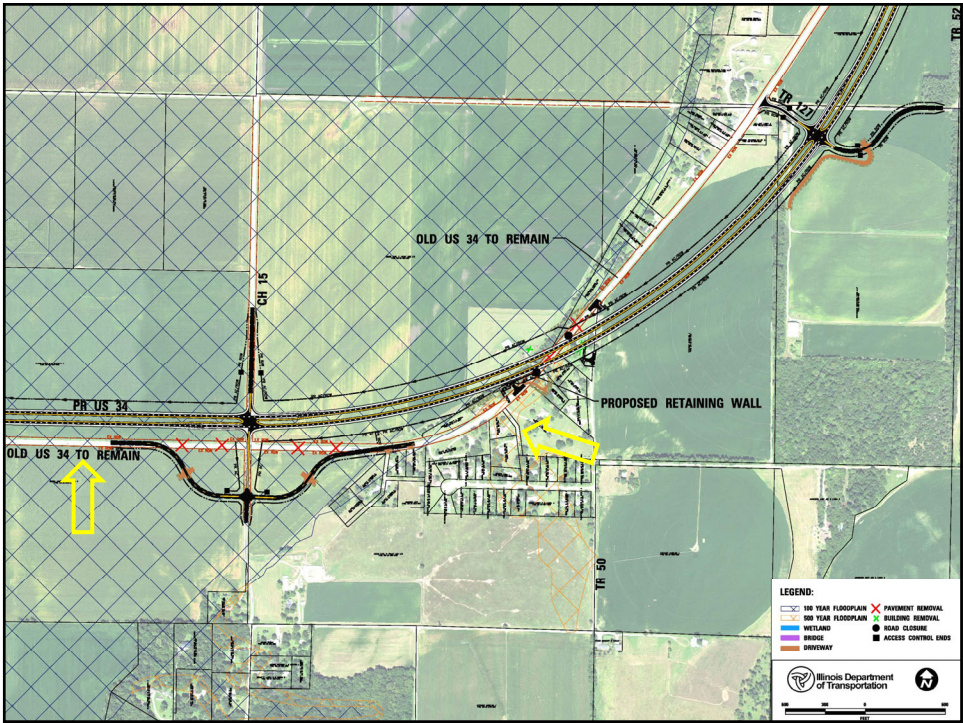
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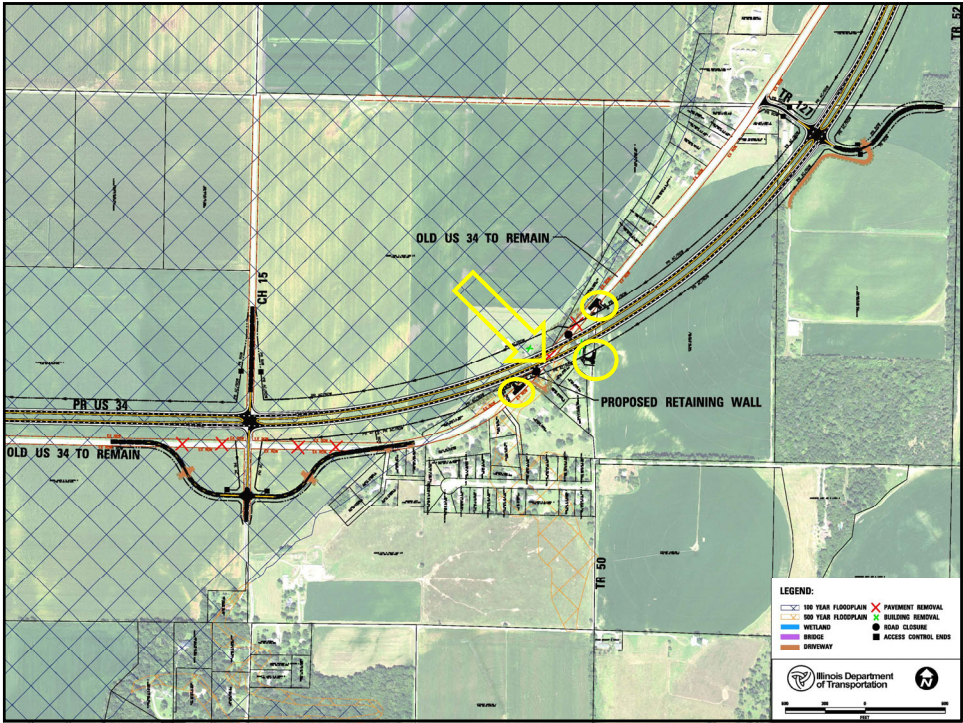
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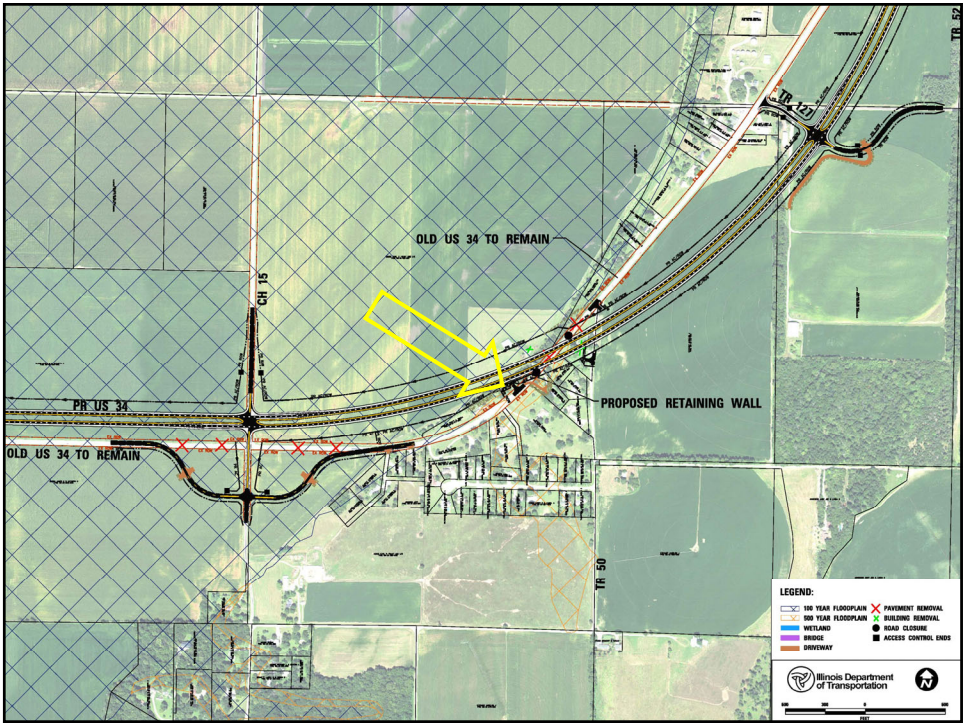
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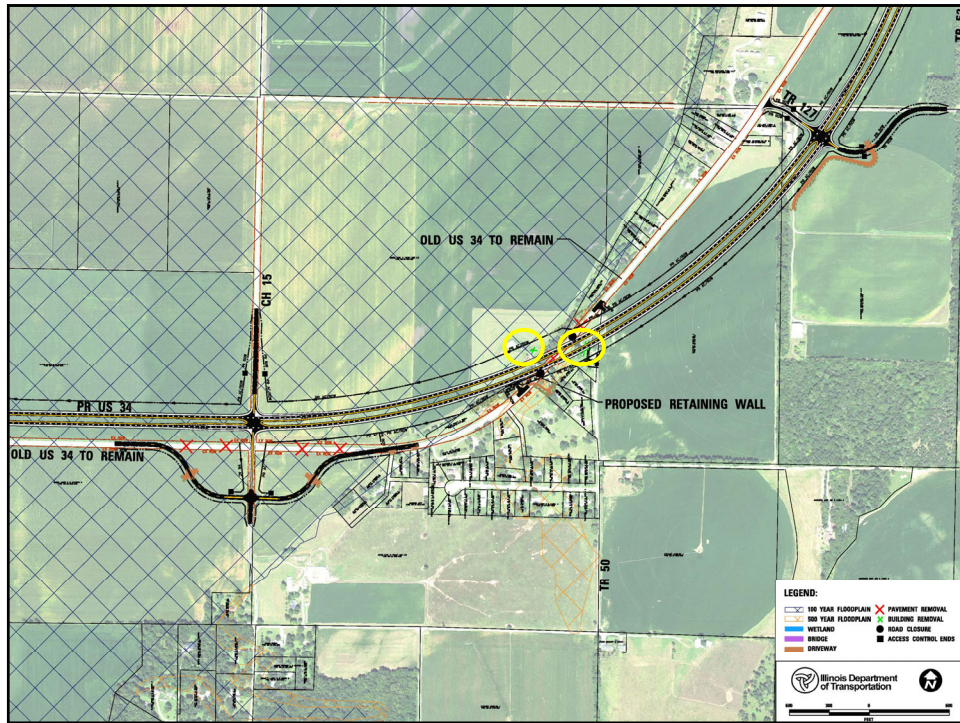
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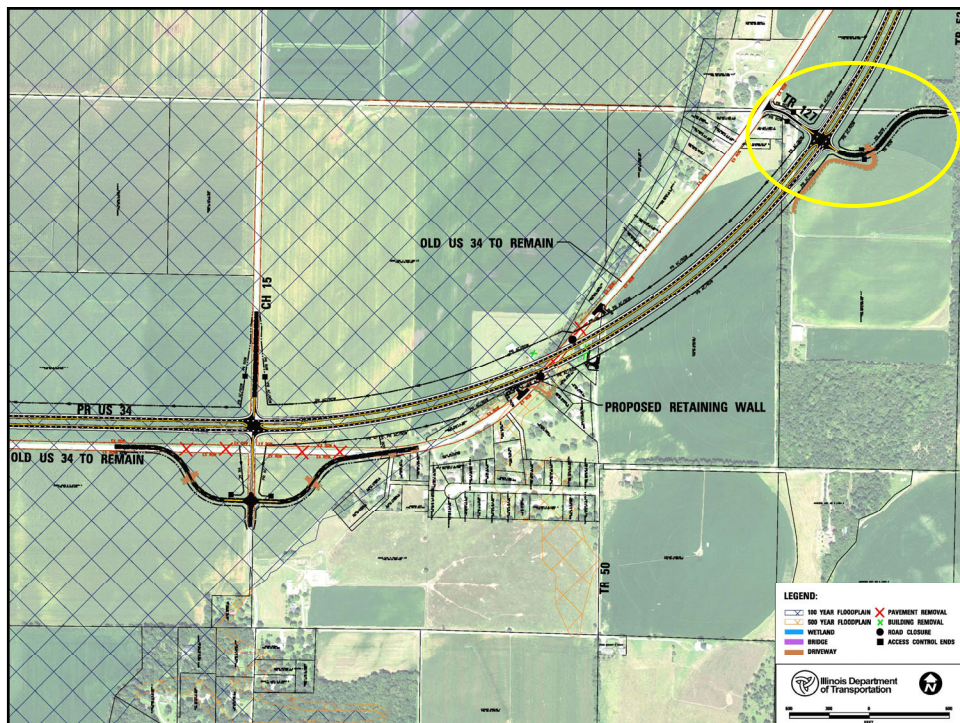
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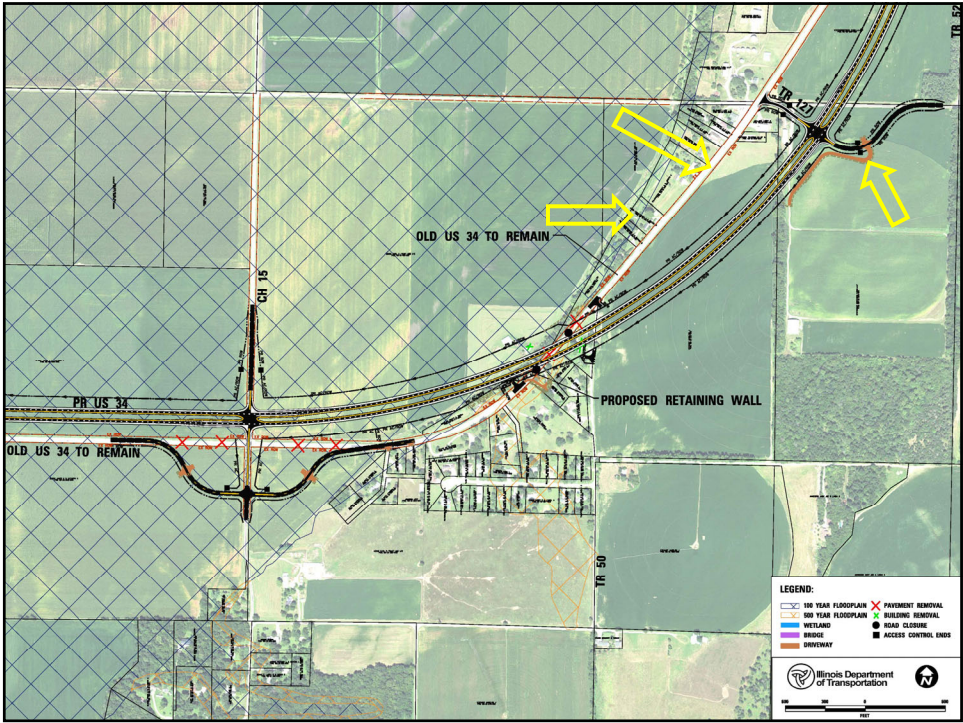
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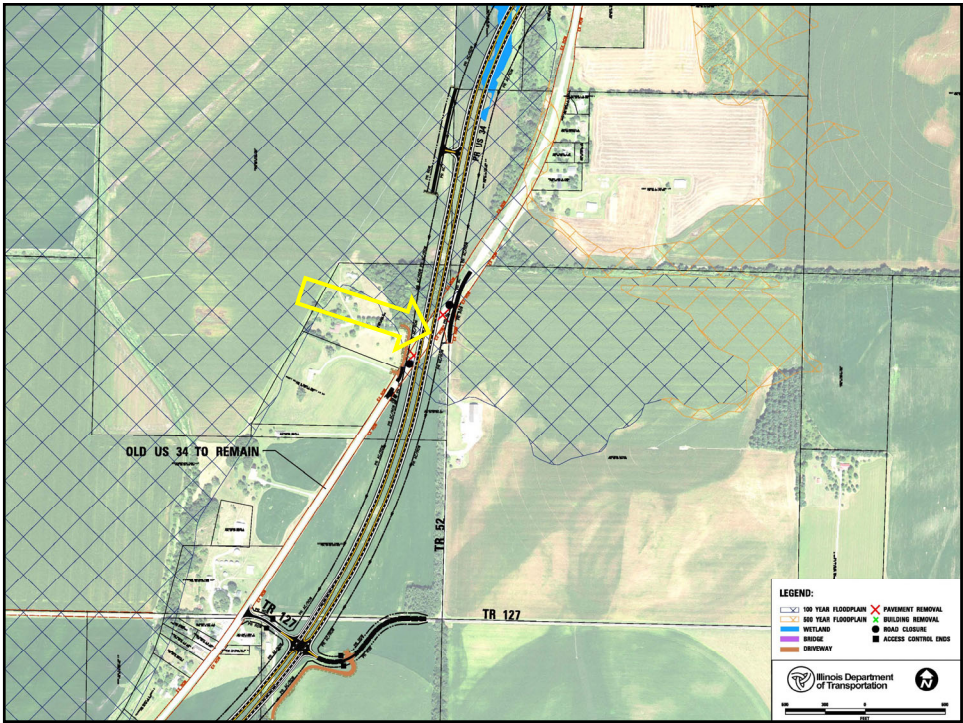
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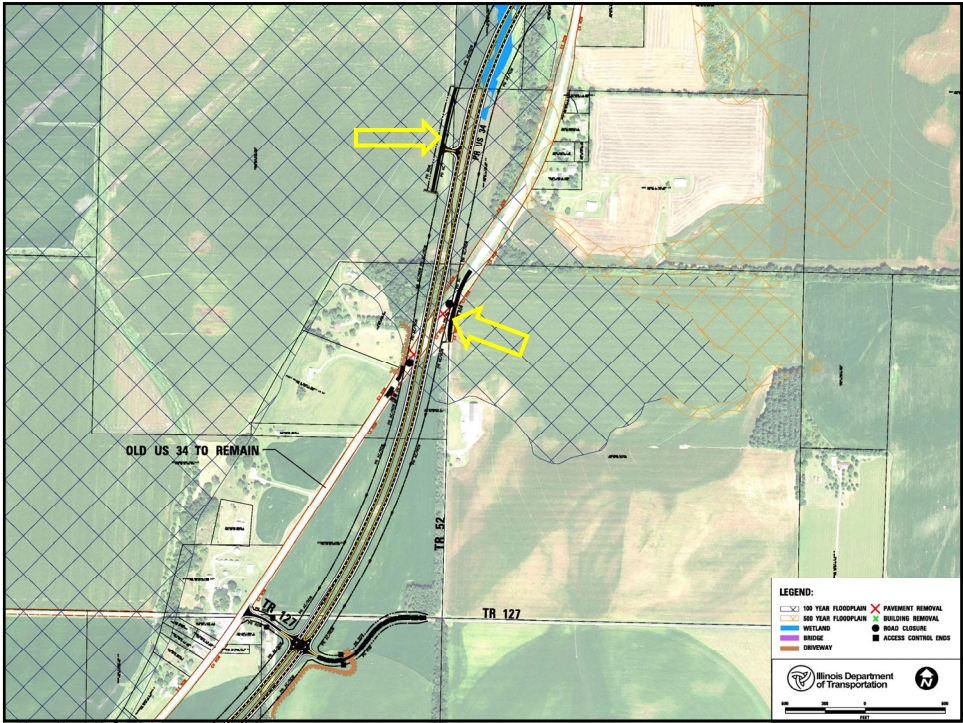
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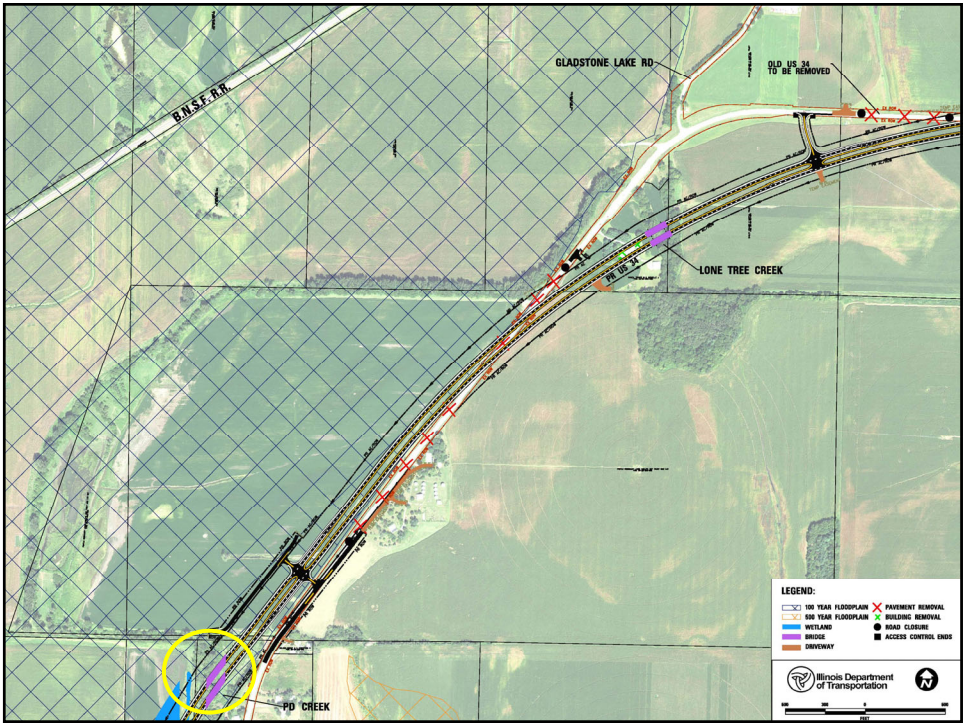
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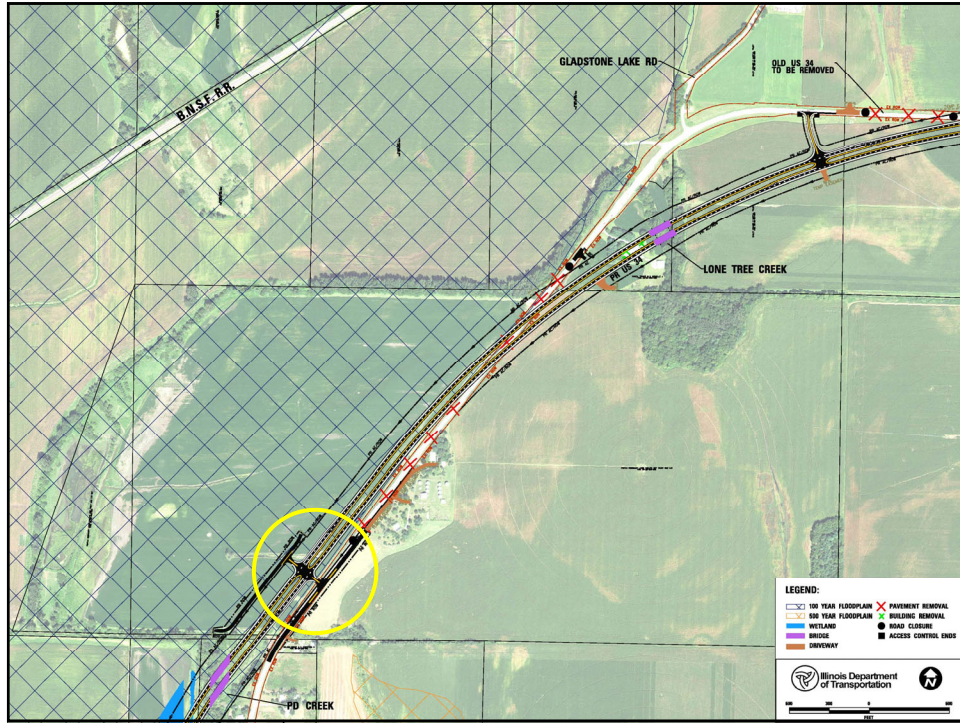
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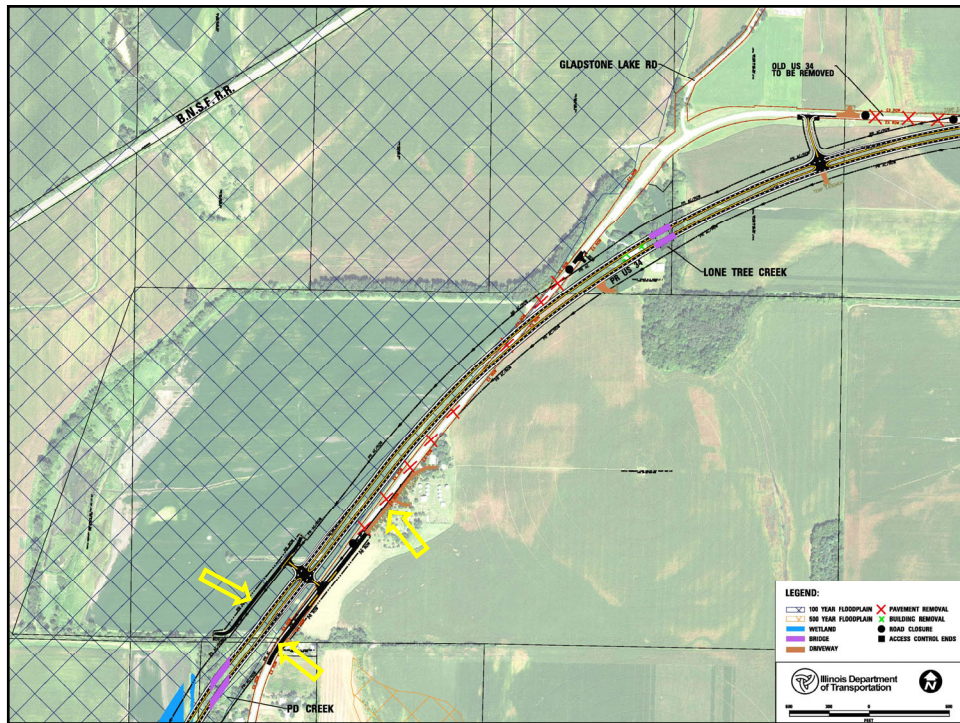
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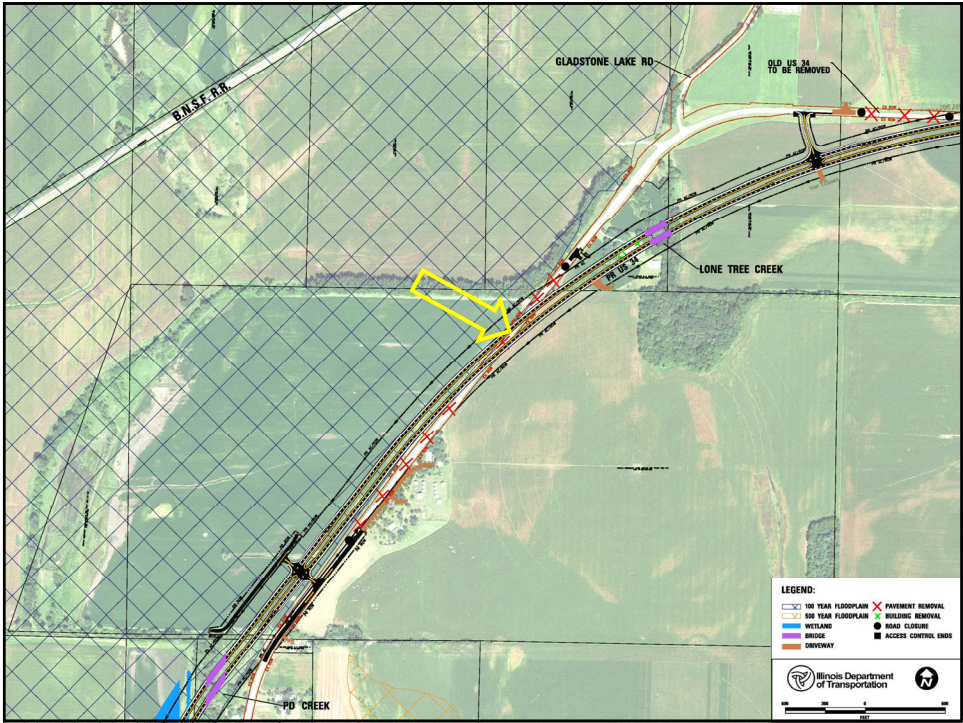
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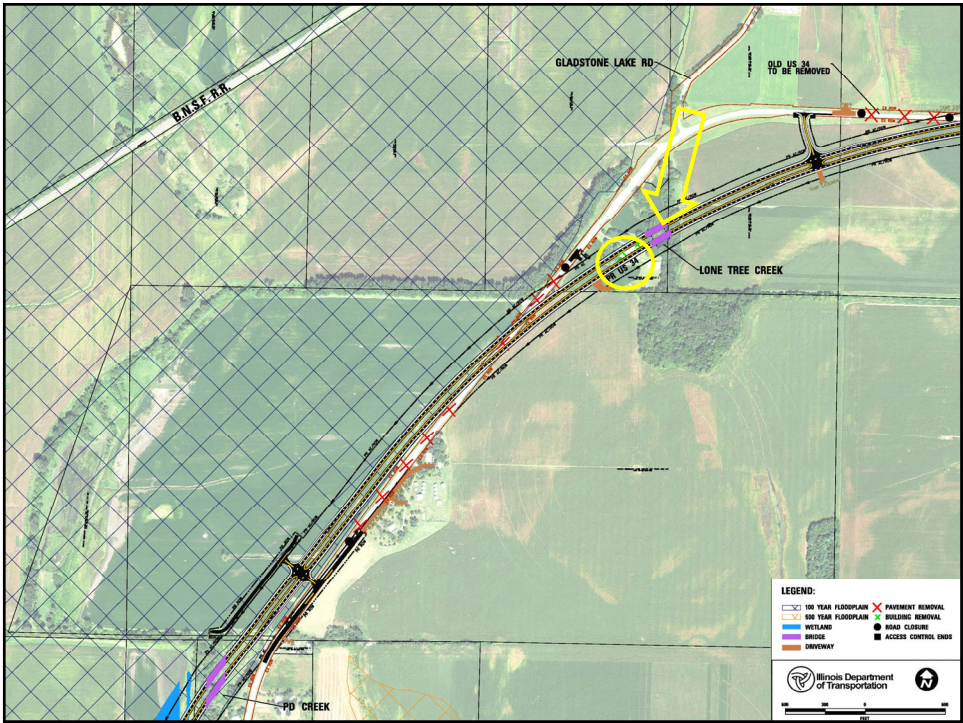
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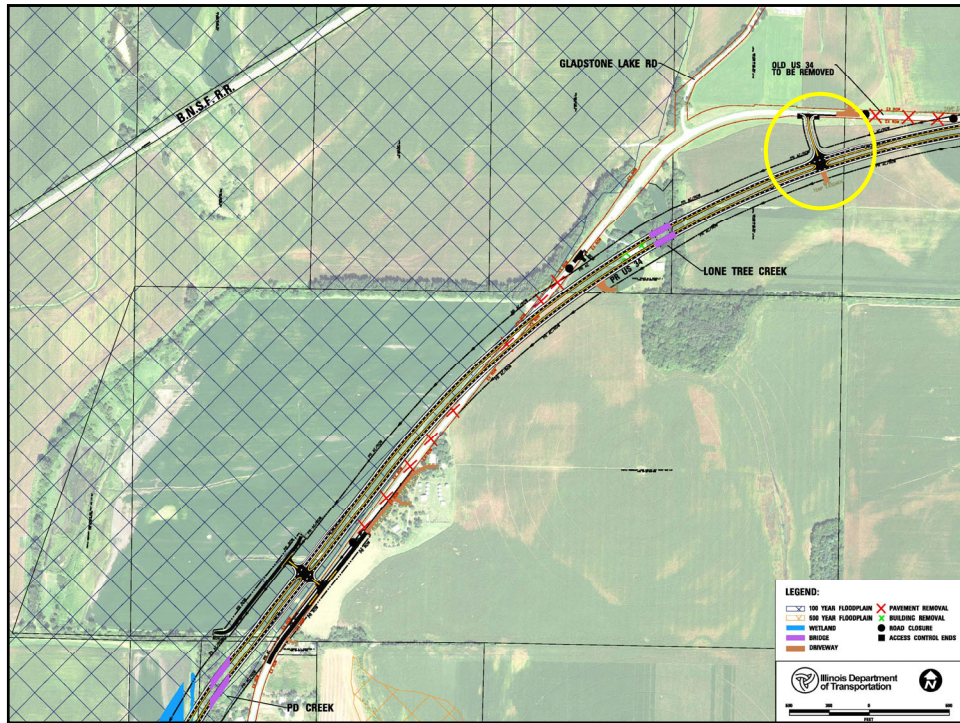
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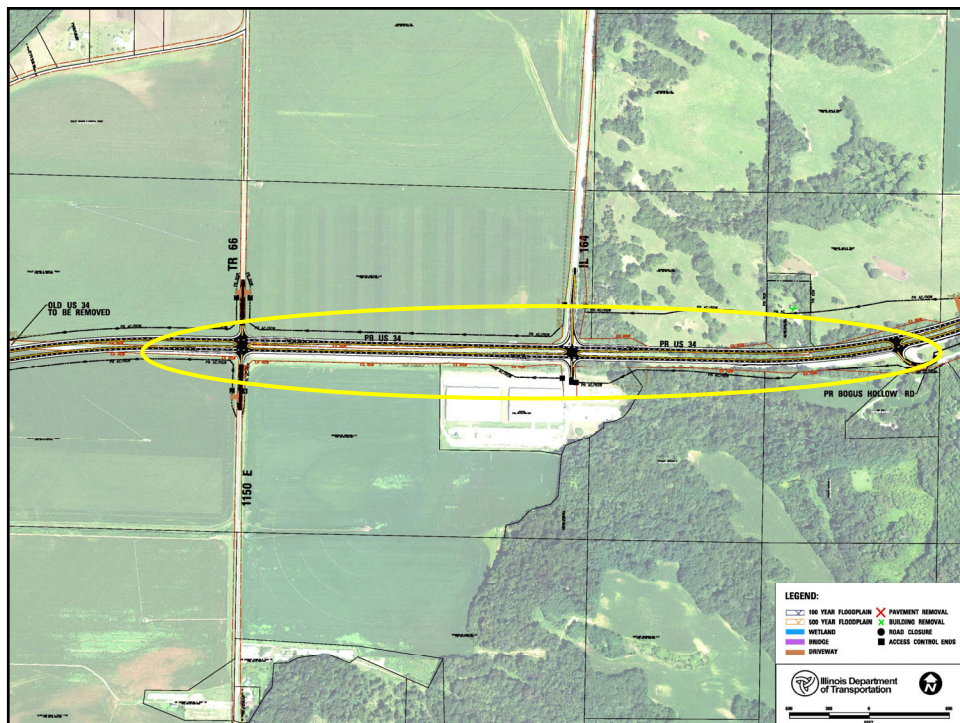
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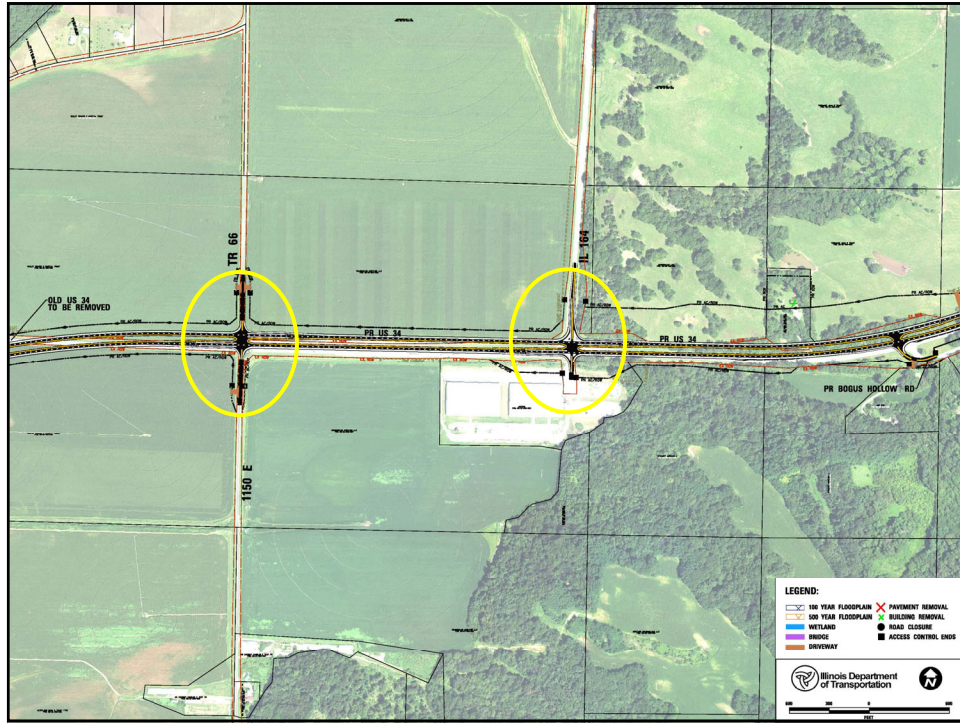
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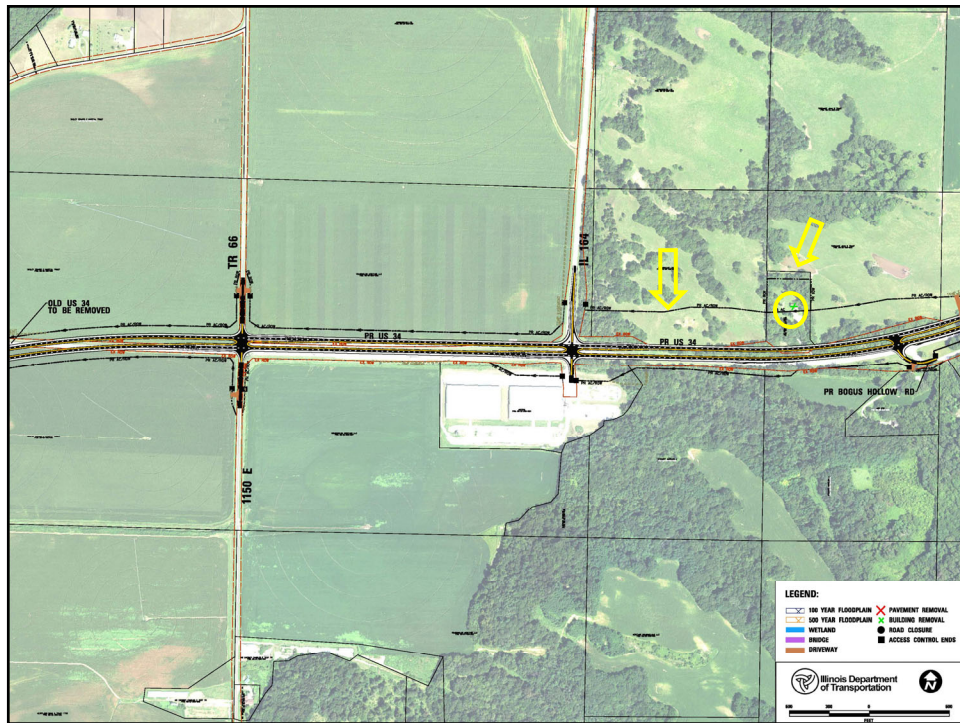
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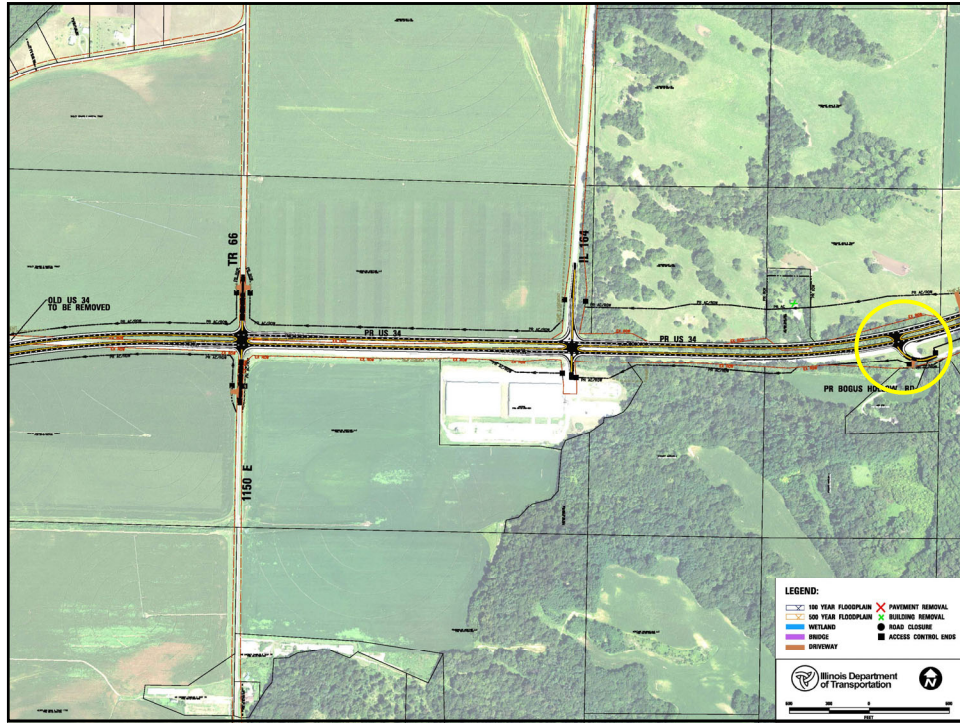
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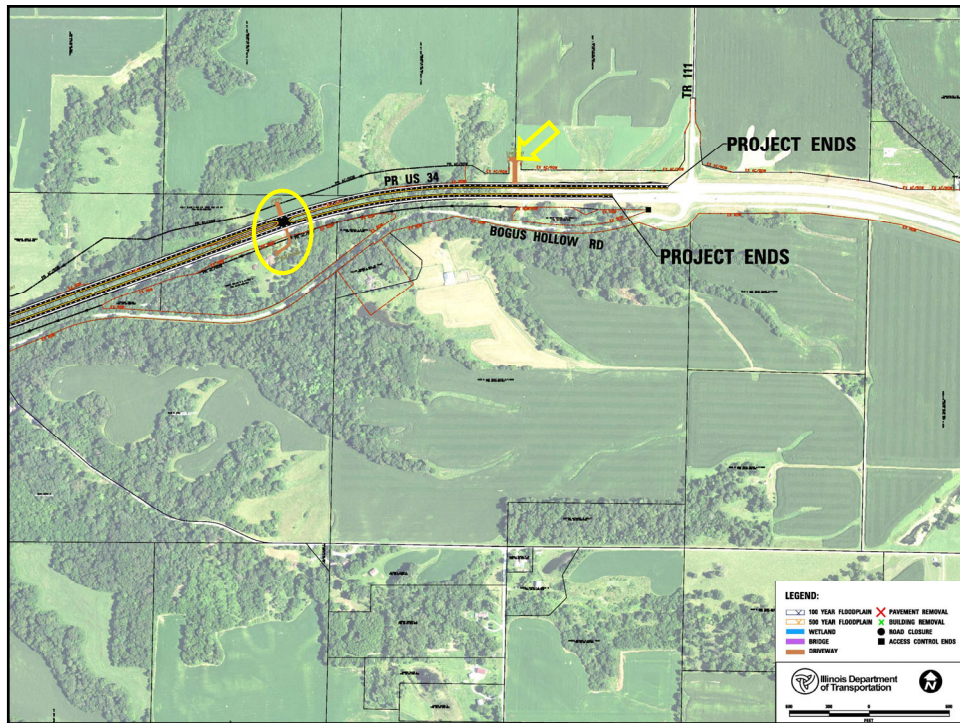
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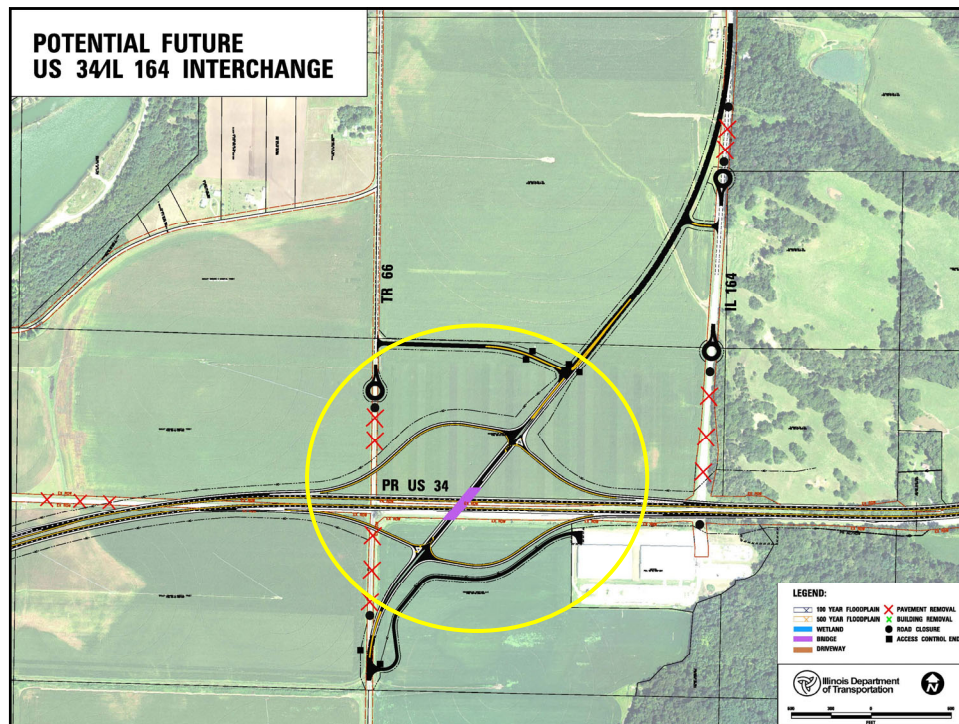
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Preferred Alternative SDEIS

- Project Length = 8.7 miles
- Estimated Cost (2021)
 - Construction Cost = \$131 M
 - Total Project Cost = \$156 M
 - Does not include IL 164 interchange
- ROW Acquisition
 - 281.9 Acres without IL 164 interchange
 - 330.4 Acres with the IL 164 interchange

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- Compile public comments after November 29, 2021
- Respond to public and resource agency comments
- Final SEIS and Record of Decision (ROD)
- Phase I Study Report
- Phase II
 - Construction Documents
 - currently unfunded
 - Land Acquisition
 - currently unfunded
- Phase III Construction
 - currently unfunded

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How do I Make a Comment?

- Public comments can be made now through the chat box at any time as explained.
- Public comments can also be submitted via the website:
<https://idot.illinois.gov/projects/US-34-Expansion-Gulfport-to-Biggsville.html>
- Written comments can also be mailed to:
 IDOT District 4
 Kensil Garnett, P.E, Region Three Engineer
 401 Main Street
 Peoria, IL 61602

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Virtual Hearing Public Comment Period

- Concludes the formal presentation
- Comments read from the chat box
- All comments made before November 29, 2021 will become part of the public record.

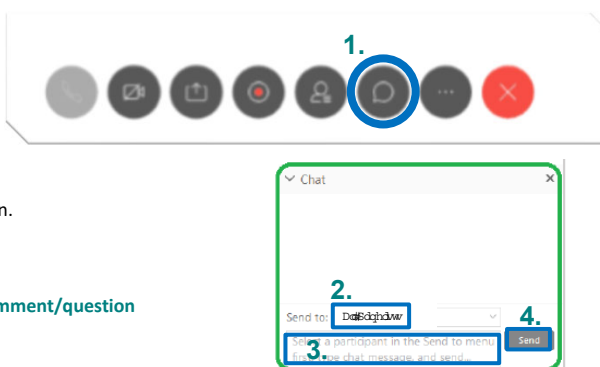
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Virtual Hearing Public Comments

How to make a comment or ask a question during the Virtual Public Hearing

1. Click on the CHAT icon with the word balloon graphic to open the "CHAT" window.
2. Select "All Panelists" from the drop down menu.
3. Type in your comment or question.
4. Click Enter key (or Send button).

The moderator will read your comment/question and a panelist will respond.



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Comments/Questions?
- Please Use the Chat Box -

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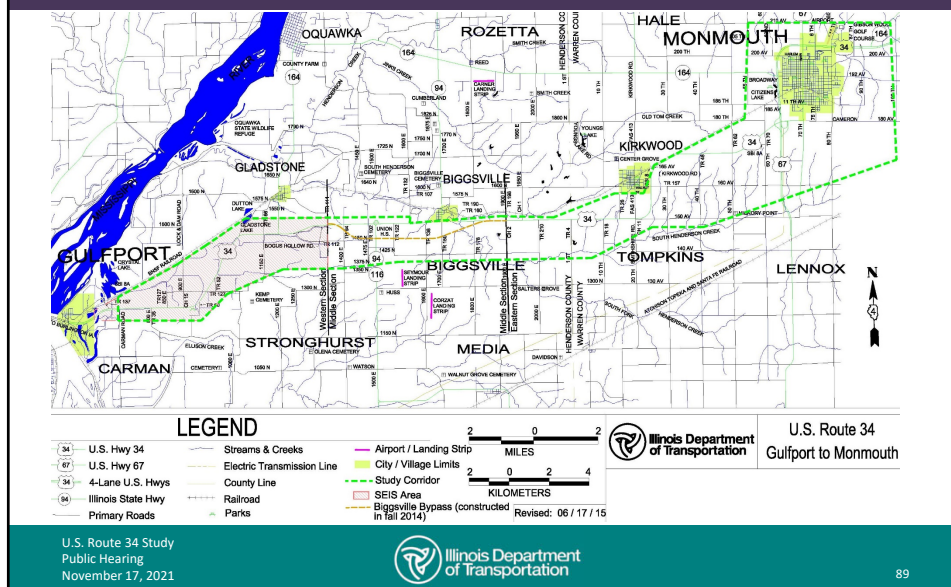


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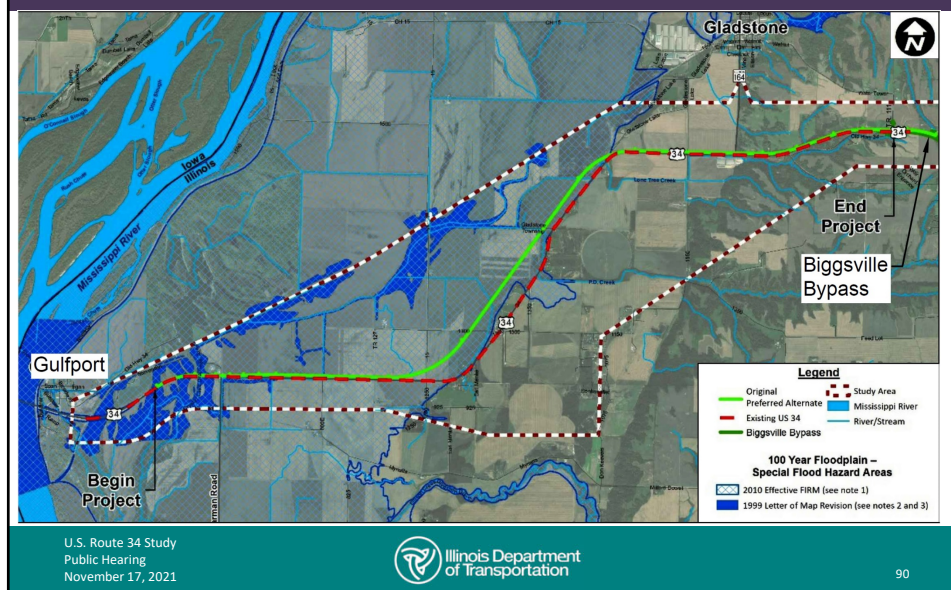
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Original US 34 Study Area (30 miles)



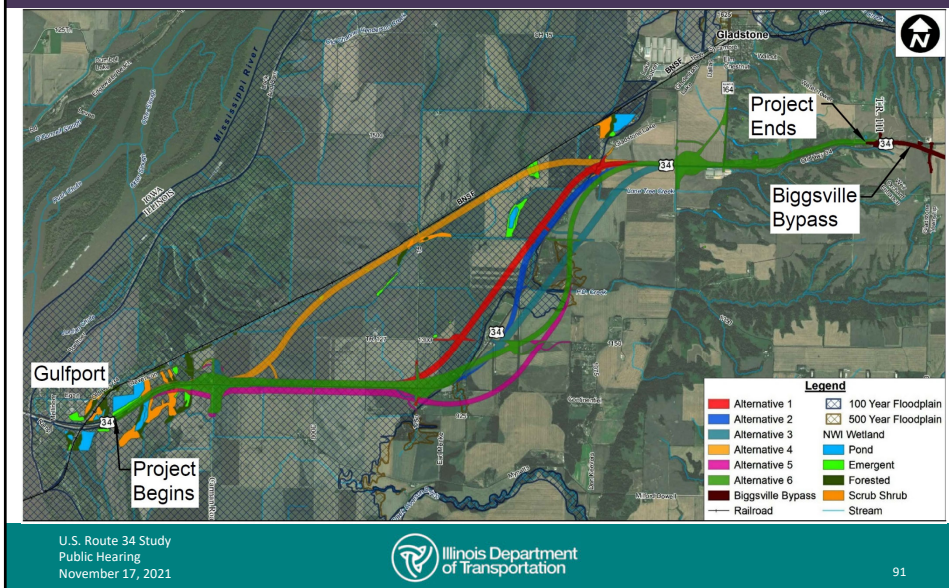
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SEIS Project Study Area



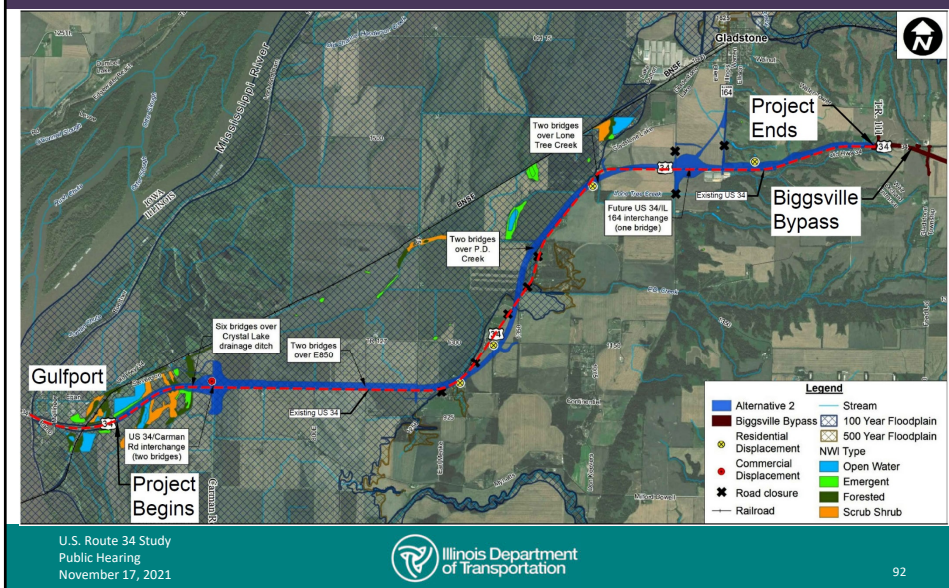
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All Alternatives



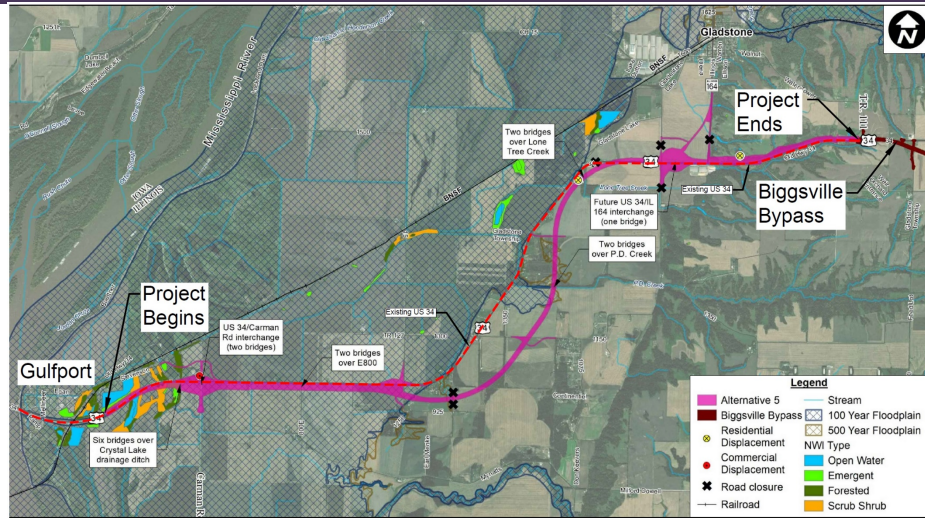
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Alternative 2



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Alternative 5



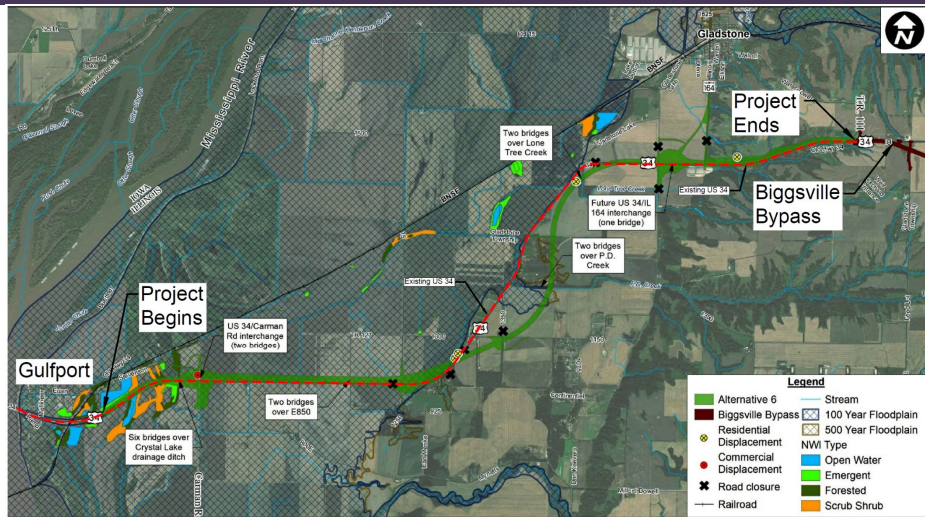
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Alternative 6



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Evaluation of Alternatives to Carry Forward

Criterion	Alternative			
	No-Build	2	5	6
Traffic, Transportation and Engineering				
Total length (mile)	n/a	8.7	9.1	8.7
Total cost (\$ million)	\$0	\$130,834,800	\$123,873,400	\$124,574,400
Number of new at-grade intersections ¹	0	8	8	8
Number of permanent road closures ¹	0	9	6	8
Number of new bridges for highway crossings	0	5	5	5
No. of new bridge crossings over drainage and streams	0	10	10	10
Reuse existing culverts under existing U.S. 34?	Yes	Yes	No	Yes
Borrow excavation (yd ³)	0	2,716,000	2,310,200	2,390,000

¹ – Build condition

² – Based on the National Land Cover Database (NLCD), Homer 2015.

³ – Based on INHS wetland delineation surveys and/or botanical surveys.

⁴ – Based on National Hydrography Dataset, 2001.

⁵ – Mississippi River floodplain based on FEMA mapping, 2010. All Alternatives cross the floodplain of the Mississippi River (as defined by FEMA mapping, 2010). Acres of floodplain crossed is provided as a relative measure of impacts.

⁶ – Based on information from 2002 EIS and a recheck of the National Register of Historic Places (NRHP), HARGIS, and IL SHPO DOE databases.

⁷ – Based on U.S. Department of Agriculture, Natural Resources Conservation Service (USDA NRCS) Soil Survey Geographic data, 2006.

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Evaluation of Alternatives to Carry Forward

Criterion	Alternative			
	No-Build	2	5	6
Socioeconomic/Land Use/ Natural Resources				
Number of residential displacements	0	5	3	3
Number of commercial displacements	0	1	1	1
New right-of-way required (acres)	0	330.4	330.7	323.7
Existing right-of-way utilized (acres)	0	140.1	131.0	133.0
Number of property owners affected	0	66	59	55
Number of impacted noise receptors	0	0	0	0
Visual impacts	None	Minor	Moderate	Minor
Impacts to forested area (acres) ²	0	8.8	15.7	8.3
Number of state-listed wild blue larkspur plants affected ⁴	0	259	259	259
Impacts to prairie (acres) ⁵	0	0.8	0.5	0.5
Impacts to degraded sand savanna/sand woodland (acres) ³	0	0	6.5	0

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Evaluation of Alternatives to Carry Forward

Criterion	Alternative			
	No-Build	2	5	6
Water Resources				
Area of wetlands impacted (acres) ²	0	4.3	3.0	1.6
Number of perennial streams crossed ⁴	0	1	2	2
Number of intermittent streams crossed ⁴	0	9	8	9
Number of ditches crossed ⁴	0	2	4	2
Acres of 100-year floodplain crossed ⁵	0	261.5	201.6	221.2
Acres of 500-year floodplain crossed ⁵	0	263.2	216.2	231.0
Cultural Resources				
Cultural resources ⁶				
Number of known National Register of Historic Places (NRHP) listed or eligible historic properties potentially affected	0	0	0	0
Number of potentially eligible archeological sites affected	0	34	34	34
Number of mound groups potentially affected	0	2	2	2

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Evaluation of Alternatives to Carry Forward

Criterion	Alternative			
	No-Build	2	5	6
Agriculture				
Acres of productive cropland/pasture converted ²	0	165.3	226.6	187.6
Acres of prime farmland/important farmland impacted ²	0	309.8	318.1	322.2
Number of owners affected	0	17	16	16
Farm operations				
Number of severed farm operations (by tract)	0	6	8	8
Number of skewed severances	0	6	7	7
Number of uneconomical remnants	0	10	8	9
Acreage of uneconomical remnants	0	10.3	28.0	31.3
Number of center pivot irrigation plot impacts	0	8	12	10
Acreage of center pivot irrigation plot impacts	0	44.9	110.8	80.0
Number of farm buildings displaced	0	9	5	10
Number of otherwise affected farm operations (by tract)	0	25	26	25

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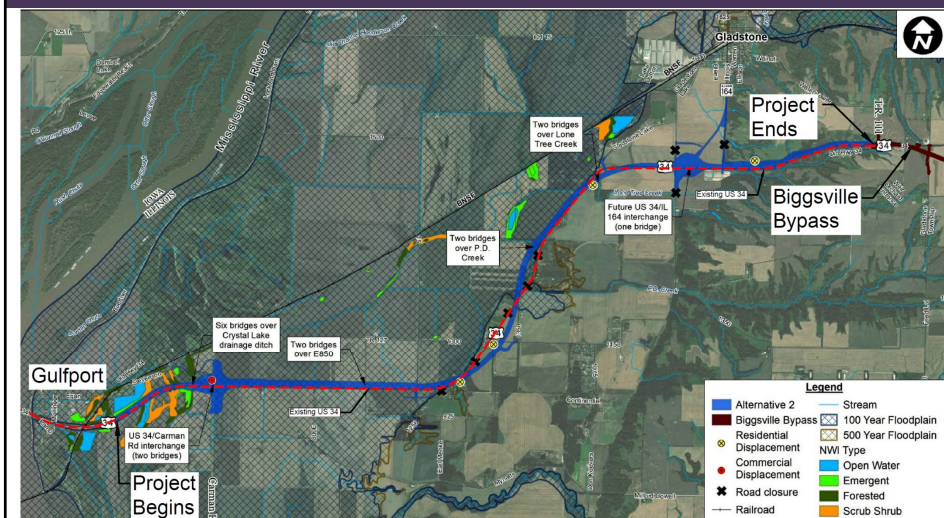
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Preferred Alternative



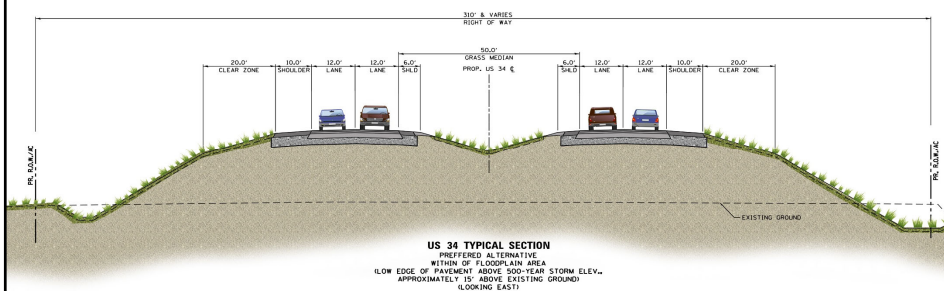
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Typical Sections



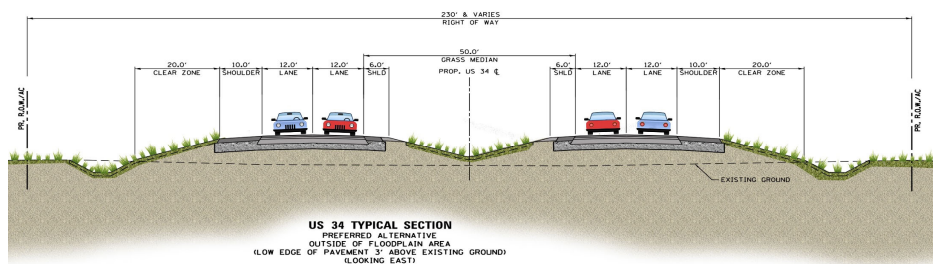
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Typical Sections



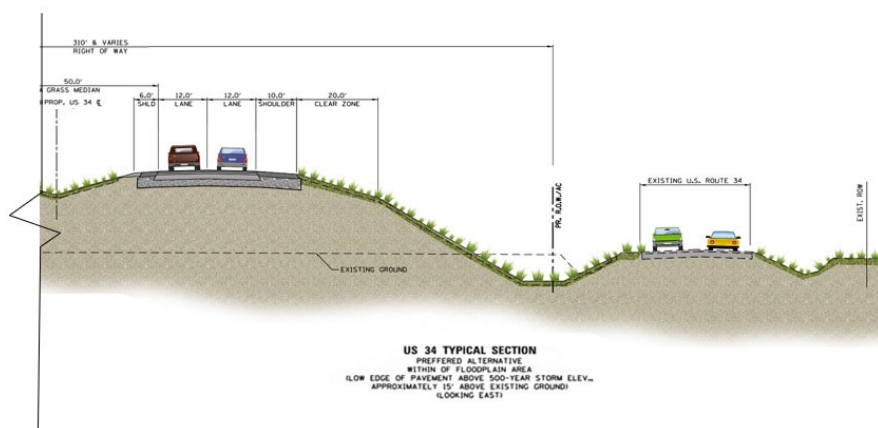
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Typical Sections

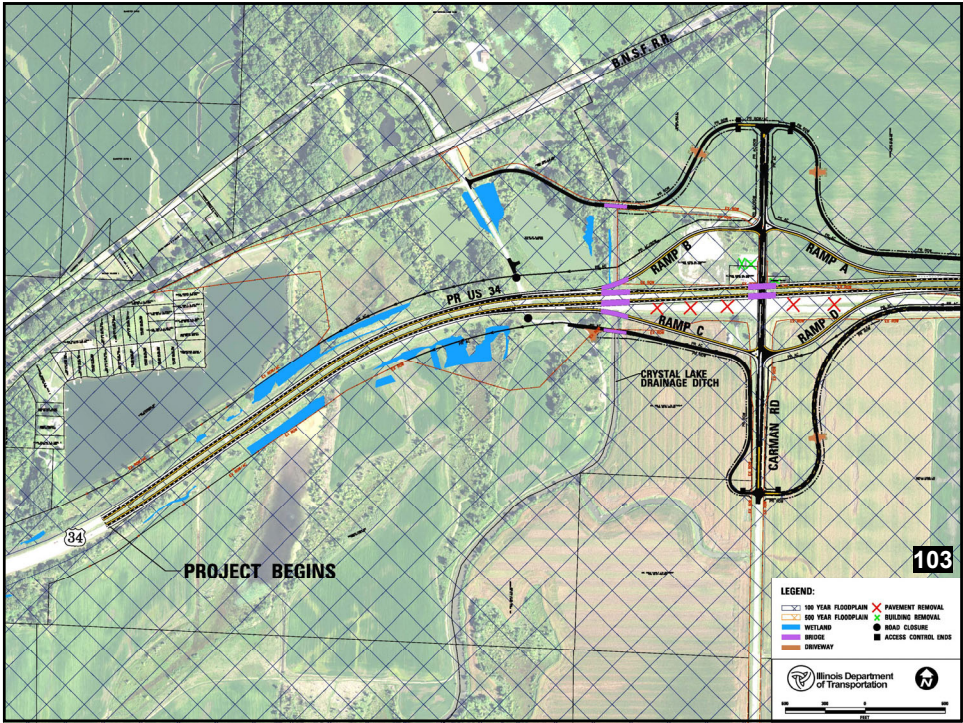


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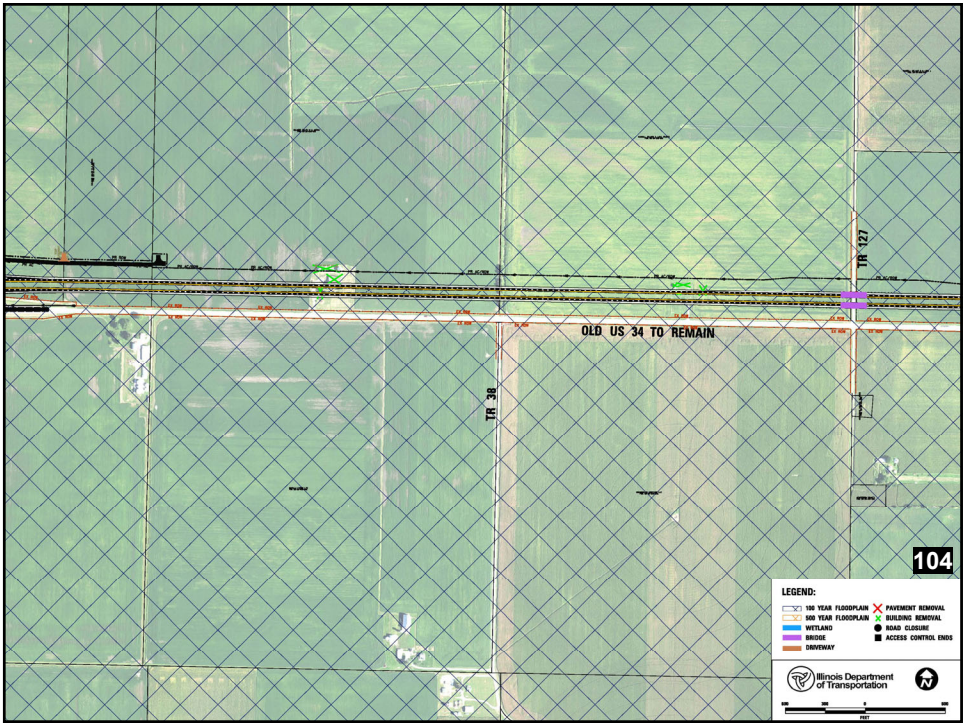


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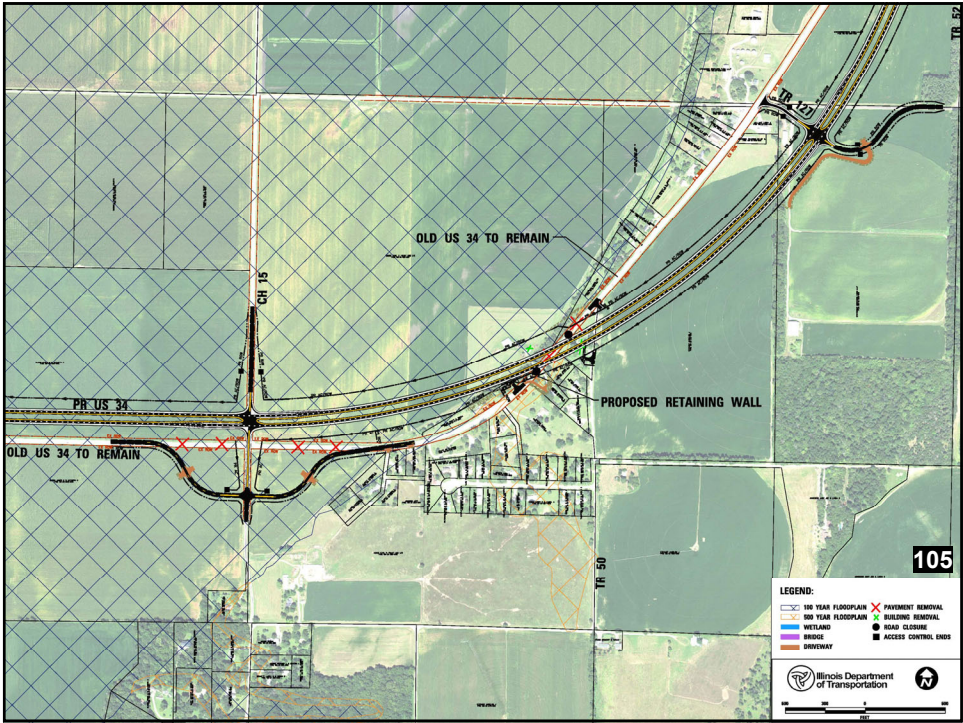
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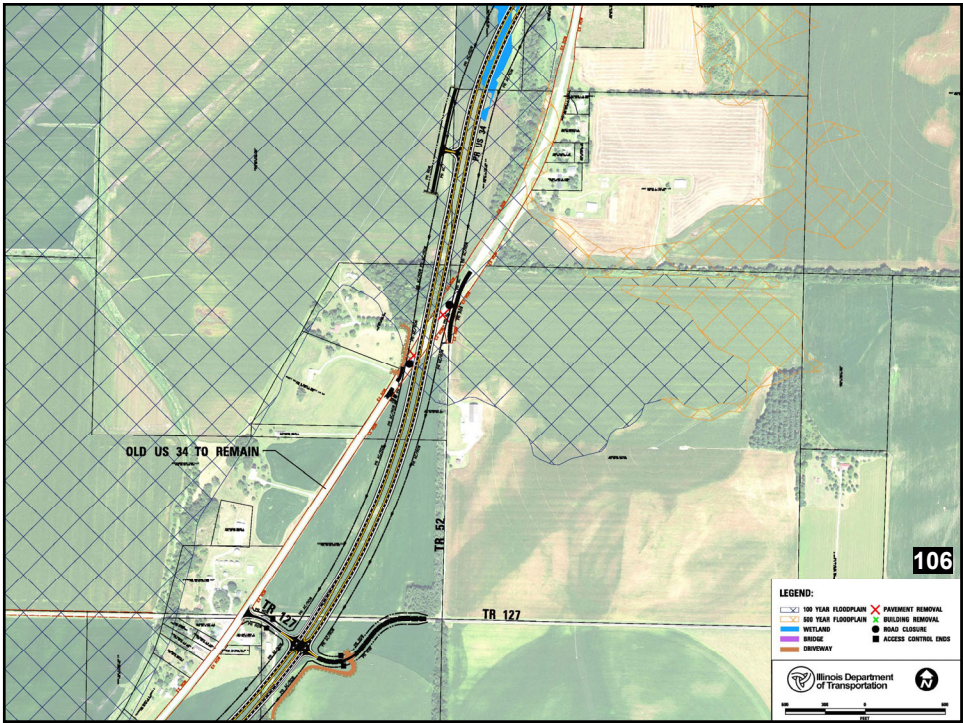
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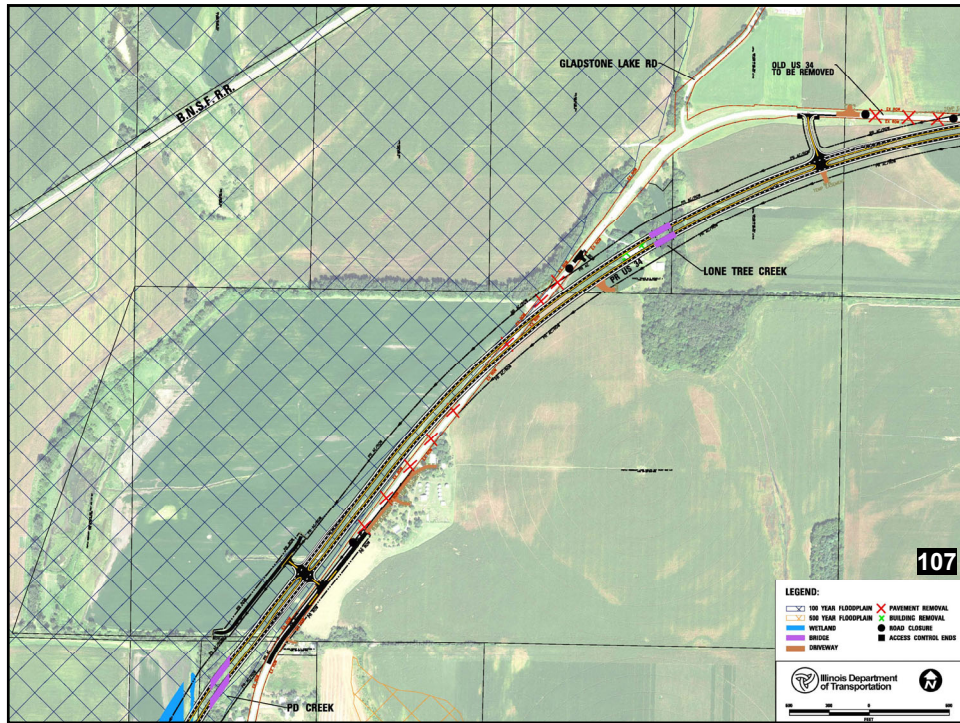
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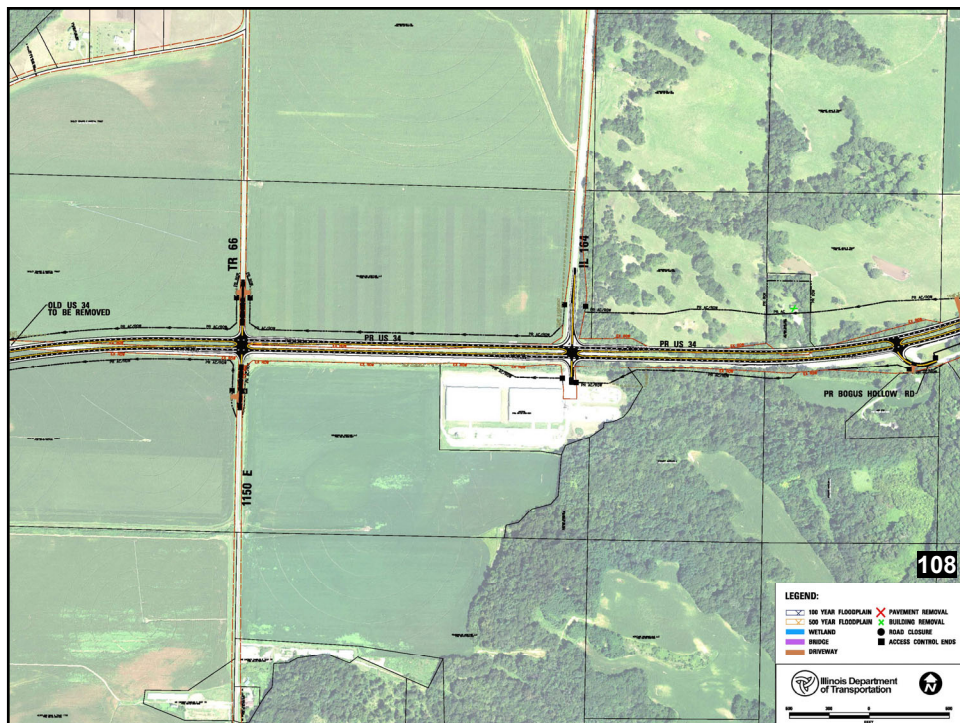
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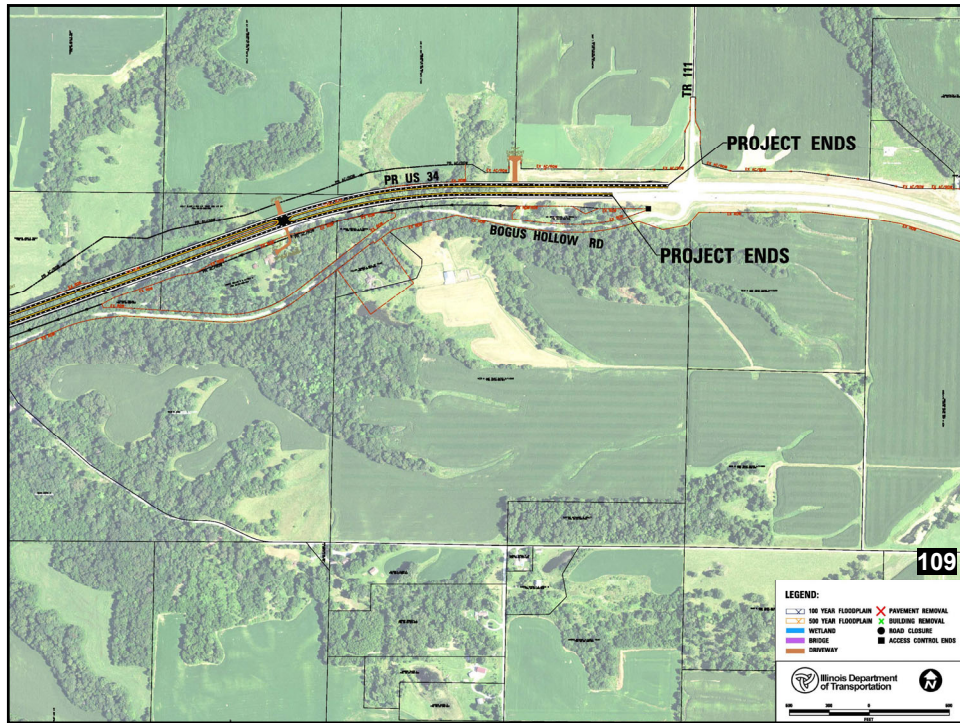
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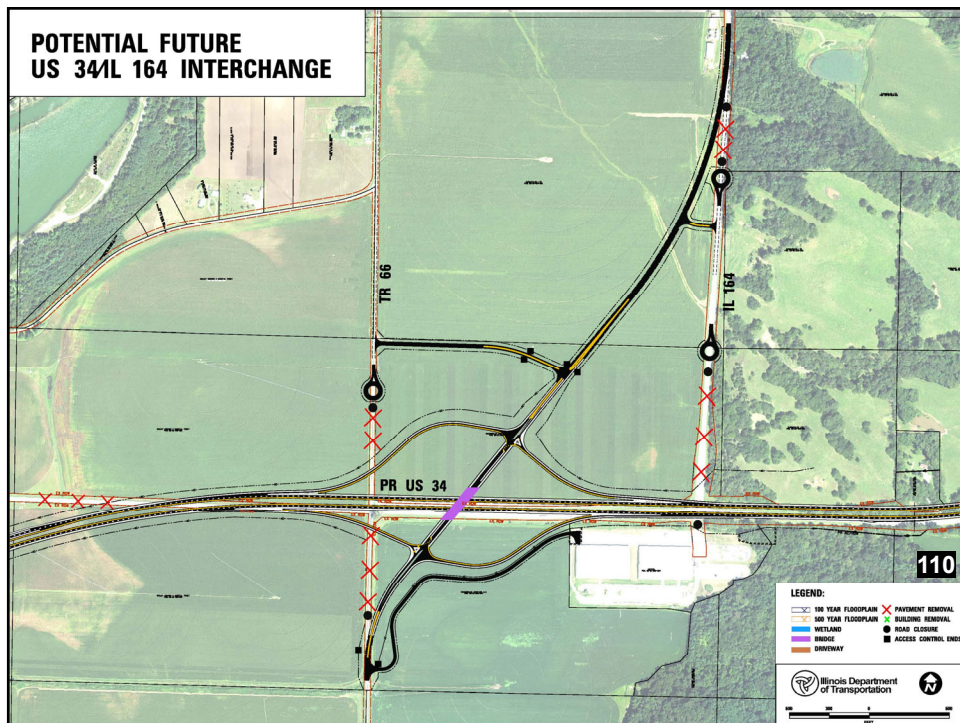
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THANK YOU!

NEXT STEPS:

- ✓ VISIT US ONLINE
- ✓ SUBMIT YOUR COMMENTS
- ✓ TAKE THE SURVEY

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